



# **SAFETY MANAGEMENT PLAN**

WITH EMERGENCY RESPONSE  
PROCEDURE & RISK  
ASSESSMENT



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# 1. Background and event information

## 1.1. Background

Rowing Queensland is the peak body for the administration of rowing activities in Queensland. It conducts, encourages, promotes, advances, controls and administers rowing activities throughout the state.

Toowong Rowing Club (TRC) is a non-profit sporting organisation that aims to be the premier rowing club in Queensland. TRC was established in 1889 and now engages over 250 competitive or social members.

The Head of the Brisbane is an event in Rowing Queensland's annual Calendar of Regattas that is hosted by TRC and managed in coordination with Rowing Queensland.

## 1.2. Head of the Brisbane Regatta

The Head of the Brisbane event is held annually in October.

Competitors race an approximately 10-kilometre-long course which starts at the TRC club site in St Lucia, heads upstream until reaching the 4YB Radio Transmitter (West riverbank) and Paringa Place (East riverbank), where competitors turn and head downstream, finishing at the TRC club site. Races follow a time trial format with competing rowing craft set off at approximately 2 minutes intervals.

The course is buoyed at the Start/Finish line, at the turning point, and intermittently along the racecourse. A course map of the race course is provided in Section 1.5.

Personnel, for the purposes of this document collectively termed Race course Officials, from Rowing Queensland and recruited as volunteer Race Marshals by TRC, with duty responsibilities for event safety management and emergency response, are situated:

- downstream from the Start/Finish line in the boat marshalling area;
- in the centre third of the Brisbane River stream upstream from the University of Queensland City Cat pontoon;
- in the centre third of the Brisbane River stream near the red navigation buoy upstream from the Eleanor Schonell Bridge;
- in the centre third of the Brisbane River stream near the green navigation buoy downstream from the St Lucia Golf Links; and
- at the race course turning point.

## 1.3. Main Race Marshalling Coordination

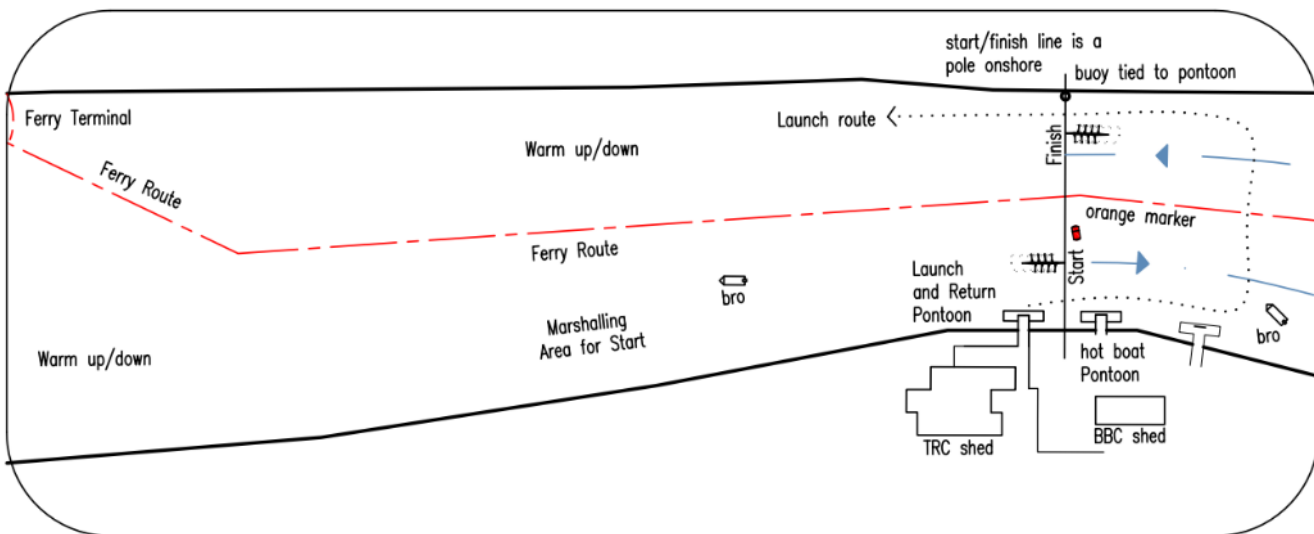


Figure 1 Brisbane River Course: Start/Finish

- Carefully refer to fig 1 above: Crews departing from the Toowong Rowing Club Pontoon with head upstream past the two BBC pontoons.
- Crews must give way to all boats that are starting and racing.
- When safe to do and with the assistance of the BRO, crews will cross the river directly to the opposite (south) side.
- Crews will then turn downstream along the bank to the warm-up/down area, crossing back to the marshalling area.
- Crews are requested to avoid crossing the finishing line when boats that are racing are doing so, to minimise the risk of confusion for the Race officials.

## 1.4. Purpose of the Safety Management and Emergency Response Plan

This safety management and emergency response plan (the Plan) has been developed to:

- outline TRC's approach to the management of safety at the Head of the Brisbane; and
- support all activities that contribute to the safety of the Head of the Brisbane event.

