



COMMUNITY ROWING, INC. PARTICIPANT HANDBOOK

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A Brief History of CRI

CRI opened its doors in 1985. Founded with the premise that each of its participants would pitch in, CRI's purpose was to make rowing affordable and accessible to those that were interested in, and committed to, the sport. CRI's founders were a mix of rowers of all levels who planned for years with state officials, local community members and the U.S. Rowing Association to build a public rowing program.

For its first two years, CRI operated entirely out of Harvard University's Weld Boathouse on the Charles River, borrowing both space and equipment. Quickly outgrowing Weld's capacity, CRI moved upriver in 1987. With permission from the Metropolitan District Commission, volunteers built the small but sturdy Proctor Boathouse by the Daly Ice Skating Rink at the Newton border. Other volunteers managed to acquire six wooden eights with wooden oars and purchase docks from the 1984 Los Angeles Olympics. CRI didn't actually have use of the skating rink until the late eighties and in 1992 the participants negotiated for a 10-year lease to use the rink from April 1 – October 31 annually. The CRI community decided that a permanent home was needed for the ever-growing organization and began plans for a new boathouse in 2004. Construction started on the new 15 million dollar boathouse in June of 2007 and was completed in October of 2008. The new facility ensures that CRI will be able to continue bringing rowing to many more people for years to come.

During the years since, through fundraising activities, other rowing organizations and the generosity of many individuals, CRI has been able to make available to its participants an entire fleet of fiberglass sweeps and sculling shells. Coaching and programs have also developed to accommodate all levels of rowing ability and accessibility. Over the years fun events, both rowing and non-rowing related, have become an important part of the CRI experience.

On the very first morning in 1985, there were two staff members and one lone rower. By the end of that summer, sixty-five people had participated. CRI has since become one of the largest rowing programs in the United States with over 6,000 people annually.





Mission Statement

Rowing changes lives. At Community Rowing Inc. (CRI) we are dedicated to fostering a community that is both welcoming and supportive. Under the banner of Rowing for All we make rowing accessible without regard to individual ability, background or experience. We seek to raise the standard of rowing programs through internal excellence and to share our knowledge and expertise with others for the advancement of the sport at all levels.

Contact Information

Boathouse Address:

Community Rowing, Inc.
20 Nonantum Road
Brighton, MA 02135

Boathouse Phones:

Front Desk: 617-779-8267

Office Fax: 617-779-8269

General Information/Email:

friendlyperson@communityrowing.org

**For contact information for staff and coaches, please refer to the
Community Rowing website:**

www.communityrowing.org



CRI and USRowing

US Rowing is the governing organization for the sport of rowing. Community Rowing, Inc. is a member of US Rowing.

Participant Responsibilities

Volunteer/Service Requirement

Community Rowing is a group working together to make rowing accessible, affordable and fun! We exist due to the talent and energy of our membership and staff. All members of CRI are encouraged to donate 12 hours of service each year. By doing so, you will contribute to the strength of our CRI community.

Volunteer and service opportunities are posted regularly throughout the season both through e-mails as well as our weekly Community Rowing E-News which is sent every Tuesday. Volunteer hours can be logged on the CRI website. (Under FAQ, click on volunteer hours to find the link on the Volunteer Hours page.)

Volunteer Opportunities

Get involved!! There are plenty of ways to help at CRI. Volunteering at CRI is fun and fulfilling, and may be either short-term or ongoing depending on your availability. The following are a few examples of how YOU can get involved:

- Row Boston volunteer tutor (school year commitment preferred)
- Adaptive and Veterans' Program
- Corporate Rowing (seasonal)
- Sculling Equipment Maintenance Committee
- Spring Race Committee
- Weekly towel washing/drying (for wiping down boats)
- Weekly sculling pavilion sweeping
- Monthly pavilion window washing (ground only, no ladders)
- Daily dock cleaning



Community Rowing, Inc. Boathouse Rules

House Rules

The first priority of every coach, rower and crew is the safety of all persons on the water and on land.

The second priority of every coach, rower and crew is the safety and maintenance of all the rowing equipment.

Programs

All participants must be registered for the program he/she wishes to participate in. All registrations must be completed online at www.communityrowing.org. For general questions regarding registrations, please send an email to: friendlyperson@communityrowing.org, or call the front desk at: 617-779-8267.

Only those who have registered/paid for a program may participate.

Please refer to the FAQ page of the CRI website for general information.

Refunds, Credits, Transfers

There is a \$50 cancellation fee for all registration cancellations and a \$15 switch fee for all registration changes. If you withdraw from a program two weeks before the start date, you may receive a FULL REFUND **less a \$50 cancellation fee**. If you withdraw from a program less than 14 days before the start date, you may receive a CREDIT MEMO **less a \$50 cancellation fee for another program in the same fiscal year (CRI Fiscal year runs from 11/1-10/31)**.

These fees are not designed to discourage registration, but rather to encourage early registration and commitment to a program.

Credits or transfers may not be carried over into a new Fiscal Year and will be kept as a donation towards the Annual Fund if not used by the end of the current fiscal year. NO CREDIT MEMOS will be given once a program has started (unless there is a medical reason where participation is not possible). To request a refund, transfer or credit please contact Tara Coleran at: cri.checkout@gmail.com.

Please allow up to two weeks for processing during peak season.

Swim Tests

All participants must turn in a swim test to the office before participating in a program. The swim test form can be found on the CRI website on the FAQ/Forms page. A certified lifeguard must sign the test. Once completed, swim tests do not expire. However, we do suggest that you keep a copy for your records. If you are a certified lifeguard or scuba diver you may make a copy of both

sides of your certification/card and turn into the office stapled to a copy of our swim test form that has been filled out with your name and the date.

Under-Enrolled Classes

CRI will not run classes if they are under-enrolled, although every effort will be made to prevent this from happening. Should a program be cancelled due to under-enrollment, participants will be notified by e-mail. Participants whose program has been cancelled will be given the following options:

1. Move into another class (price differences will be adjusted by the bookkeeper)
2. Full refund

In either case, please decide and respond quickly to let us know which option you prefer.

Attendance Policy

We recommend that those who enroll in classes at CRI be able to commit to attending at least 80% of practices. If you cannot plan to attend 80% of practices, please consider enrolling in a class offered at a different time or date. The attendance policy is in place to ensure participants acquire the appropriate skills necessary to move on to the next level of rowing.

Attendance will be kept for each class by the coach. Participants will not be able to move up to the next class level if they do not meet the attendance requirement.

Due to coaching and equipment limitations we are not able to offer make up classes for rowers who have missed a class or practice.

