

# **Minneapolis Rowing Club Safety Manual 2023**

## **About this Manual**

This manual is developed by the Minneapolis Rowing Club's (MRC) Safety Committee to communicate basic safety guidelines for all participants and procedures for safe use of equipment. Throughout its long history, rowing has established itself as a safe sport. Consistent with that history, operations of MRC, its members, and all associated programs shall be conducted with safety as the number one priority. The Safety Committee will review this manual annually and update it as necessary.

All those rowing/coaching out of MRC Boat House are responsible for knowing and following the guidelines outlined in this safety manual.

Your safety is important. Do not assist in a situation if you feel your own safety is compromised.

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# Safety Responsibilities for Specific Types of Members

## All Members

AT ALL TIMES MRC members must follow all MRC and Mississippi River traffic and safety rules detailed below. Members must familiarize themselves with all the contents of this manual and whatever additional rules, safety guidelines and notices MRC makes available.

All members of MRC certified their swimming capabilities upon becoming a member. Additionally, signing the US Rowing Waiver includes acknowledging the following statement regarding the rower's ability to maneuver themselves in water: "I understand the nature of Rowing Activities, both on water and land based, and that I am qualified, in good health, and in proper physical condition to participate in such Activity." All members must complete a US Rowing Release of Liability Form each year and are expected to watch the US Rowing Safety Video, "Ready All Row," each year. MRC recommends that new or returning rowers should consult a physician before starting any form of exercise, including rowing. Rowers are required to notify their program coach and coxswains if they have any medical condition that could impair their ability to row or may require special attention. In the case of an emergency, all members should use either boathouse phone or cell phone to call 911.

All members are encouraged to call for and request a **Safety Time Out** when they perceive an unsafe or potentially unsafe situation. This is not intended to be punitive, but to ensure that all participants agree upon, or "are on the same page" about a potential hazardous condition. Examples might include inclement weather (ensuring all crews are following the same policy about how long to stay off the water), wrong side rowing, or other near miss event. Safety Time Out is a responsibility of all MRC members.

All members and program participants are required to watch the **US Rowing Safety Video** once a year, within two weeks of the start of their program. Link to Video [here](#).

## Coxswain/Bow person

The coxswain/bow is in command of the boat at all times, and should be given complete attention and respect. The primary job of the coxswain/bow is to safely guide the boat by steering the boat and commanding the crew. All coxswains/bows must learn the hazards and traffic patterns of the river: stay clear of construction buoys, bridge abutments and other man-made or natural obstacles and never go under fishing lines, do not turn near any such obstacles, especially when upstream, make frequent checks on both sides of the shell and to the rear and listen for other river traffic. Coxswains/bows accept responsibility for the condition of the shell and the safety of the crew while the shell is signed out. It is understood that the coxswain/bow is the final authority in the shell and is responsible for making clear and concise command. Rowers will in turn respond appropriately.

All coxswains under the age of 18 must be cleared to cox adults by Lead Coach. Coxswains are encouraged to wear a PFD and carry a whistle and adjustable wrench while on the water.

All bow persons must be aware of the rules of the Bow List. They are required to know their own bow listing and inform coach if asked to bow a boat greater than their bow level. Coaches can allow bow

persons to bow one level up only during supervision of coached practice.

### **Singles Rowers**

Single rowers are recommended to row with a buddy shell or a launch, even during unrestricted rowing (Level Green). Single shells, private and MRC, must comply with Low Light Policy. Owners of private boats are required to provide their own lights.

### **Coaches**

Coaches are required to be certified in CPR, AED protocol and first aid. In the event of an emergency the Coaches will employ response using the [Emergency Action Plan](#). Coaches are to wear a PFD in launch at all times, carry a cell phone and an MRC provided radio, refrain from filming or texting while driving and be aware of where they are on the river in relation to shore and roads.

# Boathouse and Rowing Procedures & Guidelines

## Terminology

All rowers should be knowledgeable of [US Rowing terminology](#) found on their terminology webpage. Before handling club equipment, a rower must at minimum understand the following terminology: bow, stern, starboard, port, "Weigh enough," "Ready to row?," "Row!," "Port (or starboard) to row/starboard (or port) to back!," "Tie in," "Untie." When a coxswain or coach wants a crew to stop immediately, the proper term is "Weigh enough! Hold water!"

