

Sagamore Rowing Association

Official Safety Rules for On-The-Water Rowing

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1. Overview

- 1.1. Sagamore Rowing Association (SRA) is committed to establishing the safe practices for all its athletes and participants. This document is intended to educate coaches, athletes, and members with regard to the various safety issues that may arise throughout the course of the season. This document should be used in conjunction with "Sagamore Rowing: Participant Safety Policy (SafeSport)" document, to ensure our community is built and sustained in a safe manner.
- 1.2. The Sagamore Coaching & Safety Guidelines are comprised of the following documents
 - 1.2.1. Sagamore Rowing: Participant Safety Policy (SafeSport)"
 - 1.2.2. Sagamore Rowing: Official Safety Rules for On the Water Rowing
 - 1.2.3. Sagamore Rowing Association: Private Training Protocol
 - 1.2.4. Sagamore Rowing Association: Code of Conduct
- 1.3. Starting September 1st, 2015, all coaches will be required to meet the following requirements in order to coach at Sagamore Rowing Association:
 - 1.3.1. Coaches must be CPR & First Aid Certified
 - 1.3.2. Coaches must have either A) a US Rowing background check OR 2) verification from each program's head coach/director of up to date background check
 - 1.3.3. Coaches must have completed a boating safety course
 - 1.3.4. Coaches must indicate they have read the 1) Participant Safety Policy & 2) Official Safety Rules for On-The-Water Rowing
 - 1.3.5. Coaches must attend a Coaches Safety Meeting at the beginning of the season.
 - 1.3.6. Approval from Sagamore Rowing Board of Directors

1.4. Relationship between SRA and its participating schools & student rowers

- 1.4.1. SRA requires adherence from its members to its Coaching and Safety Guidelines. Student rowers, parents, coaches and school personnel are all responsible for following these guidelines and for maintaining a safe environment at all times. A listing of Coaching and Safety Guidelines is posted in the boathouse, online, and available at time of registration.
- 1.4.2. SRA has the right to withhold or withdraw its initial or continued sponsorship of any program for sufficient cause, or for violation of the By-Laws, the Coaching and Safety Guidelines, or the Code of Conduct.
- 1.4.3. SRA will provide each program with a copy of the By-Laws, Coaching and Safety Guidelines and Code of Conduct. It is required that high school/collegiate representatives and coaches will familiarize themselves with these documents. Failure to follow these guidelines will subject the program and/or its personnel to disciplinary action as determined by the SRA Board of Directors, SRA Program Director, and/or SRA President.
- 1.4.4. Coaches for programs will be presented to the SRA Board of Trustees, which will give its approval/disapproval of that coach.
- 1.4.5. A High School/Collegiate Coaching Committee will be formed, and will consist of one coach from each program sponsored by SRA. This committee will report directly to the SRA program director. This committee shall have responsibility for cooperatively making decisions regarding use of club equipment, practice schedules, boat transportation, regatta entries, etc. This committee will work closely with the boathouse captain to implement its decisions. In the case of disputes, the matter

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may be reviewed and commented on the by Commodore, and at the Commodore's discretion, may be passed to the SRA Board of Directors for final decision.

- 1.4.6. SRA's Board will provide opportunity for input from the high school/collegiate representatives on any action that might affect their programs. SRA encourages members from each program to attend the board meetings. Those who have long-term interest in SRA are encouraged to serve on committees. SRA's Board of Directors will make every effort to advise student programs in a timely fashion of any matters that may impact on those programs.

1.5. Recommended Practices for Rowing Clubs and Associations

In relation to the sport of rowing, the NYS Office of Parks, Recreation, & Historic Preservation provide the following passage as an exemption to the term vessel, in their handout "Recommend Practices for Rowing Clubs & Association."

Section 2(6) d of the New York State Navigation Law.

"The term "vessel" as used in this chapter shall not include a crew racing shell. "Crew racing shell" shall mean any shell, gig, barge, or other sweep boat designed primarily for practice or racing, propelled by oars or sweeps, in the sport of crew or scull racing conducted by a private or public education institution, school, academy, college, university, or association of any of the preceding, or by an amateur sports club or association or by the United State of International Olympics Committee and shall not include canoes, rowboats, or lifeboats.

