

Tees Small Boats Head & Long Distance Sculls Event/Safety Plan.

1 Introduction

1.1 Scope

This document describes the event and safety arrangements for Tees Small Boats Head (SBH), Tees Long Distance Sculls (LDS) and any other related processional race held on the River Tees organised by Tees Rowing Club. These events are run in accordance with the British Rowing Rules of Racing and follow the guidance of British Rowing RowSafe.

Tees SBH, Tees LDS and any other processional race on the River Tees organised by Tees Rowing Club take place in the full knowledge of British Rowing and the Canal & River Trust, Stockton on Tees Safety Advisory Group and other organisations deemed appropriate as notified by the Event Committee. Other river users are aware and any concerns addressed.

1.2 Content

This document has been developed with learning over nearly 20 years and identifies the risks apparent during the event through a hazard and risk assessment via the Water-side Risk Assessment in section 4 and the Traffic and Parking Risk Assessments referenced in section 5 and appended. In Section 2 it describes the identified mitigation to explain how this is to be achieved in practice along with emergency procedures. Section 3, references to the briefing notes that implement the mitigation actions.

Section 2 – Control Arrangements

- Responsibilities
- Emergency Procedures
- Traffic Management

Section 3 – Allied Documentation

Section 4 – Event Hazards and Risk Assessments

Section 5 – Traffic and Parking Risk Assessments

1.3 Amendment Register

Issue	Date	Author	Reason	Review due by
Issue 1	Nov 2006	S.Vaslet	Original Issue	September 2007
Issue 2	Sept 2007	S.Vaslet	Updated for 2007 event	September 2008
Issue 3	Sept 2008	S.Vaslet	Updated for 2008 event	September 2009
Issue 4	Sept 2009	S.Vaslet	Updated for 2009 event	September 2010
Issue 5	Sept 2010	S.Vaslet	Updated for 2010 event	September 2011
Issue 6	Aug 2011	S.Vaslet	Updated for 2011 event	September 2012
Draft A				
Issue 7	July 2012	A.Puddick	Updated for 2012 event	September 2013
Issue 8	Aug 2013	A.Puddick	Updated for 2013 event	September 2014
Issue 9	Sep 2013	A.Puddick	Updated for 2013 event	September 2014
Issue 10	Sep 2013	A.Puddick	Updated for 2013 event	September 2014
Issue 11	July 2014	A.Puddick	Updated for 2014 event	September 2015
Issue 11A	Aug 2014	A.Puddick	Updated for 2014 event	September 2015
Issue 12	Jul 2015	A.Puddick	Updated for 2015 event	September 2016
Issue 13	Jul 2016	A.Puddick	Updated for 2016 event	September 2017
Issue 14	Jul 2017	A.Puddick	Updated for 2017 event	September 2018
Issue 15	Oct 6 th 2017	A.Puddick	Updated for 2017 event	September 2018
Issue 16	Jul 13 th 2018	A.Puddick	Updated for 2018 event	September 2019
Issue 17	Oct 4 th 2018	A.Puddick	Updated for 2018 event	September 2019
Issue 18	Jul 7 th 2019	A.Puddick	Updated for 2019 event	September 2020
Issue 19	Aug 28 th 2019	A.Puddick	Updated for 2019 event	September 2020
Issue 20	Jul 26 th 2021	S.Leigh	Updated for 2021 event	September 2022
Issue 21	Jul 10 th 2022	S.Leigh	Updated for 2022 event	September 2023

Issue 22	Sept 23 rd 2022	S.Leigh	Updated for 2023 event	September 2023
Issue 23	Sept 1 st 2023	S.Heath	Updated for 2023 event	September 2024

2 Control Arrangements

This section includes the responsibilities for both officials and competitors and the detail of the emergency procedures

