



MRA Handbook

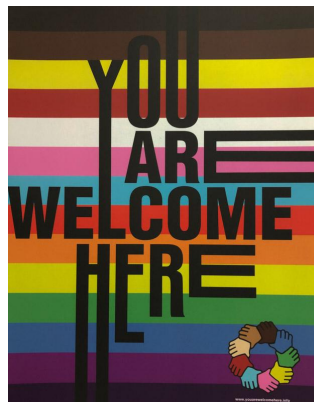
This handbook is an all encompassing view of the MRA including programming, costs, operations, enjoyment, and most importantly your safety and the safety of others.

Please take your time to read this handbook so that you are fully educated on 'all things MRA'!

MRA Mission

'To Promote the Sport of Amateur Rowing and to Educate and Train Individuals, Particularly the Youth, in the Art of Rowing.'

Marin Rowing provides equal opportunity to our adult members, youth members, coaches, staff, parents, and board leaders to participate in rowing without discrimination on the basis of race, color, religion, age, gender or gender identity, sexual orientation, disability, national origin, or other class or characteristic.



General Information

MRA Boathouse | 50 Drakes Landing Road | Greenbrae 94904 | 415-461-1431
Marin Rowing is a 501(c)(3) Nonprofit Organization, Tax ID 23-7448092

Boathouse Staff and Hours of Operation

Boathouse hours: Weekdays: 5:30am - 6:30pm Weekends: 6:30am - 5:00pm
Front Desk Hours: Weekdays: 9am - 3pm

Board of Directors:	Current MRA Board
Club Operations:	
Sandy Armstrong	Executive Director
Joe O'Connor	Facilities and Equipment
Morgan Fenner	Administration
High School Coaches:	
Sandy Armstrong, Head Junior Coach Julio Soares	U19 Girls - M-F 3:30-6:30pm, Sat 9-11:30am
Geordie Macleod, Amanda Harvey	U19 Boys - M-F 3:30-6:30pm, Sat 9-11:30am
Tim Humphrey, Dan Felling, Murphy Stearns	U15/16/17 Boys - M-F 3:30-6:30pm, Sat 9-11:30am
Rodrigo Rodrigues, Laurel Johnson	U15/16/17 Girls - M-F 3:30-6:30pm, Sat 9-11:30am
Adult Coaches:	
Rodrigo Rodrigues, Head Adult Coach	A Level Men - TTh 5:00-7:00 am, Sat 6:00-8:00 am
Julio Soares	A Level Women - WTh 5:30-7:30 am. Sat 6:30-8:30 am
Tom O'Connell	B Level Men- TTh 5:15-7:15 am, Sat 6:30-8:00 am
Laurel Johnson	B Level Women - WF 5:30-7:30 am, Sat 6:30-8:30 am
Felix Meier	Novice Level-COED TF 5:30-7:30 am Sun 6:30-8:30, Adult Sculling
TBD	Adv. Alum Women - MF 7:00-8:30 am
Amanda Harvey	Youth Sculling - Sat and Sun - Time TBD
Morgan Fenner	Mid-Morning Rowers (M2R) - MWF 8:30-10:30 am

Administration

Membership Billing:

- Quarterly invoices for adults are sent out January 1, April 1, July 1, and October 1 and are payable within 30 days upon receipt of the invoice.
- Delinquent members will receive a statement in the mail. Accepted payment is by check/bill pay.
- Active Membership: Allows for facility use at any time in a quarter during normal boathouse hours. Inactive Membership: No facility use at any time during a quarter.
- Balance due Statements will be sent out after 30 days from the beginning of the billing quarter.
- No-row notices will be sent after 90 days from the beginning of the billing quarter. Staff will be notified.
- Junior U19/17/16/15 full-year invoices are due once in the fall (50%), and once in the spring (50%).

Administration:

- All members are to follow all rules and safety guidelines as outlined in this handbook.
 - Club rules and guidelines are subject to change at any time.
- All members are required to have signed all [MRA paperwork](#) prior to using the club facility, any equipment, or rowing on the water.
 - All members are to certify and sign-off that they can swim.
- All members are required to watch the [USRowing Safety Video](#)
- A yearly USRowing Membership, with waiver, is required for MRA membership.
 - Please go to [this link](#) to join, or renew <https://membership.usrowing.org>
 - USRowing membership includes limited rowing insurance coverage.
- All members (over 18 years of age) are required to complete the 90-minute SafeSport Training to ensure a safe environment for our U19 athletes.
 - Go to [THIS LINK to register](#) and begin your training.
- Members using a launch, whether for emergency use or to accompany a practice in place of your coach, must pass a [California Boater Safety Course](#). It's the Law!
- All members must be familiar with our waterway by watching a 3-video series for coxswains, rowers, and scullers. [Part One](#) [Part Two](#) [Part Three](#)
- Registering on [iCrew](#), our free boat reservation system, is required for all adult members in order to use and reserve club sculling boats:
 - See Front Desk for Registration Code and Instructions
- Report on-water and facility accidents and close calls on our ['Incident Report Form'](#). A QR code is located on the sign-in table and on the [MRA website](#).
- Report equipment damage, including fin loss, or facility maintenance issues in the **Damage/Maintenance Log** located on the sign-in table. Include HOW damage occurred.
 - Suggestions are welcome here too!
 - Please leave the boat in need of repair outside in slings, upside down, and tied down.
- Please note that members may be held personally and/or financially liable for accidents and/or damage that occur on the water or at the facility.
 - Assessments for equipment damage will be made to the sculler(s) or crew involved in order to pay for parts and/or outside labor needed to repair damage resulting from improper boat handling on land, at the dock, or running into known obstructions including bridges, pilings, docks, mudbanks, rock areas, boats docked along the creek, etc.
- See Appendix for Trailer Loading and Unloading Protocols.
 - Sweep Team and Sculling members are to participate in organization for smooth trailer loading/unloading and race day operations.

Failure to adhere to the administration and rules of the MRA as outlined throughout the Membership Handbook and other communications/signage may result in disciplinary action. Depending on the severity of the violation, consequences may include a warning, suspension, or expulsion from the club. Marin Rowing grants the Executive Director broad discretion in choosing and imposing consequences of member offenses in communication with the member, coach, staff, and board of directors.

Fundraising

Marin Rowing dues and coaching fees cover operations for facilities maintenance and repair, utilities, equipment maintenance and repair, launch/engine maintenance and repair, truck/trailer maintenance and repair, coaching and staff salaries, benefits, payroll expenses, and additional operations expenses.

We fundraise to maintain an Equipment Fund to purchase needed replacement equipment, and a Reserve Fund to cover emergency and ongoing maintenance such as dredging, major losses, etc. We also continually raise funds to grow our Endowment and Scholarship Accounts, so as to extend membership to those with financial need.

We hold two fundraisers annually, and ask that all members participate in these events. The Ergathon is held in February of each year, with the funds raised going directly into the Equipment Fund for the purchase of equipment to benefit the entire organization of adults and juniors.

The club hosts a biennial Gala | Auction as a super fun social event to raise money for the overall needs of the club, including specific Fund-a-Need efforts, and support of the Reserve Fund.

In addition, any time throughout the year individuals can make a restricted or general contribution. If you are interested in purchasing a boat, naming rights follow a complete and individual purchase (buy a 4+ you get to name a 4+). All other restricted Equipment Fund donated contributions go into a larger pool that is used for purchases as scheduled by the Executive Director.

Restricted contributions can also be made to our Junior Scholarship Fund, which supports our U19 athletes for the competitive team or summer learn-to-row camps, our Endowment, which we are continuing to grow before we start to use it to support the general operations of the club, or our Reserve Account, that funds bigger operations like dredging, dock replacement, and emergency needs like a truck or trailer.

Marin Rowing is a not-for-profit organization. Our EIN for tax deductible contributions is 23-7448092.

***“When a team makes a commitment to act as one,
the sky is the limit.”***

Thank you for your support!

Equipment Use and Storage

We own:

19 - 8+'s

11 - 4+/-'s

4 - 4x's

11 - 2-/2x's

20 - 1x's

33 sets of oars

2 Trucks, 2 Trailers

43 Concept2 Ergs, 28 BikeErgs

[See Equipment List and Storage Plan HERE](#)

- Sweep equipment is assigned to teams by the Executive Director, in collaboration with the coaching staff.
- Sculling boats are not assigned to members, but are available for reservation through the iCrew reservation system.
- Sweep teams are not given priority of the sculling equipment, they must reserve boats through the iCrew System.
- If you change the rigging from sweep to sculling, or vice versa, on any small boat, you can leave the rigging when you are done. Members need only rig the boat once; they do not need to put the riggers back the way they found the shell prior to their re-rigging.
- We reserve newer boats for A level racing and National level racing teams.
- Boats and oars are differing sizes to accommodate all weight classes and power levels.
- Boats shift down through team levels as new equipment is purchased.
- All equipment is shared between the adult and the junior programs except 2 restricted boats that at all times are dedicated to the top U19 teams.

Etiquette and Conduct Code

Our Bottom Line: Work Hard and Be Nice.

We are an open and inclusive organization for all races, religions, and gender identities. Treating your fellow members with respectful, open-minded, and inclusive interactions is required.

- Be responsible for your actions, your enjoyment, and the enjoyment of others.
- Be responsible for your safety and the safety of others.
- Clean up after yourself each day.
- Put away weights, rollers, mats, ergs, bikes, and balls after use.
- Wipe down your equipment before and after use. Wipes are in the erg room.
- Turn off what you turned on.
- Watch the volume and musical choices in the erg room. Be thoughtful of others.
- Use your team to remove any/all collected debris from the dock and deposit next to the ramp.