For introductory level classes (Intro to Rowing, Sculling 1) participants must attend the first two classes of the session. If you are unable to attend the first two classes of the session please register for a different session. Participants who fail to attend either of the first two classes will not be able to continue the class and no refund will be given.

Bad Weather/Rowing Policy

All Community Rowing sessions will occur as scheduled unless the weather at class time is determined to be unsafe. Unsafe conditions may include dangerously high winds, lightning storms, or other similar situations. Participants are expected to attend class regardless, as class will be held indoors in the case of bad weather. Because weather patterns which may effect rowing safety are unpredictable and subject to sudden change, the decision to cancel or postpone classes will not be made until the actual scheduled start time of the session. The decision to cancel or postpone classes will be made by the coaching staff. Please do not come to class if you feel driving conditions are unsafe.

The administrative office WILL NOT be able to inform participants of any cancellation or postponement prior to the program start time.

Equipment

1. If boat damage occurs at any time, from the time the boat is taken off the rack, to the time it is returned to its rack, it must immediately be returned to the boathouse, put in slings and reported in the Repair Log. For broken skegs and bow-balls, leave the boat in its assigned rack, put a 'Do Not-Row' sign on the boat, and write the repair work needed in the Repair Log. (Use the computer in the boathouse lobby. Repair log is accessible on the CRI website homepage.)

The crew or individual responsible for the damage will not be permitted to row that day if the damage occurs before or at the beginning of a row. This includes instances when the skeg is knocked off at the dock. With the exception of our participants, CRI equipment is our most valuable asset, and must be treated accordingly.

2. Boats must be wiped down thoroughly after each use.

3. All members of a crew are required to help carry boats to and from the water.

Cox Boxes

Cox boxes for general programs are stored in cubbies at the front desk. Cox boxes and headsets must be signed-out for each row, with the name of the person receiving the equipment, and the name of the program and coach the equipment is being signed out for. Both the cox box and headset must be returned immediately following the row, and turned into the person working the front desk so the equipment may be checked back in properly.

Dock Rules

1. All boats must have their bow downstream when on the dock.

2. Move quickly on the docks, keeping launching time between 60-90 seconds.

3. Bring ALL equipment down to the water before carrying the boat in order to keep things moving and efficient on the dock.

4. Anything left on the dock should be out of the way of others who will be using the dock.

5. Adjustments should be made on the water or on land prior to carrying the boat.

After Rowing

1. All boats must be put back on their correct rack.
2. ALL BOATS MUST BE WIPED DOWN AFTER EACH ROW. Towels are provided for this purpose.
3. Oars must be returned to proper rack. DO NOT LEAVE OARS ON DOCK.
4. Turn cox box off and return to front office or assigned storage space. Plug into charger.
5. Pick up all clothing and water bottles that have been left on/around docks and boathouse.

House and Grounds

1. Personal belongings are the responsibility of the participant. CRI is not responsible for any lost or stolen articles. We recommend leaving valuables at home, and locking your cars when parked in the lot. Day lockers are available member use and combination locks are available for sale at the front desk.
2. Bicycles are not allowed in the boathouse. Please lock them to the bike rack outside.
3. CRI participants are permitted to use ergometers when CRI programs are not using them. The slide must be wiped down after each use. Spray bottles and towels are at each erg.
4. First crew or individual on the water each morning and afternoon must mop down the docks they use (to clean away the mess from our feathered friends).
5. Participants, schools, colleges and guests are expected to pick up after themselves while in the boathouse and on the CRI grounds. Waste receptacles and recycling bins are provided. Abandoned clothing will be placed in a public lost and found. (The box on the second floor outside the meeting room.) Smaller items may be turned into the front desk. Water bottles will be thrown out.
6. All members are required to treat other members and river users with respect at all times. Profanity is not permitted on the water, around the boathouse or at regattas.
7. Participants, schools and guests are expected to spend as little time as possible on the docks while launching and landing. Be fast on the docks, especially when others are waiting.
8. No one should use weight equipment alone. If you do not know how to use a piece of equipment, ask a coach to show you proper technique.
9. Shirts on policy: when training indoors shirts or tanks are required.
10. Erg room radio policy: only coaches are authorized to use erg room audio system, individuals may use earphones to enjoy music during a workout.

Guests

Guests are welcome to use CRI facilities when accompanied by a club rower. Guests may use facilities including ergometers, weights, boats and docks. Use of club boats by guests, including singles and doubles, is permissible only with the permission of the Director of Programs and Operations.

1. A CRI waiver must be completed and signed on **each** visit.
2. Each guest is allowed five (5) visits. After that, the guest should consider paying the Facilities Fee. Information and registration is available through the CRI Website.
3. The CRI rower sponsoring the guest is liable for any damage caused by their guest and must accompany the guest while using the facility and/or equipment (on land and water). The CRI rower must also ensure that all fees have been paid and waivers signed.
4. The guest must know how to row or scull. CRI equipment is not to be used to teach guests how to row or scull. In the event that a guest does not know how to row or scull, they are limited to using ergs and weights.

Reciprocal Guest Privileges

Visiting members of another club on the Charles River, with which CRI has reciprocal guest privileges, are not required to pay fees. CRI rowers who wish to train for a race with a non-CRI rower who is a member of another Charles River rowing club and use CRI equipment and grounds should contact the Director of Programs and Operations to make arrangements. We will try to assist in this process whenever possible. The maximum number of visits will still apply though permission may be granted to extend visits if the CRI rower is in turn using equipment at the guests' boathouse. In such cases care should be taken to avoid peak boathouse hours.

Infraction of CRI Policies & Rules

1. CRI rowers and tenants who choose to ignore CRI policies and rules will have their participant privileges suspended for a period of up to 2 weeks.
2. A second infraction of these regulations will mean suspension of all CRI participant privileges for a period of not less than one month.
3. The third failure to comply with CRI policies and rules will result in termination of CRI rowing and participant privileges for the rest of the season. (As determined by the Executive Director.)
4. The period of suspension is NON-REFUNDABLE.

Safety Guidelines

Basic Safety

AT ALL TIMES rowers and scullers must follow all CRI and Charles River traffic and safety rules as listed below.