2.1 Responsibilities for Event

2.1.1 Organising Club's Responsibilities – 'water-side'

1. It may be necessary to make decisions about the safe running of the event. This is the duty of the Event Committee (Safety Advisor, Event Coordinator, Chief Umpire)
2. The Race Committee will keep weather conditions under review recognising the prevailing and anticipated weather conditions (including wind speed, lightening and river flow rate). Trigger points for action are:
 - a. Actual/imminent thunder/lightening – as observed along the course
 - b. Wind in excess of 20mph (steady) or 40mph (gust) – as per Met Office Forecast for local area
 - c. River Flow in excess of 100m³/s as measured at Tees Barrage, correlated with observed river conditions
 - d. Fog significantly restricting visibility – as a guide, if Diana Bridge is not visible from the RTWC

Note: because of the interaction of wind speed, wind direction, river flow and experience of crews the Event Committee will make the final decision as to whether the event can continue fully or in restricted format.
3. During the race, the river should be clear of all other river traffic. This is achieved by requesting a complete river closure from the Canal & River Trust. When obtained, this will reinforced by making contact with each of the organisations that use the river on a regular basis and by launches at the end of the section of river used.
4. The race course has to be under observation over its full length with sufficient launches to affect a prompt rescue. It is judged that five launches are sufficient, each one covering approximately 1000m. As crews make their way to the start, the last launch will follow the last boat up to Bassleton Woods, inform the starter of the identity of the last boat and then return to the finish, 'closing' the river as it does so. Launches should have a crew of two so that individuals can be pulled from the water. They should also have rudimentary first aid provisions and safety blankets. The launches are in contact with Race Control via mobile phone.
5. In addition to the launches, Race Monitors are positioned along the length of the course. Their role is to avert danger by warning or stopping crews and to summon assistance. They are in contact with Race Control via mobile phone.
6. The organisers need to secure sufficient volunteers to staff the launches and the race monitor positions. The volunteers must be trained, briefed and provided with written instructions.
7. A First Aid post must be established and the Club Room is used for this purpose. It is signposted from both the entrance and lift lobbies. This will be manned by, at least, two qualified personnel sourced from an external professional organisation. Any incidents will be recorded by the FA professionals and passed to the Event Safety Advisor for review and forwarding to British Rowing.
8. In anticipation of the potential for requiring the emergency services a map has been prepared including What3Words location descriptors. These are lettered for ease of identification.
9. To ensure, as far as possible, that the river is free from floating and partially submerged debris, the full length of the course is checked on the day prior to the race.
10. The unique features of the course and the associated hazards must be communicated to the competitors. This is achieved via the Safety and Race Instructions for All Competitors and the Map of Tees for LDS & SBH.
11. To ensure safe boating from the pontoon and the steps, marshals are provided to assist competitors.
12. Establish and staff a Control Commission to spot check boat safety and competitors for adequate clothing.
13. Volunteers are required to man the five safety launches (two persons per launch) and nine bank Race Monitors i.e. 19 people. If this minimum number cannot be achieved the Race Committee may agree to shorten the course to match available manpower in accordance with the Map showing safety positions. If sufficient launch and Monitor personnel are not available then the event will need to be cancelled.

2.1.2 Competing Clubs' Responsibilities

1. The BR RowSafe and the BR Rules of Racing establish effective arrangements for safe racing. Through the Safety and Race Instructions for Competitors, competing clubs are reminded of their obligation to meet the requirements of the Rules of Racing and follow the guidance of RowSafe.
2. In particular, competing clubs are expected to ensure:
 - a) All boats provided to competitors are safe for use, have a bow ball, adequate heel restraints and functional buoyancy (when fitted).
 - b) That coxes are provided with suitable life jackets or buoyancy aids.
 - c) That crews and coxes are wearing suitable clothing for the prevailing and anticipated conditions.
 - d) That inexperienced crews have experienced coxes and that inexperienced coxes are only used with experienced crews.
 - e) All competing clubs should ensure that contact number stated on their entry is up to date for use during the event in case of an incident involving their club.