## Handling Club Equipment

Appropriately sized MRC slings should be used for MRC shells, not private or collegiate slings. Exercise caution when removing shells from the racks, being aware of clearance issues both above and below. Heed coxswain or bow person's commands. If unsure of how to maneuver, consult with an experienced rower or coach or ask another rower to cox. Never attempt to carry a fully rigged shell with fewer than the number of rowers the shell holds. Oars should be carried and handled properly and with care, blades forward and tips up. Oars on the dock are placed tips down. Carry 2 oars at a time – sweep or sculls.

## Safety Checklist

Individual rowers are accountable for the good working order of their own oar(s), rigging, foot-stretchers, seat and slides. Check to make sure that all equipment is functioning properly before leaving the dock.

- Nuts and bolts are properly fastened
- The position of the foot stretchers and smoothness of slide are acceptable, and shoes are properly tied down.
- Make sure that clothing and jewelry cannot become tangled in the oar handle or moving seat.

All shells must be equipped with the following

- Bow balls
- Quick-release shoes with Velcro or lace closure.
- Heel tie-downs
- skeg
- if applicable, functioning and properly set rudder

## Flotation Devices

Rowing shells have been designed not to sink and to provide floatation, however they are not PFDs. MRC will provide US Coast Guard approved PFDs in all coaching launches for up to 9 rowers/coxswains. Rowers/coxswains are encouraged to wear their own PFDs while rowing independently, and especially in a coached practice including more than 9 rowers/coxswains on the water.

## Boat Log out/in

Log out/in for rowing shells is required for all members and is done through iCrew. The information is used to document the on-water shell activity of the club, and identify who is on the water at any time. It is a member's responsibility to notify Commodore if they are not listed in the system or if their bow listing is incorrect in system. All rowers in the boat should be entered into iCrew.

## Bowing Club Equipment

Rowers need to be "Bow Listed" to bow a non-coxswain boat. Bow list and the procedure can be found on the MRC website under Members tab: [Bow List Info](#). The Bow List identifies a hierarchy of club equipment and the people who may sign out equipment at each level. Membership in MRC does not confer a place on the Bow List. A rower's position on the Bow List is secured through the bow list process. Only an MRC coach's recommendation may add a person to the Bow List or change an individual's place on the Bow List. MRC Coaches may allow a rower to bow ONE level up from their placement on the Bow List only during that coach's practice. The Commodore facilitates the recommended movement on the bow list.

## Coxing Club Equipment

Rowers need permission from their MRC coach or the Commodore to cox a shell. Permission is contingent on appropriate water conditions and all MRC safety guidelines. Members interested in coxing can request practice under a coach's supervision. The Cox thereby accepts responsibility for the condition of the shell and the safety of the crew while the shell is signed out.

## Incident/Damage Report

Incident and Damage Reports with instructions can be found [online](#) on our website with instructions and are submitted electronically. An [Incident Report Form](#) must be completed for any **safety-related incident** that occurs in the boathouse or on the water, and especially if any of the following occurs:

- Person(s) overboard or swamped
- Any boat flipping
- Any collision (including oars)
- Any personal injury occurring on or off the water (at MRC)

Incidents are reviewed by a committee per the Incident Evaluation Process and if so determined, individuals that qualify will receive bow advisement per the Bow Incident Protocol.

If **damage** renders a shell unfit to row (either discovered by crew or as a result of an incident), or its condition is unclear, tag shell with an orange-colored "Do Not Row" tag to prevent anyone from taking the shell out before it is repaired. Rowers must not take out any equipment that is considered broken and/or has a "Do Not Row" tag on it. File incident report if damage was a result from an incident and also fill out damage report in iCrew.

## Launch usage and training

Usage: The launch provides safety and supervision when rowing and assistance in an emergency situation. Safety launches should stay "within hail distance" of shells. Crews should be within line of sight of the supervising launch. The launch driver is responsible for the safe operation of the launch in compliance with local and federal laws. Current Minnesota State registration for launches is a requirement and should be displayed properly. It is the responsibility of any launch driver to provide

assistance to any capsized (or otherwise incapacitated) boat including those from another sport or program or pleasure craft. Launch occupants must wear a life jacket or personal floatation device (PFD) at all times while on the water. Operators of launches should have an unobstructed view at all times, which may require the use of ballast in the bow of the launch. Launch drivers need to be aware of their wake, follow established traffic patterns on the river, and keep rowing shells on correct side of river. Maximum occupancy of the launch should be heeded at all times. Minimum occupancy recommended to ensure launch can respond in emergency situations. Launch driver will not video or digitally record rowers while driving. Launch driver will not text or retrieve texts while working launch.

