



SAFETY GUIDE

2019-20

Reviewed by:

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Two Primary Rules:

1. Remain calm in an emergency situation so you can listen and act on the coach's instructions.
 2. **Stay with the boat** in the event you find yourself in the water.
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1.0 INTRODUCTION

Safety is the Number One concern of everyone associated with B-CC Crew, and everyone associated with B-CC Crew plays a role in ensuring the safe conduct of our rowing program. The B-CC Crew Safety Guide provides a general framework for coaches and athletes to follow both on the water and on land. All, including parents/guardians, are expected to be familiar with and abide by the B-CC Crew Safety Guide. The rules in this document are for your protection. Take them seriously. There will be no exceptions. Please read them, ask questions if you don't understand, and keep them in mind at all times. While all safety protocols are important and addressed below, B-CC Crew athletes should always remember the two primary rules above.

*B-CC Crew acknowledges several publications in the creation of the Safety Guide: *Safety Rules & Guidelines for the Potomac River* published by the Potomac River Safety Committee (<http://www.potomacroversafetycommittee.org>); *The John Steve Carbonell Catilo Safety Manual for T.C. Williams High School Crew and Alexandria Crew Boosters Rowing Programs*; *US Rowing Association's Safety Bulletin*; *US Rowing Minimum Guidelines for the Safe Practice of Rowing*.

2.0 SAFETY PREREQUISITES, TRAINING & RESPONSIBILITIES

Rowing is a safe sport when everyone involved in our program understands the risks associated with any outdoor watersport. There is a risk of personal injury from collisions and the risk of drowning when athletes fall in the water. Cold weather and cold water elevate the risk. Many accidents take place because participants make uninformed decisions before they leave the boathouse. Weather and water conditions, time of day, equipment, and supervision are critical components that coaches and athletes must be aware of at all times to have safe practice and racing sessions.

2.1 Coaches

- 2.1.1 The coaches, with the head team coach having the highest priority, are in charge of athletes during training on land, practice on the water, and participating in competition events at Thompson Boat Center (TBC) and other racing and practice venues. Until the head team coach is present, the most senior coach shall assess the seriousness of any situation and respond accordingly.
- 2.1.2 All coaches ensure that athletes are properly trained and observe B-CC team expectations set forth in the B-CC Crew Participation Agreement.
- 2.1.3 All B-CC Crew coaches must meet the following minimum safety qualifications:
 - US Rowing Association Level 1
 - First Aid and CPR certifications
 - DC Harbor Patrol approved boating safety course certification

2.2 Athletes

- 2.2.1 All athletes are responsible for their own safe behavior and for the safety of each boat they are operating. Athletes shall report any damage or problems with the equipment on the boat immediately to the coach. Athletes shall observe team guidelines and shall meet expectations as set forth in the B-CC Crew Participation Agreement.
- 2.2.2 Before participating in any event related to B-CC Crew, all athletes must complete the on-line registration process and submit all required forms to the Team Administrator, including but not limited to the B-CC Crew Participation Agreement, Consent and Waiver of Liability, the MCPS Medical Card for Athletes, and the MCPS Physical Evaluation Clearance.

Each athlete must also complete the on-line US Rowing Association Liability Waiver.

- 2.2.3 Before participating in any event related to B-CC Crew, all novice athletes must pass a swimming test given by a certified lifeguard of treading water for five minutes and swimming 100 yards. Varsity members may be asked to retake the swimming test at the discretion of the coaching staff.
- 2.2.4 Before participating in any event related to B-CC Crew, all novice athletes must view the US Rowing Association Safety Video.
- 2.2.5 On the water, all coxswains must wear sunglasses during days when the sun might hamper vision; have adequate foul-weather gear on cold weather days; and carry appropriate tools and tape with them.

2.3 Pre-Season Requirements

At the start of spring and fall rowing seasons, the following shall take place before crews go on the water:

- 2.3.1 Coaches shall review the *Safety Rules & Guidelines for the Potomac River* published by the Potomac River Safety Committee and *Operational Guidelines: An Overview* published by Thompson Boat Center.
- 2.3.2 Coaches shall conduct a pre-season orientation briefing at Thompson Boat Center with all coxswains.
- 2.3.3 Coaches shall conduct a safety orientation meeting at Thompson Boat Center for all B-CC Crew athletes. This orientation shall include a review of the safety rules and procedures on both land and on water and a review of Potomac River traffic patterns and hazards as described in the *Safety Rules & Guidelines for the Potomac River* published by the Potomac River Safety Committee.
- 2.3.4 Novice athletes shall receive specific instructions on the proper transport and storage of equipment at Thompson Boat Center.
- 2.3.5 A record of each athlete shall be placed in the B-CC Crew shed including the athlete's name and date of birth; address; name and phone number

of emergency contact; list of allergies and other important medical information; and name of medical insurance provider.

