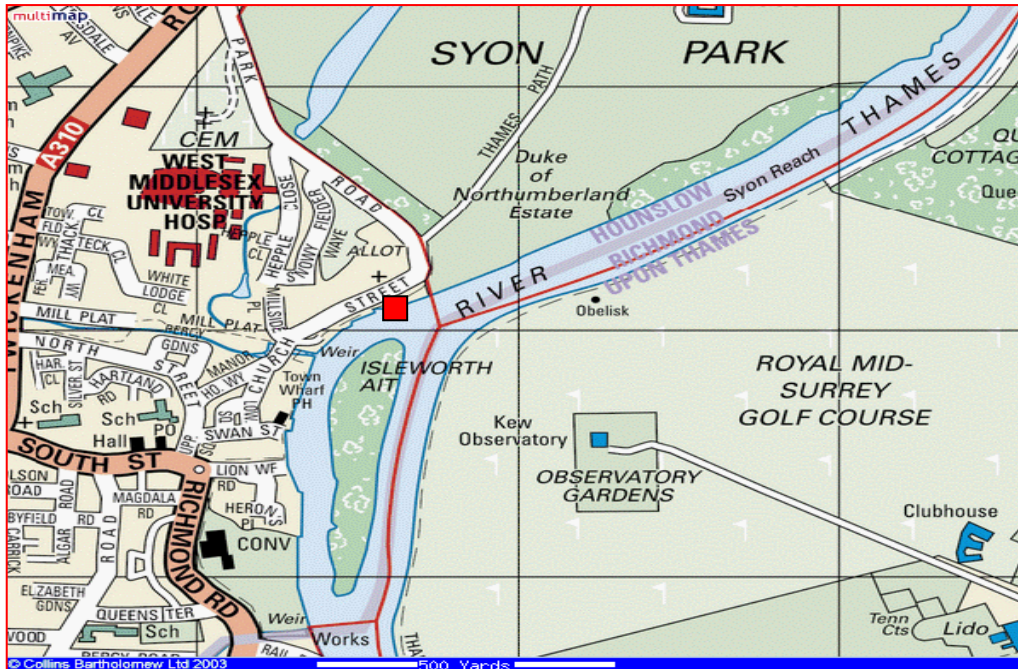


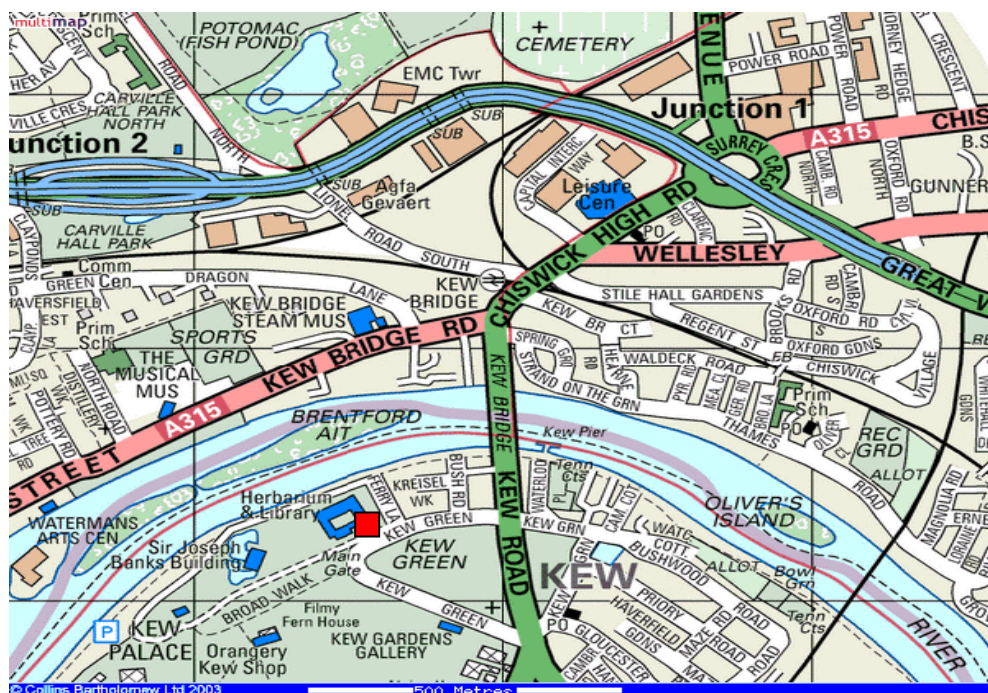
UH Head Race

Maps of emergency access

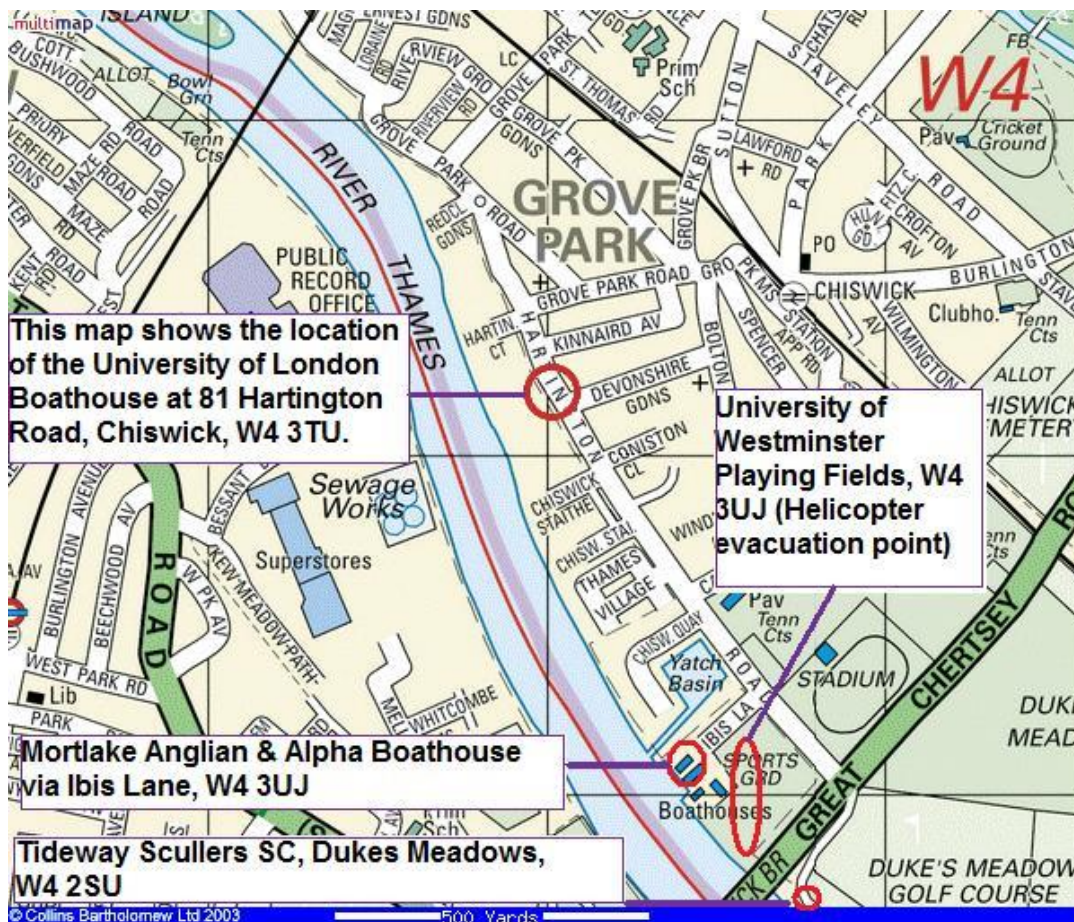
(maps copyright Collins Bartholomew 2003)



This map shows the location of road access to the Brentford area, via Church Street and Park Road (close to the West Middlesex Hospital). The London Apprentice (shown by red square) is a useful landmark for ambulance evacuation: 62 Church St, TW7 6BG. Also note open space at Syon Park (TW8 8JF) for helicopter evacuation.



This map shows the location of road access (shown by red square) to the south river bank near Brentford Ait via Ferry Lane (off Kew Green, TW9 3AH), which proceeds to the car park near the (Bumps) head position (marked 'Kew Palace' on the map).



