

INTRODUCTION

The Safety Committee shall consist of:

- A member of the Board of Directors or designate
- Director of Safety (if there is one)
- The TRRA Executive Director
- A representative of one of the major tenants (Pitt, CMU, or Duquesne)
- A representative from one of the other programs using the Boathouse
- TRRA Head Coach (if there is one)
- Other interested Members and Program Representatives

The Safety Committee shall:

- Meet at least once per year to review Safety matters
- Recommend any Rules/Guideline changes once per year
- Respond to requests by TRRA administration for assistance in interpreting rules, assessing penalties and the like

TRRA Administration shall be responsible for:

- holding a spring and fall seasonal safety meeting with mandatory attendance by coaches and crew leaders, scullers, coxswains
- responding to breaches of the Rules and Guidelines or other unsafe practices as set out in the Rules
- Maintaining and posting as appropriate, listings of crew leaders and certified scullers
- Alert Safety Committee to reported incidents as necessary
- holding a Safe Boating Course once a year
- holding a Coxswains' Training and a Steerers' meeting once a year

SECTION 1 SAFETY RULES

1.1 Go/No Go Decisions

Rule 1.1.1 When the docks are closed, no member of TRRA or of any affiliated group or any individual may launch any type of boat.

Rule 1.1.2 All rowers and paddlers must abide by the provisions of the published safety matrix, which represents minimum acceptable standards for water temperature and flow for safe rowing and paddling conditions.

Rule 1.1.3 TRRA owned equipment may not be taken to other river launching locations to avoid these guidelines

TRRA docks are available for the purpose of launching boats unless they have been closed by the Executive Director. When closing the docks, the Executive Director shall take under consideration criteria affecting boating safety as specified by the Board. When the docks are closed, no boats may be launched

from TRRA by any user or individual. When the docks are closed, they shall remain closed until 5:30 AM the following day unless the Director has opened them.

When the docks are open, it does not necessarily mean that it is safe to row or paddle. It is the responsibility of every rower, paddler, coxswain, steersperson, coach, and crew leader to assess all the conditions, including weather, which may affect safety and to act in a manner consistent with the Rules and Guidelines of TRRA (including the Safety Matrix), US Rowing, and USACK.

The [Safety Matrix](#), included as Appendix A, may be updated and adjusted from time to time. The most current version will be posted on-line and in both boathouses. The safety matrix does not cover all conditions relevant to safety, and each rower, paddler, or coach is responsible to assess all conditions and decide whether, even if permitted by the Matrix, it is advisable to launch.

1.2 Traffic Patterns

Rule 1.2.1 All watercraft must be in compliance with the relevant boating regulations including General Marine Right of Way as promulgated by the PA Fish and Boat Commission and other agencies.

Rule 1.2.2 All TRRA boats should comply with the posted TRRA traffic patterns. Any boat not complying with the posted traffic patterns must yield right of way to boats in the pattern, except in the case of emergency.

Rule 1.2.3 Boats traveling in the channel may not do slow drills, such as pick drills, if there are other boats behind.

General Marine Rules of Right of Way

- Vessels with the least maneuverability have right-of-way, but should be cautious and take action to avoid all other types of boats.
- Non-powered boats have right of way over powered boats
- Barges, have very limited maneuverability, so that they always have right of way over rowing shells, kayaks, or dragon boats. Also, barge pilots cannot see small craft easily and their radar will not pick up rowing shells, kayaks, or dragon boats. Be aware that there is a significant 'blind spot' (the line of sight from the pilot house to beyond the front-most barge) in front of a barge. When in doubt, always yield the right-of-way.
- Powered boats such as launches must be operated at a rate of speed that will not endanger the life or property of any person. Power boats must maintain a slow, minimum height swell speed when operated within 100 feet of the shoreline, floats, docks, launch ramps, swimmers, downed skiers, anchored, moored or drifting boats, or in areas marked with 'Slow - No wake' buoys. You may wish to take the bow number (PA registration) of any boat violating these rules and report the incident to TRRA or the PA Fish and Boat Commission.