2.3.6 B-CC Crew Equipment Manager shall check and re-stock as necessary all launch safety kits.

2.3.7 A back-up emergency kit shall be placed in the B-CC Crew shed, including 15 space blankets; signaling device; whistle; paddle; water bailer; 50ft safety line; fire extinguisher; and first aid kit.

3.0 SAFETY ON LAND AND WATER

3.1 Dock Safety

3.1.1 No running or horseplay allowed.

3.1.2 No swimming. If you drop something into the water, and it can not be retrieved from land or the dock, it is gone.

3.1.3 The docket will be slippery when wet. Walk carefully.

3.1.4 Carry oars with blades in front of you. Stack oars out of the way on the dock. When carrying a boat, watch out for oars on the dock.

3.1.5 Do not step through a rigger when getting into or out of a boat.

3.1.6 Follow coaches' and coxswains' instructions at all times.

3.2 General Water Safety

3.2.1 B-CC Crew shall adopt the Safety Rules contained in the *Safety Rules & Guidelines for the Potomac River* published by the Potomac River Safety Committee, a copy of which is included herein as Exhibit 1. The Safety Rules address the Potomac River traffic pattern and hazards, rowing before sunrise or after sunset, cold weather/winter rowing, inclement weather, launches and coaches, and other on the water guidelines.

3.2.2 Prior to allowing crews to launch, coaches will consult weather predictions and observe actual conditions to anticipate high winds, high

water, cold, chop, or other potentially dangerous conditions and make an informed decision about whether to practice on the water.

- 3.2.3 Coaches will communicate their practice plans with each other before launching.
- 3.2.4 Whenever conditions are in doubt, a coaches' meeting will be held at the Thompson Boat Center flagpole to discuss practice plans.

3.3 Launch Guidelines

- 3.3.1 Athletes designated by the coaches should set up launches each day with life jackets, power megaphones, safety kit boxes, tow ropes, and speed coaches.
- 3.3.2 Coaches should carry their own gas.
- 3.3.3 All persons in launches shall wear a life jacket.
- 3.3.4 A coach in a launch/safety boat should remain within 250 meters of all crews under his/her supervision.
- 3.3.5 Coaches must keep marine radios in launches. Channels 1 (weather); 13 (commercial traffic); 16 (emergency); 74 (common B-CC monitoring discussion) are key monitoring channels.
- 3.3.6 Safety kits shall be available in each launch and shall include the following:
 - 1 first aid kit;
 - 20 space blankets;
 - 1 anchor with 100 foot line;
 - 1 tow line 50 feet in length;
 - 10 personal flotation devices; and
 - Fresh bottled water.

3.4 Race Day Safety Procedures

- 3.4.1 For away race competitions and competitions on the Potomac River when B-CC Crew is not the host organization, B-CC Crew shall follow the Safety Plan of the host organization.

3.4.2 For competitions on the Potomac River where B-CC Crew is the host organization, the Safety Rules identified in 3.2.1 shall govern, with the following additional guidelines:

1. The referees shall be the primary respondents to on-water emergencies for the entire length of the race course and respond accordingly.
2. If people are in the water, launch boat drivers shall not drive the boat into the immediate area until the referee indicates that it is safe to do so and until all are accounted for.
3. The referees and/or coaches shall stop the race competition at the first sound of thunder or flash of lightning. All launching is suspended in this situation.
4. The referees and coaches shall make a joint decision as to when to return to the river and to resume racing. In no case shall racing commence before a 30-minute waiting period.

4.0 EMERGENCIES

4.1 Reporting

4.1.1 In the event of a health or safety emergency, a coach shall assess the seriousness of the situation and use his or her judgment which may include notifying/calling:

-911 using a cell phone

-Harbor Patrol/US Coast Guard using a 2-way radio

-Other coaches

-B-CC Crew President or Vice President/President-Elect, Parent Liaison, who will then notify parents(s) or designated emergency contact(s) of athlete(s).