2.1.3 Competitor's Responsibilities

In addition to the specific requirements in section 2.1.2, individual competitors are required to have knowledge of the following:

1. The course is twisty, narrow in places, goes under six bridges and has a number of permanent obstructions over the final 2200m. Crews must therefore make themselves familiar with the content of the Safety and Race Instructions for Competitors and the Map of Tees for LDS & SBH.
2. Crews being overtaken must give way to faster crews by moving out of the racing line.
3. With regard to the bridges, the centre arches should always be used as there are low risk hazards associated with using the inside and outside arches – underwater obstacles, crews being unsighted from other river craft that may (unofficially) be using the river. Competitors using an incorrect arch will receive a time penalty.
4. If a competitor sees an incident, they should inform a launch or a race monitor. If necessary, they should stop and provide assistance. These actions may accelerate the provision of assistance to a crew in difficulty.
5. To minimise congestion at the finish and the consequential risk of collision, crews should row at least 100m beyond the finish line before stopping.
6. For similar reasons, crews are not permitted to warm up in the start marshalling area.
7. Competitors to take precautions against Leptospirosis (Weil's Disease) and other water borne infections: cover cuts/abrasions with waterproof dressings; not to launch boats at Steps with bare feet; not to deliberately splash face or boat fittings with river water; to wash hands/face after outing and to shower after capsize, avoid swallowing river water
8. Competitors are notified of their instructions concerning safety and the rules of the race, including circulation pattern, via the following documents:
 - Safety and Race Instructions for Competitors
 - Map of the Tees for LDS & SBHThese documents are posted on the Tees RC website one week before the race. Copies are also displayed at RTWC and are made available for competitors at registration, should they require them.

2.1.4 Official's Responsibilities

1. Launches and Race Monitors are to be in place as the first crews leave RTWC.
2. Boats are not allowed through the A66 bridge with less than 30 minutes to go to the start time. This is to ensure the race starts on time, thereby minimising the waiting time for crews at the start.
3. Launches and Race Monitors are responsible for ensuring that crews travelling upstream to the start do so in a safe and orderly fashion and obey the rules of the river.
4. A launch will follow the last boat up to Bassleton Woods, inform the starter of the identity of the last boat and then return to the finish, 'closing' the river as it does so.
5. Launch crew are responsible for being in position and in contact during racing, attending incidents as observed by them or directed by other officials during the race, and rescuing capsized/ injured competitors to the first aid post at RTWC or another designated meeting point.
6. Launches and Race Monitors are responsible for ensuring that competitors have safe passage during racing, warning competitors acting in an unsafe or dangerous manner and those not complying with the rules, and co-ordinating the launches and first aid treatment at incidents.

2.1.5 Race Control Responsibilities

Overall responsibility for any arising incidents will be relayed to Race Control by mobile phone. They will then decide on appropriate course of action to be taken. This will include both incidents that occur on and off the water.

1. Consider weather and river conditions as per 2.1.1, bullet 2 above
2. In the event an incident has arisen which merits more specialised intervention, then consideration will be given to contacting the relevant emergency services.
3. Safety Adviser to lead briefing to event volunteers prior to the event starting (usually the evening before with event via Teams (or similar). This will include schedule for the day, river circulation patterns, incident reporting process, location of first aid facilities (including defibrillator) and St John Ambulance Staff.
4. A site plan is available on maps posted around the building.
5. The Tees Rowing Club Welfare policy will be made available on the Tees Website. This details the Welfare Officer (name and contact number) and outlines the procedure for raising concerns. The club Welfare Officer (or a nominee) will be available at the Event. The Club Welfare Officer has read and understood the Canal and River Trust Safeguarding Policy

2.2 Emergency Procedures

2.2.1 Contact Procedures

1. Race Control is the co-ordination point for any emergency
2. In the event of an incident occurring, it would be observed by a launch, race monitor or a competitor. Competitors are instructed to contact the nearest Race Monitor or Launch.
3. Any official observing an incident is to contact Race Control. Communication between Race Control and all officials is by mobile phone.
4. Race Control will receive information of these incidents and will have the responsibility for calling the appropriate emergency service and other relevant actions.
5. In event of a severe emergency (injury or threat) any attendee should call 999 and inform the nearest official who would contact Event Control to initiate appropriate action (eg cancel event, evacuation)