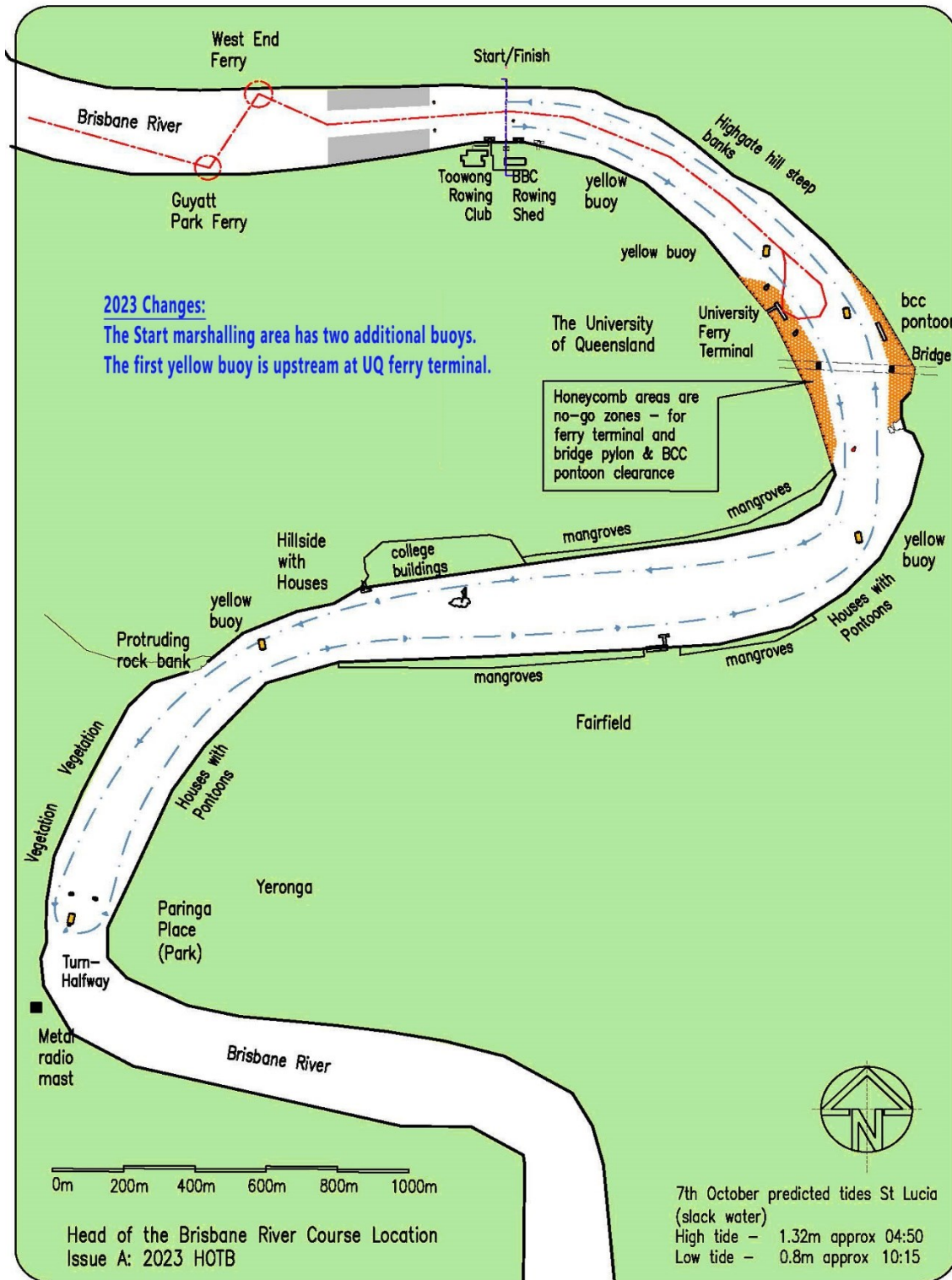
## 1.5. Use and review of the Plan

TRC will make this Plan available to:

- Maritime Safety Queensland;
- Rowing Queensland and its officials;
- TRC volunteer marshals and first aiders;
- rowing clubs and school rowing programs; and
- participating coxswains and competitors.

TRC will review safety management and emergency response plans regularly throughout the preparation phase of the Head of the Brisbane and in a post-event debrief. Any required revisions of safety management and emergency response plans will be made in advance of initiating the preparation phase of the next Head of the Brisbane event.

# 1.6. Course map



# 2. Safety roles and responsibilities

## 2.1. General principles

Everybody has a part to play in event safety including participating competitors and coxswains. The safe operation of rowing craft on Queensland's waterways is a priority for Rowing Queensland and all rowers, coxswains and coaches are expected to operate in a safe and healthy manner and behave in accordance with the Transport and Main Roads, Brisbane River Code of Conduct, 2015.

Official roles with duty responsibilities for event safety are the:

- Regatta Referee;
- Race Umpires;
- TRC Race Marshals;
- the TRC Representative; and
- participating club or school representatives.

During the regatta, the people with duty responsibilities will provide all available assistance, where it is safe to do so, in the event of:

- boating mishap;
- collision;
- sinking;
- grounding;
- other accident(s); or
- injured or sick competitors resulting from rowing mishaps on-water.

The assistance will be limited to the time prior to the arrival of a rescue boat on the scene or to the transport of injured competitors to locations where professional emergency response can operate.



## 2.2. Duties of the Regatta Referee

The Regatta Referee is the official point of contact for all on-water conduct and carries full authority and responsibility for all of the on-water activities of the regatta whilst on duty.

Responsibilities of the Regatta Referee include coordinating an emergency or incident response during the event and reporting, through the TRC representative, to Toowong Rowing Club and to Rowing Queensland.

### **The duties of the Regatta Referee are to:**

- Coordinate the actions deemed necessary to follow and complete respectively the Emergency or Incident Procedures.
- Make determinations about the situation and the response required considering the duty personnel and resources available.
- Delegate race management duties to an alternative RQ Official in order to coordinate the Emergency or Incident Procedures.
- Allocate emergency or incident response duties and if required, delegate a person responsible for contacting the Queensland Ambulance Service or other emergency response agencies; TRC first aiders; or aides to direct emergency vehicles.
- Notify the TRC representative and to delegate to the TRC Representative the task of any required liaison with the relevant participating member of the club(s) or school(s) involved.
- Coordinate all requirements of the Emergency or Incident Procedures until the emergency is over or the situation addressed.
- Provide an official report of all relevant details of the emergency or incident post regatta.

## 2.3. Duties of Race Umpires or TRC Race Marshals

The first responsibility of the Racecourse Officials (Race Umpires and TRC Race Marshals), those crewing the on-water safety vessels, in the case of an emergency or incident, is to the wellbeing of themselves, their boat driver, and the competitors involved in the emergency or incident.

### **The duties of Race Umpires and TRC Race Marshals are to:**

- Over the radio, put out the respective Emergency or Incident call. It is noted that the course exceeds the range of a hand-held radio and radio relaying may be necessary.
- Follow this call with advice of the location, crew(s) involved, and nature of the emergency or incident.

- Remain in radio contact with the Regatta Referee if they initiate the emergency or incident procedure and maintain radio silence if not crew in the responsible safety vessel.
- Complete tasks as delegated by the Regatta Referee.
- Attend independently of other safety vessels to on-water incidents where they have initiated the procedure or, in the event of a life-threatening event, abandon the race and attend the emergency with all safety vessels if directed to do so by the Regatta Referee.
- Clear the racecourse once the response is complete.
- Support all incident and emergency reporting activities as directed by the Regatta Referee.

## 2.4. Insurances

Insurance type	Company	Policy number	Expiry date
Public Liability	Update annually	Update annually	Update annually

# 3. Preparedness

## 3.1. Identifying hazards and managing risks

In coordination with Racecourse Officials, TRC will identify on-water hazards and assess risks before the race starts and delay or postpone the race if required to address hazards and risks. This is done during the process of laying the course at dawn on the day of the event.

The Rowing Queensland Risk Management Resource is used to assist in identifying hazards and mitigating risk. The template is available online at;

<https://www.revolutionise.com.au/rowingqld/club-resources/risk-management/>

As the Head of the Brisbane is an approved aquatic event, consultation with Brisbane River users is undertaken by Maritime Safety Queensland, but as a courtesy, TRC will liaise with other river users, such as the Brisbane City Council and Mirimar Cruises in the lead up to the event.