The boat or launch accompanying a crew(s) shall have sufficient safety devices to aid members of a crew should the need arise."

It is apparent that the Legislature intended that the requirements of the State Navigation law not apply to racing shells which were part of an organized group while they either practiced or participated in competitions. It should be noted that these exemptions do not apply to individuals when rowing independent of an organization. It is unclear whether the exemption applied when a chase boat is not utilized.

Notwithstanding the Legislature's intent, water safety is a common concern shared by all who use the waters of the state for recreation and sport. The following is offered to improve water safety and the safety of those who participate in the sport of rowing.

2. Safety Guidelines for SRA members:

- 2.1. The primary responsibility of all coaches is the safety of his/her rowers. Close supervision of rowers on and off the water, correction of safety hazards, and safety education of rowers are among the coaches' ongoing responsibilities.
- 2.2. Coaches must be approved by the SRA Board of Directors, and coaches may be dismissed by the SRA Board if their activities are deemed inappropriate.
- 2.3. High School and organized college crews may not be on the water without coaches in running launches as supervisors. No crews may go further than the launches dock station without direct coaching supervision.
- 2.4. The SRA Program Director holds the right to disallow all rowing because of weather-related causes.
- 2.5. In order to clearly communicate weather-related allowance of rowing, there will be three levels of precaution:
 - 2.5.1. Code Green: All Rowing Allowed. Water Temp + Air Temp is over 100. Fair to Good weather.
 - 2.5.2. Code Yellow: Proceed with Caution. Water + Air Temp is 85-100. Poor to Fair weather conditions. Decrease your athlete to coach ratio, make particular effort to keep your launch close to athletes, consider using larger boats, consider land practice for novice or JV athletes.

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- 2.5.3. Code Red: No rowing allowed. Thunder/Lightning, High Winds, and/or water + air temp are below 85, are reason for disallowing rowing.
- 2.6. In the event rowing may be disallowed, the SRA Program Director will post the weather code in the boathouse and online (via twitter @sagamorerowing) by 3pm each weekday for afternoon practices, for all athletes.
- 2.7. A maximum of 27 (three eights) rowers per coach-launch is permitted. Coaches are expected to exercise proper judgment when allocating rowers to smaller boats. The following is a **guideline** regarding coach:athlete:shell ratios in CODE GREEN WEATHER

| | Number of 8+ and 4+s | Number of 4xs & 2xs | Number of 2xs & 1xs |
|---------------------------------------|----------------------|---|---------------------|
| 1 year of coaching experience or less | 1-8+ or 2-4+s | 2-4x or 3-2x (Not to exceed 3 shells or 8 kids) | 3-2x or 5-1xs |
| 2-5 years of coaching experience | 2-8+s or 3-4+s | 3-4x, 4-2xs (Not to exceed 8 kids) | 4-2x or 6-1x |
| Over 5 years of coaching experience | 3-8+s or 4-4+s | 4-4x or 5-2xs | 5-2xs or 8-1xs |

- 2.8. These are the recommended coach:athlete:shell ratio is CODE YELLOW WEATHER

| | Number of 8+ and 4+s | Numbers of 4xs and 2xs | Numbers of 2xs & 1xs |
|-------------------------|----------------------|------------------------|----------------------|
| < 1 yr coach experience | 1-8+ | 2-4x OR 2x-s | 2-2xs or 4-1xs |
| 2-5 yrs coaching exp. | 2-8+s or 3-4+s | 2-4x, 2-4+s, 3-2xs | 3-2x or 4-1x |
| >5 yrs coaching exp | 2-8+s or 3-4+s | 3-4x or 4-2xs | 4-2xs or 4-1xs |