Facilities for medical aid and evacuation			
First aid	Serious injury	Evacuation	
UL Boathouse (Tideway Scullers SC Boathouse for KCL/GKT)	Call ambulance via 999 (co-ordinated through race control at UL). Ensure correct postcode is given to the operator. Senior medical advisor (at start) (contact by radio or mobile).	By road	By air (possibilities)
		1. <i>Primary</i> - ULBH – 89 Hartington Rd, W4 3TU	<i>Primary</i> : ULBH 89 Hartington Rd, W4 3TU (need to clear riverside tarmac to enable helicopter to land)
		2. Tideway Scullers SC – Dukes Meadows, W4 2SH	2.Univ. Westminster playing fields, Hartington Rd W4 3UJ (consider how to access from river)
		3. Kew Gardens Car Park (Ferry Lane, off <i>Kew Green</i> TW9 3AH)	3. Syon Park TW8 8JF (consider how to access from river)
		4. Slipway adjacent to the <i>London Apprentice</i> , 62 Church St, TW7 6BG (south of West Middx Hosp.)	

Action In Event Of Incident On Water – Race Control

- In the event of an incident your first priority is for the safety of competitors and yourself.
- Keep all radio contact to a minimum.
- Remember that launch-based officials may have difficulty keeping in constant communication with race control (this includes JM at the **start**)
- Race **control** is in charge of dealing with the incident.
 1. ENSURE THAT THE SAFETY LAUNCH IS IN ATTENDANCE (AS APPROPRIATE)
 2. IF APPROPRIATE, CONTACT LONDON AMBULANCE SERVICE (STATE NUMBER OF CASUALTIES AND NATURE OF PROBLEM E.G. *“ONE ROWER, SEVERE LEG INJURY FOLLOWING COLLISION”*). ADDRESS IS 81 HARTINGTON RD, W4 3TU.
 3. IF AN AMBULANCE HAS BEEN CALLED TO ULBH: PLACE A GUIDE ON HARTINGTON ROAD TO SIGNAL LOCATION OF ULBH TO THE AMBULANCE DRIVER (THEY WILL NOT BE FAMILIAR WITH THE LOCATION) - check clear access route to front and back of ULBH.
 4. PREVENT ANY FURTHER ROWING CREWS FROM BOATING
 5. CO-ORDINATE RECEPTION OF CASUALTIES
 - **COUNT** CASUALTIES AS THEY RETURN TO ULBH. MAINTAIN A LOG OF MULTIPLE CASUALTIES RETURNED TO ULBH.
 - ENSURE RIVER-BANK CLEARED OF BOATS TO ALLOW ROOM FOR RETURNING LAUNCHES
 - PREPARE FOR CASUALTIES (I.E. EXPECT A DEGREE OF HYPOTHERMIA; PREPARE WARM DRINKS IN ULBH LOUNGE.)
 6. IF A SECONDARY EVACUATION CENTRE HAS BEEN DESIGNATED (BY THE SENIOR MEDICAL OFFICER):
 - SEND ADDITIONAL HELPERS TO THE SECONDARY CENTRE AS SOON AS POSSIBLE.
 - DESIGNATE AN INDIVIDUAL (AS APPROPRIATE) TO ACT AS THE UH/UL OFFICER IN CHARGE OF THE SECONDARY EVACUATION CENTRE. THAT INDIVIDUAL WILL ACT AS CO-ORDINATOR AT THE SECONDARY CENTRE.

