

# **New Zealand Model Power Boat Association Inc.**

## **Health and Safety Guidelines.**

### **1. INTRODUCTION**

This **Guideline** document has been prepared by the NZMPBA for the use of its members and affiliate clubs.

It is designed to assist those who are operating a club day or national event. Members may use all or part of this document as it is appropriate for their site and event.

This document is a Guideline and as such the NZMPBA will not be held responsible for its use or application.

### **2. CONSIDERATION**

#### **S. SITE.**

The NZMPBA strongly promotes that NO HARM is done to local surroundings.

All rubbish / waste created on site must be removed from the site at the conclusion of each day's events, (i.e. left as found )

Vehicle access over grassed areas is limited to 10 kmh. Where necessary, vehicle access will be restricted to regatta control vehicles only.

#### **WILDLIFE.**

Most waterways utilised for model power boating support varying types and numbers of wildlife. The NZMPBA strongly promotes a MINIMUM DISTURBANCE approach.

Water borne fowl etc are to be quietly herded away from the boating area by running 1 boat or using the rescue dinghy.

Another option is to entice the fowl away by feeding in a safer area.

Should water fowl enter the racing area during a race, they are to be called as a race hazard by the race controller and if necessary the race will be stopped while the course is cleared.

It should be noted that wildlife are only semi controllable and the NZMPBA takes no responsibility for the complete safety of wildlife in any area in which its members are operating.

#### **WATERWAY.**

Extreme care is to be taken to avoid any contamination of the waterway being used. Most materials being used are biodegradable.

It is strongly advised by the NZMPBA that care is used should a member or other person need to enter any waterway whether wearing appropriate equipment or not.

### **3. HAZARDS.**

#### **SITE HAZARDS.**

The local host club or the Event Director must identify all hazards and potential hazards. These hazards and controls shall be recorded on a Hazards board displayed at the entrance to the pits, and shall be outlined to all participants at the "Drivers Brief" meeting along with suitable suggestions for reducing or eliminating any risk.

The drivers briefing will be held prior to the event commencing and all persons entered for events on that day must be present.

A suitably marked (and if necessary) roped off "pit area" is to be nominated for all members to

operate within. The area may be signposted to exclude the general public if necessary.  
A first aid kit is to be available on site during the event.  
A fire extinguisher is to be available on site during the event.  
NO SMOKING is to occur within the pit area or any other identified no smoking area.

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The NZMPBA strongly advises that its members should not physically enter the waterway being utilised for any reason.

The host club or Regatta Director should be aware that they may need to arrange a waiver with the appropriate local authority to allow boats to travel at more than 5 knots close to shore.

#### NOISE.

Noise levels are restricted to a maximum of 87 dba at 10 meters, measured 1 meter above water level and at right angles to the direction of travel of the boat.

Where it is considered to be dangerous to do a noise check at 10 meters, then a check at 20 meters of no more than 81 dba is permitted.

#### RESCUE CRAFT.

Rescue craft are deemed as dinghies fitted if required with outboard motor. The motor size should fall within the power specification for the boat being used. The NZMPBA strongly advises that only confident experienced members operate rescue craft. Any novice operator should be accompanied by an experienced person.

The NZMPBA strongly advises the use of life preservers (vests or similar) or other suitable floatation aids for members operating rescue craft.

No one is to smoke while operating the rescue craft or to smoke within 5 meters of the rescue craft.

#### COMPETITORS EQUIPMENT.

Competitor's equipment at site must either be stored in a tidy fashion in the allocated pit area.

All hazardous fluids are to be contained in appropriate fully sealed containers.

Portable electric equipment should be suitably assembled in an appropriate place.

No competitor's boats are to be run on water before drivers brief or scrutineering.

Scrutineering of all craft is mandatory and is to take place prior to that crafts first event for the day.

Scrutineering is to be carried out or overseen by suitably experienced persons and the appropriate notes made on the scrutineering form. (See copy attached)

Scrutineering will cover the following:

*Radio Equipment frequency:* will be confirmed at the transmitter and checked against the frequency entered on the event registration form. The operational frequency can only be changed with the approval of the event organiser.

*9 Meter range check:* A standard aerial down measured 9 metre check is to be done. All channels are to operate without compromise.

For radio sets where this type of check is unsuitable, a minimum 100 metre aerial up check must be made.

*Failsafes:* Radio Control systems with an integrated Fail safe must use and demonstrate the operation of the Fail Safe during scrutineering with the engine running.

- Effective January 1<sup>st</sup> 2017, all Petrol powered boats running in Offshore events must be protected against zero voltage receiver failure by using an ignition coil disabling system.
  - The effectiveness of the Ignition coil disabling system must be demonstrated during scrutineering with the engine running.
- Effective January 1<sup>st</sup> 2018 all Petrol powered boats running in either offshore or oval events must be protected against zero voltage receiver failure by using an ignition coil disabling system.
  - The effectiveness of the Ignition coil disabling system must be demonstrated during scrutineering with the engine running.

*Engine / Mounts:* Must be fully secured and rubber mounted for the purpose of noise reduction and to minimize vibration.

The throttle slide or barrel must be mechanically secure and operate smoothly through its full range.

*Linkages:* All linkages must be fully secured at each end as a minimum.

All linkages must be in good non corroded condition.

Steerage linkages especially should be free of any unreasonable slop.