- 2.9. Coaching launches, with their engines running, must be on the water in the vicinity of the launch area PRIOR to any shells leaving shore/beach.
- 2.10. Equipment to be included in each of the coaching launches is as follows:
- 2.10.1. One personal floatation device for each athlete a coach is responsible for + persons in launch
 - 2.10.2. Functional air horn
 - 2.10.3. Paddle or oar
 - 2.10.4. Tow rope, Anchor
 - 2.10.5. Functioning ship to shore radio. Cell phones may **NOT** be substituted!
 - 2.10.6. No coach launch shall go out on the water without all of the above equipment being onboard. Coaches shall be responsible for loading/unloading the above equipment, and for recharging all battery operated equipment after each practice.
 - 2.10.7. In the situation in which program director does not provide weather related decisions, each coach shall review weather conditions and harbor conditions daily and discuss the same with the other

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members of coaching staffs who are present. The coaches who are present will then make the serious decision as to whether or not conditions preclude or permit rowing. Each coach is responsible for his/her own crews.

- 2.11. Crews may not row past the floating docks without supervision; all rowers must be CLOSELY supervised in Oyster Bay Harbor, and in busy channels, Crews may not go in/out of launch without appropriate supervision.
- 2.12. Boats may not go out without functioning heel tie-downs.
- 2.13. The SRA Board of Directors will determine the date on which spring rowing will commence, and the date on which fall rowing will cease.
- 2.14. **Every boat used in coached program or unsupervised athletes must be logged out before and after use, logged in, everytime.** Coaches will assume responsibility for this matter, and will not delegate this to any member of their crew. All athletes who are rowing unsupervised are responsible for logging out and in equipment. Failure to comply with this regulation can result in immediate suspension of all rowing privileges for the program.
- 2.15. All coaches and assistants must attend the annual meeting prior to the start of the season, Any program failing to attend this meeting will not be permitted to row.
- 2.16. All of the above guidelines must be strictly adhered to. There shall be no exceptions to any of the above.

3. Coaching Guidelines

- 3.1. All coaches are required to be approved by the SRA Board of Directors, to be done at regular monthly board meetings.
- 3.2. All coaches are required to be SRA members.
- 3.3. All coaches and assistants must abide by the rules and procedures of the boathouse, and shall receive instruction from the boathouse captain in use of equipment and facilities.
- 3.4.
- 3.5. All coaches shall review all safety issues with his/her rowers on an on-going basis. They shall not, at any time, permit off/on water activities that constitute a safety hazard. All coaches and/or their assistants will immediately act to correct any dangerous situation.
- 3.6. All coaches and their assistants will oversee the safe and careful use of all club equipment and property, and must apprise crews or individual rowers or proper use of equipment to prevent damage. Coaches and their assistants must be aware of hazards, such as weather conditions, obstructions and bottom contours, and warn rowers about them.
- 3.7. All coaches must report all damage or breakage to SRA equipment or property to the boathouse captain, and should participate in repair efforts.
- 3.8. High school and collegiate coaches are responsible for supervising their crews at all organized workouts during the academic year and **MUST** be on the water with their programs. No high school or collegiate rowers are permitted to be on the water without a coach and launch during the time when their programs are in session.
- 3.9. Coaches must attend all races with their crews and, to the extent possible, chaperone them off water. If the coach is unable to attend a regatta, a suitable and responsible substitute must be in attendance.

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- 3.10. Coaches and their crews must participate in routine maintenance of the boathouse. They shall attend work parties as called by the boathouse captain, unless specifically excused by the captain.
- 3.11. **The following sections are recommendations and resources to help coaches and programs stay within the above guidelines.**

3.11.1. Coaches Launches

The following from the Potomac River Safety Committee's "Safety Rules & Guidelines for the Potomac River.2" It is important to have well equipped and working safety launches whenever working with crews, specifically high school and college teams. Coaches should be trained in first-aid and CPR, work to minimize potential accidents, and coach in responsible and prudent fashion.