2.2.2 Emergency procedure

1. On witnessing an incident, officials are instructed to call for assistance, clearly stating their location.
2. If there is a danger to crews in need of assistance from those racing, then the nearest race monitor or launch will warn approaching crews. If appropriate, they will contact the starter to prevent further crews from being started.
3. In support of this, race monitors and launches will, if necessary, stop and hold any racing crews until the course is deemed clear by those at the incident.
4. In the event of an emergency, normally access will be gained to the RTWC via North Shore Road leading to the slipway. Access to North Shore Road will be clear at all times as we have volunteer traffic control directing cars to appropriate car parking spaces and ensuing this road is clear at all times. Emergency services will be able to leave and enter by this route. Other Emergency Access Point are as per the Emergency Access Point Map
5. Race Control will call for an ambulance in the case of a severe injury (beyond capability of Event First Aiders)
6. Race Control will initiate an evacuation of an area on advice from the emergency services or in response to a known danger (eg fire or suspicious package)
7. Safety Officer or Event Coordinator will meet with Emergency Services and will hand over control.

2.2.3 Incidents on the Water

1. In general, all incidents on the water will be dealt with by the attendance of a launch and the launch driver will be deemed "in charge" of the incident.
2. If the competitor(s) is/are capable of continuing to race, they may be allowed to continue at the discretion of the launch driver.
3. If it is necessary, competitors will be taken by launch to RTWC or another designated meeting point.

4. The safety boats are for recovery of people and NOT for recovery of equipment. Once all competitors are deemed safe, the launch may return for equipment recovery.
5. Race Control may call the Emergency services to the incident. A copy of the attached map (Map for Officials) with What3words locations is available to all officials. It shows Emergency Service access points.
6. In all cases, the launch in attendance shall inform Race Control of the outcome. Race Control will announce the re-commencement of racing.

2.2.4 Incidents on the Bank

1. The nearest race monitor or launch will call for assistance where necessary and remains "in charge" of the incident.
2. If an incident occurs out of sight of an official, contact with the nearest official should be made.
3. Race Control may call the Emergency services to the incident. Alternatively the individual(s) may be brought back to RTWC.

2.2.5 Encroaching vessels

The Teesside Princess may sail during the day. The timetable for both races is designed to accommodate this. The Teesside Princess will follow the last boat up to the start area and then proceed through the assembled boats before the race starts. She has been instructed to proceed slowly. Crews are instructed not to perform any turning manoeuvres whilst the Teesside Princess moves through the start area.

2.2.6 Pre-race Consideration of Weather and River conditions

Further to 2.1.5 point 1, the Event Committee will carry out an assessment of the wind, flow or lightening conditions in the days preceding the event and on the day of the event to ensure that the event is safe to be run.

The Committee including the Safety Adviser will review all relevant information and forecasts, including the current state of the stream, the water level and the Local Weather Centre forecast for the time of, and during the event. Communication will be ongoing between the race control and volunteers situated along the river, both on the bank and in launches, to relay information on live weather conditions in their locale. In the event the weather conditions deteriorate during the day, this will be reported to Race Control and Safety Advisor who will then make the appropriate decision.

The Committee will determine any variations to the event, such as cancellation of the event or limiting the event by experience of competitor or boat size. In the event of cancellation or serious curtailment of the entry, the Event Coordinator will communicate this information to competing clubs as soon as practicable.

At first light on the morning of the event, the Event Committee will confirm that forecasts are accurate. In the event that they are not, the Committee in conjunction with the Race Committee, will determine if any restrictions are required and inform competitors of these.

2.2.7 On-going Assessment

The conditions will be continually assessed by the Race Committee throughout the event. It may be necessary to impose restrictions as detailed in section 2.2.6 above if conditions deteriorate throughout the event.