4.1.2 B-CC Crew will follow the above notification procedures for on-the-water practice sessions with the coaches being the primary respondents to emergencies at practices. Assistant coaches will immediately report the following river incidents to the head coaches:

-Any rower incapacitated during a practice for any reason;

-Any accident involving another crew;

- Any accident that damages equipment;
- Any run-in or dangerous situation involving commercial boating traffic;
and
- Any athlete in the water for any reason.

- 4.1.3 All medical emergencies or other serious incidents shall be documented in an incident report to the B-CC Crew Board via e-mail within 48 hours of the event, prepared by the coach(es) involved.

4.2 Capsize and Person Overboard Procedures

- 4.2.1 In the event of a capsize or person overboard, all athletes must follow the Capsize and Person Overboard Procedures included as Exhibit 2. Most importantly, rowers and coxswains must stay with their boat rather than attempting to swim to shore. The boat, unless seriously damaged, is your life raft.
- 4.2.2 If a rower falls out of a boat, or “catches a crab” and is thrown from the boat, the crew should stop rowing and hold water immediately so they can lend assistance. Do not go in the water to try to help the ejected rower. The crew should get the attention of the coach’s launch while the rower treads water. In the event that a launch is not nearby, the crew can back up to the ejected rower so the rower can use the shell as a flotation device. It is also feasible to pass an oar to the ejected rower, using the oar as a flotation device. Once removed from the water, the rower should be evaluated to determine if the rower is fit to continue or if a medical emergency exists.

4.3 Heat/Cold Emergencies

Refer to Exhibit 3, *Weather-Related Health Emergencies*, for symptoms and recommended actions for athletes suffering from heat exhaustion or severe cold.

5.0 INFORMATION FOR PARENTS/GUARDIANS

- 5.1 As required by the B-CC Crew Participation Agreement, all parents/guardians shall review the safety rules and procedures for both on land and on water as stated in this Safety Guide.
- 5.2 All volunteer launch boat drivers must attend a hands-on launch boat driver orientation and successfully complete an on-line boating safety course. Launch boat drivers shall provide a copy of the on-line boating safety course certificate to the

Team Volunteer Coordinator before driving a launch boat. Launch boat drivers shall have access to this certificate (*e.g.*, through a snapshot on a cell phone) at all times while on the river driving a launch boat.

6.0 SAFETY COMMITTEE

The B-CC Crew Board of Directors shall appoint a safety committee each year. The Safety Committee shall be responsible for developing and reviewing all safety rules, protocols, and procedures for B-CC Crew. As appropriate, the Safety Committee shall make recommendations to the board for review and final action. A safety audit shall take place at the beginning of each season. The Safety Committee shall include at least the following members:

- One member of the board, and
- One member of the coaching staff, and
- One athlete, not of the same squad as the coaching representative.

Emergency Contacts

Weather: 936-1212 (no area code needed)

Emergency: 911

Thompson Boat Center: 202-333-9543

Potomac Boat Club (pay phone): 202-333-9737

DC Harbor Police: 202-727-4582

U.S. Park Police: 202-619-7310

GW Hospital, Emergency Room: 202-994-3211

Georgetown Emergency Room: 202-444-2000

Potomac Boat Club: 202-333-9737

The Potomac River Safety Committee

Map of the Upper Potomac

Approximately 7000m = 4.5 miles
1000m = .62 miles.

	Shallow/ dangerous areas
	Congested Areas: No Stopping
	Large rocks
	Sunken barges, piers, & pilings
	Shell traffic pattern
	Traffic for landing shells
US/DS	Upstream/ Downstream
Blue	Text & marks are distance values

Virginia Side

D.C. Side

Fletchers Cove
Note: PFD's are required by law beyond the buoy at the entrance to the cove. D.C. Harbor Patrol will ticket.

"Hens & Chickens"

Three Sisters Islands
Note: The D.C. shore from the Washington Canoe Club to "Hens & Chickens" is reserved for paddlers and kayakers. Shells should follow traffic pattern.