In years past, private river users particularly those using Jet Skis (Personal Watercraft) have been noted to be in breach of water safety rules in and around the Head of the Brisbane course.

Personal Watercraft (PWC) are required to keep a distance of 30 metres from other moving boats, including other PWCs unless doing so would endanger people. PWC must stay 60 metres away from the

shore; people in the water; anchored or moored boats; structures, boat ramps, jetties, or pontoons; or, reduce speed to 6 knots if within 60 meters of these things. (A brisk walking pace is approximately equivalent to 6 knots).

Race Officials are guided to collect photographic evidence (still or video) of rule-breaking and should attempt to record the registration of PWC(s) involved. Race Officials should report on- water incidents relating to breaches of the water safety rules for PWC to 'Policelink' – '13Hoon' (134666). Life threatening breaches of water safety rules by PWC or any other boats should be handled in accordance with the Emergency Procedure described in Section 4.

## 3.2. Procedures:

1. Weather forecasting is monitored daily commencing a week prior to the event.
2. The river course is inspected during the laying of marks for floating objects, fallen trees & moored vessels, occurring approximately 90 minutes prior to the race start.
3. If possible logs and small objects are towed to banks.
4. Support vessels communicate by vhf & mobile phone. Radio checks are made on distribution of radios, again as support vessels make their way to their river stations. Relay may be required at some locations; mobile phones have proven to be more effective for contacting race administration.
5. The course is continued to be monitored by the radio and mobile telephone equipped support boats throughout the race.
6. Vessels entering the course are contacted on VHF 13 and 16 or approached directly by support boats to advise of a safe traffic path (the river's middle 1/3) and with wash observance requests.

## 3.3. Emergency preparedness

To ensure TRC is prepared for an emergency:

- safety equipment on TRC runabouts is checked regularly and specifically the week before the race;
- first aid kits are checked a week before the race;
- TRC First Aid Volunteers are identified and confirmed a week before the event;
- the on-site defibrillator is tested a week before the event;
- the Plan is revised and updated as necessary;
- the Plan is shared with event competitors and coxswains, clubs and schools and event officials

before and on the day of the race.

### **3.4. Safety Briefing of Race Officials**

Prior to the commencement of racing the TRC Representative should establish with the Regatta Referee that the course is clear of hazards.

The Regatta Referee must establish that all two-way radios are functional and that all Racecourse Officials know how to operate them.

The TRC Representative (or delegate) and the Regatta Referee must provide a safety briefing to duty personnel. The safety briefing must outline the:

- Emergency Procedure;
- Incident Procedure
- locations where injured people can be transferred to emergency response;
- identities of TRC First Aid volunteers;
- event rules;
- relevant facilities; and
- racecourse and its fixed hazards.

### **3.5. Safety Briefing Competitors, Coxswains, Clubs and Schools**

The TRC Representative (or delegate) must provide a race and safety briefing to competitors, coxswains, clubs, and schools outlining the event rules, the racecourse and its fixed hazards and any other relevant safety information.

# 4. Emergency and incident response

## 4.1. Emergency procedure

In the event of a life-threatening emergency or where another on-water incident escalates to a life-threatening emergency carry out the following steps as quickly as possible:

1. Make the radio call '**Rescue, rescue, rescue**'
2. Inform the Regatta Referee of the location, crew(s) involved, and nature of the emergency.
3. Attend to the emergency as directed by the Regatta Referee.
4. Determine the closest transfer point on-shore for the ambulance:
5. Ambulance transfer location – North side of the Brisbane River (Start/Finish)  
**Toowong Rowing Club**  
**37 Keith Street St Lucia Q 4067**  
**Kings College pontoon 72 Upland Road, St. Lucia QLD 4067 – driveway is opposite no 17. Esplanade St Lucia (has been organised with Kings)**
6. Ambulance transfer location – South side of the Brisbane River (Mid-course)  
**Sommerville House Water Sports Facility**  
**Brisbane Corso Yeronga Q 4104**  
**Paringa Place Park (Beach) nearest no. 7 Cassia Lane Yeronga**
7. Notify the Regatta Referee of the injured person's or persons' details including approximate age, gender, injury, the incident and the nearest Ambulance transfer location.
8. Transport the injured person(s) to an alternative safety vessel that will complete transport or transport the injured person(s) to the confirmed Ambulance transfer location.

## 4.2. Incident procedure

If an on-water incident other than a life-threatening emergency occurs carry out the following steps as quickly as possible:

1. Make the radio call '**On-water incident – standby all stations**'
2. Inform the Regatta Referee of the location, crew(s) involved, and nature of the incident.
3. Attend to the incident as directed by the Regatta Referee.