2.2.8 Fire and Site Evacuation

1. Activity in the RTWC is subject to the RTWC Fire and Evacuation Procedures
2. Evacuation of external areas will be notified to attendees via Race Control or Officials equipped with loud hailers. Given the open site and the multiple egress points we anticipate in excess of 100 people per minute could be evacuated and the site cleared in less than 5 minutes.

2.3 Traffic Management

2.3.1 General Arrangements

Prior to the event, use of all car parks for club members, visitors, and trailer parking, will be confirmed, and where required, licences for use will be sought. This is the responsibility of the Car Park Coordinator.

Use of and allocations of car parks for specific purposes will be determined ahead of the event and communicated via the Tees Rowing Club Parking Arrangements plan (available on the Club website and sent to all visiting clubs). This will include clear instructions and directions for all users.

2.3.2 Trailer Parking in Riverside Car Park

In the lead up to the event, Stockton Borough Council will place early warning of car park closures where relevant, which will be included in the Risk Assessments and shared with the SBC Senior Event Production Assistant. Signs will confirm the times of closure. The evening before the event, Stockton Borough Council will place cones at all entrances to the designated parking facilities, closing them off from public use. This will be from the time of closure.

On the day of the event, River Tees marshals will be on location at all trailer parks. Numbers, and responsibilities will be included in the Risk Assessments and issued to all marshals, along with a briefing from the Car Park Coordinator.

The evening before the event, SBC will place warning signs indicating the likelihood of slow turning vehicles on the approaches to all trailer parks (temporary and main) – these signs will remain in place until after the event.

Trailers moving between the holding location (Council of Europe Blvd lay-bys) and the final trailer park destination (Riverside Car Park) will be managed by marshals, only being released once there is no chance of delay or obstruction on entering Riverside. This will be managed by marshals at both sites via phone and two-way radio. The details of which are included in the Risk Assessment.

Marshals will direct trailers safely into position once at Riverside. Marshals will remain onsite all day to assist in general including with trailers leaving the Riverside Car Park.

2.3.3 Number and roles of marshals for trailer parking

Temporary trailer holding zone (Council of Europe Blvd lay-bys) – x 2 (one at each end). Responsible for directing trailers into the holding zone and keeping there until released. Trailers will only be released once clear instructions are given by marshals at the Riverside car park that it is safe to do so.
Riverside car park – x 3. Responsible for positioning trailers safely and giving instructions to release from the temporary holding zone once the entrance is clear.

2.3.4 Closures

Riverside Car Park will be closed from 6pm Friday until 6pm Saturday. Warning signs to be in place at least a day ahead of the closure. Entrance to be coned off from time of closure.
Temporary holding zone (Council of Europe Blvd lay-bys) will be closed from 6pm Friday until 12pm Saturday. Warning signs to be in place at least a day ahead of the closure. Entrance to be coned off from time of closure.

2.3.5 Risk Assessments and Instructions to Attendees

Details of risk assessments and traffic arrangements are detailed in documents referenced in Section 3 and 5 of this Event/Safety Plan.

3 Instructions provided to Officials and Competitors

The following documents form part of the Event/Safety Plan.

Those for competitors are made available on the website and sent to their Club entry contact.

- Safety and Race Instructions for Competitors
- Car and Trailer Parking Arrangements
- Map of River Tees for LDS

Those for officials are issued beforehand and also handed out on the day.

- Map of the Tees for LDS & SBH showing emergency access points
- Instructions for Launch Drivers
- Instructions for Race Monitors

4 Risk Assessments

The hazards and risk assessment for the event is shown in the following section. The Event (Water side Hazard and Risk Assessment) is as below and the traffic/parking Risk Assessment are attached as separate documents referenced in Section 5.