MRA membership is based on the principle that hard work and humility will bring great rewards for individuals, crews, and therefore our organization. We strive to value and respect, in a judgment-free zone, our fellow members regardless of skill, age, or ability. As members of the MRA, and therefore spokespersons of the organization, you are to represent these values at all times within yourselves, your crew, your team, the boathouse, the local community, and amongst your competitors.

This then guides your 'way-of-life' at Marin Rowing. It underlies our rules and policies for ensuring the safety and well-being of all participants. Following this code is central to being a member in good standing.

Marin Rowing recognizes that making mistakes, acknowledging them, and learning from them are critical parts of the educational experience. We also recognize that, in many instances, corrective action is the best method of education.

If or when there is any disagreement between members or staff, we ask that you bring your concern to the forefront via the reporting procedures outlined below.

To be successful in achieving our mission, members, coaches, staff, and the board must work together as a cohesive team. We will, individually and collectively, do our part to create and maintain trust, respect, and care throughout the club by accepting responsibility for our actions. Members will base their actions on honesty, integrity, and concern for the welfare of others. In doing so they will not lie, cheat, or steal and will not condone such action on the part of others. Members will similarly look out for the best interests and care of our facility and equipment.

Members will treat their coach, the staff, and fellow teammates respectfully. Swearing, derogatory comments, and inappropriate gestures toward anyone are not allowed.

It is California Law and MRA policy that members are supported in using the restroom and locker room that they best gender-identify with. Locker rooms have areas of privacy for all members.

Social Media

Members who access any social networking sites will act responsibly, and show respect for the rights and feelings of others. Posting or sharing gossip, insults, libelous, demeaning, or derogatory pictures or comments about others at Marin Rowing are strictly prohibited. Threatening or harassing statements or pictures are also prohibited. Members and staff should exercise appropriate discretion when using social

networks for personal communications, with the knowledge that behavior on social media may result in disciplinary action.

Staff Authority

The MRA grants our coaches and staff the authority to enforce this code and all rules and regulations of the organization. MRA gives staff the responsibility to call attention to, and correct, individual or group behavior that is not consistent with this code. All staff members are entrusted with enforcing rules, policies, and procedures and they have the authority to discipline and ultimately remove members or guests whose behavior is inconsistent with these guidelines, with staff having followed MRA disciplinary procedures outlined elsewhere.

Grievance and Disciplinary Reporting Procedure for Non-Misconduct Actions

If any member wishes to report a grievance, or questions the actions of another member, coach, or staff member of the MRA, they can promptly report the facts of their concern and the name of the involved individual(s) to their coach, or any MRA staff member of their choosing.

Procedure for Filing a Grievance:

1. Contact your Team Captain or a Coach to give them the opportunity to immediately and directly address the concerns that have been raised.
2. Contact the Executive Director if the Captain or Coach is unable to positively resolve the issue in question, if there is no coach, or if the concern regards the coach.
3. If the grievance regards the Executive Director, the HR Committee of the board of directors is the contact.

The board of directors will make a final determination of a dispute or grievance only if satisfactory results have not been achieved from the process outlined above.

As a matter of procedure, the staff has the authority and the responsibility to communicate to the individual(s) involved their concern regarding the actions that are under inquiry, and how the behavior is inconsistent with or contrary to the rules of the MRA. Members must take immediate responsibility for their actions. If the behavior in question does not change, be advised that staff does have the authority to ask you to leave the facility and follow up with you, and the Executive Director, at a later time.

Confidentiality

All information shall be kept confidential to the extent reasonably possible to handle the issue. Witnesses and those interviewed shall be informed of the confidential nature of the issues and shall be informed that it will be a violation of club policy to disclose the allegation or the nature of the subject matter to others and shall be subject to disciplinary action as defined in this policy.

Retaliation Is Prohibited

The initiation of an allegation will not subject the individual reporting the incident or witnesses to retaliation nor will it affect such person's dealings with Marin Rowing. It shall be a violation of this policy to engage in such retaliation. An allegation of retaliation shall be considered as a separate incident, shall be investigated, and shall be subject to disciplinary action as defined in this policy.

Family Responsibility

Our athletes' overall safety and well-being are of principal concern, whether at the boathouse, at races, on-campus, or off-campus in their private moments. In this spirit, we ask that Marin Rowing families, as members of our larger community, work cooperatively with the MRA to ensure the well-being of the athletes who are in our mutual charge. Families should comply with laws designed to safeguard young people, such as those governing health codes, and the consumption of alcohol or other drugs. The MRA presumes the use of common sense and responsibility by Marin Rowing parents or guardians at all times. We presume that private, non-MRA staff sponsored events and parties, that include our athletes, are properly chaperoned and that families confirm where children will be, and under what specific conditions. Athletes should be guided to respect and obey the laws of the land. The Marin Rowing Association staff does not sponsor any post-regatta parties that are held in private homes without prior and direct communication with the family hosting the event.