1. Rowers and scullers must familiarize themselves with all the contents of this manual and whatever additional rules, safety guidelines and notices CRI makes available.
2. Rowers and scullers must follow the instructions of CRI coaching staff. CRI staff members have final say on whether conditions are safe for rowing for all rowers including open and private scullers.
3. All rowers should wear clothing appropriate to the weather conditions: warm synthetic or wool clothing, especially hat and socks are recommended in cold weather. Remember that it is always colder and windier on the water. Hat, sunscreen and water or sports drinks are recommended in hot weather. Inadequately prepared rowers may be left on land at the discretion of staff.
4. All rowers must complete online registration for each term. When registering note any medical conditions that might affect your ability to row and special needs should you require medical attention.
5. In addition, notify your coach if you have any medical conditions that could impair your ability to row or that require special attention.
6. Take precautionary medications in the boat with you while rowing (i.e. asthma inhalers).
7. All rowers and scullers should check the equipment before launching: ensure that all nuts and bolts are in place, check hull for any cracks or leaks, check foot-stretcher tie-downs and ensure that they are in place. If you notice any damage to the boat, notify the coach and log the damage in the repair log. (Repair log is accessible on the CRI website home page.)
8. Follow the rules of the river as outlined in this manual. Scullers, coxswains and bow persons must check the course of travel frequently.
9. Participants in coached programs should, unless specifically instructed otherwise, make an effort to remain in sight of the coach and if separated should stop in a safe spot and wait for the coach.
10. When possible shells should proceed single file, especially in narrow stretches of the river.



Additional Safety Guidelines for Logbook Scullers

1. Scullers are required to logout prior to and login following each row in the electronic logbook or the sculling log sheet at the front desk.
2. Scullers must be prepared in the event of capsizing. They must be able to right and re-enter the boat on the water, or be able to swim back to shore WITH THE BOAT.
3. Scullers are responsible for following the traffic pattern at all times.
4. Scullers are responsible for being aware of and avoiding other traffic – which may or may not be following the proper traffic pattern.
5. Scullers should be aware of the weather forecast before launching.
6. No sculler should launch in conditions that threaten lightning or are otherwise unsafe.

Additional Safety Guidelines for Coxed Boats

1. The coxswain is in command of the boat at all times, and should be given complete attention and respect.
2. The primary job of the coxswain is to safely guide the boat by steering the boat and commanding the crew.
3. Rowers of a crew should not talk while the boat is moving: it makes hearing commands difficult and distracts the coxswain from their primary job, which is safely guiding the boat.
4. Any rower who sees a hazard that they believe the coxswain does not see should notify the coxswain immediately.
5. The coxswain is responsible for following the traffic pattern at all times.
6. The coxswain is responsible for being aware of and avoiding other traffic – which may or may not be following the proper traffic pattern.
7. If any rower hears thunder he or she should notify the coach immediately. The sound of thunder is usually masked by the noise of the launch engine.

Lighting for all Boats on the River (CRI and Private)

The Charles River Users, a group comprised of all the rowing clubs on the Charles River, has determined a lighting policy for all rowing shells on the Charles. This includes club boats and private boats of all sizes.

All boats must have a white, solid stern light attached to their boat outside the stern cockpit. All boats must have a solid red/green (port/starboard) bow light attached to their boat on the outside of the bow wash-box.

Scullers should also wear bow red and stern white lighting on their person as back-up in the event that the lights attached to the shell fail.

CRI provides bow/stern lights for sweeps programs and for scullers enrolled in programs/classes. Logbook scullers and private scullers are expected to provide their own lights. (Bow/Stern lights are available for purchase at the front desk.)

Emergency Procedures

Stay Close To Your Coach

Each launch has been outfitted with safety equipment, such as PFD's. The launch is a much faster way to get assistance in an emergency. On the Charles River, however, rules of safety and etiquette require that the coaches stop or travel slowly to avoid waking other shells. Launches can also break down. Take care to remain near the coaching launch unless specifically instructed otherwise - **EVEN IF THIS MEANS STOPPING AND WAITING IN A SAFE SPOT OR TURNING AROUND AND FINDING THE COACH.**

Never Leave the Boat!

- If you are close to shore and a strong swimmer, swim **WITH THE BOAT** to shore.
- Even if it is swamped or capsized, the boat will remain floating.
- **A submerged or partially submerged boat is a hazard to other crews and boats.**

“Weigh Enough! Hold Water!”

- If you hear these commands immediately square the blades and drag them against the water
- Do so no matter who gives the command – they might see something you do not, even if they are in another boat!
- Act first! Don't look around – hold water first, before looking to see why

CRI Launch Safety Card

- All launches are equipped with a CRI Launch Safety Card that lists the address and phone numbers of each boathouse along the river. Should you need emergency assistance

Call for Help

In any emergency situation your first step should be to call for help.

- Yell for help, do not assume people can see you or recognize that you are in an emergency situation.
- Wave both hands in the air.
- Wave a shirt, or even an oar to signal distress.
- When possible, stay within hailing distance of the safety launch.

Person Overboard

- Immediately yell: "weigh enough, hold water!"
- The most common reason to fall out of a rowing shell is as a result of a serious crab. Keep in mind that the rower may be injured from the force of the oar. He or she may require someone to enter the water and provide immediate assistance.
- If a coaching launch is nearby, hail it immediately.
- An oar may be used as an emergency flotation device. If possible, use the rower's actual oar.
- Remember that the oars provide stability to the shell and take care not to allow the shell to flip as you undo the oarlock.
- Take care not to injure the person in the water as you send the oar towards them.

Collisions

In case of collision stop and assess:

- Is anyone in either boat injured?
- Is the boat damaged? If so is it taking on water? If so, proceed immediately to shore or the nearest dock.

If a person is injured, consider the following:

- Is there a coaching launch nearby? Someone should immediately try and flag down or hail for assistance.
- Does the person require immediate first aid?
- Is anyone in the boat qualified to administer aid?

If there is no launch nearby, and the injury requires attention, where is the closest help? This may depend on where you are on the river, and what time of day it is. Some of the possibilities for getting assistance include:

- Cell phone.
- Other boathouses.
- If you are able to reach the shore easily, busy roads access most of the river. Flagging down a passing vehicle may be the fastest way to get help. Take care to avoid being run over.

- Mount Auburn Hospital is located one block in from the river below the Cambridge Boat Club on the Cambridge side

Shell Swamped

If the shell fills with water to the gunnels, the boat will still float but may break apart if the rowers remain in the shell. Take the following steps if help is not at hand or on the way:

- Yell, “Weigh enough!”
- Untie shoes.
- Rowers should buddy-up in pairs. Coxswain should buddy with the stern pair.
- One at a time, the rowers should slip into the water, keeping hold of the boat for floatation.
- Remove the oars, or place them parallel to the hull. Loose oars will not only impede flipping the boat back over, but they can pose a hazard. Don’t let oars float away.
- Move to the ends of the boat so as to avoid falling riggers and oars when your roll the boat over.
- Roll the boat over.
- Swim the boat to shore.

Once the boat is rolled, rowers may grasp hands across the boat. If the temperature is cold, lying across the boat, keeping as much of the body out of the water as possible is important as loss of body heat occurs 25 times faster in the water.