Training: Drivers must be trained by Lead Coach, Commodore or person designated by Lead Coach or Commodore in proper use and operation of the powerboat. Drivers should know how to assist rowers entering the launch from the water and should approach from the downwind and downstream side, making sure to keep the propeller away from those in water.

Required Launch Equipment:

- Lights affixed to launches for use before sunrise or after dark (see Low Light Policy)
- Personal Floatation Devices (PFDs) - at least 9 PFDs per launch.
- Tool kit: wrenches, tape, appropriate nuts and washers, and other materials needed to make small repairs to rowing shells.
- First Aid Kit, including emergency blankets in a water tight container
- Lifeline
- Flashlight
- Bailer
- Radio and/or cellular phone
- Noise maker (whistle/air horn)
- Paddles (with proper oar locks)
- Anchor with rope attached to launch
- Towing line
- A second container of gas, at least 1/2 full
- Megaphone

# Environmental Conditions: Weather and River Flow

MRC has established guidelines for rowing, [Safety Matrix](#) (Appendix A), which are based on environmental conditions and can be found on our website. This policy addresses water safety utilizing daily flow and temperature of the Mississippi. MRC rowers are expected to comply with all safety policies. Others using our docks are notified of our policies and are encouraged to comply. When docks are closed due to safety concerns, they are closed to all rowers including non MRC members.

## Weather

All members should be aware of the weather conditions. Check for gathering clouds, changes in wind speed and direction, temperature changes or other boats returning home before heading out. Note: If any of conditions below exist and it is felt by anyone attending practice that a determination to cancel practice is needed, the coach should meet with two members present at practice. Preferably, a captain and Safety Committee liaison can share the responsibility with the coach of making the call regarding practice.

- Wind - Do not row in high wind or whitecaps under any circumstances
- Fog - Do not row in fog if visibility is less than 100 yards. Lights are recommended on all shells and launches for rowing in fog with visibility greater than 100 yards.
- Lightning/Thunder - Never launch a shell if you see lightning or hear thunder. US Rowing Association guidelines state rowers must wait 30 minutes after lightning/thunder has been sighted/heard, and no new activity has been seen/heard. If on the water and lightning is seen, thunder is heard, or hair is noticed to be standing on end with static electricity, head to the nearest shore or dock. If the storm is not yet upon the shell, follow close to the shoreline and quickly return to the boathouse. If the storm is upon the shell, take the shell ashore and wait for the storm to pass.
- Hot and Cold weather - Rowing in hot weather with warm temperatures, sun exposure or high humidity poses a challenge to the body's regulation system. If sweat is excessive and fluids are not continually replaced, dehydration may occur. Symptoms of HEAT EXHAUSTION: cool, clammy pale skin, sweating, dry mouth, fatigue, weakness, dizziness, cramps in abdomen or legs. Symptoms of HEAT STROKE: very high temperature (104 degrees or higher), hot, dry, red skin, NO SWEATING, deep breathing, confusion and general weakness. Rowing in cold weather poses potential danger for hypothermia and drowning. Symptoms of HYPOTHERMIA: uncontrollable shivering, cold, pale skin, slurred speech, fumbling, stumbling, abnormal slow breathing
- Cold water - Rowers should be aware of the temperature of the water and dangers of being immersed in cold water. Cold water video [here](#). RowSafe USA cold water facts [here](#).

## Water Level

High water levels are addressed in [Safety Matrix](#). However, be aware low river levels can reveal submerged hazards such as sandbars, old locks and sunken logs. High river levels generally increase the speed of the current, especially near constrictions such as between bridge abutments. Post-storm water may have increased debris and/or deadheads.



### Low Light Policy

MRC has a Low Light Policy (Appendix B) which addresses rowing post sunset and pre sunrise. This policy can also be found in the Member section of the MRC website. All boats including launches must comply to lighting rules stated in the [2023 Minnesota Boating Guide](#) Pg. 22 – 23. MRC provides lights for club boats, private boat owners are to supply their own. Other safety suggestions

- Reflective tape be placed on the top of the gunwales and splash boards
- Carry a sound making device (MRC provides coaches with megaphones with sound making capabilities)
- Wear HiVis clothing (always required in low-light situations per above policy)

# River Guidelines

## U.S. Coast Guard Traffic Rules

The U.S. Coast Guard has developed right-of-way rules. Vessels with the least maneuverability have the right-of-way, but take necessary action to avoid all other types of boats.