- 3.11.1.1. It is the responsibility of any coach boat to provide assistance to any capsized boat, even if its from another sport, team, or pleasure boat. Coaches are reminded to stop at a safe distance and offer assistance. Approach with caution and in a controlled manner.
- 3.11.1.2. Coaches should make sure that for each rower or coxswain that they have on hand a record of the following:
- Name and DOB
 - Address
 - Name & Contact Info for emergency contact
 - Height, Weight, Allergies, and Important medical information
 - Name of medical insurance provider, and pertinent insurance information
- 3.11.1.3. No safety launch, no row! No high school or college crew should be on the water without a safety launch close by. No crews should go beyond the floating docks without a safety launch.
- 3.11.1.4. Occupants of a coaches' launch should be kept to a minimum. One of two extra people in addition to one coach should be the maximum for a safety launch.
- 3.11.1.5. It is recommended that coaches wear a life jacket or PDF at all times while on the water. IN addition, each launch should have the following safety items:
- PDF/Life Jacket for each athlete on the water
 - Megaphone
 - Emergency Space Blankets
 - Sounds device (whistle, horn)
 - Paddle
 - Tools
 - Water Bailer
 - 50ft Safety Line
- 3.11.1.6. Operators of launches should have an uninterrupted 360 view at all times. Use of heavy ballast in the bow of the launch can be used to trim the launch so it rides level.
- 3.11.1.7. Coaches need to be aware of the wake their launch creates. Coaches should do their best to minimize wakes when passing other crews when at all possible. At no time should a launch's wake be allowed to swamp a shell/canoe/kayak. If a launch needs to pass or maneuver around a crew, the coach should clearly communicate his/her intentions.
- 3.11.1.8. Each launch should be marked with the name and owner/organization.

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3.11.2. Pre-Practice Checklist

3.11.2.1. The following are recommendations from US Rowing regarding pre-practice checklist. Safety starts with preparation; ensuring our coaches are prepared increasing the likelihood of a positive result should an emergency occur.

3.11.2.1.1. **Coach**

- CPR course
- Proper clothing
- First Aid Course
- Boating Safety course
- Safe water conditions
- Knowledge of waterway
- Use a logbook to record direction and time of return
- Have marine band radio in case of emergency.
- Practice plan
- Swim test
- Megaphone
- Weather forecast
- Observer in Launch
- Tools

3.11.2.1.2. **Athletes**

- Swim test
- Physical examinations
- Stretch before workout
- Safety talks
- Proper clothing
- Water to drink
- US Safety View (1x/season)

3.11.2.1.3. **Launch**

- Life jackets
- Registration
- USCG required equipment
- Spare parts and seat for each make of shell
- First aid kit
- Safety lights

3.11.2.1.4. **Shells**

- Bow ball
- Water tight compartments sealed
- Megaphone or coxbox for coxswains
- Rigged properly
- Equipment checked (rudder, fin, etc.)
- Lights
- Hell Tie Downs and Quick Release laces/velcro closures

3.11.3. On The Water

3.11.3.1. To ensure safety on the water while maximizing the amount of athletes we can get on the water, it is imperative coaches are prepared and organized enough to keep athletes together and safe. The following are suggestions from Al Morrow, Rowing Canada Performance Director of Lightweight Men 4.

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- 3.11.3.1.1. Have a good wide waterway for the boats to spread across or be prepared to do a lot of head style workouts.
- 3.11.3.1.2. **Send the fastest boats off last**, this will motivate the slower boats to work hard and the fast boats to try and catch the slower boats
- 3.11.3.1.3. Have the faster boats row at a slightly lower stroke rate
- 3.11.3.1.4. Place the slower boats on the inside of any corners you may have on your water way
- 3.11.3.1.5. Make sure oncoming boats have the right of way and that a boat in front does not wake the boat behind continuously
- 3.11.3.1.6. Line the boats up across the lake on a wide lake course, fastest to slowest
- 3.11.3.1.7. Have two motor boats on the outside of the group to help create the boundaries of the flow pattern
- 3.11.3.2. Additional Suggestions include
 - 3.11.3.2.1. Leap frog method; One crew rows steady to the front of the pack while others execute drills. Once the steady crew reaches the front of the line, they begin the drill and the crew in the back rows steady to the front.
 - 3.11.3.2.2. Paddle Battle: Have the center crew row a specific stroke rate. Have the other crews stay even with the the center crew. If another crew pulls ahead, have them drop the stroke rating. If they fall behind, have them increase the power/stroke rating.
 - 3.11.3.2.3. In coxed boats, have crew pause every 2 stroke. Faster crews can pause every stroke while slower crews can pause every 3 stroke.
 - 3.11.3.2.4. Given the high traffic in Oyster Bay Cove, crews should be no further than 1000 meters from a coaches launch and no more than 1500 meters between each other.