Shell Capsized

Capsizing is extremely likely in a small boat (single, double or pair) and much less likely in a larger boat. Logbook scullers should familiarize themselves with the procedure to right a boat and re-enter from the water. Or, if you are tired, cold or unclear how to re-enter a boat, the boat should be swum back to shore. Once you are in sufficiently shallow water to stand, you may right the boat and get in. In any event, do not leave the boat! Even a swamped or upside-down boat will not sink.

A single or double, when righted, will generally have sufficient flotation to be rowed. Many such boats are designed so that much of the water will spill out immediately. Larger boats (fours, eights) will need to be bailed out before being rowed. Remember that water is heavy and a boat full of water may break apart if you are not careful.

To Right a Capsized Boat:

- Immediately make sure all rowers and coxswain are accounted for.
- If you are in a team boat, buddy-up. Coxswain should buddy with the stern pair.
- Grasp hands across the boat.
- Swim the boat to shallow water or shore before attempting to right the shell.
- Get control of the oars. Loose oars will not only impede flipping the boat back over, but they can be hazardous. Either put them parallel to the hull, or take them out. If the oars are removed, do not let them float away – you will not get home without them.
- Fatigue and hypothermia can set in quickly in the water. If the temperature is cold, lying across the boat out of the water as much as possible is important as body heat loss occurs quickly in the water.

- Re-entry from deep water is a complicated procedure that should only be tried if you are familiar with how to do so or are supervised by a coach.

Hyperthermia

Hyperthermia occurs when there is an increase in body temperature, usually when the air temperature is above 76 degrees and the victim is exposed to sun and heat in combination with a decrease in fluids. It may occur when:

- sweat cannot easily evaporate
- the body is being heated by the environment
- water loss from sweat and respiration is not replaced and dehydration occurs

Two serious conditions may result:

Heat Exhaustion

A serious condition, heat exhaustion can occur when someone exercises in the heat and sweats a lot.

Possible symptoms of heat exhaustion include:

- Sweating
- Nausea
- Dizziness
- Vomiting
- Muscle cramps
- Feeling faint
- Fatigue

Victim should lie down in a cool place. Remove as much of the person's clothing as possible. Cool victim with a cool water spray or damp, cool cloths to the neck, armpits and groin. Offer sports drink or similar liquid, or water if no sports drinks are available.

Heat Stroke

Heat stroke is life threatening! You must act quickly. Symptoms may include:

- confusion, behavior changes
- dizziness, feeling faint
- unconsciousness, seizures
- nausea, vomiting, muscle cramps, fatigue

Get medical assistance as soon as possible, call 911. Put the victim in cool water if possible. Check if the person needs CPR.

Hypothermia

Hypothermia is a serious condition which can cause death, occurs when a victim is subjected to cold temperatures, cold water, ice or snow. Hypothermia can develop even when the temperature is above freezing.

There is potential for hypothermia if people are submerged in water with temperatures below 80 degrees. Water temperatures below 50 degrees are extremely dangerous. Hypothermia can even occur with air temperatures in the 60's, particularly if rowers are wet, exhausted, and exposed for long periods of time. Always obtain medical assistance as soon as possible when dealing with hypothermia.

Symptoms may include:

- Skin cool/cold to the touch
- Shivering (shivering will cease if body temp is VERY low)
- Drowsiness, confusion
- Apathy, lack of concern about situation
- Lethargy
- Stiff muscles, cold, blue looking skin

Actions if cold and shivering:

- Get out of the cold/water quickly (on top of capsized boat for instance)
- Keep as much of body out of water as possible.
- Move to shelter quickly if possible.
- Remove wet clothing; put dry clothes on person if possible.
- Phone emergency response number. Wrap person in clothing, towels, anything (use other warm bodies if necessary) to keep the person warm (covering head as well, but not face).
- See if person needs CPR.

DO NOT RE-WARM EXTREMITIES!

CALL FOR MEDICAL ASSISTANCE AND PROVIDE CPR IF NECESSARY.

DO NOT PLACE HOT PACKS IN CONTACT WITH VICTIM'S SKIN.



Sculling Handbook

Each CRI sculler is responsible for understanding and complying with the information in this handbook. Any questions may be directed to the Executive Director (bruce@communityrowing.org), Director of Operations (kane@communityrowing.org) and/or the sculling captains (scullingcaptains@communityrowing.org). This sculling handbook supplements general CRI rowing policies outlined on the CRI website and in the Participant Handbook.

Communication

CRI scullers are responsible for the information posted periodically on the CRI Sculling Group list-serve. If you are not on this list-serve, visit www.yahogroups.com, search for "cri_sculling" and follow the directions to join the group. You may also email scullingcaptains@communityrowing.org and request to be added to the list-serve.

Swim Test

All rowers must have a swim test on file with the CRI office. Contact friendlyperson@communityrowing.org to verify that you have a swim test on file.

Captain's Test

All logbook scullers must have a valid Captain's Test on file. If a participant is not active in a CRI sculling program for one calendar year, his/her captain's test will no longer remain valid. Anyone who has previously passed the Captain's Test, but not rowed at CRI for over one year must contact the office to determine the process through which to reactivate their Captain's Test. Both the written and practical portions of the Captain's Test are available on the "Forms" section of the CRI website.

Logbook Rules and Guidelines

Logbook Sculling is a sculling program for those with a valid CRI Captain's Test who row in club equipment. Registered Logbook Scullers may row during posted hours and/or in designated coached sessions. The Logbook Sculling Term generally runs from April

through November; however, open hours vary throughout the season and are posted on the CRI website. It is the responsibility of each participant to be familiar with the hours currently in effect. On rare occasions, these hours may change on short notice and members will be notified through the CRI sculling list-serve. All logbook scullers must adhere to the posted logbook schedule and equipment restrictions. Logbook Sculling and Captain's Test privileges may be revoked at any time with due cause.

Use of Singles

Scullers must consult the computerized logbook to ensure that a boat has not been signed out for a class or is in need of a repair. Sculling classes have priority over logbook scullers. All boats must be signed out before being taken from their rack. Rowers are responsible for returning no later than the time they specify when signing out the boat.

Use of Doubles

If the boat is rowed with a coach directly overseeing the session, there are no ability requirements to the use of club doubles. If a club double is rowed without a supervising coach, the bow sculler must have been tested and certified as an approved bow sculler by one of the sculling head coaches. Please consult the office to find out which specific coaches are designated to approve bow scullers. The stern sculler must have passed the Captain's Test.

Use of Red Card Boats

You must be certified to row the red Vespoli singles and doubles, as well as the Thrassos and Friendly Ghost. Please see the CRI boatman for more info on how to become certified.

