



GTR 2023 Risk Assessment

Great Tyne Row – 26 August 2023 - Risk Assessment - last reviewed 14-07-23

Methodology – Hazards have been considered based on the nature of the event and expected conditions. Risks have been assessed using the classification table:

PROBABILITY	SEVERITY		
	Low	Medium	High
Unlikely	1	2	3
Fairly likely	2	4	6
Very likely	3	6	9

Risks scoring 1 or 2 are deemed acceptable (highlighted in green). Those risks with scores of 3 or 4 (yellow) are acceptable with mitigation. Any risks with scores of 6 or 9 (red) are unacceptable and measures to reduce that risk to an acceptable level (yellow or green) are needed.

Hazard	Risk	Initial Assessment	Control Measures/Mitigation	Final Assessment
Travel	Road accident	N/A	Participants own responsibility before and after event	N/A
Boat Handling	Muscular strains/pains	2	Participants are experienced in boat handling. Assistance is available at host clubs.	2
	Falling on launch steps	2	Boating areas are at established rowing clubs with help available. Participants instructed to wear appropriate footwear on steps	2
	Cuts/grazes on sharp objects	2	First aiders on site.	2
Boating/navigational accident	Collision between participating crafts	1	Crews and coxswains are experienced therefore risk is low. All crews must have a coxswain to steer and navigate the course. Speed at any impact is likely to be low therefore low risk of damage.	1



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			Boat design is robust and not easily damaged. Capsize or sinking considered unlikely given design of boats being used.	
	Collision with other craft (including event launches, pleasure craft and commercial craft)	2	Crews and coxswains are experienced therefore risk is low. All crews must have a coxswain to steer and navigate the course. Marshalling and safety launches manned by experienced drivers. Event Control or Safety Adviser able to request police or other assistance should pleasure craft be interfering with event. Event Control and Safety Adviser in contact with Port of Tyne to ensure boats avoid any commercial shipping activity, with boats being stopped as necessary. Port of Tyne boat on station ahead of first craft and Event Control launch.	2
	Collision with structure	2	Crews and coxswains are experienced therefore risk is low. All crews must have a coxswain to steer and navigate the course. All crew members to attend safety briefing prior to event. All crews to carry detailed navigational instructions. Safety launches positioned either side of Swing Bridge (most significant risk).	2
	Grounding	1	Event taking place at high tide therefore water conditions are such that likelihood low and damage would be minimal in any case.	1
	Accident while entering or exiting boat	2	Boating areas are at established rowing clubs Participants experienced at entering and exiting boats. Help available.	2
	Swamping by wash	2	Boat design is such that they are not easily prone to swamping.	2



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			On the advice of the Port of Tyne, safety launches available to hold up participating boats to avoid commercial boating activity.	
	Unable to finish course	2	Alternative landing points have been assessed and shown on Navigation Guide.	1
Equipment failure	Broken blade	2	All blades checked for defects prior to boating. Stable quad boats are able to continue with only 3 crew members (6 blades).	2
	Damage to rigger/gate	1	Robust and unlikely to break. All boats checked for defects prior to boating.	1
	Damage/loss of rudder	1	Boats can proceed using oars to steer boat.	1
	Mechanical malfunction with marshalling/safety launch	2	All launches checked for defects and adequate petrol prior to boating. Marshalling and safety launches manned by experienced drivers. Ample number of marshalling and safety launches available to lend assistance.	2
	General boat equipment (foot plate / heel restraints / slides) malfunction	2	All boats checked and approved by marshals for defects prior to boating.	2
	Malfunction with primary communications	1	Means of communication to be doubled up: All key race officials and marshalling and safety launches to have mobile phones. In addition: Event control and launches upstream of the city centre will have UHF radios; those downstream of city centre will have VHF radios. Event Control will have VHF radio and be on Headland to coordinate at finish. All rowing crews are required to carry a mobile phone.	1



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			All mobile numbers will be logged before the event and copied round all relevant people on the day. UHF, VHF and mobile phone batteries to be fully charged.	
Minor injuries	Blisters & sores	2	First aiders stationed at host clubs. Participants instructed to protect hands with tape or gloves if sensitive.	2
	Muscular strains/pains	3	First aiders stationed at host clubs.	2
Medical emergencies	Extreme exhaustion	2	Participating clubs asked to check distance is reasonable in relation to age and experience in light of normal weather expected, but forecasts to be monitored and further advice given, if necessary, just before event, Stable quad boats are able to continue with only 3 crew members (6 blades).	2
	Serious illness	2	Condition of entry includes declaration of any known health conditions and allowed for beforehand. Emergency situations to be reported by mobile phone to Event Control or by flagging the attention of nearby safety launch. Emergency response to be coordinated by Event Control with Safety Adviser following the procedures set out in the safety and emergency plan.	2
	Boating accident with casualties	2	Emergency situations to be reported by mobile phone to Event Control or by flagging the attention of nearest safety launch. Emergency response to be coordinated by Event Control with Safety Adviser and following the procedures set out in the safety and emergency plan.	2



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Weather & water conditions	Heat/sunstroke	2	Participants and event staff instructed to wear suitable clothing. For hot conditions would include hat, sunglasses and carrying sunscreen and water.	2
	Cold/wet	1	Participants and event staff instructed to wear suitable clothing. For cold or wet conditions would be extra layers and splash top.	1
	High winds/rough water	3	Boat design is such that they are not easily prone to swamping. Forecasts will be monitored in advance and conditions on the day assessed by the Safety Adviser. In the event of expected extreme water conditions, event would be cancelled in advance or on the day by Event Control as advised by Safety Adviser. Alternative escape plan in place for race finish, so as to allow managed landing at North shields beach if too rough to get around Headland. Safety launches will be on hand in key locations, especially at river mouth.	2
	Debris in water	2	All boats coxed and coxswains should be able to spot debris and avoid contact. Relatively slow boat speed and robust design would mean minimal damage and danger of capsizing.	2

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