

Carnegie Lake Rowing Association
Safety Manual *In Brief*
September 2023

PURPOSE The Carnegie Lake Rowing Association (CLRA) Safety Manual *In Brief* is intended as a short, readable guide for ALL members to ensure safety for CLRA-sponsored activities. The guidance briefly described herein is to be followed by each club member. The specific focus is on-the-water.

CLRA Board of Trustees has defined safety as the most essential priority for rowers, coxswains, coaches.

- **Shall**—in this document is something that is mandatory
- **Should**—in this document is something that’s strongly encouraged

RESPONSIBILITIES All members **shall** be readily familiar with the *In Brief* contents. In addition:

- **All members shall:**
 - follow all CLRA safety rules
 - follow the instructions of the coaches and coxswains
 - inform the Captain and/or the Coach of any unsafe condition or equipment
 - remain quiet and attentive to their cox and coach during practice
 - be competent swimmers
 - not row any CLRA or Princeton boat in the absence of a Safety Launch.
- **All members should:**
 - make their physician aware of their planned activity level and follow their guidance
 - have necessary medications (e.g., asthma inhalers, Epipen) readily available
 - maintain adequate hydration throughout all activities
- **All coxswains shall:**
 - review the Coxswain Manual prior to the start of each new on-the-water season
 - understand they’re responsible for crew/boat from the moment the shell is lifted from the racks until it’s safely returned
 - ensure that all heel tie-downs are tied, limiting heel movement to no more than 3”
 - follow normal, safe traffic patterns at all times—e.g., stay on right side of channel buoys, pass thru correct bridge arches--unless instructed otherwise by coach
 - maintain visual contact with coach’s launch and close proximity with other boats under their supervision
 - understand and fully inhabit their role as the principal safety lead for their boat
 - attend all mandatory cox training sessions
 - return to the dock immediately in the event of lost skeg
 - ensure bow and stern lights are in place and functional for darkness rowing
- **All coaches shall:**
 - use their authority to cancel rowing activities if unsafe conditions are identified
 - recognize their full responsibility for safety of boats
 - have charged mobile phone on person
 - ensure a CLRA Safety Bag is on the launch for all on-the-water activities
 - ensure ALL CLRA-associated boats are always visible from the launch
 - provide immediate assistance to a capsized boat
 - never supervise more than five (5) Sweep boats or eight (8) Sculls during a session
 - cancel sculling session if combined water/air temperature <100F

- ensure their Basic Life Support training and certification is up-to-date

COLD WEATHER ROWING CLRA Board of Trustees requires all rowers, coxes and coaches to be fully aware of hypothermia risk, a swift, incapacitating killer; on average, 1,300+ people die annually in the U.S. Early spring and autumn on-the-water rowing sessions are the most vulnerable. As such, **ALL members shall** understand:

- hypothermia risk is proportional to both air and water temperatures
- the coach has absolute authority to cancel a session due to hypothermia risk concern
- proper clothing is required to decrease the likelihood of hypothermia
- risk can exist in the absence of a capsized

FOG AND OTHER LOW VISIBILITY SITUATIONS Fog limits visibility and sound. Heavy rain and smoke can have similar effects. If caught in a low-visibility situation **ALL members shall** understand:

- it is the responsibility of the coach and cox to ensure safety, which will usually involve:
 - slowing the boat
 - curtailing practice and heading to the boathouse dock
 - maintaining preparedness to stop quickly as indicated by “Weigh Enough!”

LIGHTNING Lightning strike sudden death is caused by simultaneous cardiac and respiratory arrest. Around thirty (30) people die each year in the U.S. Risk is increased when on a body of water in a lightning storm. As such, **ALL members shall** understand:

- if lightning is visualized by any member, they must immediately notify their cox and coach
- immediate return to the boathouse dock is the safest course of action
- docking can also be at the Sailboat House dock @250m or the Millar dock @2,500m

MAN OVERBOARD The most common cause of a person overboard is a severe crab--which can happen to any rower at any time. As such, **ALL members shall**:

- understand what to do in the event of person being thrown from their boat:
 - immediately calling out, loudly, “Man Overboard”
 - cox will then immediately say, “Weigh Enough”
 - cox will maintain visual contact with person overboard at all times
 - rowers will follow directions of coach to return person overboard to safety, which usually includes:
 - stroke removing their oar from oarlock and extending it to the person overboard
 - person overboard lying across oar and remaining in close proximity to shell

MEDICAL AND OTHER EMERGENCIES

- CLRA Safety Bags contain equipment specifically for emergencies
- medical emergencies, where it is believed a member’s health/life is at risk, should trigger:
 - “Weigh Enough” by cox
 - immediate 911 call and being prepared to provide a precise location (e.g., “we are on the water near the Green Bridge, near the Sailboat House”, etc.)
- swamping occurs when water onboard nears the top of the gunnels; instructions for this emergency will include:
 - remaining near the boat
 - following explicitly the directions of the cox and coach
 - understanding oars are flotation devices