4.1 Event (Water-side) Hazards and Risk Assessment

Risk Assessment							
Nature of Risk	Consequence	Likelihood Rating (1-3)	Consequence Rating (1-3)	Risk Rating (1-9)	Prevention	Mitigation	Final Risk 1-9
Hazards on the Water							
Bad conditions (wind and water) or their deterioration	Possible boat capsize or sinking Hypothermia	1	2	2	Race may be suspended or cancelled by Race Control or Safety Adviser Individual competitors at liberty to withdraw Crews and coxswains must wear appropriate clothing	Race Control to monitor the weather Competing club requirement Control Commission	1
Bad conditions (lightning)	Possible injury	1	3	3	The conditions will be assessed by the Race Committee and any decision based on the position of competitors' boats and whether the race has started as to the safest method of returning the boats to the clubhouse. The crews will be advised by the marshals and safety launch drivers to stay near the bank during their return.	Race Control to assess situation and advise marshals and safety crews appropriately	2
Equipment failure	Possible injury Boat capsize, sinking or unrowable	2	1	2	All boats to comply with BR RowSafe All boats may be inspected before launching Marshals can prevent unsafe boats being launched	Competing club requirement Control Commission Pontoon Marshal	1
Collision with other rowing boats	Possible injury Boat capsize, sinking or unrowable	2	2	4	Landing Stage Marshals supervise launching and landing Crews being overtaken must give way to faster crews by moving to the side of the river Crews instructed to keep race finish area clear Basic competence of coxswains and steersmen	Pontoon Marshal Race Monitors deployed along course and via Racing Instructions Via Racing Instructions Competing club requirement	2
Collision with bank, buoys, fixed	Possible injury	2	2	4	Course Map shows known obstructions	Map available on club website and on display	2

obstructions or floating debris	Boat capsize, sinking or unrowable				Safety Launch will clear debris if hazardous Basic competence of coxswains and steersmen	Course inspected the previous day, Race Monitors deployed along course Competing club requirement	
Collision with other boat or problem with wash	Injury, capsize, sinking, boat damage	2	2	4	River is closed to traffic during the race Other known river users warned of event in advance	Start Marshall Launch to close river ahead of race. Safety Boat 4 protects the downstream end of the course during the race. Race Monitors deployed along course	2
Boat capsize, sinking or unrowable	Crew unable to return to landing Competitors in the water	2	2	4	Shoe types allow quick escape from boat Scullers should have been instructed in Capsize Drill by their Club Safety Launch will attend incidents to pull people out of the water Racing will be stopped if necessary	Competing club requirement Each launch will have two crew Mobile phone comms	2
Sudden illness to competitor	Possible capsize (especially single scull) Boat unable to proceed	1	2	2	Clubs request all competitors to check they have no unmanageable medical condition prior to taking up rowing Safety Launch will attend incidents to pull people out of the water Racing will be stopped if necessary	Competing club requirement Control Commission can prevent underdressed or ill-looking competitors from boating Each launch will have two crew Mobile phone comms	1
Competitor in water	Shock Hypothermia Drowning	2	2	4	Coxswains required to wear lifejackets All Competitors required to be able to swim Boat will normally remain buoyant Rapid Safety Launch response	Competing club requirement Race Monitors deployed along course 5 launches deployed Basic safety equipment in launches Equipment in boathouse	2
Stone Throwing	Possible capsize (especially single scull) Boat unable to proceed	1	2	2	Shoe types allow quick escape from boat Scullers should have been instructed in Capsize Drill by their Club	Competing club requirement Each launch will have two crew	1