Use of Quads

Quads are never allowed out without a coach directly overseeing the session – NO EXCEPTIONS!!

Private Boat Owner Mileage Requirement

Each rower with a boat in the Personal Boat Storage side of the Sculling Pavilion must log a certain number of miles rowed for the hull. Rowers under the age of 55 must log 250 miles annually. Rowers between the ages of 55-65 must row 150 miles annually. Rowers over 65 must complete 48 rows each year, with no total mileage requirement. The mileage (or number of rows) requirement applies to the hull and not to the rower. If a rower would like to share his or her boat with other CRI members who have the relevant certification, he or she is free to do so. If you intend on sharing your boat with others, please register their names with Kane Larin, for safety purposes.

If there are special medical or personal circumstances that will prevent a PBO from meeting their usage requirement, the PBO must notify the CRI Program Director

immediately if they want special consideration regarding the boat use requirement. Notice after the fact will not be considered.

Taking a Club Boat to a Regatta

Equipment requests must be submitted to the CRI office for approval. The CRI office will notify the membership as to deadlines for requests, as well as subsequent boat assignments. You can transport the boat either on the CRI trailer, on a boat carrier on top of your car after being cleared by boatman Dave Snowdon. Check with Jimmy Hughes jhughes@communityrowing.org if you wish to request travel rack space on a team trailer. Jimmy will send out trailer-loading details a few days before a regatta. If your boat does travel on the trailer, you are responsible for every aspect of the transport. You must load the boat on the trailer, rig/de-rig the boat, load it back on the trailer, unload it from the trailer, and re-rig it promptly once it is back at CRI. All boats that travel for races must be re-rigged before 5:30AM of the next non-holiday weekday morning. Many times trailer loading takes hours and singles are the last boats on. Coordination with trailer-loaders is required.

Coached Sessions

CRI offers five coached sessions with experienced sculling coaches, from early April to mid-October. Schedule details can be found on the CRI registration page. All logbook scullers and private boat owners are eligible to attend these sessions.

Day-to-Day Responsibilities

1. Before the row

- You must be aware of the weather forecast before launching.
- Never launch in conditions that threaten lightning or are otherwise unsafe.
- Log your boat out on the computer.
- Bring your oars down to the dock, carrying the blades forward.
- Clean the dock, if necessary, of all goose droppings, abandoned water bottles, etc.
- If attending a sculling class, be aware of the meeting place.

1a. Safety Lights

The Charles River Users, a group comprised of all the rowing clubs on the Charles River, has determined a lighting policy for all rowing shells on the Charles. This includes club boats and private boats of all sizes.

- All scullers must provide their own lights.
- All boats must have a white **solid (non-blinking)** stern light, attached outside the stern cockpit. All boats must have a **solid** red/green (port/starboard) bow light attached on the outside of the bow washbox.
- Please call the office if you need clarification of this policy or you are a private boat owner and need information on the source of lights.

2. Boat Handling and Launching

- If you are unsure of yourself, arrange for help carrying your shell to the water.
- You must not bump your oarlocks, riggers or hull into the other shells.
- As you walk your shell out of the pavilion, hold the boat securely and be aware of other shells and gusts of wind.
- If your boat needs adjusting, place it in slings to make any changes before carrying the boat to the dock. Check and/or tighten your equipment, including the top nut, slides, rigger, and foot stretchers.
- Place your boat gently down into the water, taking special care not to hit the fin against the dock.
- Move the boat as far downstream along the dock as you can to leave room for other boats launching and landing upstream of you.
- You must not wear shoes in the boat, even when stepping across to open the oarlocks.

The only physical changes a sculler is allowed to make on a club boat are: moving the foot stretchers and rearranging the snap-in spacers on the oarlocks.

- If you encounter any equipment problems, return the boat to its rack, place a “Do Not Row” sign on the oarlock, and enter the problem in the repair log.
- Be efficient! Launch safely and quickly. Save conversations until your equipment has been properly stored in the sculling pavilion.
- Never leave your shell unattended at the dock.

3. On The Water

- You must be prepared in the event of capsizing: you must be able to right and re-enter the boat on the water, or be able to swim WITH THE BOAT to shore.
- You are responsible for following the traffic pattern at all times.
- You are responsible for being aware of and avoiding other traffic, which may or may not be following the traffic pattern.

4. After the Row

- After landing, walk your boat downstream as far as possible along the dock to make room for other boats landing upstream of you.
- Remove the oars from your oarlocks, close the gates to your oarlocks and place the oars carefully on the dock, concave side up (out of the way of foot traffic).
- Pick up your shell and bring it up to a cleaning station. If the shell is too heavy or if it is windy, get help.
- Wash the boat completely. Scrub the water line. Hose the hull and riggers down, and wipe the tracks clean!

- Replace the boat properly on its assigned rack. Line up the tape marks on the hull with the rack arms.
- Open drain plugs to release any water that may have entered. Open the ventilation ports.
- Use care in placing your shell onto its rack so as not to hit anything or scratch the hull. Refer to signs and guides for the proper placement of the boat on the rack.
- Place covers on the oarlocks to protect other boats.
- Bring your oars up from dock and put them in the racks.

If the boat needs a repair that you incurred during your row:

Note the repair in the Repair Log

Hang a “Do Not Row” sign on the outside oarlock

All repairs are completed by the CRI boatman.

Private Coaching

A limited number of CRI coaching staff are available to conduct private sculling lessons. To be eligible for private lessons, you must have a valid swim test and waiver on file. Anyone taking private lessons must be a registered participant of another CRI program, or have paid the CRI Facilities Fee to the office. The other option is to pay an additional \$25/hour if you are a non-CRI participant. Lessons must be booked through the office and paid for in advance at the front desk and are non-refundable/non-transferable. Please contact the CRI office at friendlyperson@communityrowing.org and we'll put you in touch with one of our coaching staff to arrange a time for your lessons.

If you need to cancel, 24-hour notice is required or you will be charged for the session. The coach will determine if poor weather permits cancellation (and you will not be charged).



Service Requirement

All scullers are encouraged to support CRI through volunteer activities. Personal Boat Owners (PBO) and those on the rack-space waiting list are required to perform a minimum of 12 service hours each year (beginning November 16th and ending November 15th of the following year). If PBO scullers do not perform at least 12 hours of service, they will lose their rack space in the sculling pavilion. A sculler on the rack-space waiting list will forfeit his or her spot on the waiting list if 12 hours of service are not performed by November 15th. A current list of available volunteer opportunities is posted on the CRI website. Work parties and special events are scheduled throughout the year and provide additional service hour opportunities.