## PFDs

MN DNR [Mississippi River Guide](#): On all boats, a U.S. Coast Guard (USCG) approved wearable device (Type I, II, III or V) must be worn or readily accessible for each person on board  
RowSafe USA [PFD info](#)

MN DNR requires a PFD for each rower or coxswain in a boat on the Mississippi River. As a federal waterway, the river is regulated by the Army Corps of Engineers, however MN state laws still apply. See [Mississippi River Guide](#) and [Minnesota Boating Guide](#). Therefore, during coached practices the PFD can be in a chase launch, in the boat, or worn by the rower/coxswain, and while rowing independently it must be in the boat or worn by the rower/coxswain. In the case of coached practices, the coach will have up to 9 PFDs in the launch in the event certain rowers don't have a PFD to wear or keep with them in their boat. MRC strongly encourages members to purchase their own PFD for use every time they row and not to assume a PFD will always be available for them in the launch.

## General Guidelines for the Mississippi River

All members should familiarize themselves with shallow water, stumps, rocks, seasonal problems and landmarks. Infrequently, items have been hurled from the bridges that span the Mississippi River towards watercraft on the river, particularly railroad bridges. It is best to ignore these people and avoid passing directly under them. Notify a Coach ASAP if this does occur and/or call 911 to report. Individuals do fish on the river and their fishing lines reach into the paths of rowing shells. Be aware of fishermen and their lines. Do not go underneath a fishing line or through a fishing line. The hooks are very dangerous and can hook onto a rower. Instead make sure to go outside the fishing line. Sandbars, although generally not a problem, these can surface when the water level is especially low. Row at least a boat length from shore.

The Mississippi River is often marred by trash and other flotsam as well as logs of varying size that can cause considerable damage to a rowing shell. Extra vigilance is needed in faster currents and higher water levels as these items sometimes float just under the surface of the water. Deadheads are a free floating log mired in the riverbed, usually with one end pointing up toward the surface of the water. These can occur almost anywhere in the river, near shore or in the middle of the channel.

Rowers share the river with motor boats, jet skis, canoes, kayaks and cruise boats. Legally, motor boats and jet skis are required to decrease speed in order to minimize wake when coming upon rowers. Unfortunately, this doesn't always happen and you may need to stop rowing and wait for these watercraft and their wakes to pass. Large cruise/paddle boats have the right of way and need not stop for rowers. Be courteous to others on the water. Be aware of powerboats and treat them with respect.

Never turn a shell near, under or immediately upriver of a bridge pylon. The current can push a turning shell into a bridge piling, so make sure the shell is far enough away or down river of a bridge before turning. Stay clear of bridge abutments and other man-made or natural obstacles.

# River Traffic Pattern

## I. General

The established rowing traffic pattern for the stretch of water from St. Anthony Falls to the Ford Dam used by MRC, the University of Minnesota and Macalester follows a counterclockwise, or “right-hand-drive” pattern. Shells should row down river on the Minneapolis/West side of the river (i.e. the MRC boathouse side) and upriver on the St. Paul/East side (i.e. the University of Minnesota boathouse side). Traffic patterns are subject to change on a given day due to races or exceptional circumstances outside our control. Employ caution in these times and consult a coach or race official if needed.

Boats must never proceed on the wrong side of the river unless directed to do so by a race official, or under emergency circumstances. Consider the river divided into thirds: one lane to travel down, one lane to travel up and the middle lane to avoid, aka “grey area”. When traveling down river proceed through the west arch of Lake Street Bridge. When traveling up river proceed through the east arch of Lake Street Bridge. (even when returning to MRC)

## II. Docking

When traveling down river and returning to MRC, look and turn prior to the bridge. If you find yourself just under the bridge follow the same procedure as above. If 50 yards past the bridge, cross and proceed through the east arch heading north again and cross the river to land. Be mindful of current speed and adjust distance from the bridge accordingly. When traveling down river, the river from the storm drain just above MRC to Lake Street Bridge is a no wake/ no power zone.

## III. Launching/Landing Area Guidelines

Before launching and after landing, place all oars clear of the edge of the dock. Always launch and land at the dock with the bow pointing upriver.

