

## Instructions for Safety Boat Drivers and Assistants

### Background

The race takes place over a course of approximately 2500 metres (see map appendix 1).

Three safety boats will be on the water for the event, two club boats and plus one visiting safety boat.

The two club boats will launch from the club, start safety for division one boating at around 8.25am and finish safety once the crews are boated for division one. The additional visiting safety boat will launch at the public slipway at Allington Lock and motor upstream to the club (approx. 15 minutes at 3 knots) in time to collect radios from race control by 8.00am.

All safety boats will be in radio communication with the Race Umpire on the same frequency as the umpires. In the event of an incident being reported by an umpire safety boats should take their instructions from the Chief Umpire (call sign Harry Salmon/Race Control) unless they are in visual site of the incident in which case they should respond under their own initiative. All boats should carry two crew; the driver and an assistant. The launch will carry a radio and a safety bag with contents appropriate to the environment and the guidance laid down in Row Safe.

Locations will be (see appendix two);

**Start Safety;** club launch at start marshalling area. This launch will take two umpires down to their locations at Ford's Wharf before the division start. It should then wait near the start while marshalling is taking place. Once the race is about to start move to a position towards top of first straight before the sewage works bend.

**Club Safety;** the visiting safety boat should position itself just below clubhouse by silver footbridge in apex of bend. This launch will provide cover for the central section of the race, plus general back up for any incident along the course not able to be handled by the nearest launch.

**Finish Safety;** club launch on the town section near the steps on towpath side. This launch covers the final section of the race and can respond to an incident in the finish marshalling area above the town bridges.

### What to do in the event of a rescue

If you are called upon to effect a rescue the most likely cause will be a capsize of a single or double/pair, or a rower in distress suffering a medical condition (asthma attack, heart attack etc). Once you have responded to the incident the chief concern must always be for the safety of the rowers, other river users and yourselves. Be aware we usually have a large entry from juniors of mixed experience. The umpires will try to keep the event under way unless it is unsafe to do so.

Once on the scene assess the incident. In the event of a capsize, if the rower is attempting to get back into boat and does not appear in distress you may allow them to do this but stay in close attendance and step in if too much time elapses. Assuming they are not capable of this then effect a rescue of the rower(s) and ensure blankets are used to keep them warm. If the rower(s) are not distressed and you can safely recover the boat as well then do so to clear the racing line (The club RIBS are probably not of sufficient size to take even a single scull on board). At least try to move the

boat to the bank where it can be recovered later. Please try to avoid damage to the boat during this process. Once you have the rower(s) aboard you should return to the club where the First Aid tent is located and hot showers are available. Please use judgement on the speed you need to use to return. If rower(s) not distressed please keep wash to a minimum to avoid provoking further incidents.

In the event of a more serious incident, which, in your judgement, requires an emergency ambulance to attend you should radio this to **RACE CONTROL (Harry Salmon – telephone 07970 546040)** so one can be called, or if you cannot contact Race Control then dial 999 yourself. This should be a last resort but **do not delay** calling an ambulance if it is needed.

If a rower has collapsed in the boat and is unconscious then the following protocols should be followed.

- The nearest safety boat should attend and ideally encourage the crew to move their boat near to the bank to make it easier to remove the unconscious casualty to land rather than try to extract the casualty mid river. Racing will be suspended immediately. Other radio users not directly involved should maintain radio silence.
- As soon as the words 'collapsed', 'heart attack', 'CPR' or similar are used on the radio Race Control (Harry Salmon) will take control of the incident and ensure that 999 is dialled without delay and that the ambulance is given the correct details as to where they can reach the casualty. Race Control will also direct the safety boat to the nearest point accessible by ambulance (Archbishop's Palace, The Rowing Club, Monkton's Lane, Allington Marina, The Malta Inn). The safety plan on the event page on the club website has more details on these locations and Race Registration/Race Control holds full address details in the event that an ambulance has to be called.
- It is important to administer basic first aid, CPR, as soon as possible (probably not practical until casualty is on land) and keep this going until professional help is on scene.
- The Event First Aider at the club will have a portable defibrillator and there is another one at the football club. The Event First Aider will attend along the towpath by bicycle if necessary.