## 4.3. Notifiable incidents and reporting

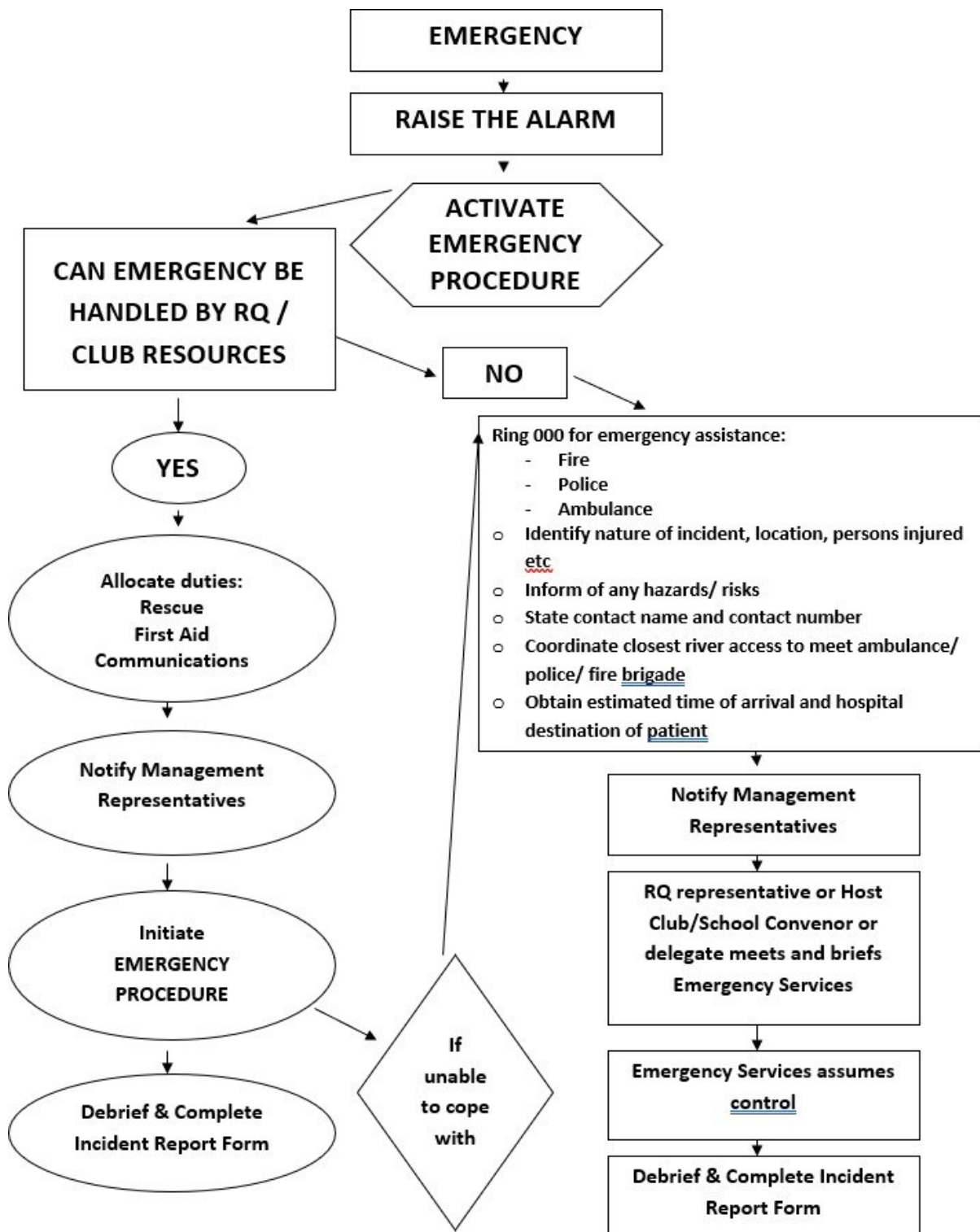
As required by the provisions of the Transport Operations (Marine Safety) Act 1994 marine incidents of the following nature will be reported by TRC to Maritime Safety Queensland using the [Maritime Incident Report Form](#).

### **MSQ notifiable incidents**

- Loss of a person from a ship
- Death of, or grievous bodily harm to, a person caused by a ship's operations
- Loss or presumed loss or abandonment of a ship
- Collision with a ship
- Stranding of a ship
- Significant damage, or danger of significant damage, to a ship
- Significant damage caused by a ship's operations
- Danger of significant damage to a structure caused by a ship's operations
- Danger to a person caused by a ship's operations

TRC will report any other incident using Rowing Queensland's incident reporting information system.

## 4.4. Emergency Response Procedure Chart



# 5. Safety Culture

## 5.1. Consultation

TRC will consult with Rowing Queensland concerning safety issues associated with Head of the Brisbane events during:

- the planning of activities for the event; or
- investigations into any incident to establish details of the incident or to formulate corrective action to prevent the incident recurring.