4. Oyster Bay

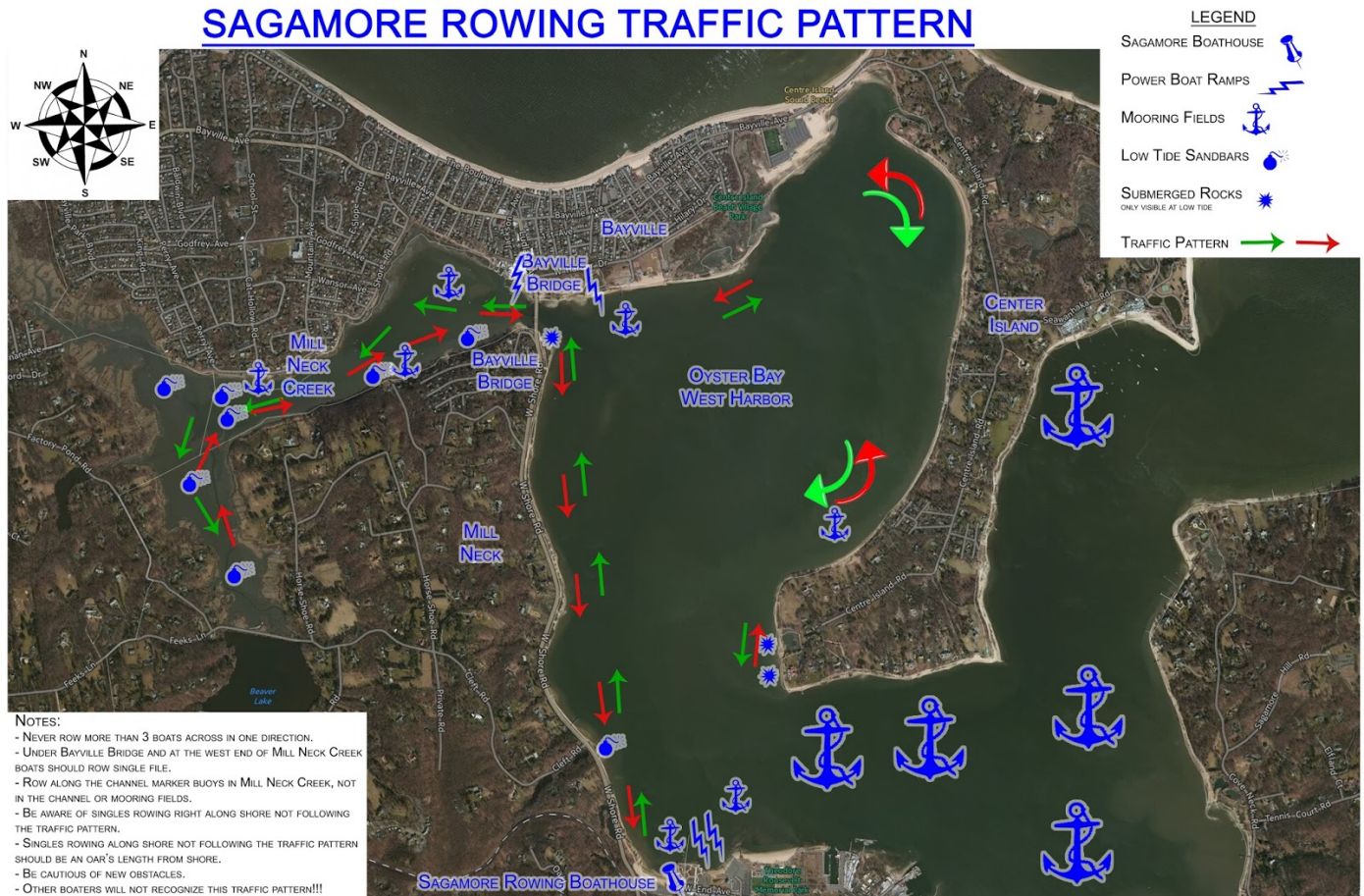
4.1. Map & Traffic Pattern

- 4.1.1. All traffic should stay to the right, regardless of director of travel
- 4.1.2. Regarding traffic at the bridge, crews going straight get right of way first, followed by crews turning right, and lastly, crews turning left.