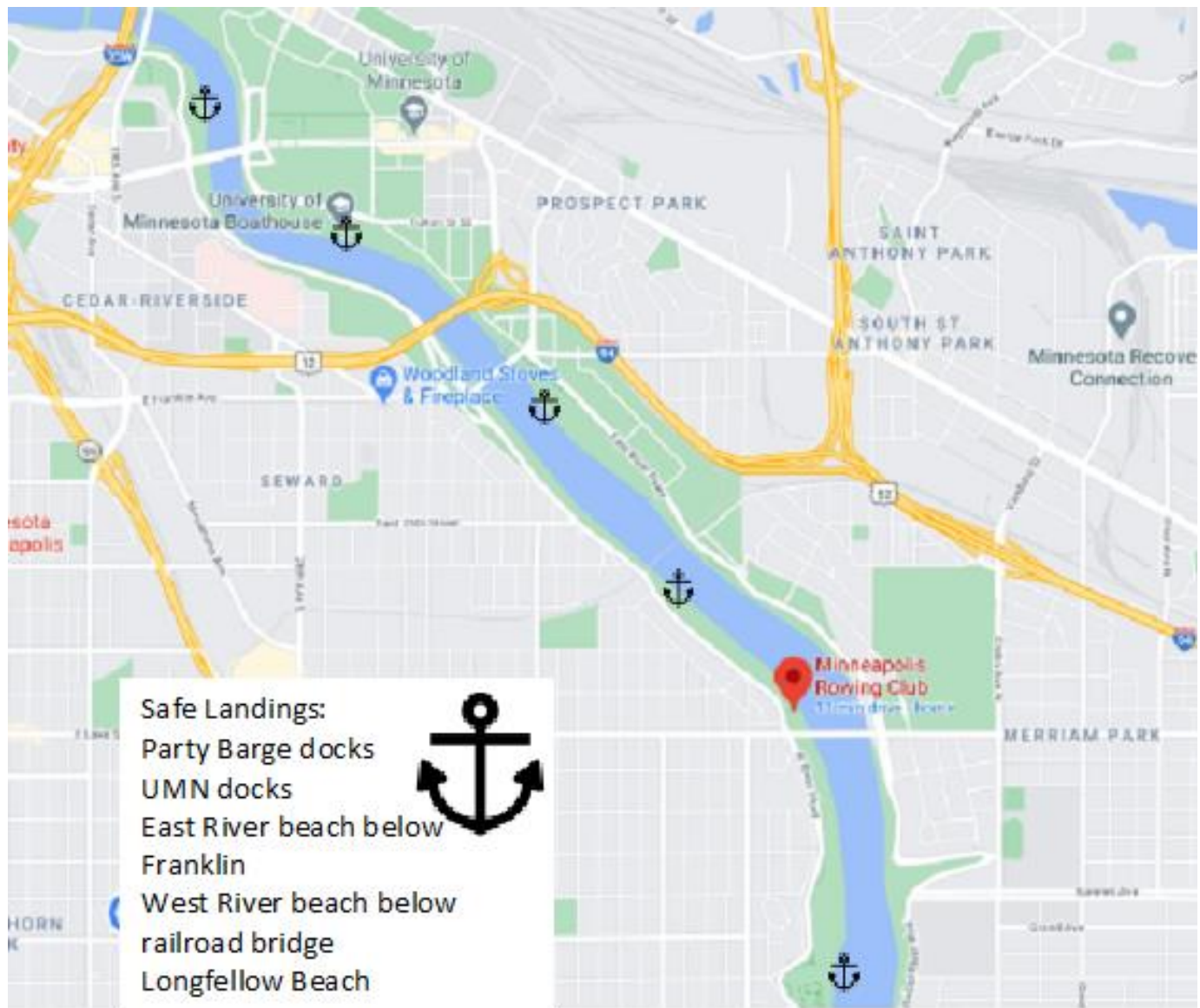
To row upriver, immediately cross to the east side after launching. To head downriver, row away from the dock upstream and toward the middle of the river, complete your turn, move towards the west side, and begin to row downstream. Incoming (docking) crews have right of way over launching crews. If crews are on water waiting for dock space, tie in and adjust foot stretchers on the water.

Stay to your starboard shore. Veer from the starboard lane to avoid sandbars or other obstacles only after checking carefully for oncoming boat traffic. Be alert at all times for oncoming traffic that may be outside of the normal traffic pattern when avoiding sandbars or other obstacles. Bows and coxswains should make frequent checks on both sides and listen for oncoming traffic. The coxswain should also be aware of traffic from behind.

During practice all boats should take a course and communicate with other boats. Due to a blind corner when passing the MRC boathouse on the west side, and crews crossing the river at this point, no power pieces or launch wake is allowed going downstream from 100 meters above the MRC docks to the Lake Street bridge. Similarly, when passing the University of Minnesota Boathouse rowing upriver, boats must watch for university traffic returning or launching. All boats and launches are to treat the dock with care and avoid waking other boats.