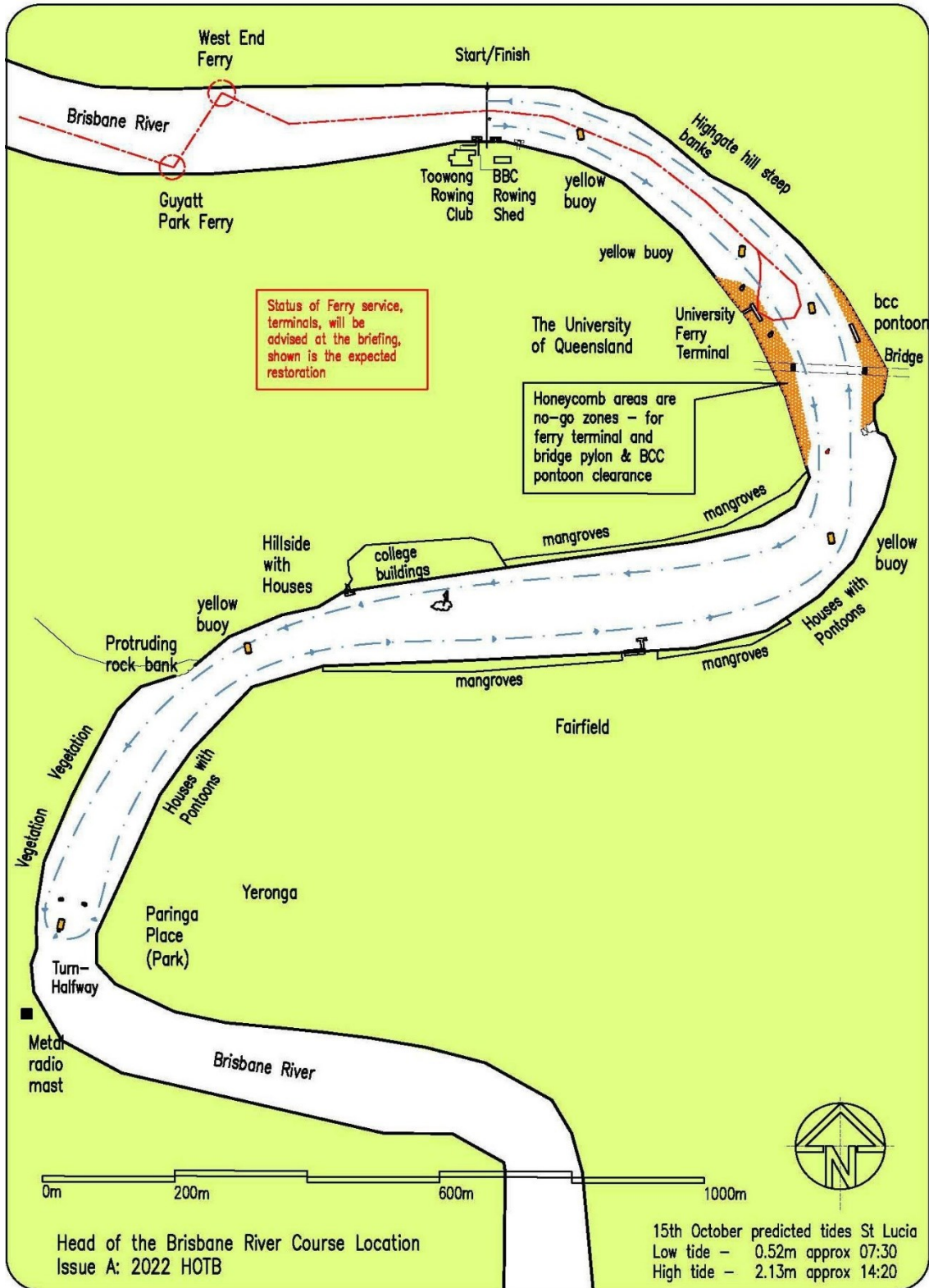
## 5.2. Communication

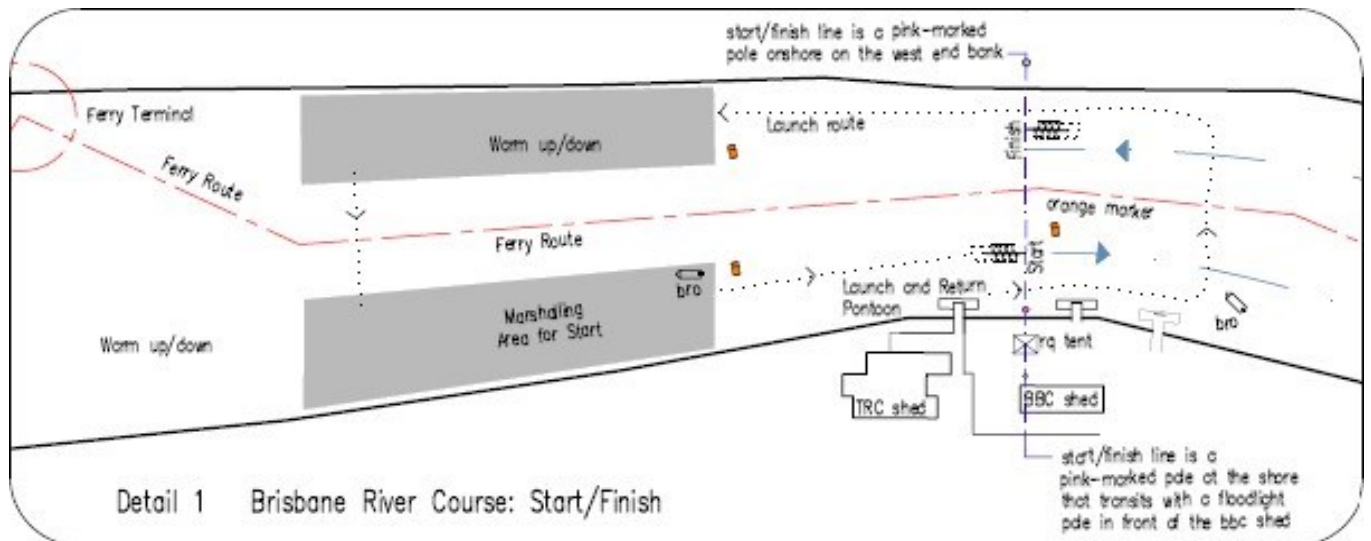
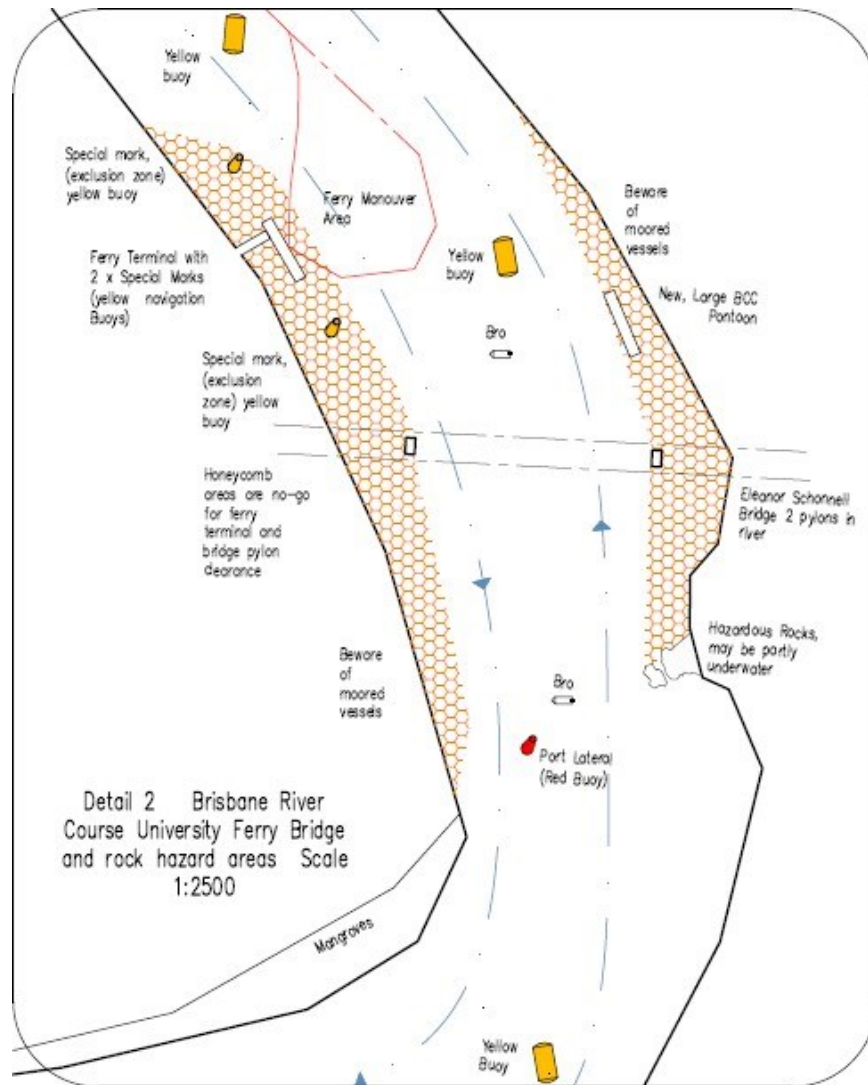
TRC will communicate relevant safety information to everyone involved in Head of the Brisbane events by:

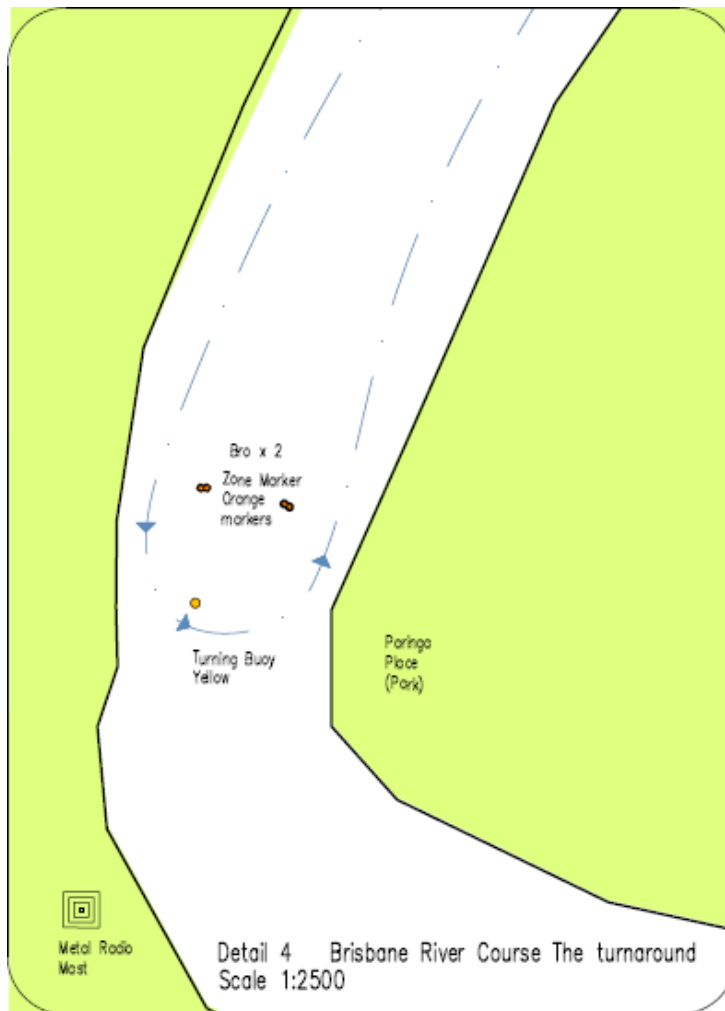
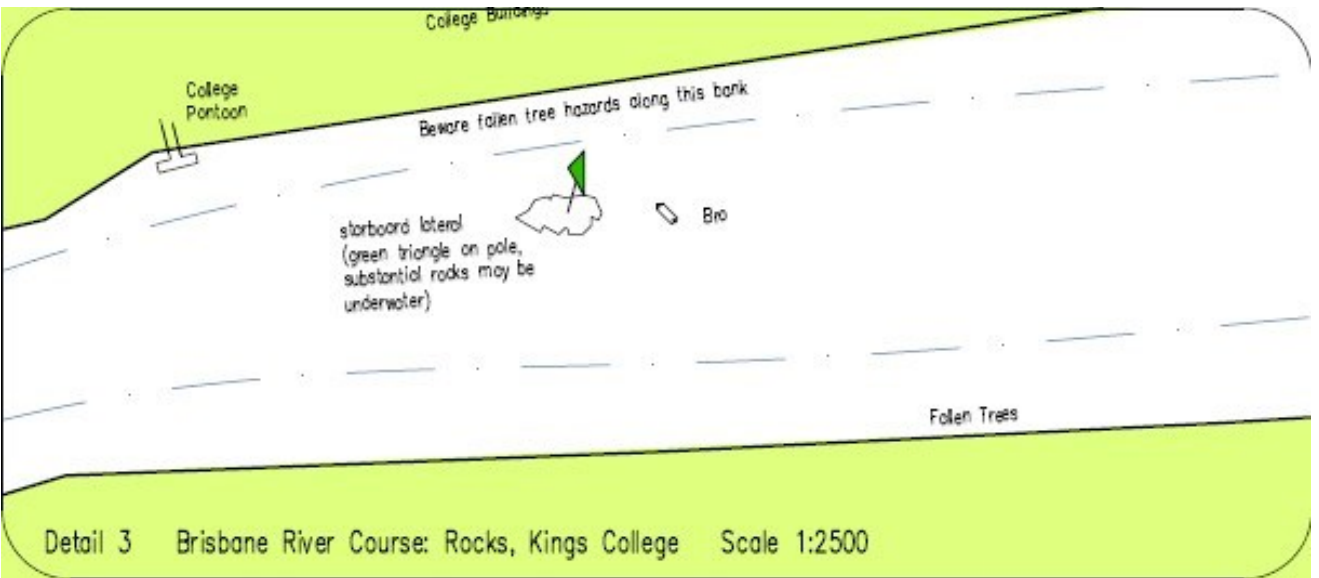
- including event safety as an agenda item in event planning meetings
- Briefing Marshalls and support boat crews prior to the event
- delivering event day briefings (Section 3), and
- contributing to incident reporting.



# Appendix 1 – Course maps







# Appendix 2 - Operational Checklist

## 1. Emergency preparedness checklist

To ensure TRC is prepared for an emergency the following items must be checked and certified by an appropriately skilled person from the organising committee. If any item requires rectification or action this is completed no later than 2 days prior to the event:

- Safety equipment on TRC runabouts is checked regularly and specifically no later than 5 days before the race:

Name\_\_\_\_\_ Date\_\_\_\_\_

- Support boat fuel tanks are filled a day before the race.

Name\_\_\_\_\_ Date\_\_\_\_\_

- First aid kits are checked a week before the race.

Name\_\_\_\_\_ Date\_\_\_\_\_

- Course equipment: anchors, chain, buoys, weights are laid out and checked 2 days before the race.

Name\_\_\_\_\_ Date\_\_\_\_\_

- TRC First Aid Volunteers are identified and confirmed a week before the event.

Name\_\_\_\_\_ Date\_\_\_\_\_

- The on-site defibrillator is tested a week before the event.

Name\_\_\_\_\_ Date\_\_\_\_\_

- The Plan is revised and updated as necessary.

Name\_\_\_\_\_ Date\_\_\_\_\_

- The Plan is shared with event competitors and coxswains, clubs and schools and event officials before and at the competitors briefing day of the race.

Name\_\_\_\_\_ Date\_\_\_\_\_

## 2. Safety Briefing of Race Officials

- Prior to briefings: Check the course area for hazards

Name\_\_\_\_\_ Date\_\_\_\_\_

- Check that two-way radios are functional, and Race Officials know how to operate them.

Name\_\_\_\_\_ Date\_\_\_\_\_

- The TRC Representative (or delegate) and the Regatta Referee must provide a safety briefing to duty personnel. The safety briefing must outline the:
  - Emergency Procedure and emergency telephone number
  - Incident Procedure
  - Locations where injured people can be transferred to emergency response
  - Locations of TRC First Aid Volunteers
  - Event rules
  - Relevant facilities
  - Racecourse and its hazards.

Name\_\_\_\_\_ Date of Briefing\_\_\_\_\_

## 3. Safety Briefing Competitors, Coxswains, Clubs and Schools

The TRC Representative (or delegate) must provide a race and safety briefing to competitors, coxswains, clubs, and schools outlining the event rules, the racecourse and its fixed hazards and any other relevant safety information.

This will occur via either a face-to-face competitor briefing, a document prepared and emailed to all parties, or a video upload to mainstream media (You Tube) for viewing prior to the event.