Action In The Event Of Incident On Water – launch officials

- Ensure you have all safety equipment as set out in the British Rowing Row Safe before boating **and** that you know how to use it.
- In the event of an incident your first priority is for the safety of competitors and yourself.
 1. IMMEDIATELY NOTIFY CONTROL BY RADIO - INCLUDE YOUR IDENTITY, LOCATION, NATURE OF INCIDENT AND NUMBER OF CASUALTIES (EG “SAFETY, SAFETY, THIS IS LAUNCH 5, CAPSIZED VIII 100YDS DOWNSTREAM OF KEW BRIDGE, NINE PEOPLE IN THE WATER”).
 2. IF RADIO CONTACT IS NOT POSSIBLE, USE ANY AVAILABLE MOBILE TELEPHONE TO CONTACT RACE CONTROL.
 3. IF NECESSARY, REQUEST ASSISTANCE FROM MEDICAL OFFICER(S) (AT **START**) AND ASK RACE **CONTROL** TO CALL LONDON AMBULANCE SERVICE (STATE NUMBER OF CASUALTIES AND NATURE OF PROBLEM E.G. “ONE ROWER, SEVERE LEG INJURY FOLLOWING COLLISION”)
 4. AT ALL TIMES KEEP RADIO TRAFFIC TO THE MINIMUM REQUIRED (REMEMBER WHEN YOU ARE TRANSMITTING NO-ONE ELSE CAN!)
 5. IF YOU ARE NOT REQUIRED TO HELP DEAL WITH THE EMERGENCY REMAIN IN YOUR ALLOCATED STATION AND MONITOR OTHER CREWS.
 6. IF IT IS SAFE TO DO SO (DO NOT PUT YOURSELF IN DANGER):RECOVER PERSONS FROM WATER
 - REMEMBER TO KEEP A GOOD LOOKOUT AND PROCEED WITH CAUTION WHEN CLOSE TO PERSONS IN THE WATER
 - CUT YOUR ENGINE WHEN RECOVERING PERSONS FROM WATER
 - TAKE NOTE OF THE STABILITY OF YOUR OWN CRAFT AS OTHERS CLIMB ABOARD (CONSIDER TOWING TO NEAREST RIVER BANK)
 - BEWARE OF OVERLOADING YOUR OWN CRAFT
 7. USE THERMAL BLANKETS AND SPARE BUOYANCY AIDS
 8. TAKE CASUALTIES TO ULBH (UNLESS IT IS AGREED TO USE THE SECONDARY EVACUATION AREA – DISCUSS WITH RACE CONTROL /SENIOR MEDICAL OFFICER)

Abandonment Protocol

It is unlikely that the race will be abandoned unless there are exceptional circumstances, however all coxes and officials must be familiar with the protocol for abandonment of the race in accordance with the TRRC code of practice for Tideway Head races.

Decision Making:

1. The decision to abandon the race will be taken by the Chief Umpire based on information from any official.
2. The lead official for the **Kew RZ** and **control** may take action to abandon the race, if for any reason, contact is lost with the chief umpire.
3. The chief umpire will announce the decision to abandon the race by saying 'race abandoned - race abandoned - race abandoned'
4. All officials ensure the safety of all river users, but ensure that any action is taken only following instruction from the chief umpire unless there is imminent danger to crews.

Procedure for returning crews once the race is abandoned:

Crews rowing up to marshalling zone:

1. Keep all crews in the Surrey inshore zone or the Middlesex side as appropriate until instructed by the Chief Umpire.
2. When it is safe to proceed down stream, Launch based officials will co-ordinate turning of crews, starting from boats closest to ULBH.
3. Crews will proceed with care downstream keeping line astern and listening for instructions from officials.

Crews in marshalling zone:

1. Keep all crews line astern until instructed by the Chief Umpire.
2. When it is safe to proceed down stream, the Chief Umpire will co-ordinate turning of crews, starting from the rear of the division.
3. Crews will proceed with care downstream keeping line astern and listening for instructions from officials.

Racing Crews:

1. Officials will stop all crews by saying '**danger ahead – stop-stop-stop**' using all measures available.
2. Crews must stop, drift and proceed slowly line astern only if officials consider it is safe for them to proceed past any incident or through rough water. Crews will keep line astern and listen for instructions from officials.
3. If it is not safe to proceed down officials must turn crews against the stream into the Surrey in-shore zone.

Procedure through Kew Restricted Zones:

1. If the lead official at Kew (L5) require crews to proceed 'line astern' in one or both restricted zones then L5/6 will **raise** a red flag and state to all crews: '**Caution ahead - No overtaking allowed - Proceed line astern**'. **Crews must be able to stop if there is obstruction ahead.**
2. If it is unsafe to proceed through either bridge then launch based officials (L5/6) will **wave** a red flag and stop all crews: '**Danger ahead – stop –stop-stop**'; **and if necessary get crews to turn into the Surrey in-shore zone if safe.**

Aftercare: There will be wet, cold and miserable crews, ensure crews are re-united with their support teams and dry clothing.