Member Behavior at the Boathouse and at Away Regattas

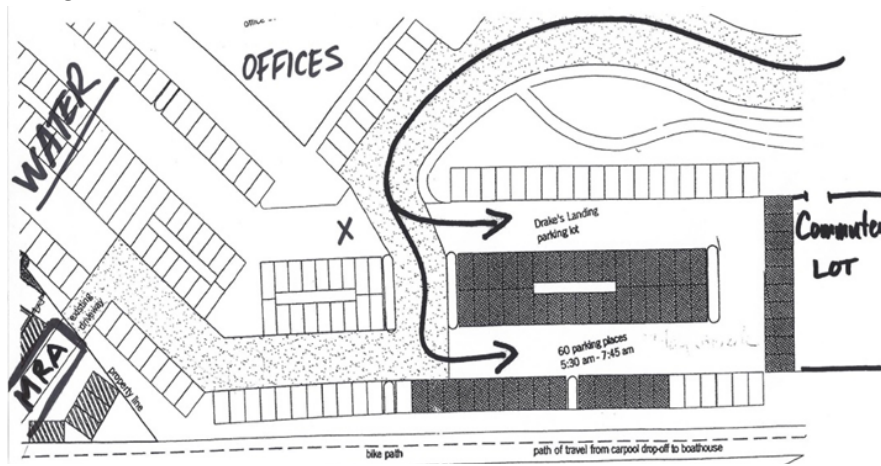
Athletes are the spokespersons for our organization. Athletes represent our club in the community, on our waterway, while at away venues, and during athletic competition. Their actions are viewed by teammates, coaches, officials, family and friends, opposing rowers, the local community, airline personnel, hotel staff, the media, and many others. Your display of good sportsmanship will show the most positive things about yourself, your team, your coach, and the MRA program. Integrity, fairness, treating others with respect, and taking personal responsibility are all principles inherent in good sportsmanship. Treating your fellow members as it relates to gender-identity with respectful, open-minded, and inclusive interactions is required. Swearing, derogatory comments, and inappropriate gestures are not allowed. Athletes will respect both the person, and the property, of others.

Underage Smoking, Vaping, Illegal Drugs, and Alcohol

The use of alcohol, nicotine, and performance enhancing drugs for underage athletes is illegal and strictly prohibited while on MRA grounds, at all MRA sponsored events, during travel and/or at away regattas, and at any time while representing MRA.

Member Rules

- Members and athlete drop-offs are to follow our Parking Agreement with Drakes Landing and must park only in spaces reserved for the MRA. This applies 7 days a week, 24-hours a day. There is no driving through the lot to park, or drop-off, in front of the boathouse, unless in an electric vehicle intending to charge at one of the four stations/spaces available for members and the public.



- Adult members are restricted from using the waterway and facility weekdays 3:30–6:30 pm.
- We recommend not being on the water on Saturdays 9:00–11:30 am, as these times are reserved for our junior program.
 - Please try to avoid using the dock between 9:00–9:30 am on Saturdays, during launching time of the junior crews.
- Anyone under the age of 12 who rides on the launch is required to wear a life vest.
- All blind boats (without coxswain) must sign out in the log before departure. See sign-out table.
- Avoid hitting and damaging equipment when rolling the singles racks or other boats in slings.
- Avoid equipment damage by carefully removing and returning boats from the racks.
- Return the boat to the correct position on the rack by aligning the tape marks on the rack with the tape marks on the hull.
- All rigging changes should occur before the boat is brought to the dock, or after rowing away from the dock, but not while sitting at the dock (unless there is no one waiting to launch or land).
- Look both directions before crossing the bike/pedestrian both, and be aware of your shell's ends entering the path right-of-way, especially in dark conditions.
- All boats launching are to be carried down bow first and launched in the direction of Mt. Tam (upstream direction).
- All boats landing are to come through the 101 bridge and land headed upstream towards Mt. Tam. Do not spin boats in front of the dock prior to landing.
- All boats, launching or landing, should quickly move to the upstream end of the dock to make room for others.
- Move quickly and safely on and off the dock.
- Before launching, look to be sure there are no boats in your path.
- Do not yell at another crew on the dock as they prepare to launch, or land, their shell.
- Do not leave your boat unattended on the dock, particularly during busy hours or when the current is fast moving.
- If a boat you or your team rows is stored outdoors, you are responsible to be sure the boat is securely tied down to both the rack and the fence, with boat straps, after use.
- Alcohol use by adults (e.g., post-race trailer unloading) when juniors are present is not allowed.