Identify Risk (visible or implied)		Potential adverse consequences	Potential third party or asset affected	Likelihood	Consequence	Risk rating	Risk control	Likelihood	Consequence	Residual risk rating	Accept (yes/no)
Weather	Heat	Participant becomes heat affected	Vessel becomes a hazard to other boats	Unlikely	Minor	Low	Event Manager to assess the weather conditions prior to start and determine if event is appropriate to go ahead. If so, the Event Manager should communicate to participants and ensure they have sufficient water so they do not become dehydrated. Also in the event of hot weather, constant monitoring against the RQ heat policy will take place.	Unlikely	Insignificant	Very low	Yes
	Rain	Participant becomes cold	Danger to crew	Possible	Insignificant	Low	Event Manager to assess the weather conditions prior to starting if it is appropriate to go ahead. If so, the Event Manager should communicate to participants and ensure they have appropriate clothing to remain dry	Unlikely	Insignificant	Very low	Yes
	Cold	Participant becomes cold	Danger to crew	Possible	Insignificant	Low	Event Manager to assess the weather conditions prior to start and determine if it is appropriate to go ahead. If so, the Event Manager should communicate to participants and ensure they have appropriate clothing to remain warm	Unlikely	Insignificant	Very low	Yes
	Storm	Participant becomes a potential lightning target. Potential for capsize	Danger to crew	Possible	Major	High	If storms are occurring or predicted in the time of the planned event, no boats, tinnies or rowing boats, are to get onto the water	Rare	Insignificant	Low	Yes
	Fog	Participant has poor visibility	Collision with other boats or watercrafts	Rare	Moderate	Medium	Vessels and rowing boats are only permitted to row in fog if there is a minimum visibility of 1000m and will be encouraged to carry lights.	Unlikely	Insignificant	Very low	Yes
	Wind	Poor on water conditions may cause difficulties for the Participants and the safety of other parties and objects; potential for capsize	Collision with other boats, watercraft, people or objects	Possible	Moderate	Low	Event Manager to assess conditions and assess if event can be undertaken without injury to participants	Unlikely	Minor	Low	Yes
	No, little or poor light	Impaired Operator/vessel visibility	Operator may not see obstacles, objects or other vessels	Almost certain	Minor	High	This event is taking place during daylight hours.	Very Unlikely	Insignificant	Very low	Yes
Vessel	Leak	Potential for the participant boats to sink	Danger to crew and environment	Unlikely	Moderate	Low	Participants to ensure all bungs are in the boat prior to launching, and to keep an eye on water levels in the vessel and return to shore if there is an excess of water. Any leaking vessels should be reported to Event Manager and nearest Safety Marshal. All vessels to maintain a positive buoyancy capacity / rating	Very unlikely	Insignificant	Very low	Yes
	Safety Marshal Boats	Safety Marshal Boats not safely maintained	Danger to Safety Marshals and Participants	Unlikely	Moderate	Low	All boats used for Safety Marshals are to be registered properly and have up to date and adhered to Safety Management Systems if required, identifying maintenance and safety assurances around the use and operation of the vessel.	Unlikely	Minor	Very low	Yes
	Launching and returning of tinnies	Person launching vessel from trailer may be stuck by boat or get caught in attachment line	Danger to person launching vessel and/or towing trailer	Possible	Moderate	High	All persons to stand clear when vessel is entering or being retrieved from water on/off trailer. When hooking or unhooking boat to trailer care is to be taken that boat is stationary and there is no risk of pinching or physical harm.	Unlikely	Minor	Low	Yes
	No lights	Poor vessel visibility. Other craft may not see the vessel. Possible collision	Other boats may not see the vessel causing collision	Possible	Moderate	High	This event is taking place during daylight hours.	Very unlikely	Insignificant	Very low	Yes
	Fuel	Potential for the vessel to become immobile	Collision with other boats, watercraft, people or objects	Rare	Minor	Low	Operator to check the vessel has sufficient fuel to last the outing with contingencies. Fill fuel tank as required	Very unlikely	Insignificant	Very low	Yes
		Leaking fuel may cause explosion	Danger to vessel, crew and environment	Almost certain	Catastrophic	Extreme	Operator to check fuel tank and fuel line for leaks before embarking and to stop the vessel if during session a leak or breakage of the fuel line occurs	Unlikely	Major	Medium	Yes
	Engine failure	Potential for the vessel to become immobile	Collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	All vessel engines are regularly maintained. Operators to report any problems with engines to the owner of the vessel so that they can be assessed and repaired as required	Rare	Minor	Low	Yes
	Hit submerged object	Potential for the vessel to become immobile and/or sink	Danger to vessel, crew and environment	Possible	Minor	Medium	Event Manager and/or Safety Marshals to assess course conditions with respect to known or anticipated debris levels prior to start of event. Excess debris to be removed, or participants warned of location and size. If debris is deemed excessive, event will be abandoned.	Unlikely	Minor	Low	Yes
Operator	Health	Participant becomes unable to compete	Collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	Participants to evaluate own wellness prior to start of event. Safety Marshals on water to respond to any incidences.	Very unlikely	Minor	Very low	Yes
	Ability	Participant may not understand the event process		Rare	Moderate	Medium	Event course and processes are communicated to all participants prior to event. Safety Marshals on water are available to assist in any situations of confusion.	Very unlikely	Insignificant	Very low	Yes