River Buoys

- River buoys generally mark the navigation channel for larger commercial traffic
- Striking buoys, particularly in combination with fast current, is a significant safety hazard and is likely to cause serious equipment damage. Care must be taken by all persons responsible for course to locate the buoys well in advance of reaching them and planning safe passage past them.

- Only two buoys, the one near the Millvale Marina (first green one upstream above the 40th St Bridge) and the one near Etna (third green one upstream), actually mark areas that are stream outlets and shallow enough to be of concern to our rowers, paddlers, and launches. In all other cases, including the second (or middle) green buoy above the 40th Street Bridge, the preferred and safest course is to the shore side of the buoys, outside of the navigation channel.

Traffic Patterns at TRRA Docks

- Launch and land with bow upstream
- Before launching and after landing, place all oars clear of the dock
- After launching, paddle upstream under the railroad bridge in the back channel before turning to face downstream. When launching kayaks and dragon boats from Millvale, paddle upstream to at least the shore pavilion before turning downstream, or cutting over to the main channel of the river.
- Incoming (docking)boats have right of way over launching boats
- When launching and docking, always use the most upstream section of available dock space and walk the boat up as space opens up.
- Boats may not turn in front of or between the docks, unless there is no other traffic
- When other crews are waiting for dock space, tie in and adjust foot stretchers on the water
- Dragon boats should not send the boat's bow or stern out into the channel to take the boat out of the water unless there is no other channel traffic.

Traffic Patterns in the Back Channel

- Keep to the right hand side (from the coxswain's or paddlers' perspective) of the channel, the starboard side of the channel.
- Exit back channel as quickly as possible (e.g. avoid drills that use less than all rowers at full slide until out of channel, especially if there are boats following)
- Observe right of way
- Power pieces are only allowed downstream of 31st Street Bridge.
- Boats doing power pieces must yield the right of way.
- Boats without coxswains have right of way over boats with coxswains.
- All crews should practice on the main river whenever possible.
- Between the hours of 4:00 pm and 9:00 pm all crews are prohibited from returning to the docks at either facility via the top of the channel, barring adverse weather conditions or of another issue related to the safety of the crews

Traffic Patterns in the River (Appendix B- River Map)

- Coaches and all paddlers and rowers should be aware that the center of the river is a federally designated commercial waterway, used by barges.
- Always keep to the right hand side (from the coxswain's and paddlers' perspective) of the river, that is the starboard side of the river EXCEPT between the top of the Channel and the first upstream green buoy, where boats may proceed upstream on the left hand side of the river until the first green buoy only.

- When exiting the upstream end of the Channel, boats must cross to the right hand side of the river between the 40th Street Bridge and the first upstream green buoy.
- The rules of the Channel extend upstream to the first green buoy.
- When entering the upper end of the channel, boats should turn toward the channel after passing under the center arch of the 40th Street Bridge but before the bottom dock of the sternwheelers.
- When exiting or entering the downstream end of the channel, cross over between the end of sandbar at the bottom of the island and the Pipeline Crossing sign or overhead wires).

1.3 Crew Leader Requirements

Rule 1.3.1 All outings shall comply with Crew Leader or Sculler Certification Requirements.

Rule 1.3.2 Crews shall comply with safety related directives from their designated Crew Leaders

[Crew Leader Qualifications and Responsibilities](#)

See TRRA Rules on how to apply to be a Crew Leader

1.4 Safety Equipment Requirements

Rule 1.4.1 Coaching and escort launches must be equipped with all required safety equipment

Rule 1.4.2 All rowing and paddling boats shall be equipped with required safety equipment.

Rule 1.4.3 It is the responsibility of the person in charge of each watercraft to ensure that it is in proper operating condition and that all required safety equipment is on board and properly deployed.