Please try to keep Race Control/Race Registration fully informed as to the status of the incident via the radio.

## **Breaks and refreshments**

Comfort breaks and refreshment breaks should be staggered as follows please to maintain continuous on water cover in the areas required. Non club members on the boats will be provided with refreshment vouchers for use at the stall in the club.

Start safety. After last crew has left the area you are responsible for, collect umpire from far bank location and follow final crew in the division up to club. Once at club peel off and let Club Safety follow crew to finish. Need to be afloat again before next division commences boating. Break time approx 20/30 mins.

Club safety. Once last crew has passed your location take over following this boat from Start Safety. Once crew has passed the finish please wait while crews are marshalled and sent back to club. Follow crews back to club and then you can go ashore. Please remain in radio contact in case of an incident on the water requiring more attention than the two club boats can provide. Need to be afloat again before next division starts boating and moving off downstream. Break time approx 20 mins.

Finish Safety. Once all crews are finished you are to remain on the Town Straight to provide cover for returning crews. Stay afloat until crews have boated for the next division and then you can come ashore while crews are assembled for the next start. Break time approx 30 mins.

If for any reason you need to leave your location at other times please advise **Harry Salmon** so he can reallocate cover.

## Radio Protocol

For those of you who are not familiar with using a short wave radio these are the basics

Only use the radio when it is necessary – avoid unnecessary chatter

All radios will be set to the correct frequency before you collect them. This will usually be channel 1. It is rare but I may ask you to switch to an alternate channel if I want to have a private discussion with you and avoid clogging up the radio for other users. Don't forget to switch back to channel 1 afterwards.

It can sometimes be difficult to hear the radio over the noise of the outboard so keep the volume level on full.

To call someone depress and hold the button on the side of the radio. Keep it held down while talking and then release to hear the reply. There may be a small delay between depressing the button and it being ready to transmit as we use a base station at the club, so depress and wait a second before speaking.

To call someone, first use their call sign (name) to alert them that the message is for them (saying the name twice is helpful as it is more likely to attract their attention) and then identify yourself. Then await their acknowledgement before sending your message. After each transmission either say 'over' if you require a further answer or 'out' if you want to end the conversation. Don't use 'over and out'.

EG.

Harry Salmon, Harry Salmon this is Safety Finish OVER

Harry Salmon receiving, send transmission OVER

We have a sculler in the water. Location on Town Straight. We are responding. Sculler is number 52 from Maidstone OVER

Thank you Safety Finish, please keep me informed as to your situation OUT

Or

Safety Finish, Safety Finish, this is Harry Salmon, OVER

Safety Finish receiving, send transmission, OVER

Safety Finish we have a capsized under the High Level railway Bridge. Please respond, OVER

We are responding now and will confirm details as soon as possible OUT

There is a short Youtube video available on the website demonstrating radio protocols

<https://maidstoneinvicta.co.uk/msbh-officials-instructions>

Boating here for RIB  
Safety boat

Start of marshalling area  
Even numbers on  
tow path bank, odd  
numbers on marina bank

Start called from here

Ford's Wharf  
Sewage Works bend  
boats moored on  
outside of this bend  
and along the straight

Springfield Bridge

Monktons Lane

Pumping Station  
Wooden staging  
projects out  
into the river

Millennium Park Bridge

MIRC Boathouse  
Control, First Aid  
and refreshments

Race Finish

Archbishop's  
Palace

Town Bridges  
Use centre arch of  
first bridge

Town Footbridge

## Town Footbridge

**Archbishop's  
Palace**



# MSBH Safety Boat Locations