## [Google Earth River Overview](#)

### IV. **Map of River** (South of MRC Boathouse), safe landing sites noted.



# Safety and Emergency Conditions While On the Water

## General Guidelines

Under no circumstances should a rower in the water leave the floating shell. Even if a swamped shell is within swimming distance from the shore and the rower considers him/herself a strong swimmer, the rower should swim the shell to shore, not swim by him or herself. In an emergency condition, the first action to perform is stopping the shell. Coxswain or bow person should give the command "Weigh enough, hold water!" Rowers are to respond by squaring blades in the water to bring the shell to a halt. If needed, use these distress signals to communicate to other boats: wave the arms or a shirt above the head, or raise one oar in the air. Any damage is to be reported in iCrew and an incident report submitted. All members should familiarize themselves with the [Emergency Action Plan](#)

## Wakes and/or Waves

If approaching wakes are higher than the gunwale, the shell should be turned parallel to the wake to avoid having parts of the shell unsupported by the water. It is possible to split a shell under these conditions. Rower(s) should stop rowing and lean away from the approaching wake, with oar handle(s) on the wake side lifted slightly. If wakes are lower than the gunwale and widely spaced, continue to row without a course adjustment. Closely spaced wakes that are lower than the gunwale may be taken at a 90 degree angle with the bow directly toward them. Turning in waves is tricky; allow plenty of room, energy and time.

## Running Aground

If the shell runs aground on a sandbar/shore, stop rowing immediately at the coxswain or bow's command. After assessing for possible shell damage, the coxswain or bow should try backing out if the shell is not too far up on a sandbar. If the shell remains stuck on the sandbar and the rowers are unable to back off of it, the coxswain or bow should have the rowers get out in pairs until the shell becomes light enough to push off of the sandbar. Once back on land, the hull of the shell should be carefully checked for damage.

## Rower Injured

Coxswain or bow should give the immediate command: "Weigh enough!" Signal launch if first aid is needed. If no launch is available, have uninjured rowers row the shell back to the boathouse and call for help.

## Person Overboard

Coxswain or bow should give the 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.

## Shell or Equipment Damage and Not Sinking

Coxswain or bow should give the immediate command: "Weigh enough!" Make adjustments or signal launch for assistance. Proceed back to the boathouse

## Shell Swamped

A shell is swamped when the interior water reaches the gunwales. If rowers stay in the shell, the floatation ends may cause the shell to break apart.

If the shell is swamped or taking on excessive water the immediate command is “weigh enough!” If rescue is imminent, the coxswain or bow should direct the rowers to untie, signal a launch and unload rowers by pairs - starting in the middle of the shell and as soon as possible in order to avoid damage to the shell. Pairs should form “buddies” and keep watch on each other. The coxswain should buddy with the stern pair. If in a small shell the rescue launch can stabilize the shell for re-entry. Entering the shell directly from the water may cause splashboard damage.

If rescue is not imminent, take the following steps:

- Remove oars or place them parallel to the shell.
- Roll the shell to form a more stable floatation platform so rowers can either lie on top of the hull or buddies can hold onto each other across the hull
- All persons should move to the two ends of the shell (it is dangerous to roll a shell when near riggers)
- Do not attempt to roll the shell if rescue is on the way.
- For singles, a rower may lay on the stern of the shell and swim the shell to shore using the shell as a paddle board.

In very cold weather or when there are no other options rowers may want to abandon the shell and lie on the stern deck of a buddy's shell to be taken to shore. Remember that body heat loss occurs 25 times faster in the water (US Rowing). A launch or shell can shuttle rowers to the nearest shore, taking care not to overload the launch. When the shell has been brought to shore, remove oars. If the ends of the shell have filled with water, they must be drained before the shell can be removed from the water. Remove the shell carefully to avoid injury or damage. A heavy shell full of water needs to be bailed first, then rolled slowly and removed from the water.

## Shell Capsized

Coxswain or bow should give the immediate command: “Untie!” Be sure that all rowers and coxswains are accounted for. Stay with shell until assistance arrives, following the procedures outlined above.

## Shell Broken and Sinking

Coxswain or bow should give the immediate command: “Untie!” Get out of the shell and follow the same procedures as for a swamped shell. Do not leave a floating shell, swim the shell to shore if rescue is not imminent. The shell is a flotation device and only in extreme cases should you leave a shell (e.g. heading towards a dam).