	Experience	Participant may not know how to handle a potential situation that arises	Collision with other boats, watercraft, people or objects	Possible	Moderate	High	Athletes competing in this event are at an elite level and receive a briefing prior to getting on the water. Safety Marshals on water are available to assist in any situations of confusion.	Very unlikely	Insignificant	Very low	Yes
	Communication	Delay in seeking assistance in an emergency situation	Operator, crew and other parties	Unlikely	Moderate	Low	Event Manager, Safety Marshals and umpire boats should carry a mobile phone with them with appropriate contacts so they can contact those people / organisations as required in an emergency.	Very unlikely	Minor	Very low	Yes
Water	Tide	Strong tides make operation of the boats unmanageable	Collision with other boats, watercraft, people or objects	Possible	Moderate	High	Event Manager to assess conditions to ensure they are not too strong to prevent the safe launching, retrieval and operation of the participant boats. Event to be abandoned if deemed unsafe.	Unlikely	Minor	Very low	Yes
	Flow	Strong tide/current makes operation of the boats unmanageable	Collision with other boats, watercraft, people or objects	Rare	Minor	Low	Event Manager to assess conditions to ensure they are not too strong to prevent the safe launching, retrieval and operation of the participant boats. Event to be abandoned if deemed unsafe.	Unlikely	Minor	Low	Yes
	Wind	Adverse on water conditions make the operation of the vessel unmanageable	Collision with other boats, watercraft, people or objects	Unlikely	Minor	Low	Event Manager to assess conditions to ensure they are not too strong to prevent the safe launching, retrieval and operation of the participant boats. Event to be abandoned if deemed unsafe.	Unlikely	Minor	Very low	Yes
	Debris	Creates a hazard for the safe operation of the boat	Danger to boat, crew and environment	Possible	Moderate	High	Event Manager and/or Safety Marshals to assess course conditions with respect to known or anticipated debris levels prior to start of event. Excess debris to be removed, or participants warned of location and size. If debris is deemed excessive, event will be abandoned.	Unlikely	Insignificant	Very low	Yes
	Buoys	May damage the boat if hit	Danger to boat, crew and environment	Unlikely	Minor	Low	Participants are made aware of the location of all buoys on the course and avoid collision with them	Very unlikely	Insignificant	Very low	Yes
	Moored vessels	May damage the boat if hit	Danger to boat, crew and environment	Rare	Moderate	Medium	Participants are made aware of the location of all moored vessels on the course and avoid collision with them	Very unlikely	Minor	Very low	Yes
	Rocks	May damage the boat if hit	Danger to boat, crew and environment	Possible	Moderate	High	Participants are made aware of the location of all rocks on the course and avoid collision with them	Unlikely	Minor	Low	Yes
	Eddies	May destabilize the boat	Danger to boat, crew and environment	Unlikely	Moderate	Low	Participants are made aware of the location of any likely eddies on the course and avoid collision with them	Very unlikely	Insignificant	Very low	Yes
Rescues	Rowing boats	Boats may experience difficulties. Rowers or coxswains may position their boats in an adverse position on the water	Collision with other boats, watercraft, people or objects	Possible	Minor	Medium	Participants to remain vigilant in their operation of their boats and are to ensure they row to the conditions and leave enough room between other vessels	Unlikely	Insignificant	Very low	Yes
		Transferring rowers to/from safety/rowing boat	Danger to vessel, crew and environment	Rare	Minor	Low	Safety Marshal to approach the rowing boat with caution and in a direction that best suits the conditions, and to seek the assistance of rowers to hold the vessel and prevent impact with the squad boat. Rowing boat and Safety Marshal to move off race course if possible.	Very unlikely	Insignificant	Very low	Yes
		Rowing boat/equipment/rower needs assistance on water	Potential collision with other boats, watercraft, people or objects	Possible	Minor	Medium	Safety Marshal to approach the rowing boat with caution and in a direction that best suits the conditions, and to seek the assistance of rowers to hold the vessel and prevent impact with the squad boat. Rowing boat and Safety Marshal to move off race course if possible.	Very unlikely	Insignificant	Very low	Yes
		Rowers require assistance getting back into boat after capsizing.	Possible injury to persons requiring rescue	Possible	Minor	Medium	Safety Marshals to approach the rescue with caution and in a direction that best suits the conditions	Unlikely	Minor	Low	Yes
		Rowers require rescue following an on-water incident	Possible injury to persons requiring rescue	Rare	Moderate	Medium	Safety Marshals to approach the rescue with caution and in a direction that best suits the conditions	Unlikely	Minor	Low	Yes
Other Vessels	Other Participants	Participants in race may take incorrect/unexpected course	Potential collision with another boats & watercraft	Unlikely	Minor	Low	Participants are made aware of the approved event course prior to start. Slower crews are instructed to yield to faster crews, and penalties are applied to those crews which infringe on others. Participants are to keep a constant look out for impending hazards.	Very unlikely	Insignificant	Very low	Yes
	Other vessels	Other vessels may not be aware of the event taking place	Potential collision with another boats & watercraft	Unlikely	Minor	Low	Event Manager to complete Aquatic Event Permit with MSQ who will communicate with other water users. Safety Marshals to keep constant lookout for other vessels and inform them of the event taking place.	Very unlikely	Insignificant	Very low	Yes
	Other passive watercraft	Other vessels may not be aware of the event taking place	Potential collision with another boats & watercraft	Unlikely	Moderate	Low	Event Manager to complete Aquatic Event Permit with MSQ who will communicate with other water users. Safety Marshals to keep constant lookout for other vessels and inform them of the event taking place.	Very unlikely	Insignificant	Very low	Yes
	Vessels under way and or maneuvering	The wash from other vessels may destabilise boats causing capsise or causing the participants to fall into the river	Danger to vessel, crew and environment	Unlikely	Minor	Low	Event Manager to complete Aquatic Event Permit with MSQ who will communicate with other water users. Safety Marshals to keep constant lookout for other vessels and inform them of the event taking place.	Unlikely	Insignificant	Very low	Yes

	<b>Other vessels approaching or departing moorings/docks</b>	Participants may be positioned in the wrong location with respect to another vessels approach/departure to/from a mooring or stop. Possible collision	Potential collision with other boats, watercraft, people or objects	Possible	Moderate	High	Participants to remain vigilant at all times for vessels that may be entering or leaving a mooring, pontoon or landing	Very unlikely	Insignificant	Very low	Yes
		Other vessels may be positioned in the wrong location with respect to another vessels approach/departure to/from a mooring or stop. Possible collision	Potential collision with other boats, watercraft, people or objects	Possible	Minor	Medium	Participants to remain vigilant in their manoeuvring of their boat and are to ensure they drive to the conditions and leave enough room between other vessels	Unlikely	Insignificant	Very low	Yes
<b>Environment</b>	<b>Public/private pontoons and the like</b>	Participants may hit pontoons if not paying attention to where they are going	Potential collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	Participants are aware of the event course and possible hazards prior to start of racing. Participants are to keep a constant look out for hazards.	Very unlikely	Minor	Very low	Yes
	<b>School/rowing club pontoons</b>	Participants may hit pontoons and other rowers if not paying attention	Potential collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	Participants are aware of the event course and possible hazards prior to start of racing. Participants are to keep a constant look out for hazards.	Very unlikely	Minor	Very low	Yes
		Other vessels may hit pontoons and other rowers if participants are not paying attention causing a possible collision	Potential collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	Participants are aware of the event course and possible hazards prior to start of racing. Participants are to keep a constant look out for imending hazards. Safety Marshals should communicate with third party river users around the event course if necessary.	Unlikely	Minor	Low	Yes
	<b>Fishers</b>	Participants may Row into fishing lines	Danger to boat, crew and environment	Rare	Minor	Low	Participants to look out for fishermen and where their lines are in the water and avoid them accordingly. Safety Marshals should communicate with third party river users around the event course if necessary.	Very unlikely	Insignificant	Very low	Yes
	<b>Boat ramps</b>	Vessels approaching or departing from boat ramps may take unexpected paths of movement to and from the boat ramp causing participants to manoeuvre to avoid collision	Potential collision with other boats, watercraft, people or objects	Rare	Moderate	Medium	Participants are aware of the event course and possible hazards prior to start of racing. Participants are to keep a constant look out for imending hazards. Safety Marshals should communicate with third party river users around the event course if necessary.	Very unlikely	Minor	Very low	Yes