Motorized Launches

A launch MUST carry all equipment required by federal and state regulations and other equipment by good safe boating practices, specifically:

- A Coast Guard Approved Personal Flotation Device (PFD) for each person in the launch and each person in a boat not already carrying one.
- A throwable rescue device such as an approved floating seat cushion.
- Lights if before sunrise or after sundown. For launches, these should be standard re/green bow lights and all-around white stern light. A spotlight must also be available and used while in a launch in the before sunrise or after sundown.
- An efficient noise making device
- An anchor with at least 50' of anchor line attached to launch
- At least one oar or paddle.
- Valid registrations

Paddling Boats

PFD's must be worn by all paddlers or children age 12 and under, steerers, drummers, Corporate, Program, and Summer League Participants and special needs paddlers/rowers.

All kayakers must wear PFD's

TRRA regular dragon-boat members (Paddlefish) are exempt from wearing PFD's if they have filed a swim test certificate with the club. If a PFD is not worn, it must be close at hand. The dragon boat must contain at least one PFD per person on board.

Rowing Boats

Coxswains must wear or have available a PFD

The status of rower's needs for PFD's is unclear under present law. Oars, not including the adjustable handle type, have counted as PFD's for rowers, but it is not clear if this will continue. When in doubt, carry a PFD such as an auto-inflate pouch or a regular life jacket. Children under 12 and any adults not having passed their swim tests must wear a PFD.

Lights for Rowing Shells and Paddling Boats

All rowing shells, sculls and kayaks shall exhibit properly functioning lights before and after sunset. These times are posted daily in and around the Boathouses.

These lights must be large enough to be clearly visible from a distance of 2 miles.

Bow light: solid white light

Stern light: flashing white light

All bow lights shall be mounted on the rowing shell. On sculling boats, the stern light shall be mounted on the rowing shell. In stern-coxed boats, it shall be permissible for the stern light to be worn by the coxswain, provided that it faces in the appropriate direction, does not hang down, and is not obscured by the coxswain's hair or clothing.

Dragon boats should have an elevated white light in the stern, and the traditional red/green running light on the bow, either attached thereon, or to the back of the drummer's seat.

Spotlights are also required in the safety launch and should be used to illuminate hazards, such as buoys and debris and to signal other craft on the water, including barges and other motorized craft.

1.5 Behavior at TRRC Facilities and on TRRC Equipment

Rule 1.5.1 No rowdy behavior, horseplay or any behavior likely to cause injury to persons or damage to property is permitted

Rule 1.5.2 No alcohol is permitted to be brought to or consumed on the premises or in any TRRA boat, except in connection with Club sanctioned events and parties.

Rule 1.5.3 No weapons, knives (over 4 inches), or firearms of any description are permitted in TRRA facilities or equipment.

1.6 Incident Reports

Rule 1.6.1 All occurrences of personal injury, property or equipment damage, collision with other boats, and equipment maintenance required must be reported immediately to the Executive Director, Staff member or a member of the TRRA Safety Committee.

Rule 1.6.2 TRRA Incident Report and/or Damage Maintenance Forms must be filed as required. See Appendices for Incident Report Form, Equipment Damage/Maintenance Form, and Equipment Damage policy, for current Safety Committee members.

Should reports of such incidents be required by any governmental authority, such reports must be filed in timely fashion and TRRA must be copied.

1.7 Infractions

When the Executive Director and/or the Director of Safety becomes aware of a breach of the Rules and Guidelines or of an otherwise unsafe practice, the person(s) in question will be given: a reminder of the Rule/Guideline or safety principle in question (in writing if necessary), and/or conduct a meeting in person or on phone which shall be documented.

If a person shows a blatant disregard for a Rule/Guideline (once reminded), OR an incident report form is filed which raises serious safety concerns, then, the Director of Safety and/or the Executive Director

shall ask the person to meet with them to discuss the incident.

The meeting shall be structured as follows:

- (a) the facts will be reviewed (with reference to the IRF), then
- (b) the relevant Rules/Guidelines/safety principles will be reviewed, and
- (c) the meeting will discuss how to avoid future incidents of this kind
- (d) the meeting shall be documented.