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SAGAMORE ROWING TRAFFIC PATTERN



4.2. Common Hazards

- 4.2.1. At the bridge, crews should be aware of other crews passing through the bridge
- 4.2.2. Under Bayville Bridge and at the west end of the Mill Neck Creek, boats should row single file
- 4.2.3. Row along the channel marker buoys in Mill Neck Creek, not in the channel or mooring fields
- 4.2.4. Be aware of singles rowing right along shore, not following the traffic pattern
- 4.2.5. Be cautious of new obstacles
- 4.2.6. Other boaters will not recognize the traffic pattern

5. Weather & Visibility

- 5.1. Proper supervision protocols must be developed and carried out to ensure the safety of the rowers. Under no circumstances should athletes who are minors be allowed or left unsupervised on the water.
- 5.2. Rowers in multi-person shells should always be quiet and attentive to the coxswain or coach.
- 5.3. Be aware of weather conditions. Coaches should either use their cell phones or the boathouse computer to look up weather reports; SRA recommends wunderground.com. Watch for gathering clouds, changes in

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wind speed and direction, temperature changes and other boats returning home. If on a river or tidal body of water, check the current direction and look for floating objects or kelp.

- 5.3.1. Do not row in whitecaps or winds of 13 mph or higher under any circumstances.
- 5.3.2. If sudden winds come up, return to the boathouse if the trip is safe, or take the boat to the nearest shore and wait for the winds to calm.
- 5.3.3. Try to minimize equipment damage, but remember that you are more valuable than the boat.
- 5.3.4. Do not row in fog unless your visibility to shore is at least 100 yards. Be sure to have land reference points. If fog sets in while you are on the water, move slowly, and be prepared to stop quickly. Use a sound making device (coxbox, horn, or whistle) to advise other boats of your location as you take your boat to shore, following the shore back to the boathouse.
- 5.3.5. Do not row in an electrical storm. Lightning detectors are inexpensive and can clip on your belt. If you are on the water and see lightning, hear thunder, or notice your hair standing on end with static electricity, head for the nearest shore. If the storm is upon you, take your boat ashore and wait for the storm to pass.
- 5.4. Waves are generated by winds, tides, currents, or wakes from passing boats. Because shells are vulnerable to high waves, specific care is needed with approaching wakes.
 - 5.4.1. If approaching wake is higher than the gunwale, the shell should be turned parallel to the wake to avoid having part of the shell unsupported by the water. It is possible to split a shell under these conditions. Rowers should stop rowing and lean away from the approaching wake, with oars on the wake side lifted slightly.
 - 5.4.2. If the wakes are lower than the gunwale and widely spaced, continue to row without a course adjustment. Deep and closely spaced wakes that are lower than the gunwale may be taken at a 90 degree angle with the bow directly toward them.
 - 5.4.3. Turning in waves is tricky; allow plenty of room, energy and time.
- 5.5. Light conditions -- The greatest danger while rowing is a collision caused by limited vision or carelessness. Great care should be taken when rowing in darkness or near-darkness. Take extra care to look and listen. Minimize conversation. Be careful not to get too close to shore or known hazards. Only row in familiar waters while rowing at dusk, dawn, or in the dark.
 - 5.5.1. There should be an all round white light on the stern of each rowing shell when rowing between sundown and sunup. It should be visible enough to warn approaching vessels. We **require** a red (port) and green (starboard) light on the bow. Another recommendation is that reflective tape be placed on top of the gunwales and splashboards. Refer to local laws for lighting.
 - 5.5.2. Carry a sound making device.
- 5.6. Water temperature should always be monitored.
 - 5.6.1. Hyperthermia occurs when there is an increase in body temperature, usually when the air temperature is above 76 degrees, and the victim is exposed to sun and heat in combination with a decrease in fluids. It may occur when a) sweat cannot easily evaporate; b) the body is being heated by the environment; c) water loss from sweat and respiration is not replaced and dehydration occurs. Two serious conditions may result:
 - 5.6.1.1. Heat exhaustion - signs are throbbing headache, nausea, cool skin, chills, sweaty, and pale pulse. **Action - drink water, shade from sun, and treat for shock.**