MEMBER SAFETY

On-Land Safety

The MRA phone is located at the front reception desk.
Boathouse address: 50 Drakes Landing Road, Greenbrae, CA

STEPS TO PERFORM HANDS-ONLY CPR

CHECK RESPONSIVENESS:

- Tap the person's shoulder and shout, "Are you OK?"
- Look for normal breathing. Call 911 if there is no response.

DO CHEST COMPRESSIONS:

- Place the heel of your hand on the center of the person's chest and the other hand on top of your first hand, lacing fingers together.
- Push hard and fast, compressing chest at least 100 times per minute.

STOP ONLY IF:

- The person starts breathing normally.
- A trained responder or emergency help takes over.
- You are too exhausted to continue.

USE AN AED:

- Turn on the AED and wipe chest dry.
- Push the "Analyze" button if necessary. If a shock is advised, push the "Shock" button.

CPR Select
www.mycprcertificationonline.com

In Case of **MEDICAL** Emergency:

-Call For Help within the Facility.

-Dial 911

-Begin hands-only CPR if necessary.

AED's are located downstairs on the safety table (near the women's locker room) and upstairs just outside of the classroom door.

[How to use an AED \(Automated External Defibrillator\)](#)

- First Aid and Hypothermia Kits are located at the safety table between the locker rooms.

In case of **EARTHQUAKE:**

- Do not use the elevator.
- Get away from windows and hanging objects (e.g., shells stored in hanging racks).
- Follow exit signs and leave the building as safely as possible.
- Following the earthquake, turn off all utilities.

In case of **FIRE:**

- Do not use the elevator.
- Follow exit signs and **EVACUATE** the building.
- DIAL 911
- Meet at **ASSEMBLY AREA** on the bike path in front of the MRA dock ramp.
- IF FIRE IS SMALL AND CONTAINED, use fire extinguishers located throughout the building.

UTILITIES SHUT-OFF Locations:

Water: To the right of the EV Car Chargers. See Marked Blue Handle.

Electrical: MAIN PG&E big green box is outside, across from garbage bins, push lever down to OFF.

Our Electrical Panel is inside the southwest corner of the boathouse. Single Main switch is located at the bottom, switch it to OFF.

Gas: We do not have natural gas piped into the boathouse.

On-Waterway Safety

'It is Your Responsibility to Reduce the Potential for Harm'

Waterway location: Corte Madera Creek, Larkspur Ferry Channel, or Point San Quentin

Emergency Larkspur Ferry: 415-716-6613 | Emergency Larkspur Paramedics: 415-472-0911

[CLICK HERE FOR A MAP OF OUR WATERWAY](#)

The following rules and guidelines have been adopted to promote a safe rowing environment for our members. We ask that you follow these important safety guidelines. If you choose to disregard these procedures **you do so at your own risk**, and can be held responsible or lose your membership privileges.

We share the Corte Madera Creek and Larkspur Channel with our neighbors, the general public, and the Golden Gate Bridge District Larkspur Ferry. Be aware of your surroundings at all times. Be aware of other craft including motorboats, kayakers, canoes, SUPs, swimmers, non-MRA rowers, etc.

The MRA **dock and ramp are slippery** when wet or frosty. No running and wear appropriate shoes.

Whistles, life-vests, and pontoons are available for use at all times. If you would like to use pontoons, you will need to use a boat that has brackets on the rigger. Check with staff for assistance.

Heel ties are to be connected to the footboard at all times. Check this before leaving the dock.

Do Not Sacrifice Safety for Training Purposes

Waterway Navigation:

- All members must be familiar with our waterway by watching a 3-video series for coxswains, rowers, and scullers. [Part One](#) [Part Two](#) [Part Three](#)
- Rowing beyond the Bon Air Bridge towards College of Marin is allowed, but be very aware of water depth at all tides. Enter at your own risk - this area is quite shallow.
- When rowing in the channel towards Point San Quentin, it is recommended to stay within the marked ferry channel on the south (Tiburon) side at lower tides.
 - Watch carefully for ferry and boat wakes, which can be hazardous in this area at lower tides.
- Rowing past the tripod more than 250m, and therefore into the shipping lanes is extremely hazardous.
- Rowing past Point San Quentin without a launch or buddy in direct contact is dangerous and is not advised.
 - Any boats rowing past the ferry terminal or Point San Quentin without a launch in direct supervision are recommended to have the following onboard: a cell phone, a whistle, and for sculling boats, a life vest for each member.
- Note: all larger motor boats use the 'deep water lane' in the Corte Madera Creek, which runs alongside the docks on the straightaway.

Your Turn for Coxswain Duty?

- The safety of your crew and the equipment is your top priority.
- Steering is your main focus: stay within the traffic pattern, watch for obstacles, follow ferry protocol.
- Running practice, timing, giving technical feedback, motivating, communicating rate/split, ALL go on the back burner. Steer within your lane. Pull these things out one-by-one if you have the ability.