Following such a meeting, the Director of Safety and the Executive Director shall, if they see fit, consult with the Safety Committee and/or recommend further action to the Board of Directors or to the Executive Committee, including, but not limited to:

- (a) Modification of TRRA's Rules and Guidelines,
- (b) Suspension or revocation of Crew Leader status
- (c) Withdrawal of use privileges to TRRA equipment and/or facilities
- (d) In the case of High School and College programs, give notice of the matter to the parents' group, Athletic director or other appropriate persons.

The person concerned shall be given notice of any such recommendation prior to the Executive Committee or Board meeting at which it will be considered.

SECTION 2 SAFE PRACTICES

2.1 Equipment Checkout

1. Each rower, paddler, and sculler should take personal responsibility for:

- a) being fully aware of the weather conditions and possible safety hazards. Listen to the weather forecast and observe the information posted on the Weather/Safety board located inside the boathouses and see: [TRRA's Weather & Water Flow Page](#)
- b) being physically conditioned for the sport of rowing or paddling. Consult a physician before starting any form of exercise. Before beginning to paddle or row, go through a warm up and/or a basic set of stretching exercises.
- c) properly reserving boats in the book in the TRRA lobby and properly signed out on the crew/sculler's/kayak/dragon boat logs attached to the outside of the boathouses.
- d) Adhering to the Equipment Classification System which indicates that certain rowers may use certain restricted equipment.

Launches should carry:

- PFD's Appropriate to the number of rowers/paddlers not already wearing or carrying PFD's
- 9 emergency blankets in a water tight container (in cold conditions)
- Tool kit
- First Aid Kit
- Lifeline or throw bag
- Fire extinguisher
- Flashlight and Spotlight before sunrise and after sunset
- Bailer
- Communication device (radio or cell phone)

Defective or damaged equipment must be reported in writing on the Damage/ Maintenance Report. (See the Appendices for blank copy of the Damage/Maintenance Report. Copies are also located in the file folders at the entrance to the boat storage areas).

Good Rowing and Paddling Procedure

The greatest danger while on the water is collision caused by limited vision or carelessness - either yours or another boat's. Great care should be taken when rowing or paddling in darkness or near darkness. Take extra care to look and listen. Do not get too close to shore and known hazards. Only paddle or row in familiar waters under these conditions. The safety of life is more precious than a few more minutes of practice. Make sure your lights are working and very visible. Spotlights in the launch are required while rowing/paddling in the dark and can be used to illuminate hazards, such as buoys and debris, and to signal other craft on the water, including barges and motorized craft.

2. Outings should gradually and safely build up to full intensity. Under no circumstances should a crew race or sprint upon initially entering the boat.

3. Rowers in multi person boats should always be quiet and attentive to the Coxswain, Steerer, Coach or Crew Leader. All users of TRRA equipment must comply with instructions given by a Coach or Crew Leader.

4. Keep oarlocks locked until the boat is securely alongside the dock.

5. Keep at least one hand on the oar while on the water.

Always 'paddle-down' at the end of your workout. It is important to your health that you do not race up to the dock. Once the boat and oars or paddles have been stored, it is important to take another few minutes to go through your basic stretching exercises to heal any unnoticed strains or sprains that began during your paddle or row, thus eliminating soreness and unnecessary pain.

2.2 Commands

4. Before getting into the boat, be sure you know:

a) which seat and which side you are paddling or rowing- by number, and whether you are in the bow or stern pair/four.

b) for rowers, the following basic rowing terminology :

BOW and STERN; PORT and STARBOARD

TIE IN and UNTIE; READY ALL , ROW; WAY ENOUGH; HOLD WATER

PORT (OR STARBOARD) TO ROW, STARBOARD (OR PORT) TO BACK

The terms WAY ENOUGH - HOLD WATER are used when the Coach, Crew Leader or coxswain wants a crew to stop immediately because of danger.

Paddlers should be familiar with the "Hold the boat" or "Hold water" command, used by the drummer or steerer when the boat must stop immediately.

2.3 Clothing

2. CLOTHING

- Wear several layers of clothing in cold weather.
- Wear flexible clothing (no jeans).
- Polypropylene is best next to the skin. It wicks moisture away from your skin.
- Wool is the next best material in cold weather, since it also dries from the inside out.
- Wear a hat in cold weather. Heat is lost quickly from the head.