Sculling Captains

Sculling Captains are elected biannually in the fall. Once nominations have been accepted, two captains will be voted in to serve for two years. The Sculling Captains field comments, questions and concerns from members of the sculling community with the goal of working collaboratively to achieve the goals of the sculling community.

Personal Boat Storage Policy

CRI has a small number of racks available for storage of personally-owned sculling boats. In order to ensure that these racks are being used by scullers who are both active in using their boats and active in the greater CRI community, CRI has adopted the following policy for both those who are currently using CRI racks and for those who are on the rack space waiting list.

Please note that this policy is subject to change with notice. Should the CRI Board of Directors determine that we are no longer able to store private boats for any reason, rack users will be given a minimum of 30 days to remove their equipment and their rack space fees will be returned on a pro-rated basis.

Personal Boat Owner (PBO) Requirements:

1. PBO scullers must represent CRI at regattas when they race the boat they rack at CRI.
2. PBO scullers must paint their oars CRI colors (wave optional) within 45 days of accepting rack space.
3. Rack space may not be lent or sub-leased.

4. All PBO scullers are required to log out and in each time they row using the computerized log book in the sculling pavilion or by the front desk.
5. All PBO scullers must have a current swim test on file with CRI.
6. All PBO scullers who take part in logbook coached sessions or use CRI boats must have passed the CRI Captain's Test and paid for logbook sculling.
7. Twelve hours of service to the club are required by November 15th of each year to keep a rack spot or place on the waiting list.
8. All PBO scullers will receive a key to the pavilion back door. The cost is \$50 to replace the key. If you are the only person on site and the boathouse is not open, you are encouraged to shut the pavilion doors while rowing and reopen them upon your return. Check the website for boathouse hours.

Rack-Space Wait List

CRI maintains a wait list for rack space. Scullers who wish to obtain racks:

1. May place their names on the wait list at any time by contacting the Director of Operations via email at kane@communityrowing.org.
2. Must maintain at least a minimum participation at CRI by paying the annual Facilities Fee and/or enrolling in a CRI program to remain on the waiting list.
3. Must perform 12 hours of service to the club by November 15th of the current year or their names will be removed from the waitlist.
4. Upon being notified by CRI of an available rack space, have 14 days to respond to the offer and pay for the rack before CRI moves to the next person on the list.
5. Upon accepting and paying for the rack, have another 14 days to move their boat into CRI or provide CRI with a copy of a receipt for the purchase of a new boat. (This is in recognition that many people on the waitlist will not order a boat until they have rack space.)



CHARLES RIVER TRAFFIC PATTERNS AND SAFETY RULES

INTRODUCTION

The following document designates standards for Charles River traffic patterns and safety procedures for rowing or sculling shells and accompanying coaching launches. These safety standards are not intended to constrain workouts, but rather to ensure a safe training and recreational environment for all rowers and coaches.

The reconvening of a Charles River Rowing Committee follows from renewed safety concerns with the vast increase in river traffic over the past several years. This committee represents private boat clubs, university and high school rowing organizations, and signals their commitment to maintaining a safe and cordial rowing environment on the Charles. The committee hopes to address safety issues, foster a broader community among the various clubs and programs, and participate in a unified fashion in the upcoming renovations of the Charles River Watershed.

At this time, the committee proposes to serve as a coordinating, rather than a governing, body. Rowing organizations on the Charles are expected to train, monitor and enforce these standards with their own crews and scullers on their own honor. The committee provides a mechanism for achieving a common understanding of how to safely use our precious resource together.



CHARLES RIVER TRAFFIC PATTERNS FOR ROWERS

These traffic patterns apply to all crews and scullers using the Charles River from the Newton Yacht Club to the Charles River Dam. Refer to the accompanying map for visual representation. Other craft may follow different traffic patterns as designated by the DCR, State Police or Coast Guard.

General Principles

The following general principles apply at all times, **in pressure pieces and on the paddle**. **Courtesy and civil language** is appropriate at all times.

Stay to the right-hand side of the river at all times, with starboard blades to shore. For extra safety, keep both boats and blades on the right third of the river as if it were a 3-lane highway. Stay right on turns, and **do not cut corners**.

Overtaking boats shall **pass to the left (port)**; boats being overtaken shall yield to shore. It is the responsibility of the overtaking boat to avoid a collision: overtaking boats must be prepared to slow down or stop to avoid contact. Boats approaching in opposite directions shall pass **port to port**.

Coaching launches shall **be aware of traffic in both directions**, and shall yield to shore to allow overtaking boats to remain on the correct side of the river.

Turn quickly to rejoin general traffic flow; do not angle across, or stop perpendicular to traffic. Turn only in locations that allow good visibility in all directions; avoid turning near bridges and sharp turns.

Move to shore to stop or drill, and avoid stopping in designated trouble spots (*).

All boathouses and coaches are requested to accommodate rowers endangered by extreme weather; rowers shall use good sense, USRowing guidelines or specific boathouse rules to determine safe conditions to launch.

General Traffic Flow

The traffic pattern is described from Watertown to Boston in both directions. For all bridges except two, traffic is limited to one-way only in each individual arch; boats use right-hand arches except where noted. Arches are counted in each direction from the shore towards the center of the river. **Note that heavy traffic, bad water or the presence of a launch is no excuse to use the wrong side or arch at any time.**

Newton Yacht Club Channel:

Upstream crews and scullers shall stay to the north or Watertown side of all channel buoys, being careful of the shallows close to the river's edge. The channel between the buoys is reserved for downstream traffic, and is used by power boats. Crews and scullers are urged to proceed with caution near the docks for Community Rowing (CRI), the vast majority of whose coxswains and scullers are novices. Coaches are asked not to use power megaphones upstream of the North Beacon Bridge before 9 AM in this residential neighborhood.

DCR Boat Launch Ramp:

All crews and scullers should be aware of motor boats launching or landing. Downstream crews and scullers shall stay clear of the ramp without interfering with the upstream lane.

North Beacon Bridge:

Downstream crews and scullers shall use the right-hand arch. Upstream crews and scullers shall prefer the right-hand arch, but may use the center arch if the shore arch is obstructed. Upstream crews and shells using the center arch shall make an immediate course correction back towards the shore upon exiting the bridge to avoid downstream crews. Upstream crews and shells using the center arch shall use extreme caution as there are still some crews who do not recognize the middle arch as Upstream. Use right arch whenever possible. At no time may downstream crews use the center arch.

Sandbar:

Roughly 1/3 of the way downstream from the North Beacon Street bridge is a sandbar on the downstream side, marked by a buoy. Downstream crews and scullers must venture into upstream traffic to avoid this obstacle, but shall not cross over excessively. Upstream crews and scullers must be aware of this awkward traffic pattern. Do not row 2 abreast in the section of the river between the North Beacon Bridge and the Arsenal St. Bridge.