Anticipation of Danger:

Anticipation of Danger is the act of foreseeing, expecting, and taking measures against possible exposure to harm, injury, death, or a thing that may cause these outcomes. Pay attention! We are a sport that takes place outdoors, on the water, and we are facing backwards. Responsibility is an essential component to your safety.

Capsizing Protocol:

All members are to watch this [Capsize Safety Video](#) to understand what to do in an emergency.

The video shows you how to get back into your boat, should you capsize. Ask your coach to administer a flip test on the water, while in their presence, if you would like to practice.

What to Do:

- If you have taken a life jacket with you on the water, put it on.
- Get on one side of the boat. Get that oar parallel to the boat and push/pull up onto the hull to grab the rigger on the other side of the boat. Stepping on the rigger on your side at the same time as you pull, pull the boat over and upright.
- Maneuver the oars so that the handles are together. Hold the handles in one hand, and push yourself out of the water and onto the boat. Don't let go of the handles!
- Maneuver to sit in the boat, get settled, and row to safety.
- No rower or coxswain should ever leave your boat, which is also your flotation device, to swim to shore.
- Stay with your boat and use the stern as a water board and kick to or toward shore if necessary.
- Wave your arms, use your phone, and whistle to attract attention for help.

Bow and Stern Lights:

- Lights are required on the water before or after daylight hours, or in foggy conditions.
- The Red/Green light goes on the Bow, the White light goes on the Stern. Red = port, green = starboard.
- Lights are stored and charged on the wall next to the safety table.

Current and Upcoming Weather Conditions:

- Be aware of weather conditions, they can change and impact you quickly.
- Do not row in Tule Fog. If you cannot see across the creek in all directions, then do not launch.
- Do not row in High-wind or Whitecapping Water.
- Do not row if Lightning is present or forecast to be in the area.
- Know the danger of hypothermia when the water temperature is below 50°.

No Row/Hazard Zones:

- The Corte Madera Creek, from the boathouse to the Bon Air Bridge, has many obstacles. Docks, debris, shallow areas and a tight waterway are all things to be aware of at all times. Underwater conditions change frequently and known obstacles may shift location. See maps below.
- At the end of the PlayPen, between the piling and the shoreline point at the ferry terminal, there are rocks very near the surface at high tides. Never row over these sometimes-submerged rocks..
- Do not row under the Richmond-San Rafael Bridge. Tidal conditions are extremely dangerous, sometimes with strong, fast-moving currents.
- It is recommended that you stay within 500m of the channel markers once you are past Point San Quentin. Rowing beyond this distance can be hazardous. If you choose to row beyond this distance, you do so at your own risk. Members will be held responsible for damage and injury that occurs in these areas.

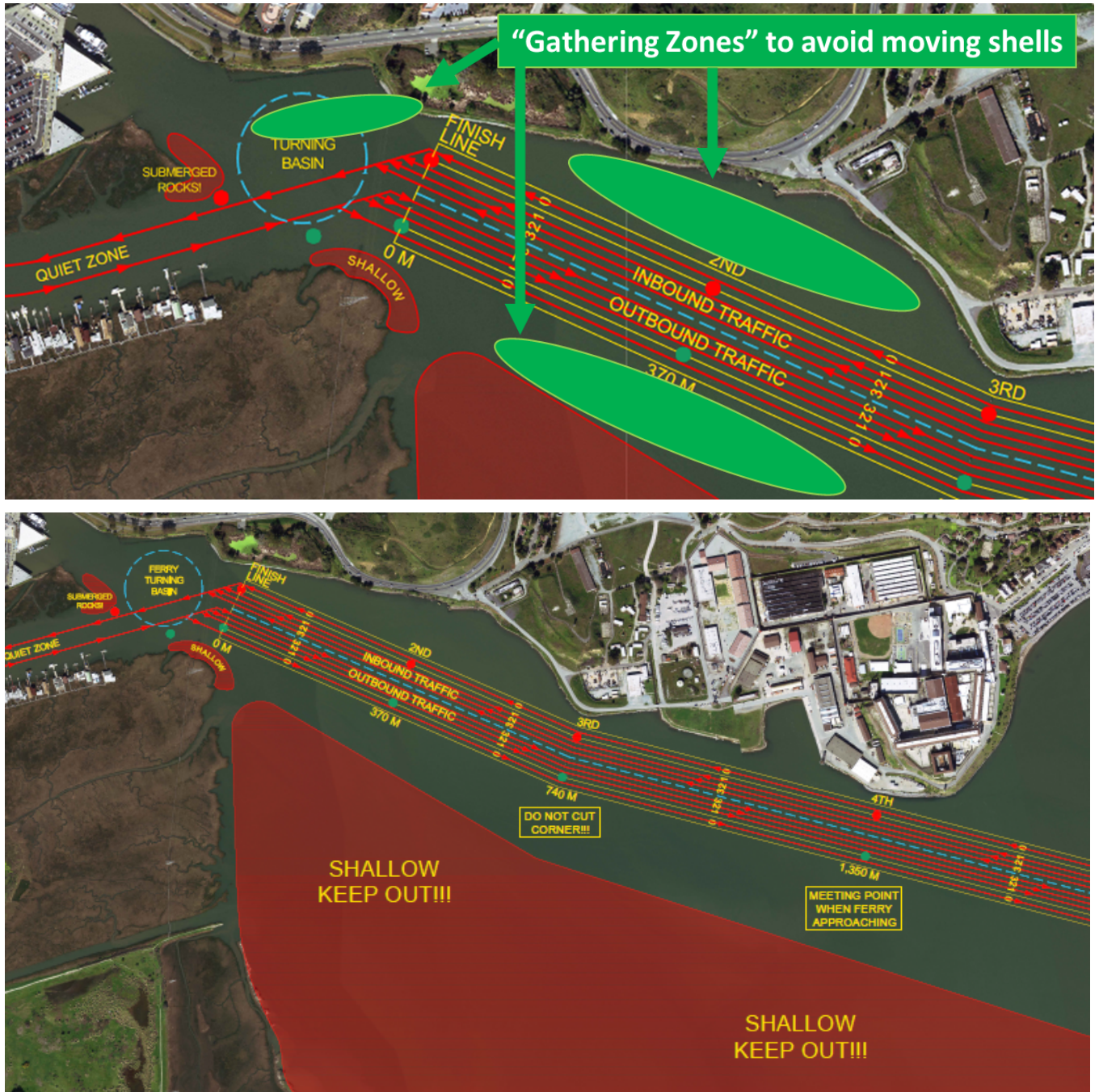
Follow a Counter-Clockwise Traffic Pattern in the Creek