- A windproof jacket / windshirt helps to reduce wind chill.

3. Rowers should know that the shell and oars have been designed to provide flotation. They are not Pfd's (Personal Flotation Devices), they are only EMERGENCY flotation devices.

Note: It has recently come to the attention of US Rowing that the adjustable oar can no longer be regarded as a dependable emergency float and rowers using such oars are advised to wear or carry an approved alternative personal flotation device.

2.4 Coxswains, Steerers, and Scullers

- All coxswains, steerers, kayakers, and scullers should know the hazards and traffic patterns of the Allegheny, Monongahela and Ohio Rivers, and where practices are planned. (Appendix C - [River Maps](#))
- Stay clear of bridge abutments, barges and other man-made or natural obstacles. Do not turn near any such obstacles.
- Make frequent checks on both sides of the boat and to the rear and listen for other river traffic. Each rower is responsible and accountable for his/her own rigging, foot stretcher, seat, slide and blade, and must check to ensure that all equipment is functioning properly before leaving the dock. If in doubt, ask the Coach or Crew Leader.

Any deficiencies that may result in further damage to the equipment or endanger safe operation must be repaired before launching.

Check the following:

- There is no damage to the hull, steering mechanisms, or structural support sections of the boat.
- the shell is equipped with a bow ball, heel tie-downs, and any other safety equipment appropriate to the shell.
- you have the correct oar and the collar is tight.
- nuts on the rigging are tight, the position of the foot stretcher and the smoothness of your slide are correct.
- rigging is not too high.
- forward ends of the slides are blunt and will not gouge your calves.
- people behind and in front of you have sufficient room for their complete stroke.
- you are wearing socks. Shoes should not be worn in any boat.

clothing cannot become entangled in your seat or oar handle, and water bottles, gloves, tape, sun glasses, sun screen, extra clothing and hats are in the boat, if needed.

2.5 Inclement Weather, Waves

WEATHER CONDITIONS - be aware of them. Always listen to the weather report before going out (412 936-1212 - National Weather Report and/or 412 262-5290 River Information). Watch for gathering clouds, changes in wind speed and direction, temperature changes, other boats returning home and debris. The speed of the current (measured in cubic feet per second – cfs), air temperature, water temperature, river stage and wind speed are all posted in the boathouse during the spring and fall seasons. For example, normal CFS range is 10-40,000 cfs at Natrona.

(a) Do not row in whitecaps or winds of 12 knots (14 MPH approximately) under any circumstances. Paddlers should exercise extreme caution.

(b) If sudden winds come up, return to the boathouse if the trip is safe (look for the calmest water), or take

the boat to the nearest suitable shore and wait for the winds to die down.

(c) Try to minimize equipment damage, but remember that you are more valuable than your boat.

(d) Do not row or paddle in fog, unless your visibility is at least 100 yards. Be sure to have land reference points in front and at least one shore in sight. If fog sets in while you are on the water, move slowly and be prepared to stop quickly. In situations of poor visibility, use your sound-making device (horn, whistle) to advise other boats of your location. Use the following signals:

- Shells, kayaks, and dragon boats - at intervals of not more than two minutes, one prolonged blast, followed by two short blasts.
- Power launches making way through the water - one long blast at least every two minutes.
- Power launches underway, but stopped in the water - two long blasts with two seconds between blasts, every two minutes.

Follow the shore back to the boathouse, as far as possible.

(e) Do not row or paddle in an electrical storm. 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 not yet upon you, stay close to the shore and quickly return to the boathouse. If the storm is upon you, take the boat ashore and wait for the storm to pass. Wait 15 minutes or more after hearing thunder before launching boats.

7. WAVES are generated by winds, tides, currents or wakes from passing boats. Because shells are so vulnerable to high waves, special care is needed by shells in dealing with wakes. Paddlers should turn their boats into the wake and keep paddling at a steady pace.