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- 5.6.1.2. Heat Stroke is life threatening -- signs are behavior changes, unconsciousness, hot but not sweaty, flushed warm skin and rapid pulse. **Action - douse with cool water, shade from sun, fan, ensure the airway is open, always get medical assistance as soon as possible.**
- 5.6.2. To avoid these problems in hot and humid weather:
 - 5.6.2.1. Maintain a high fluid level. Drink water before leaving the dock and frequently while on the water. Take an individual plastic water bottle for easy access.
 - 5.6.2.2. Avoid sunburn by using sunscreen, with a sweatband or hat to keep lotion out of eyes.
 - 5.6.2.3. Wear light clothing.
 - 5.6.2.4. Remain in the shade when off the water.
 - 5.6.2.5. Plan activity level consistent with the degree of heat and humidity.
- 5.6.3. Hypothermia occurs when a victim is subject to cold temperatures, cold water, ice or snow. There is potential danger for hypothermia when the water temperature is below 80 degrees and very dangerous when the water temperature is below 50 degrees. Symptoms include feeling cold, turn bluish and shivering, and followed by numbness, apathy, lethargy, disorientation and loss of mental capacity.
 - 5.6.3.1. Action if cold and shivering:
 - 5.6.3.1.1. Get out of the water quickly, even on top of the capsized boat. Heat loss is 25 times greater when in the water.
 - 5.6.3.1.2. Huddle with others
 - 5.6.3.1.3. Drown-proofing (dead man's float) is not an acceptable survival technique. Keep as much of the body out of the water as possible.
 - 5.6.3.1.4. Move to shelter quickly, remove wet clothing and re-warm body. In mild hypothermia conditions, re-warm in a shower, tub or with warm blankets.
 - 5.6.3.1.5. Do not give any liquids to drink, treat for shock.
 - 5.6.3.1.6. Continue to re-warm and always obtain medical assistance as soon as possible.
 - 5.6.3.2. Action if cold and shivering has stopped:
 - 5.6.3.2.1. Treat as above but DO NOT RE-WARM EXTREMITIES! If victim is no longer shivering, the torso must be re-warmed to avoid circulation of cold blood to the heart. This can kill. Wrap the victim in a warm blanket and apply heat to underarms and groin area; wrap again in a separate blanket. Wrap each arm and leg separately to prevent rapid re-circulation of blood to the heart. Hot packs should not be placed directly on the victim, a thin layer should be used to protect the victim from burning. If possible place the victim in a sleeping bag with a warm person.
 - 5.6.3.2.2. Administer artificial respiration and CPR if necessary. Always obtain medical assistance as soon as possible.
 - 5.6.3.3. Cold water immersion -- Be aware that in very cold water people have survived as long as one hour underwater.

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- 5.6.3.3.1. Recover a victim immediately and even though there may be no sign of life, administer CPR efforts until medical assistance is obtained.

6. Emergency Conditions

Emergency Conditions (From US Rowing, USROWING SAFETY GUIDELINES)