Key Bridge

Note: Key Bridge is just below the 1K mark on the 2K course.
Arch 1: Special usage
2: DS traffic
3: No traffic
4: US traffic
5: PBC docking

T. Roosevelt Bridge

Arch 1: Downstream (DS) traffic
2: No traffic
3: No traffic
4: Upstream (US) traffic

Memorial Bridge

Arch 1&2: No traffic
3&4: DS traffic
5: No traffic (grey arch)
6: No traffic
7&8: US traffic
9: No traffic

Downstream



"14th Street" Bridges

Arches on VA side of main channel: DS
Main Channel: No traffic
Arches on DC side of main channel: US

Note: DS traffic heading through the "14th Street" Bridges must be aware of traffic heading US on the VA side from the Alexandria area of the Potomac. They use a differing traffic pattern that keeps them to the VA shore. DS traffic is advised to set a point that aims them across the river at the tip of Haines Point on the far DS D.C. shore. In addition, be aware that the abutments for the multiple bridge spans do not line up, in most cases, for a perfectly clear path!

Exhibit 1-Safety Rules & Guidelines for the Potomac River

Before any member of your crew steps into a shell, please go over basic emergency procedures! It is suggested that you purchase and show the USRowing Safety Video and discuss important points with all participants. A reminder each year for teams is important. The safety video can be purchased from USRowing (<http://www.usrowing.org>). The key points are swim tests, account for everyone in an emergency, stay with the shell (!) and buddy up.

I. River Traffic Patterns and River Hazards:

These are directions for rowers/crews. Paddlers and Kayakers should contact the Washington Canoe Club Aquatics Committee. Users of rental boats should consult the rental agency for information. Notation of river traffic starts at Fletcher's Cove and works progressively downstream. Most information concerns rowing shells. Paddlers are asked to use the river closest to the D.C. shore from Key Bridge to Fletcher's Cove and to use the prescribed traffic pattern downstream. For simplicity **us**= upstream, and **ds**= downstream.

For Maps, see above

A. Fletcher's Cove

1. **us** Crews should turn no more than 10-20 strokes above the end of the island on the starboard side (or DC Harbor Police Buoy) that signals the beginning of the cove.
2. Crews should be aware that there are many rock hazards on the DC side of the cove.

B. Hens and Chickens

1. **ds** Crews must follow the VA shoreline closely at all times. The area is prone to congestion and is narrow.
2. **us** Crews should follow a near straight line from Three Sisters Islands to the Hens and Chickens.

– In the area between the Three Sisters Islands, and the Hens and Chickens, slow moving crews or crews wishing to do drills should slide to the DC side of the river to avoid faster moving traffic going **US**. However, crews must be aware that the river area 250 meters from the DC shore is used by and the domain of canoes and kayaks.

C. Three Sister's Islands to Key Bridge

1. When passing between the Three Sisters Islands and the VA shore team boats (4's and 8's) should be no more than 3 abreast, smaller boats no more than 4 abreast.
2. **ds** Crews should follow the curve of the VA shore and pick a course through the second arch from starboard of Key Bridge only after passing the Three Sisters Islands.
3. **ds** Exiting Key Bridge, crews should aim for the point of land on Roosevelt Island that is directly opposite Thompson Boat Center at the bend of the river.
4. **US** crews should go through the 2nd arch from DC on Key Bridge and aim for the Three Sisters Island that sits farthest towards the VA shore. The 1st arch of Key Bridge on the D.C. side is reserved for

Potomac Boat Club crews who are landing.

5. US After passing through Key Bridge, crews should pick a point just to the port side of the Three Sisters Islands. Crews should work together so that they may pass the islands as closely as possible and still remain out of the path of crews headed downstream.

D. George Washington Race Course- 3 Sisters to Thompson Boat Center

When the GW Race course is in place during the mid to late spring, the following rules apply during non-regatta days.

- 1. DS** Crews should use lanes 2-4 (lane 4 is closest to VA shore) *only!* No crew heading **down stream (DS)** should use lane 1. **US** crews should stay off the course except when passing around the Three Sisters Islands.
- 2.** Slow moving crews using the course above Key Bridge should give way to faster crews. No crew should stop and impede traffic while on the course.
- 3.** Crews should leave the course and take a standard course on the river once they have reached the upstream end of the “Crew Wall” (where crews have their team color painted).

E. Theodore Roosevelt Bridge

- 1. DS** Use the 1st arch directly next to Roosevelt Island.
- 2. US** Use arch number 1 or 2 from DC shore. 1 primarily for crews returning to Thompson Boat Center.

