



**Paradise Radio Yacht Club**  
Emerald Lakes, Gold Coast Queensland

**RISK ASSESSMENT**

**OVERVIEW**

The Paradise Radio Yacht Club Inc. (PRYC) will conduct radio yacht racing activities, on all or any days subject to right of use approval in addition to special event approvals granted by the Gold Coast City Council on Emerald Lakes and adjacent parkland and foreshores.

\*Paradise Radio Yacht Club is not to be held responsible for any injury to persons or loss or damage to property, Yachts or Vehicles, whilst on site.

\*Speed limits on the public road on the approach to the site must be observed.

\*All members must comply with Vehicle Parking directions.

**CONTEXT**

This Risk Management Plan is applicable to all financial members of PRYC and financial members of ARYA (Inc.) affiliated clubs and to members of a recognized Division Member of the International Radio Sailing Association.

This document has been developed and revised under the direction and approval of the Paradise Radio Yacht Club Management Committee. No part of this document may be reproduced, copied or altered without the written permission of PRYC Committee.

**THE VENUE**

Toilet facilities are generally not available, however the PRYC will provide temporary facilities on site when regional, state or national events are held. Members and guests must be aware that foreshores, parklands and walkways are to be shared with the general public.

Members and visitors are to ensure that they do not obstruct the public pathways during all sailing activities. Constant care and observation must be maintained at all times regarding the movement of bicycles along the EL pathways. Members and guests are reminded that the area including the pathway is shared with others including cyclists and therefore must be mindful of our surroundings and take care of ourselves, fellow members and our equipment.

PRYC Management Committee is aware of the possible presence of sharks in Emerald Lakes and therefore advises that all members and guests avoid entering into the water.

## **RACE OFFICER (RO)**

On each sailing day a RO will be appointed for each fleet by the respective Fleet captains. The RO is responsible for the general conduct of skippers and events and to oversee the correct implementation of this Risk Management Plan.

## **ATTENDANCE LOG**

On every day [sanctioned or not] when Club equipment is used for sailing, all participants must sign an attendance log. I.e. skippers, guests and any visitors who are participating in sailing activities.

## **RADIO ANTENNA**

If the radio transmitter is fitted with an extendable type antenna, then at all times, the tip of the antenna must be fitted with an object that is clearly visual that covers the antenna tip, e.g. ping pong ball.

## **RIGGING, LAUNCHING AND CONTROL AREAS**

The general rigging and active control areas are on the grassed, land side of the pathways and beach.

The launching area will be provided, and secure ramps placed in variable foreshore areas and wet launching off the beach. Appropriate footwear must be worn when launching off the club aluminum ramps; footwear such as thongs are not acceptable. The Club's launching ramps are only to facilitate launching and retrieval of yachts and access to rescue vessels as required.

Users of the launching area are not to remain in the launching area for extended periods. Skippers entering the water to launch or retrieve a yacht must only do on beach shoreline, not over unstable rocks, with care and consideration for others.

At all times skippers must be aware of the possibility of injury to other skippers, visitors and members of the public, that may result in coming into contact with rigging components such as masts and spars, transmitter antenna, and other skippers launching or adjusting boats.

## **PROHIBITED AREAS**

Members must not enter rockery gardens or water areas over rocky foreshore under any circumstances.

Council Boat Ramp - use of or access to the water via the Council Boat Ramp is specifically prohibited to all members and guests on any club sailing day as it is extremely slippery and dangerous.

## **DISABLED YACHTS**

If they cannot be retrieved from a Club launching ramp or by the use of a retrieval device from an area of level foreshore, yachts must be recovered using designated rescue craft. On no account should any person enter the rockery gardens, rocky foreshore or the council boat ramp.

## **RESCUE CRAFT**

The rescue craft must be operated only by a member of the PRYC, or a person authorized by the Race Office (RO).

The use of the rescue craft is restricted to the laying, retrieval or relocation of the buoys and rescue or retrieval of disabled yachts. The rescue craft will be located adjacent to the water's edge whilst sailing activities are in progress. Any other use only at direction of PRYC management.

The rescue craft is to be operated in a safe manner at all times.

All occupants of the rescue craft must wear a personal flotation device (PFD) during operation.