- 6.1. Under no circumstances should a rower in the water leave his/her shell. Even if a swamped boat is within a swim able distance from the shore, the rower should swim the boat to the shore. So do not leave your flotation even if you consider yourself a strong swimmer.
- 6.2. Should someone give the command “weigh enough! Hold water,” don’t ask questions, just respond immediately by stopping all forward body movement. Square the blades in the water and bring the boat to a halt.
- 6.3. Use these distress signals to communicate to other boats: wave the arms or a shirt above your head or raise one oar in the air.
- 6.4. Man overboard - Immediate command “weigh enough! Hold water!” If the safety launch can get to the victim first, allow the launch to rescue the victim. If the launch is not in the immediate vicinity, back the shell to the victim and have him/her hang onto the shell until the launch arrives. Another rower may have to enter the water to assist if the victim is injured.
- 6.5. Rower injured - Immediate command “weigh enough! Hold water!” Signal launch if first aid is needed.
- 6.6. Shell damaged but afloat and not taking on water - Immediate command “weigh enough! Hold water!” Make see or signal launch for assistance.
- 6.7. Shell swamped - Immediate command “weigh enough! Hold water!”. A shell is swamped when the interior water reaches the gunwales. If rowers stay in the boat, the flotation ends may cause the boat to break apart.
 - 6.7.1. Coxswain directs rowers to untie, and by seat number rowers should carefully, but quickly, slip overboard.
 - 6.7.2. If the boat is taking on excessive water, signal the launch and unload rowers by pairs - starting in the middle of the boat - as soon as possible in order to avoid damage to the boat. Pairs should form “buddies” and keep watch over each other. The cox should buddy with the stern pair.
 - 6.7.3. If rescue is not imminent, take the following steps: 1) Remove oars and place them parallel to the shell. All persons should move to the two ends of the shell. It is dangerous to roll a shell when near riggers. 2) Then roll the boat to form a more stable flotation platform so rowers can either lie on top of the hull or buddies can hold onto each other across the hull. 3) Remember that body heat loss occurs 25 times faster in the water. Do not attempt to roll the boat if rescue is on the way.
 - 6.7.4. A launch can shuttle rowers to the nearest shore. Be careful not to overload the launch.
 - 6.7.5. When the boat has been brought to the shore, remove the oars. If the ends of the shell have filled with water, they must be drained before the boat can be removed from the water. Lift the shell carefully to avoid injury or damage. A boat full of water is very heavy, so try bailing first, then roll the boat slowly and lift it from the water.
- 6.8. Singles should be rowed with a buddy boat or launch. Your buddies boat or the launch will help stabilize you for the re-entry. Entering the shell directly from the water may cause splashboard damage. Swim the boat to shore, lying in the stern, using the shell as a paddleboard. In very cold weather you can abandon your shell

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and lie on the stern deck of your buddy's boat to be taken to shore. The loss of muscle control can occur very quickly and dramatically in cold water. The stern deck rescue may be your only option.

- 6.9. Shell capsized - Immediate command "untie!" This rarely happens except in small boats. Be sure that all rowers and cox are accounted for. Stay with the boat until assistance arrives.
- 6.10. Shell broken and sinking - Immediate command "untie!" Get out of the boat and follow the same procedures as for a swamped shell. Do not leave the floating boat. Swim boat to shore if launch is not immediate.
- 6.11. Another boat in distress - If a distress signal is seen and insufficient assistance is near that craft, maneuver your shell to the distressed shell. Assist in any way that does not jeopardize the lives in your shell.
- 6.12. Shells should stay within hailing distance of their safety launch. The launch has been outfitted to provide assistance to rowers and/or their shell in the event that it is needed. Most frequently, the toolbox and coach's expertise is available for small equipment adjustments or breakdowns, which allow the shell to continue rowing after a short stop. If more serious needs arise, the launch is there for rapid transportation.
- 6.13. Paddle-down at the end of your workout. It is important to your health that you don't race up to the launch area. Once the boat and oars are stored, it is important to take another few minutes to go through your basic stretching exercises to identify unnoticed sprains or strains that began during your row.

7. References

- 7.1. "Recommended Practices for Rowing Clubs and Associations." NYS Office of Parks, Recreation, and Historic Preservation, Bureau of Marine Services. Gov. Nelson A. Rockefeller Empire State Plaza. Agency Building 1, 13th Floor, Albany NY 12238. www.nysparks.com
- 7.2. "Safety Rules & Guidelines for the Potomac River" The Potomac River Safety Committee. <http://www.w-lcrew.org/safety/safety.html>
- 7.3. "Pre-Practice Checklist." US Rowing. www.usrowing.org.
- 7.4. "Small Boat Rowing and Drills." Al Morrow. www.nysrowing.org/coach-resources
- 7.5. "USRowing Safety Video" on YouTube - <http://bit.ly/YUOk4R>