Arsenal Bridge:

Crews and scullers shall use the right-hand arch in each direction. Upstream crews should be wary of shallow depths near the marshes just downstream of the bridge.

(*) Eliot Bridge:

Upstream crews and scullers shall use the center arch to avoid crews launching from Cambridge Boat Club, BB&N and Belmont Hill. Downstream crews and scullers shall use the right-hand arch. Just downstream of the bridge is the Eliot turn. Downstream coxswains shall **use their rowers** to keep a tight course to shore, and exercise extreme caution in multiple boat situations. Upstream crews and scullers shall stay right to leave room for downstream boats for whom this turn is a challenge. Note that the HO�R race course is now double buoyed further away from Boston, so practicing crews or scullers need never cross the center line.

Anderson:

In each direction, crews and scullers shall use the right-hand arch. The **center arch is for upstream crews and scullers only** to avoid boats launching from Weld Boathouse.

Weeks Footbridge:

Downstream crews and scullers shall use the right-hand arch, turning sharply through the bridge to starboard (Boston) to avoid upstream crews. Use care along the Boston shore to avoid rocks when the water level is low. Upstream crews and scullers may use the right-hand or center arches, while not crossing the center line.

(*) Powerhouse Stretch / Western Ave. and River Street Bridges: This area is used **heavily** by crews racing side-by-side, for high school and club races, and seat racing. Racing crews and scullers have right of way in this stretch. All crews and scullers, upstream and downstream, must use the right-hand arches of both bridges, going single file if not racing. The **center arches are two-way** to accommodate racing, with one boat in the right-hand arch, and the other to the **right-hand side of the center arch**. (*) Racing crews and scullers are only allowed to use the center arches if the right hand arches are concurrently used, and preferably with a coach. From Labor Day through Thanksgiving, from 5 am until 1 pm, the center arches of Western and River street bridges are **upstream only**, to accommodate crews and scullers training for the Head of the Charles regatta. In the afternoon, the center arches resume being bi-directional.

Note that both ends of the race course cross just onto the wrong side of the river. Crews turning shall proceed well into the corners at the Weeks Footbridge (Cambridge) and the Railroad Tracks (Boston), being alert for and notifying approaching crews. Coaches are urged to choose their time openings carefully and proceed expeditiously.

(*) BU Bridge and Boathouse:

Upstream crews and scullers shall use the second arch from (Cambridge) shore, as the shore arch is shallow. Downstream crews and scullers may use the second or third arches from (Boston) shore to avoid sailboats launching from the BU sailing pavilion. Note that all large motor boats use the second arch from the Boston shore to pass both upstream and downstream through this bridge, to accommodate their size.

Extreme caution is required when approaching the lower basin at the BU Boathouse. This area is the busiest on the river, where Union and MIT lanes cross regular traffic patterns, and crews are turning to begin Head of the Charles pieces or 2000m race pieces in the basin. Crews

and scullers pausing in between pieces shall do so downstream of the boathouse where the river widens on both sides, and pull to shore. Noting that the Head of the Charles course begins at the downstream corner of the BU balcony, racing crews and scullers shall line up at least 50m downstream of the boathouse sufficiently out from shore to have a straight point through the second (Cambridge) arch, to avoid the MIT lane.

Basin and Mass. Ave (Harvard) Bridge:

Upstream crews and scullers shall follow the 6 lanes designated for the 2000m race course along the Cambridge shore, pointing at the targets through the arches that mark lanes 3-4-5. The wide, painted arch (6th arch from Cambridge) comprises lanes 3-4; the narrow arch (7th arch) to its left contains lane 5; the narrow arch (5th arch) to the right of the painted arch contains lane 2, and the next wide arch (4th arch) toward the Cambridge shore marks lanes 0- 1. The two arches to Boston of lane 5 of the race course (8th/9th from Cambridge) remain **unused in either direction**, to avoid any accidental cross-over of lanes in this area of poor visibility. Upstream crews and scullers shall not steer further right (Cambridge) than lane 0 to avoid the MIT lane. Crews and scullers warming up shall restrict themselves to the right-hand lanes 0, 1 and 2 to let through traffic pass to port in lanes 3, 4 and 5. Crews and scullers doing full 2000m race pieces have right of way over crews and scullers doing shorter pieces on the race course.

Downstream crews and scullers shall proceed down the center of the basin, using the 8 arches from the 4th arch to the left (Cambridge) through the 4th arch to the right (Boston) side of the lighted platform. The first four arches from the Boston shore comprise the upstream Union lane. Crews and scullers warming up shall keep to the right-most of these lanes, leaving the left lanes to port open for through traffic to pass.

Crews shall approach sailing vessels with caution, as they are often less maneuverable. The green sailing buoys provide lanes for crews on either shore, keeping sail boats to the center of the basin.

Longfellow (Salt & Pepper):

Both downstream and upstream crews and scullers shall use the arches to the right of the center arch. The center arch between the towers is not used to avoid crews crossing over. Downstream crews and scullers taking extended 2500m pieces shall proceed well into the corner at the bridge, and must exercise extreme caution when turning upstream so as to merge properly with other upstream crews emerging from the bridge. Boats must also be alert for Union crews exiting from the lagoon near the bridge.

Special Lanes

Several areas on the river have special traffic patterns to accommodate crew safety, which require special attention by all crews approaching these areas.

MIT Lane:

The MIT lane allows crews to launch and land from the MIT Boathouse without crossing the race course. The lane extends out from the Cambridge shore to the outer boundary of the MIT Boathouse, and crews passing upstream on the racecourse shall stay left. It extends from the MIT Boathouse to the footbridge over Storow Drive, where MIT crews rejoin the regular traffic

patterns. *Crews and scullers in the lower basin should watch for MIT boats crossing in and out of this lane.*

Union Lane:

The Union lane allows scullers launching from Union Boat Club to pass upstream through the lagoon, or along the Boston shore in poor weather conditions, to avoid crossing the basin. It also allows crews to proceed upstream when wind conditions do not permit normal use of the 2000m racecourse. The lane includes the 2nd through the 4th arches from the Boston shore (the shore arch is impassible), and runs from the lagoon at the Hatch Shell to just past the 2000m finish, where upstream crews and scullers shall cross quickly to the Cambridge shore. *Crews and scullers in the lower basin must be alert for boats crossing out of this lane.*

*Note that the lagoon, which is generally accessible only to single sculls, is a **no pressure zone**. Scullers must be constantly alert for scullers approaching in the opposite direction.*

Charles River Race Courses

The following racecourses are used regularly by crews and scullers throughout the rowing seasons. As racing crews and scullers have priority on the courses on race day, crews and scullers are urged to consult the race schedule to be aware of racing events. Race hosts are urged to forward copies of the Charles River Traffic Standards to race participants, and are strongly urged to designate formal warm-up patterns that conform to these standards. Local crews and scullers are particularly urged to be aware of visiting crews on race days; visiting crews are requested to respect local traffic patterns.