	Treatment required Possible emergency				Safety Launch will attend incidents to pull people out of the water Racing will be stopped if necessary First Aid Kit available in Safety Launches and at Regatta Control Procedure for calling Emergency Services in place and notified to Ambulance Service Possible locations covered by marshals	Mobile phone comms Check equipment in launches Police/Ambulance Control and Wardens notified during week prior to the race Position a marshal on or near each bridge Police contacted if problem persists	
Golf balls from adjacent Ingleby Golf Academy (IGA) during marshalling at the start	See stone throwing above	1	2	2	See stone throwing above Marshall boats away from water near to IGA 2 nd hole.	See stone throwing above Inform IGA of rowing event to reduce risk of golfers hitting balls into the river	1
Competitor injury or illness	Treatment required Possible emergency	1	2	2	First Aid Kit available in Safety Launch and at Regatta Control First Aid cover provided by professional organisation Procedure for calling Emergency Services in place and notified to Ambulance Service	Check equipment in launches Race Monitors deployed along course	1
Medical Emergency	Urgent and/or major treatment required	1	3	3	Procedure for calling Emergency Services in place and notified to Ambulance Service. First Aid cover provided by professional organisation	FA team (2 people) to be located at RTWC based in the Club Room	1
Leptospirosis (Weil's Disease), Gastro-intestinal illness and Hepatitis A	Illness	1	3	3	Avoid contact with river water Cover cuts/abrasions Wash thoroughly after contact with river water	Instruction to Competitors: Do not splash face or boats fittings with river water Wear suitable footwear when launching boats Use waterproof dressings Wash/shower after race/capsize Competitors should seek medical advice if suffering from gastrointestinal symptoms	1

Volunteers not clear or capable of assigned role	Less able to fulfil role in emergency	2	2	4	Experienced volunteers to be allocated to key roles Role descriptions provided Briefing for volunteers prior to event		1
Visiting crew unclear of required actions	Put selves or others at risk of injury	2	1	2	Tees volunteers at key points on course	Instruction to competitors are on website and issued to visiting clubs	1
Hazards on Land							
Injury in trailer park	Injury, damage to boats	1	2	2	Cars and trailers parked according to published parking plan	First aid cover present	1
Injury to spectators / members of the public along public footpath in front boat house	e.g. Struck by boat during carrying e.g. Trip hazard on equipment left unattended	1	2	2	Notices to be placed either end of public footpath warning footpath users of event. Site layout plan to be prepared before event as guide to competitors and race officials Athletes instructed to keep clear access to pathway in front of boathouse	First aid cover present. Organising Club's responsibilities. Instructions to competing crews. Race marshals to monitor area during event.	1
Slip from path, steps or pontoon	Injury. Spectator in water.	2	2	4	Throw lines available in boathouse.	First aid cover present Marshals instructed on location of heaving lines.	2
Anti-social behaviour (members of public) e.g. jumping in water etc.	Boat capsize. Injury to crew.	1	2	2	Race Marshals instructed to report all incidents to Race Control and Safety Adviser.	Call police or community liaison officers	1
Transmission of Infectious disease e.g. COVID-19	Possible transmission of COVID-19.	1	1	1	Follow government guidance at the time of the event.	None	1
Safeguarding on Land and Water							
Safeguarding Physical injury, social and emotional abuse of or harm to participating children or vulnerable adults	Damage to wellbeing of child or vulnerable adult	1	2	2	Participating clubs follow their own welfare policies and made aware of Tees Welfare policy which published on website	Ensuring children and vulnerable adults are supervised. Marshal and monitors being visible on land and on the water for children and vulnerable adults to approach in case of abuse and welfare officer contactable.	1

Specific items are listed to provide mitigation against the consequences of the hazards at this event. These are included in the competitor's instructions (see section 3.0 above). Any breaches or infringements of the BR Rules of Racing and RowSafe or the specific local rules as identified in the competitor's instructions will be dealt with by the disciplinary procedures outlined in the BR Rules of Racing.

3x3 RISK MATRIX

		SEVERITY →		
		1	2	3
LIKELIHOOD ↓	1	LOW - 1 -	LOW - 2 -	MEDIUM - 3 -
	2	LOW - 2 -	MEDIUM - 4 -	HIGH - 6 -
	3	MEDIUM - 3 -	HIGH - 6 -	HIGH - 9 -

Likelihood Scale

- 1 Never/rarely seen at previous or similar events
- 2 Has occurred at previous or similar event and significant likelihood to occur
- 3 Highly likely to occur

Severity Scale

- 1 no or low impact, risk of minor injury
- 2 moderate impact, first aid treatment required
- 3 severe, serious injury