## Another Shell in Distress

If a distress signal is seen and insufficient assistance is near that craft, maneuver your shell to the distressed shell. Attempt to summon other launches or stable shells with distress signal. Assist in any way that does not jeopardize the lives in your shell. If a launch observes a shell in trouble, the coach should immediately call for help from other coaches or from other people nearby. First Aid kits, including emergency blankets, can be found in the safety kit in each launch. The boathouses are equipped with telephones. If emergency response is necessary at the boathouse, dial 911. If first responders are expected, a key to gate is located in first aid kit. If possible, send someone to open gate.

However, please be aware the responders can open with bolt cutters. After the emergency situation has passed, report any incident to the club President and Commodore and fill out incident report.

### **Retrieving a rower in the water from the launch**

If conditions warrant (e.g., in cold water situations, if there is a lot of current, if the rower appears to be tiring, etc.), have the rower inflate their PFD (if they are wearing one) OR throw the rower a life vest from the launch (or toss the throw cushion and have them put their arms through the straps so it's on like a backpack). It can sometimes be difficult to climb up the ladder into the launch, so you must monitor the situation and require PFD inflation/provide a life vest if the rower begins to show signs of exhaustion while trying to climb into the launch.

Position the launch upstream of the rower, being careful not to get the prop too close.

Turn off the engine completely (i.e. not just in idle).

Place a ladder on the transom of the launch (do NOT try to place ladder on the side of the launch).

Have the rower use the ladder to climb up into the launch. You may have to help the rower to some degree, so make sure you are stable in the launch yourself.

If the rower is injured or extremely cold, the primary goal is to get back to the boathouse as fast as possible. Leave the shell in the water if you must and don't worry about retrieving it until the rower is safe and warm.



# Appendix A: River Levels Rowing Restrictions

## River Levels and Rowing Restrictions

River Levels	Level Black Docks closed
	Level Red: No club boats, private boats row at their own risk
	Level ORANGE: 4 oars, Blind boat bow must be at Level IV bow listed, 4 <sup>th</sup> year & above rowers only with launch, rest on land, private 1x row at their own risk
	Level YELLOW: 4 oars, Blind boat bow must be at Level IV on bow list, 4 <sup>th</sup> year and above rowers on own, Green & Novice on land (see exceptions below), private 1x row at their own risk
	Level BLUE: Blind boat bow must be Level III & IV on bow list to go on own, Green with coach, Novice barge only (Fall exceptions noted below)
	Level GREEN: Open rowing by bow list

Flow (KCFs) **	40001+	<u>Docks Closed</u> except by permission from the Lead Coach or Commodore				RANGE
	35,001-40,000	<u>ORANGE w/posted restrictions*</u> 35,001-40,000, 60F+	<u>RED</u> 35,001-40,000, 55-60F	<u>DOCKS CLOSED</u> 35,001+, Under 55 F	<u>DOCKS CLOSED</u> 35,001+, Under 45 F	Stay South of Franklin, to bottom of beach below Lake St.
	30,001-35,000	<u>YELLOW</u> 30,001-35,000, 60+F	<u>ORANGE w/posted restrictions*</u> 30,001-35,000, 55-60F	<u>RED</u> 30,001-35,000, 45-55F	<u>DOCKS CLOSED</u> 30,001-35,000, Under 45F	Stay South of Franklin, down to 38th St/St. Clair (~1/2 way between Lake & Ford)
	25,001-30,000	<u>BLUE</u> 25,001-30,000, 60F+	<u>YELLOW</u> 25001-30,000 55-60F.	<u>ORANGE w/posted restrictions*</u> 25,001-30,000, 45-55F	<u>RED</u> 25,001-30,000, Under 45F	Stay South of UM Boathouse, down to 38th St/St. Clair (~1/2 way between Lake & Ford)
	20,001-25,000	<u>BLUE</u> 20,001-25,000, 60F+	<u>BLUE</u> 20,001-25,000, 55-60F	<u>YELLOW</u> 20,001-25,000 45-55F	<u>ORANGE w/posted restrictions*</u> 20,001-25,000, Under 45F	To top, down to 42nd/Randolph (~1000M above Ford Bridge)
	15-20,000	<u>GREEN</u> 15-20,000, 60F+	<u>BLUE</u> 15-20,000, 55-60F	<u>YELLOW</u> 15-20,000, 45-55F	<u>ORANGE w/posted restrictions*</u> 15-20,000, under 45F	To top, stay 250M above Ford Bridge and do not stop when crossing river
	Under 15,000	<u>GREEN</u> Under 15,000-, 60F+	<u>GREEN</u> Under 15,000-, 55-60F	<u>YELLOW</u> Under 15,000-, 45-55F	<u>ORANGE w/posted restrictions*</u> Under 15,000, Under 45F	To top, stay 150M. above Ford Bridge and do not stop when crossing river
		60F+	55-59.9F	45-54.9F	Under 45F	RANGE
Water Temperature						



Safety levels are set by the Lead Coach.

