

## Recovering a Rower from the Water

### Using a Launch

#### **Safety First**

- Never demonstrate or practise a moving MOB exercise with a person, always use a dummy.
- Switch off the engine when there is a casualty alongside the boat.

#### **Teaching recovery techniques**

If you demonstrate recovery of a person from the water, ensure that you have suitable conditions and are appropriately dressed. Then apply the following principles:

- Never demonstrate or practise a moving MOB exercise with a person, always use a dummy.
- Ensure the boat is stationary with the engine off and killcord removed.
- Choose a safe area to practice.
- Keep a good look out.
- Always wear suitable buoyancy.

#### **Think ergonomically**

Consider the effects of the recovery process on the casualty and yourself, with equal importance.

Good technique prevents injury.

Ensure you have a good footing.

- Use your body efficiently.
- Avoid twisting.
- Avoid relying on pure muscle power.
- Recover the casualty at the lowest part of the boat.
- Use a boarding ladder or rig a short rope with a bowline as a foot loop or use a Jacobs ladder.
- With the engine off and killcord removed, use the engine's anti-ventilation plate as a step.
- Act slowly and steady keeping good balance

#### **Recovery into Launch from water**

The following method of recovering a person from the water is relatively new and has a number of advantages over other methods. In particular, if the person in the water is wearing a trapeze harness, this method avoids snagging the harness on the side of the boat.

In this instance the person in the water is brought alongside the boat. Ensure that the engine is off and the killcord removed. With the person facing towards the back or front of the boat grasp the hand nearest to the boat. Position the person's legs on the tube, so that they are now facing the boat. Now grasp their other hand and gently lean back into the boat, pulling the person on to the side of the boat into a seated position.



**Rescue using two launches (see the Umpire rescue documents previously sent out but now extracted below)**

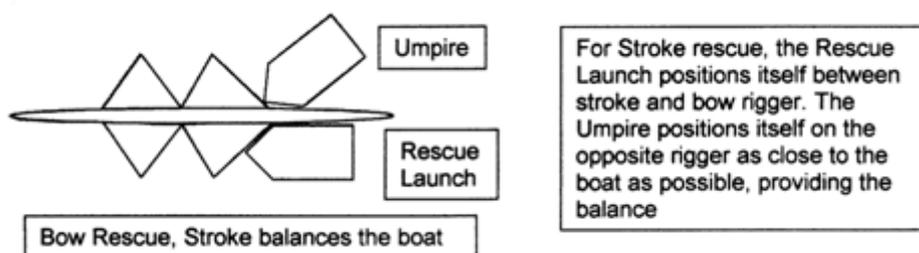
**Evaluate / Control / Handover**

Make sure it is safe to move into the boat / crew in distress without causing danger to yourself or more to them.

The first launch (the control launch) will be to Control the situation by adding stability to the boat. This is achieved by holding onto a rigger. Note: this is physically demanding. The launch should approach by the bow or the stern.

Communicate at all time to the crew being rescued so they understand what is going on.

The second launch (the rescue launch) will take control of the situation as it comes into position (Handover) and help the occupants out of the stabilized boat into the rescue launch.



**Recovery to Landing Point by Launch.**

Procedure:

Two Crew members must be present.

The Driver, RYA2 Qualified is in charge of managing the Incident.

The Crew Member must follow the instructions of the Driver.

Launches must proceed at slow speed at all time except when dealing with an emergency – remember other crews if washed down may end up as casualties so take care.

Down the sides of the launches are ropes which should be draped over the sides and used as hand holds for any Rower / Sculler to grasp when in the water.

When rescuing a competitor talk to them at all times telling them what you are doing.

Once they have a grip of the launch slowly tow them in Reverse i.e. the engine is furthest away from the Rower / Sculler, so if they let go they do not end up in the path of the propeller / launch.

Help them get ashore and then they may climb into the launch.

If the competitor is not conscious support them by whatever means above the surface of the water – we have Lifeguard Tubes which are designed to loop round a casualty and keep them buoyant as they are towed to the bank – talk to the casualty as you are helping them into the tube, move to the towpath side of the canal – as before in reverse.



Each Launch has a full British Rowing Safety Kit which can be used in an Emergency – the Launch Driver must inform the Safety Adviser if anything is used in the kit so it can be restocked as required.

### **Bank Recovery Aids**

**Do not** go in the water to make a rescue – think of you own safety first and never put yourself in danger.

**Never** place yourself close enough to be grabbed by a panicky victim – always place distance and device between rescuer and victim.

Make quick assessment of hazards associated with the water – speed, temperature, debris, contamination, other users etc

Consider hazards to rescuer and victim.

Contact emergency services if required.

If the rescue is too dangerous wait for the emergency services.

**Life Guard Tube** can be used from the bank as an extension to ones reach, but take care not to be pulled in.



For use from a launch see section above.

**ThrowLines** – see separate presentation – add section about can tie off so not pulled in.