– once crews enter the bridge they should take course that points them on the “white tower” visible in the Washington Harbor complex.

– Once at the bend of the river crews should point on the “slanting” building visible in Georgetown and then align themselves to go through the 2nd arch of Key Bridge.

F. T.R. Bridge to Memorial Bridge

- 1. DS** Use arch 1 arch to the right of dark gray center arch.
- 2. US** Use the 2nd Arch from the DC shore.

G. 14th Street Bridges and Below

- 1. DS** Use the arch to the right of the Channel Arch (the one with lights and wood buttressing).
- 2.** Once through the bridges crews should aim for Haines Point (on the DC shore). However, crews travelling upstream have the right of way.
- 3. US** Crews should follow the seawall on the DC shore and pick a line through the bridges that will line them up with the 2nd arch on Memorial Bridge.

4. All crews rowing below 14th street bridge should be aware that crews rowing upstream from the Alexandria Community Boathouse follow a traffic pattern that keeps them along the VA shore even when heading upstream! Be extra aware.

H. Specific River Hazards and the Use of “Little River”

1. The DC side of Fletcher’s Cove is very rocky.

2. There are several rocks about 200 meters before the island that forms the entrance to Fletcher’s Cove.

3. There are many sunken rocks around Hens & Chickens that are visible only at different tides. No crews should ever go to the DC side of these islands!

4. *us* There is a rock on the DC (20 meters) shore approximately 500 meters from Hens & Chickens. It is sometimes marked with a white buoy.

5. At the Three Sisters Islands there are several rocks that sit just below the surface. One sits directly next to the most upstream island. Upstream of the main islands there are several large rocks that are almost never visible. One is marked by a white, round floating buoy. There are several rocks adjacent to this one. Crews should move a minimum of 25 strokes past this buoyed rock before cutting in to the DC shore (as warranted). Often at low tide there are mud flats around the islands.

– No crew should ever go between the DC shore and the islands! The water is shallow and navigable only by canoe or kayak.

6. There are mud flats with rocks that appear at low tide located on the VA shore just upstream of Key Bridge.

7. There are several submerged rocks and pipes near a rocky outcrop on Roosevelt Island across from Wisconsin Avenue in Georgetown.

8. There is a sunken canal barge approximately 250 meters above Theodore Roosevelt Bridge next to Roosevelt Island. The entire T.R. Islands shoreline is full of sunken debris. Crews should stay around 50 meters off shore.

9. *DS* of T.R. Island is a mud flat at low tide that also contains several sunken rocks.

10. The DC shore between Theodore Roosevelt Bridge and Memorial Bridge (In front of the “stairs”) is often full of snags and debris.

11. The area between the VA shore and Roosevelt Island known as “Little River” is very shallow and contains numerous submerged rocks, rowing in this area is discouraged.

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II. Rowing Before Sunrise or After Sunset

Rowing before sunrise or after sunset, when visibility is poor and light levels are low, lighting for all boats is *required by law*. Each individual shell and launch is required to have its own light. This includes coaches launches, racing shells of all sizes, canoes, kayaks, and dragon boats. Lights must be visible when viewed from the bow or stern. A *bright* red or white light are acceptable. It is recommended that two lights, for bow and stern, be used.

Using two lights increases visibility, allowing a user to be seen from all directions. Care should be taken that lights are not obscured by the physical structure of the boat in question or clothing worn by the operator.

In addition, coxswains, and a member of straight (non-coxed) crew should carry a whistle or other noise maker for audible warnings. Whistles should be used to alert others of imminent danger, or collision.

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III. Cold Weather/Winter Rowing:

Rowing when the water temperature falls below 50° should be done with great consideration. Hypothermia is a swift and incapacitating killer that strikes when the combination of cold weather and moisture work to decrease body temperature. It can take mere minutes before a full-size adult is incapable of helping themselves once hypothermia has set in. Keep in mind that you don't have to fall in the water to get hypothermia! Cold air temperatures and any moisture on the body (from being splashed, rain, sleet, snow) can lead to hypothermia (see Appendix A). The following measures are suggested when working out on the water in cold weather:

1. Sign out in a log book or let others know you will be on the river and when
2. Four Oar Rule- the boat must have a minimum of 4 oars on the water, or
3. Buddy System- if individuals go out they should do so in pairs.
4. Wear inflatable, compact, life vest or wet suit.
5. Stay closer to shore
6. A noise maker of some kind should be carried in each shell and be attached in some manner so as not to be lost if the shell capsizes.