Lead coach and/or coaches along with their captains and safety committee members may restrict dock usage for any and all members based on weather conditions at that time.

All members are responsible to keep current with restrictions posted on River Conditions page of the MRC website.

**PFDs are required by MN law, either on rower, in boat with rower or in coaching launch.**

Description of Levels	
<b>Docks closed</b>	
<b>RED: No club boats, private boats row at their own risk</b>	
<b>ORANGE: 4 oars, Blind boat bow must be at Level IV on bow list, 4<sup>th</sup> year &amp; above rowers only with launch, rest on land, Private 1x row at their own risk</b>	
Group size limitations: CW/M/REC no more than 4 boats per launch. 18:1 Athlete/Coach ratio Must have PFDs in boat, worn or in coaching launch.	
<b>YELLOW: 4 oars, Blind boat bow must Level IV on bow list, 4<sup>th</sup> year and above rowers on own, Green/Novice on land*, Private 1x row at their own risk</b>	
Rowers in Comp and Rec when <b>NOT</b> with Coach: Must have PFDs ( <b>one for each rower/coxswain</b> in boat, provided by rower) <b>Each rower/coxswain in boat 4<sup>th</sup> year or above</b> Bow must be level IV <b>Recommend groups</b>  Rowers in Comp and Rec when <b>with</b> Coach: No more than 4 boats per launch. 20:1 Athlete/Coach ratio *Fall season ONLY, Green & Novice in 8's only with coach. Subject to review by Lead Coach	
<b>BLUE: Blind boat bow must be Level III &amp; IV on bow list to go on own, Green with coach, Novice barge only*</b>	
Rowers in Comp and Rec when <b>NOT</b> with Coach: Must have PFDs ( <b>one for each</b> rower in boat provided by rower) Bow must be level III or IV when rowing on own *Fall season ONLY, Novice in 8's only with coach. Subject to review by Lead Coach	
<b>GREEN: Open rowing by bow list</b>	
Must have PFDs, <b>one for each rower/coxswain</b> in boat, provided by rower when rowing without a launch. During coached sessions, must have PFDs in boat, worn or in coaching launch.	

Updated 4/2023



## Appendix B: Low Light Policy

This Low Light Policy applies beginning 30 minutes prior to sunset, and continuing until sunrise the following morning. In this time period, special requirements are in place for the safety of MRC members and others on the water.

*Any MRC rower (including junior, master, U30, private, program, independent, or college) launching during this time must follow this Low Light Policy.*

No boats may launch later than 30 minutes prior to sunset, nor earlier than 60 minutes prior to sunrise.

### **Rower requirements:**

The following requirements apply to all rowers in Low Light conditions:

- Hi Viz shirts, vests OR jackets must be worn by all members of the crew. (MRC has a supply on the second floor near the cox boxes)
- All bow seat rowers must be 'Advanced' (Previously defined as Bow Level IV) bow listed in blind CLUB boats.
- All rowers in CLUB boats must have 4 years' experience to row independently in addition to the Advance Bow listing designation for the bow seat rower.
- All boats must use properly attached bow and stern lighting.
- In a coached session, all boats must stay within 100 yards of the Coaching launch
- A headlamp is strongly recommended for coxes for bow-loaded coxed boats
- Launches are REQUIRED for all evening rowing in CLUB boats (independent and programs) if rowers plan to stay out past sunset.

### **Coach/Launch requirements:**

The following requirements apply to coaches and other launches in Low Light conditions

- It is the coach's responsibility to ensure that rowers are following the above requirements in a coached session, including
  - Hi Viz attire
  - Boat lighting, and
  - Advanced bow listed (previously defined as Bow Level IV) rowers assigned to bow positions.
- Launches must have proper bow and stern lighting.
- Coach must be able to identify which boats they are responsible for, and stay within 100 yards of them.
- Coaches must supervise a maximum of 4 boats per launch.

### **General guidance:**

- It is strongly recommended that someone, coach or other, be on dock when club boats land with a white light to direct boats to dock.
- Private boat owners are strongly recommended to row with a launch past sunset.