*Rudder:* The NZMPBA recommends strongly that rudder systems be of a kick up type / design where possible, especially if they are transom mounted assemblies. The mounting bracket/s must be secured firmly to the hull.

*Turn Fins:* The NZMPBA recommends strongly that turn fin systems allow the blade to be of a kick up type/design where possible.

The mounting bracket/s must be secured firmly to the hull.

*General Condition:* All other fittings and fixtures are to be secure and mounted where possible to avoid vibration and minimize hull noise.

The general overall condition of the craft is to be suitable for its application and safe operation.

#### **4. SPECTATORS.**

The NZMPBA recommends that all spectators / general public stay back from the waters edge a minimum of 5 metres. This can be advertised either by signs placed accordingly, suitable statements and warnings broadcast over the public address system or officials of the event making a direct approach and verbally requesting spectators to move to a safer area.

The organiser may delay the start of an event or stop an event if spectators enter a hazardous area. At

all times all visitors and spectators to the site are there at their own risk and the NZMPBA ultimately assumes no responsibility for damage or injury to any persons or their property.

**5. INSURANCE.**

The NZMPBA provides liability insurance as per the following schedule for all its financial members who are operating at a sanctioned event as listed on the NZMPBA Calender of Events.

Public & Products Liability – Option 1	\$1,000,000
Goods in Care Custody & Control	\$250,000
Punitave & Exeplary Damages	\$1,000,000
Forest & Rural Fires Act	\$250,000
Product Recall Expenses	\$100,000
Service & Repair	\$250,000
Underground Services	Policy Limit
Vibration & Removal of Support	Policy Limit
Tenants Liability	Policy Limit
Property Owners / Landlords	Policy Limit
Statutory Liability	\$1,000,000
Employers Liability	\$1,000,000
Fidelity	\$50,000
Directors & Officers Liability	\$250,000
Lawsafe	\$100,000

( Please note, to get the **key aspect cover** for the NZMPBA means that the policy “automatically” includes what appears to be other “non relevant” aspects, however, this is unavoidable at this time)

For those boating on their own, then their household insurance generally covers such liability, although it may be prudent to check that this is the case.

Members may also choose to carry their own insurance as well.

## Appendices

### Appendix 1- Hazard Board Template

Note that location specific Hazards need to be added to this baseline format.		
Location	Hazard	Control
Pits	Unguarded- Spinning props	<ul style="list-style-type: none"> <li>- Keep clear when walking through the pits</li> <li>- No Running in the pit area</li> <li>- When lifting and carrying a boat ensure that your way is clear behind and in front of you.</li> <li>- Pit area to be roped off from the general public.</li> </ul>
Pits	Fuel - Flammable Liquid and Vapour	<ul style="list-style-type: none"> <li>- No Smoking</li> <li>- The Fire Extinguisher is beside IRMS/Lap Counters</li> </ul>
Pits	Injury	<ul style="list-style-type: none"> <li>- Covered Footwear to be worn</li> <li>- Eye Protection where necessary</li> <li>- Cover glow-plug or spark plug hole when spinning engine over.</li> </ul>
Dock	Slippery	<ul style="list-style-type: none"> <li>- Walk carefully</li> <li>- Launch/Retrieve from a beach where possible</li> </ul>
Rescue Dinghy	Drowning	<ul style="list-style-type: none"> <li>- Life Jackets must be worn when operating the rescue dinghy</li> </ul>
Rescue Dinghy	Impact	<ul style="list-style-type: none"> <li>- Rescue Dinghy has right of way</li> <li>- Boats must slow and drive wide of the rescue dinghy.</li> <li>- Cut inside the buoy and use the penalty buoy when a buoy is obstructed by the rescue dinghy or poor light.</li> </ul>
Launching & Retrieving	Manual Handling	<ul style="list-style-type: none"> <li>- Bend your knees when lifting boats</li> <li>- Do not twist your back when lifting.</li> </ul>
Launching & Retrieving	Personal impact	<ul style="list-style-type: none"> <li>- Eyes up! Watch where you are going!</li> </ul>
Bird Life	Boat Impact	<ul style="list-style-type: none"> <li>- Keep clear of wildlife</li> <li>- Racing will stop in the event of wild life being hit or injured.</li> </ul>
Boat Hardware	Cuts from sharp edges	<ul style="list-style-type: none"> <li>- Look for sharp edges when picking up boats for launching or retrieval</li> <li>- Keeps Hands, Arms, Feet and legs clear of spinning propellers.</li> <li>- Point propeller end of boat away from walk ways or access ways through the pits.</li> </ul>
Hot Tune Pipes and engines	Burns	<ul style="list-style-type: none"> <li>- Allow hot parts to cool down before handling</li> <li>- Ensure that hands are protected when handling hot parts.</li> </ul>
Full Size craft paddle boards, Kayaks etc.	Collision and possible serious harm	<ul style="list-style-type: none"> <li>- Drive a wide path around other water craft regardless of whether your boat has right of way or not.</li> <li>- Rescue Boat to approach the other craft and respectively advise that we have the area cordoned off for racing and ask them to clear the course as quickly as possible.</li> </ul>
Noise	Hearing Damage	<ul style="list-style-type: none"> <li>- Personal responsibility of each person in the pits to protect their own hearing.</li> <li>- Ear Plugs are advised, but not mandatory.</li> </ul>