## **TRAILER AND EQUIPMENT COMPOUND STORAGE & LOADING**

As loading and unloading of the Club's equipment from the Club's trailer and/or compound is undertaken by members offering their help, CAUTION and CARE should be adhered to at all times for the individual's safety and others. When lifting the boat or other heavy objects discretion should be applied in assessing their own physical capacity to undertake and participate in the tasks at hand.

## **GENERAL SAFETY**

The PRYC will endeavor to ensure a safe and healthy environment at the sailing venue during sailing activities by conducting regular risk assessments and evaluations to meet changing needs.

This document will be continually updated to identify both general and specific hazards together with the appropriate risk minimization proposal.

Members and visitors are to ensure that they conduct themselves in a manner that ensures their safety and the safety of others at all times whilst at the PRYC facility. All members are responsible for their own safety and the PRYC strongly advised all members not to enter any area of the lake water if they have any open, unhealed or chronic cuts or wounds.

Hazards should be addressed, if possible, by the individual identifying the problem or notified to the PRYC immediately.

## **ACCIDENTS OR INCIDENTS**

In the event of an accident or injury occurring during sailing activities, the following actions are to occur:

1. DON'T PANIC, SPEAK CLEARLY.
2. Render immediate assistance.
3. Report the incident to the RO or a member of the PRYC.
4. Obtain emergency medical assistance if appropriate (CALL 000)

## **LITHIUM BATTERY WARNING**

Members are warned to be aware of the potential fire risk (to boat & home) associated with use of all types of lithium batteries and are advised to follow correct use, charging and storage procedures. (Refer to *RC Yacht Battery Care Information* on PRYC website)

## **MOTOR VEHICLE MOVEMENT WITHIN EVENT ZONE**

**Wet Weather conditions:** The only vehicle movement allowed onto the Parklands will be the arrival and departure of the Portaloos to eliminate the possibility of any damage to the grassed parkland. Note: In the event of severe conditions the Portaloos will remain kerb side on the Concrete Verge.

These movements will occur late in the afternoon of the day before Bump In, and early in the morning of the day after Bump out. All other vehicle movement will remain kerb side along Lakeside Drive.

**Dry Weather conditions:** The only vehicle movement in the Parklands to access the Event Zone (other than the Portaloos) will be the vehicle towing the Event Management trailer (all competitor vehicle parking will be kerb side along Lakeside Drive). This vehicle will be subject to the following:

- \* Driver to receive instruction prior to arriving on site.
- \* Any Vehicle movement to include a spotter wearing hi-vis vests for both forward and reversing maneuver.
- \* Vehicle speed to not exceed walking pace.
- \* During movement all hazard lights ON.
- \* Vehicle movement to and from the Event Zone to be both before and after the arrival and departure of the main body of Competitors.
- \* Once in position the Trailer will remain stationary for the duration of the day's competition.

## **MARQUEE ERECTION**

- \* Marquees are assembled / erected and secured in accordance with the manufacturers recommendation.
- \* Marquee Frames pegged using 30cm tent pegs, corner bracing guy ropes pegged using 30cm tent pegs.
- \* Wind limit for marquee erection at the discretion of the PRO (Principal Race Officer) but usually 20knots limit.
- \* All Marquee components are bagged immediately upon disassembly to prevent loose flying objects.
- \* No Marquee's will be left erected outside the hours of competition and will be removed and securely stored.

Note:- There are no underground services situated on the Lake Side of Lakeside Drive between the Boat ramp and the Aveo retirement complex.

## **SUPERSEDED DOCUMENTS**

Risk Assessment Management Plan dated March 2016 (Initial).  
 Risk Assessment Management Plan dated February 2018 (Re-draft Whole Document).  
 Risk Assessment Management Plan dated November 2018 (Addition of Bicycles on Pathway).  
 Risk Assessment Management Plan dated July 2019 (Addition of unacceptable footwear/ unhealed wounds).  
 Risk Assessment Management Plan dated September 2020 (Addition of COVID Safe Officer. (CVSO)  
 Risk Assessment Management Plan dated May 2022 (Removal of COVID Safe Officer. (CVSO)

Risk Assessment Management Plan dated Feb 2023 (Addition of Lithium Battery warning)

Risk Assessment Management Plan dated November 2025 (Addition of Motor Vehicle movement within Event zone & Marquee Erection)