However, the only true safety device or practice other than common sense is a support/coaching launch. In the event of an emergency a well-prepared safety launch can assist the individuals in question and transport them to safety. Even then hypothermia is an issue. All individuals should ask themselves before launching if being on the water is the best and only way to train. See Appendix A for information on Hypothermia and other weather-related emergencies.

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IV. Inclement Weather:

Coaches should use common sense in the face of inclement weather. Fast currents, high winds, large or heavy amounts of debris, extreme temperatures, lightning storms and fog are all reasons for not practicing on the water. Crews should not launch if such conditions exist or are seriously threatening. It is highly advised that coaches and scullers listen closely to NOAA weather channels routinely.

Wind- Coaches and rowers should keep in mind that often times it is easy to launch from the dock but much harder to land in windy conditions. This is especially true with novices and small boats. Waves or swells generated by strong winds can quickly swamp a crew. This is especially true in wide parts of the river (i.e. between Memorial Bridge and the 14th Street Bridge or the area just downstream of TBC).

Heavy Rains & Fast Currents– After heavy periods of rain currents can increase in speed and strength quickly. The river usually will rise over a period of 1-3 days after the cessation of precipitation and recede in about the same amount of time barring further rain. At these times extreme caution should be taken. Areas for special consideration are around and upstream of the Three Sisters Islands with increasing seriousness as one approaches and passes the Hens and Chicken islands (see river traffic map). It is *strongly* advised that novice crews be kept below the Hens and Chickens during these times. In all cases the currents can be quite swift and unpredictable due to the depth and topography of the river bottom. Special attention should also be paid to all bridge arches as currents are accelerated as they pass through them. Lastly with heavy rains and currents on the Potomac come heavy debris in the form of large logs, tires, and water-logged farm animals.

Lightning Storms- Very dangerous. Crews should return immediately to the dock, or proceed immediately to shore if the boat house is too distant. There does not have to be rain or thunder to have lightning. If the sky begins to look bad, it probably is.

Fog: Obviously limits visibility, but also mutes sounds. If caught in fog it is recommended that crews proceed with extreme caution and appropriately slower speeds in the direction of the boat house. If the fog is too extreme it may be better to sit still. Be sure to make some noise so that others on the river can be alerted to your presence. Fog is often times thicker upstream of Key Bridge. Do not assume fog that appears to be thinning will continue to do so!

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V. Launches & Coaches:

It is important to have a well-equipped and working safety launch whenever working with crews, especially high school and college squads. Coaches should have the necessary training and be certified in first-aid and CPR. Coaches should work to minimize potential accidents and should work in a responsible and prudent fashion.

1. It is the responsibility of *any* coach boat to provide assistance to *any* capsized boat-even if from another sport, or a pleasure boat. Coaches are reminded to stop at a safe distance and offer assistance. Approach with caution and in a controlled manner. Be aware of your prop!
2. Coaches should make sure that for each rower or coxswain that they have on hand a record of the following:

- – Name, and date of birth
 - – Address
 - – Phone Number
 - – Name and phone number for relative or other emergency contact
 - – Height, weight, list of allergies or other important medical information
 - – Name of medical insurance provider and insurance number
3. No safety launch, no row! No high school or college crew should be on the water without a safety launch close by. A coach sitting in the coxswain's seat does not count as a safety launch!
 4. Occupants of a coaches' launch should be kept to a minimum. One or two extra people in addition to one coach should be the maximum for a safety launch (14'). Preferably launches should be large enough to hold all members of a given crew in the event of an emergency. 16' foot launches are suggested. "V-hull," or skiff style (Carolina Skiff) are recommended. Aluminum "john boats" are not recommended because of their instability with several passengers and less than stellar poor weather performance.
 5. The coach should be wearing a life jacket or PFD at all times while on the water. In addition, each launch should have the following safety items:
 - Life jacket for each person in the launch
 - PFD/Life jacket for each member of a crew on the water.
 - A megaphone (powered or cheerleader type)
 - Emergency Space blankets for each member of a crew on the water
 - Signaling device (flares or horn)
 - Paddle
 - Tools
 - Water bailer
 - 50ft. Safety line.
 - Fire extinguisher
 6. Operators of launches should have a uninterrupted 360° view at all times. Use of heavy ballast in the bow of the launch (log, tire with rim, cinder blocks, passenger, etc.) can be used to trim the launch so it rides level. Aftermarket outboard motor accessories such as Dole Fins also work well for this purpose. See the section on rowing Before Sunrise/After Sunset for more visibility issues.
 7. Coaches need to be aware of the wake their launch throws. 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 or endanger a shell/canoe/kayak. If a launch needs to pass or maneuver around a crew the coach should clearly communicate his/her intentions.
 8. There should be a minimum of one coaches' launch for every 3 8's in a given practice.
 9. Each launch should be marked with the name of the owner/organization.
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VI. Other on the Water:

The following are suggestions and additional rules that should be referenced with all of the above stated material- so that all users on the river know what to expect of each other.

1. All shells should be equipped with emergency releases for foot stretchers. This includes heel tie-downs, and quick release laces/Velcro closures.
2. Coaches are advised to purchase a copy of USRowing's Safety Video, and show it each year to all rowers.
3. Each boat (coach or athlete) has the responsibility for watching where it is going and for avoiding collisions. Boat s without cox must be aware!

4. Once crews have been launched they should row to and wait at a spot specified by the coach that is no more than 500m away from the dock. High school and college crew should not warm-up or row without a coach's supervision!
 - o A common place for crews launching from TBC to stop and wait is the "crew wall" where crews have their colors painted around Wisconsin Avenue in Georgetown.
 - o Going downstream crews should wait upstream of Theodore Roosevelt Bridge.
5. Coaches should avoid taking out crews of differing speeds and skill levels. Having several crews spread over 1000-2000m or more may as well not have a coach's safety launch with them. Furthermore, the coach cannot adequately supervise or coach crews in this fashion.
6. Likewise, to number 5 above, coaches should keep all crews at "racing distance" apart. That is the distance (width) between two crews. Coaches should limit the distance across all crews in a practice to 3 abreast.
7. Coaches must keep their crews on the right side of the river at all times! Please refer to the information concerning traffic patterns for the river.
8. Slow moving crews should yield to faster crews by shifting their course further to the right (starboard) and allowing the overtaking crew to pass. Larger shells have right away over smaller shells due to their decreased maneuverability.
9. Coaches who wish to stop and work with crews should do so only in areas where they are not impeding the the flow of traffics. Please refer to the River Traffic Patterns section.
10. Boats should not turn upstream from bridges unless they are *at least* 500m from the bridge. Swift currents can pull shells into bridge abutments very quickly!
11. Boats wishing to turn should make sure that no other crew is approaching first. Do not cut in front of oncoming crews! Furthermore, crews should make sure to complete their turn only after moving to the other side of the river first, before proceeding in the opposite direction.
12. Crews that are landing on the dock have priority over crews wishing to launch. This is especially true in inclement weather.
13. Landing shells should use all available dock space; they should not wait for the very end of the dock to become open if there is space further up the dock. Crews should endeavor to walk their boat up so that other crews can land unless asked by a coach not to (i.e. another boat is going around them to fill open dock space above them).
14. All boats should take not more than one minute on the dock once the boat has either been placed in the water or has returned from a row. If the boat has serious equipment problems or missing rowers, the shell should be removed from the water. Novice crews are allowed some leeway but should be taught how to function quickly on the dock. Boat and oars come before shoes!

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Emergency Contacts

Weather: 936-1212 (no area code needed)

Emergency: 911

Thompson Boat Center: 202-333-9543

Potomac Boat Club (pay phone): 202-333-9737

DC Harbor Police: 202-727-4582

U.S. Park Police: 202-619-7310

GW Hospital, Emergency Room: 202-994-3211

Georgetown Emergency Room: 202-444-2000

Potomac Boat Club: 202-333-9737

Exhibit 2: Capsize Procedures & Person Overboard

NOTE: It is the responsibility of any coach boat to provide assistance to any capsized boat-even if from another sport, or a pleasure boat. Coaches are reminded to stop at a safe distance and offer assistance. Approach with caution and in a controlled manner. Be aware of your prop!

All crew members should be fully aware of what actions to take when a crew swamps, flips, or capsizes. In any of these events the crew should remain with the shell! The shell will float (an important reason to close bow and stern ports before going on the water). Furthermore, the oars will act as flotation devices. If for some reason the shell sinks below the surface, the shell should be rolled so the bottom is facing the sky, as this traps air underneath the shell and increases buoyancy. *At no time should any crew member leave the boat to swim to shore!* A short swim can be far longer than it appears due to currents, wind, water temperature, or personal fatigue.