- 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 (shells can split under these conditions). Rowers should stop rowing and lean away from the approaching wake, lifting the gunwale on the wake side slightly.
- If wakes are lower than the gunwale and widely spaced, continue to row without course adjustment. Deep and closely spaced wakes that are lower than the gunwale may be taken at a 90 degree angle.

When turning in waves, take particular care. Spend as little time as possible perpendicular to the current or wind direction, since the boat is very vulnerable in this position. Keep the boat absolutely level through the turn. If need be, use half the crew to set the boat level and the rest to turn.

2.6 Emergencies

Calls for Help - To EMS (Emergency Medical Service), Pittsburgh River Rescue

1. DIAL 911, or CHANNEL 16 (Marine Radio)

2. You will be asked, "What is your emergency?"

You should report the nature of the accident. For example, "There has been a boating accident and there are rowers in the water"

You may be asked:

- your location (name of river, land marks)?
- how many people are involved and is anybody missing?
- age and gender of people?
- are victims conscious or unconscious
- are victims breathing or not breathing
- is CPR being performed
- is CPR required
- time of incident
- how many boats are involved?
- the name of a contact person and the contact information?
- will there be someone to meet the paramedics?

If you are at the boathouse or on shore that a land based crew will be sent.

If you are in the middle of the river and need to have rescue sent by water, you need to request this.

An EMS supervisor will make the decision.

IDENTIFY YOURSELF AND YOUR LOCATION:

If you are at the boathouse, you may say,

" I am calling from the Three Rivers Rowing Boathouse. The boathouse is located at the upriver end of Washington's Landing (Herr's Island) on the Allegheny River, accessible from the north end of the 31st.Street Bridge. The boathouse docks are located in the channel between the island and the north shore of the river" or "I am calling from Three Rivers Rowing Association, at the end of Riverfront Park in Millvale, past Mr. Small's."

3. IDENTIFY THE MEANS BY WHICH EMS WILL CONTACT YOU:

You may say,

" My portable telephone number is _____. There are two telephones at Three Rivers Rowing Boathouse: the pay phone number located in the front of the boathouse is 231-9416; the office telephone number is 412 231- 8772. An extension is located inside the second door on the left of the Youth Boathouse and in the Repair Bay. Indicate your use of marine radio and channel, if applicable.

4. IDENTIFY WHICH TELEPHONE YOU WILL BE ATTENDING:

* Cell Phone * Pay phone * Office phone * Marine Radio

5. REQUEST AMBULANCE AND/OR RIVER RESCUE AS REQUIRED

2.7 Additional Safety Guidelines

1. Under no circumstances should a rower or paddler in the water leave the floating boat. Even if a swamped boat seems to be a swimmable distance from shore, the rower or paddler should swim the boat to shore. Do not leave your flotation, even if you consider yourself to be a strong swimmer. The only exception to this would be if you are faced with a worse life-threatening danger by staying with the boat - for example if you are in the path of a barge and cannot swim the boat away fast enough to avoid being hit.

Remember that an oar can be an emergency flotation device, although the new oars with adjustable handles are not designed to float.

2. Someone should give the command “Hold the boat” or `WAY ENOUGH - HOLD WATER'. Don't ask questions; just respond immediately by stopping all forward body movement. Square the blades quickly into the water to bring the boat to a halt.

3. Use these distress signals to communicate to other boats: wave your arms or a shirt above your head, raise one oar or paddle in the air (this method preferable only in eights or doubles and quads), use air horn/whistle, or marine radio.

4. MAN OVERBOARD

If a rower or paddler, drummer, or steerer is unexpectedly thrown from a boat, immediately call the command “Hold the boat” or `WAY ENOUGH - HOLD WATER' and signal the safety launch. In a dragon boat, the person in the water should swim or move to the center of the boat; with paddlers on the opposite side leaning slightly out, the paddlers in rows 5 and 6 pull the ejected person in together. The command for all other paddlers not directly involved in the retrieval to have their paddles on the water is also recommended. In an eight or quad, stroke removes an oar from the oarlock to throw to the person in the water as an emergency flotation device. This rower should lie across the oar, remain close to the shell and not try to swim away, but tread water, moving no more than necessary. When the safety launch retrieves the rower, the Coach determines whether the rower will return to the shell.