Collegiate 2000m Course:

The 2000m racecourse is used extensively by college crews on Saturday and Sunday mornings from mid-March through mid-May, with races beginning as early as 6 am and continuing through the morning. The racecourse allows for 6 lanes running upstream on the Cambridge side of the basin. The starting line is marked by orange stripes on the overpass on the Cambridge side, roughly 100m upstream of the Longfellow Bridge. On the starting line, crews shall position themselves by pointing at the orange targets through their designated arch on the Mass Ave Bridge, to ensure a straight course. Note that on race days, stake boats are anchored here to facilitate fair starts. Painted stripes on the Cambridge wall at the MIT sailing pavilion (500m), the Mass. Ave Bridge (1000m) and MIT boathouse (1500m) mark the 500's. The finish is marked by white stakes on the Cambridge shore just downstream of the Hyatt hotel. On race days, finish line personnel use red flags to mark boat finishes.

High School Varsity Course:

The Varsity High School course is used Wednesday afternoons and Saturday mornings and afternoons throughout the spring. The racecourse allows for 3 lanes running downstream on the Boston side of the Powerhouse Stretch. The starting line is marked by florescent orange stakes on both the Cambridge and Boston side of the river, roughly 200-300 meters downstream of the Weeks footbridge, for a floating start for racing crews. The course proceeds downstream to the finish line roughly 50 meters downstream of the Riverside Boat Club dock on the Cambridge shore. Note that Riverside Boat Club uses the same course for their regattas: The Riverside Sprints in mid-May, and the Cromwell Cup in mid-July.

High School Junior Varsity Course:

This course begins slightly downstream of the Northeastern Boathouse. The start is marked by a florescent orange stake on the Boston/Brighton side of the river about twenty-five meters from the Northeastern Boathouse. From the start, the course runs approximately 700 meters downstream to slightly above the Belmont Hill Boathouse. On race days the finish line will be marked with a floating flag. Crews and scullers shall use extreme caution approaching this racecourse, as all racing boats are novice rowers and coxswains.

Head of the Charles Regatta 5000m Course:

Crews interested in the Head of the Charles Regatta course are referred to the regatta website for detailed specifications: www.hocr.org. Given the vast numbers of participants, crews and scullers shall closely observe the designated warm-up and warm-down procedures set forth in regatta documentation, in particular in the days just preceding the regatta. Note that the official HOCR practice pattern, which takes effect on a designated day prior to the regatta, and the race pattern, may differ from standards set forth in this document, and are valid ONLY during the specified dates of the regatta.

Tail/Foot of the Charles Regatta 2.5 Mile Course:

Novice crews participate in their own head-style race in the middle two Saturdays in November. The start is marked by an orange buoy at the MIT Boathouse, to be passed on the port side, and proceeds upstream using the standard traffic patterns described above, including a buoy, which must be passed on port at the Weeks Footbridge. The finish is marked by another orange buoy at Newell Boathouse, to be passed on the port side. Specific warm-up and warm-down rules ensure the safety of the large number of novice participants; these are provided to crews upon entering the regatta.



Launching and Landing at Boathouses

All crews and scullers must launch and land following the procedures listed below, designated as the safest for that particular location. Note that in all cases, through traffic has the right of way over launching and landing craft.

Community Rowing: Crews and scullers launch and land heading downstream. Landing crews shall proceed upstream to DCR Boat Ramp, and turn downstream to land. Launching crews must proceed past all CRI docks before turning to go upstream.

Henderson (Northeastern) Boathouse: Boats launch and land heading downstream.

Belmont Hill Boathouse: Crews launch and land heading upstream.

BB&N Boathouse: Crews and scullers launch perpendicular to shore.

Cambridge Boat Club: Crews and scullers launch and land heading upstream, with a few perpendicular slots. Boats landing after coming downstream through Eliot Bridge must be alert for crews heading upstream before crossing to land.

Newell (Harvard) Boathouse: Crews and scullers launch and land heading upstream, taking care when crossing over through the Anderson Bridge.

Weld (Radcliffe) Boathouse: Crews and scullers launch and land heading upstream. Boats launching to go downstream shall pass expeditiously through Anderson Bridge and turn at Newell for best visibility.

Riverside Boat Club: Crews and scullers launch and land heading upstream.

BU Boathouse: Crews and scullers launch and land heading upstream. When basin traffic is heavy, boats launching to head downstream are encouraged to proceed expeditiously through the BU Bridge and turn at Magazine Beach.

MIT Boathouse: Crews and scullers launch heading upstream, and must proceed further upstream in the MIT lane before turning downstream to avoid crossing the race course. Crews and scullers land heading downstream using the MIT lane.

Union Boat Club: Crews and scullers launch from the dock in either direction, exit the lagoon from the downstream opening, STOP to check for oncoming traffic, and cross the basin expeditiously to lanes 0-2 to head upstream. Boats landing enter the lagoon from either opening, and land in either direction.

ROWING EQUIPMENT

Blades

All organizations shall paint blades in their designated pattern, and require that private equipment owners follow suit, to make a crew's affiliation known to others.

COACHING LAUNCHES

The following guidelines pertain to coaching launches on the Charles River. Each rowing organization is responsible for ensuring that all coaches comply with them. These guidelines supplement, but do not replace, US Coast Guard Regulations for small boats.

General Launch

It is the responsibility of each program to be sure that all launches have current registration, and display the registration numbers and up-to-date stickers in the appropriate places. As for shells, launch affiliations must be clearly marked by name or blade pattern. Communication between all launches and crews or coxswains is essential, particularly when overtaking others or turning. Coaches and coxswains should not be shy, when safety is in question, in communicating their position to other crews and coaches.

Launch Traffic Pattern

Coaching launches shall follow the same traffic pattern as the crews being coached. When traffic or river depth necessitate moving to the left side of the river, coaches must exercise extreme caution and concentrate on the traffic ahead rather than on coaching. Coaches must be aware at all times of traffic approaching from either direction, and shall yield to shore to allow overtaking boats to remain on the correct side of the river

Coaching launches approaching crews in either direction shall reduce large wakes and give other crews sufficient clearance. Coaches are urged to be especially sensitive about waking single sculls.