Stay calm. The first thing that should be done in a team boat is for the coxswain or bow person to get a head count to make sure all rowers are accounted for. The crew, while holding onto the shell, should attempt to get the attention of other crews, or coaches on the water. Waving and making as much noise as is necessary to attract attention. If no crews or launches are on the water nearby, attracting the attention of people on shore is the next step.

If the water and air temperatures are low, then the crew members should move along the shell and huddle together in pairs near the middle of the shell. Effort should be made to keep as much of the body out of the water as possible. This can include draping one's self over the top of the hull. A minimum of movement is key to retaining body heat. Constantly check on crew mates and keep up one on one communication.

To recap procedures:

1. Stay calm.
2. Stay with the shell.
3. Take a head count.
4. Pair up and keep communicating with each other.
5. Attract attention of launches, crews, or people on shore.
6. If need be, roll shell over and drape the body across the hull. (Sinking shell or cold conditions)
7. Wait for help.

There is one other event that should be addressed that is similar to what was mentioned above: man overboard. A violent crab by an oarsman can throw them out of the boat. In this situation, it is up to the ejected rower to stay below the surface of the water till the shell has passed (this avoids getting hit in the head by fast-moving riggers). The crew should stop rowing and hold water immediately so they can lend assistance. The crew should get the attention of the coaches' launch while the rower treads water. In the event that a launch is not nearby the crew can back up to the rower in question so the rower can use the shell as a flotation device. It is also feasible to pass an oar to the ejected rower, using the oar as a

floatation device. Once removed from the water, the rower should be evaluated to determine if the rower is fit to continue or if a medical emergency is present.

Exhibit 3: Weather Related Health Emergencies

Hypothermia

Hypothermia is a condition that occurs when the temperature of the human body is lowered to a dangerous point due to exposure to cold and/or wet conditions. Cold temperatures and wet conditions work together to pull heat away from the body lowering the body's core temperature. Even in mild conditions, the addition of rain or submersion in cold water and can sufficiently reduce body warmth to trigger hypothermic conditions in the body. A person's condition can degrade rapidly impairing breathing and coordination making it impossible to swim or keep one's head above water. Emergency action needs to be taken no matter what the level of hypothermia.

Early Hypothermia

Symptoms: rapid shivering., numbness, loss of strength and coordination, semi- consciousness.

Action: Maintain open airway. Transfer to a warm environment as soon as possible. Remove wet clothing. Use blankets to help warm individual or if available a warm shower. Warm torso area first. Seek medical attention.

Profound Hypothermia

Symptoms: Person will be pale, stiff, and cold. Unresponsive to stimuli, and possibly unconscious. Little or no cardiac or respiratory activity will be present.

Action: Move or manipulate as gently as possible. Prevent further heat loss, but Do Not attempt to rewarm. Maintain open airway, and activate EMS procedures. Call for emergency help immediately!

Heat Related Emergencies

Higher temperatures and high humidity can lead to heat related illnesses that coaches and rowers need to keep in mind. As humidity rises the body's ability to cool off through sweating is diminished since evaporation is limited. The best way to avoid heat related injuries is to practice at cooler times of the day: early morning or late afternoon. The body needs time to acclimate to increased temperatures. Intake of fluids is also key and should be encouraged. Dehydration further impairs the body's ability to cool off. There are two major related heat illnesses to be aware of: Heat exhaustion and heat stroke.

Heat Exhaustion

Early Symptoms: heavy sweating, cramps, tiredness, weakness, malaise, mild decrease in performance.

Action: rest and fluid replacement.

Advanced Symptoms: profuse sweating, uncoordinated muscle movement, impaired judgement, emotional changes.

Action: If there is mild temperature elevation, an ice pack may be used to help cool the body to normal temperatures. Several days rest may be necessary and rehydration is a priority.

Heat Stroke

Symptoms: confusion, nausea, vomiting, seizures. The victim loses consciousness. Body temperature rises as high as 106. Skin is dry and clammy.

Action: Get medical help immediately! Lower body temp by immersing in water, maintain horizontal position of victim. Stop treatment when victim is conscious.