5. ROWER or PADDLER INJURED.

Immediate command “Hold the Boat” or `WAY ENOUGH'. Signal launch if first aid needed. Know who on your crew has first aid training; the crew leader, drummer, or steerer is in charge until the crew member with first aid training takes charge.

6. SHELL DAMAGED BUT AFLOAT AND NOT TAKING ON WATER.

Immediate command - `WAY ENOUGH'. Make adjustments or signal launch for assistance.

7. SHELL or Dragon Boat SWAMPED

Immediate command - `WAY ENOUGH' or Hold the Boat. A boat is swamped when the interior water reaches the gunwales. If rowers stay in the boat, the flotation in the bow and stern ends may cause the boat to break apart.

(a) Rowers: Command - `UNTIE'. Be prepared to assist someone who is having difficulty releasing his or her feet from the foot stretchers.

(b) If the boat is taking on excessive water, signal the safety launch and decide whether to get the paddlers, drummer, steerer, rowers and coxswain out of the boat. This decision will depend on various factors, including water temperature. If the decision is made to get the crew out, then unload by pairs - starting in the middle of the boat - as soon as possible to avoid damage to the boat. Pairs should form `buddies' and keep watch on each other, Be certain all are accounted for. The Coxswain should buddy with the stern pair; the drummer should buddy with the steerer.

(c) If rescue is not imminent, take the following steps :

i. Remove oars or place them parallel to the shell. All persons should move to the ends of the shell (it is dangerous to roll a shell near riggers).

ii. 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. Remember that body heat loss occurs 25 times faster in water. Do not attempt to roll the boat if rescue is on the way as a launch can shuttle rowers to the nearest shore. If the ends of the shell have filled with water, they must be drained before the boat can be removed from the water. Remove the shell carefully to avoid injury or damage. A boat full of water is very heavy, so bail first, then roll it slowly and remove it from the water.

8. If a sculler falls out, the rescue launch can stabilize the re-entry. Entering the shell directly from the water can cause splashboard damage, so if re-entry is difficult, swim the boat to shore, lying on the stern, using the shell as a paddleboard. In cold weather, you can abandon your shell and lie on the stern deck of your buddy's boat to be taken to shore. Loss of muscle control can occur very quickly and dramatically in cold water - stern deck rescue may be your only option.

9. SHELL or Dragon Boat CAPSIZED

Immediate command for shell - `UNTIE'. For all boats: be sure that all paddlers, rowers and coxswain, drummer/steerer are accounted for. Stay with the boat until assistance arrives. Follow same procedures as for swamped shell.

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 floating boat. Hold onto your oar and use it as a flotation device if boat sinks.

11.ANOTHER BOAT IN DISTRESS

If a distress signal is seen and insufficient assistance is nearer that craft, maneuver your boat to the distressed boat. Attempt to summon other launches or stable boats with distress signal. Assist in any way that does not jeopardize the lives in your boat.

12.The launch should approach rowers or paddlers in the water from the leeward side, keeping the propeller away from any one in the water. The engine should be turned off as soon as contact with boat is made. Avoid overloading the launch.

13.Shells should stay within hailing distance of the launch (or within radio contact). The launch has been outfitted to provide assistance to rowers and/or the shell if needed. Most frequently, the tool box and coach's expertise are 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 and expert are there for rapid transportation.

2.8Pittsburgh Paddlefish Safety Rules for Emergency Situations

[Please View Link for 2.8 Rules](#)

APPENDICES

A. SAFETY MATRIX

Click [here](#) for the current Safety Matrix

B. RIVER MAPS

Click [here](#) for the current River Maps

C. INCIDENT REPORT FORM

Click [here](#) for the current Incident Report Form

D. EQUIPMENT DAMAGE/MAINTENANCE

Click [here](#) for the current Equipment Damage Form

E. ZONE 6 APPLICATION LETTER

Click here for the current Letter