- Stay to the starboard side of the waterway at all times.
- Create a buffer lane in the center of the waterway.
 - Do not row in this buffer zone, unless to quickly pass a slower shell heading in your direction. Watch for traffic when passing.
- If you see a boat approaching you in the same direction that has greater speed, pull to the starboard side and allow them to pass.
- Do not cut corners. Do not drift wide before following an inside turn.
- Serious personal injury can result from not following the traffic pattern
- Remember other creek users may not and are under no obligation to follow the counter-clockwise pattern used by MRA.
- Accident reports have proven that most collisions occur on the turns of the waterway. Be additionally aware at these points.



Traffic Pattern in the Ferry Channel:

- Follow Counter-Clockwise Traffic Pattern as presented above.
- At the end of the PlayPen, there are rocks very near the surface at high tides between the piling and the shoreline point at the ferry terminal.
- Be aware of the Channel Markers
 - Channel markers are lit with red and green lights that mark the channel.
 - Markers indicating the outer/southern edge of the Small Boat Channel are not lit.
- Do not cut corners. Do not drift wide.
- Follow MRA's Ferry Protocol - see below.
- Lower tides create a hazardous ferry wake when outside the channel on the southside, due to shallow conditions.
- Stay within 500m of the channel markers in any direction.
- Watch for significant mud (and poles or other objects) on the southside of the channel at lower tides.
- Leave a Buffer Lane in the center of the marked ferry channel.
- Follow Lanes 0,1,2,3 Outbound and 0,1,2,3 Inbound - see map.



Traffic Pattern Through the Bridges:

- Outbound traffic, that is, boats headed from the boathouse to the PlayPen has the right-of-way through the single-lane trestle.
- Inbound traffic must stop at the SeaScout Dock end of the hill to allow outbound boats to pass through the trestle and narrow area.
- Inbound traffic has the responsibility to know if any boats are coming through, because they can see from that inbound vantage point. This requires that you take on the responsibility to look before proceeding upstream toward and through the trestle.
- Bow-seat and coaches must take this responsibility, as well as the coxswain.
- Outbound traffic must look to be sure that no one is coming upstream through the trestle. If there is traffic, slow down, hold your course, and allow them through.
- If boats are in the area and waiting, the boat moving through needs to speed up to get out of the way quickly. The current runs fast through the bridges and trestle, and there is not a lot of space to sit and wait before shells may drift into a hazardous location.

Ferry Protocol:

Schedule C

The following rules have been created in agreement with the GGBD Larkspur Ferry and must be adhered to by all members and coaches:

- Know the ferry schedule. The ferry schedule changes several times during the year. [Larkspur Ferry](#)
- Do not enter the turning basin from the PlayPen or the ferry channel if it is occupied or about to be occupied by a ferry.
 - Look to see if the ferry is moving before entering the basin.
- Never cross the bow of a ferry unless you are 1000m or more in distance.
- No rowing shell is allowed to be beyond channel markers 9 & 10 (at Point San Quentin) when a ferry is approaching from either direction (Larkspur or San Francisco).
- If a ferry is approaching in the same direction as you are heading, hold a steady course and move to the starboard of the channel markers into Lane 0. When the ferry gets within 300 meters, bring your shell to a complete stop and allow the ferry to pass.
- If the ferry is traveling in the opposite direction, hold a steady course and move outside the ferry channel to Lane 0. When the ferry gets within 300 meters, bring the shell to a complete stop and allow the ferry to pass.
 - You can start rowing as soon as the wake has passed and it is safe to row.
- There can be a very large horizontal wake that follows the ferry at lower tides and speeds. Stay to either side of the channel to avoid this wake.
- Be aware of approaching wakes:
 - 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. Rower(s) should stop rowing and lean away from the approaching wake, with oar(s) on the wake side lifted slightly.
 - If approaching wakes are lower than the gunwale and widely spaced, continue to row without a course adjustment. Deep and closely spaced wakes that are lower than the gunwale may be taken at a 90° angle with the bow directly toward them.

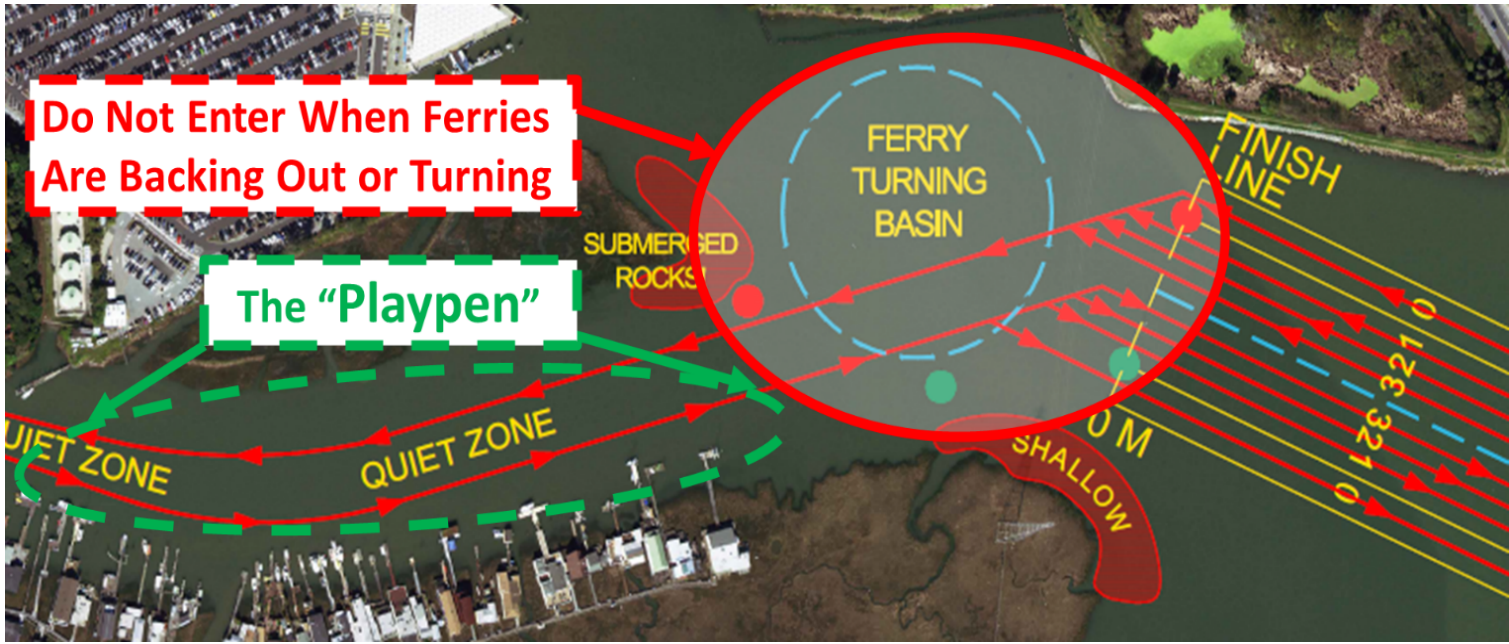
Waterway Quiet Zones:

We row within a community of residents who live on the water, directly adjacent to or near the waters on which we practice. Sounds from our shells, crews, and launches echo over the water and carry a long distance.

Please remain silent (except for safety reasons) prior to 7:00 am weekdays, and prior to 8:00 am weekends. This applies to coaches, scullers, rowers, and coxswains and voice use, cox-box use, and megaphone use.

QUIET ZONE AREAS:

- Corte Madera Creek from the boathouse to Bon Air Bridge.
- The PlayPen to the Ferry Turning Basin.



Sculling and Blind Boat Responsibilities

Many of you row sweep with a team, and your coach or coxswain takes on the responsibility to manage many aspects of your on-water safety. But! When you are in a **blind boat** (no coxswain or coach), the responsibility becomes yours. If you are not capable of, or do not want to take on this responsibility, please do not put yourself, or others, in this unsafe position.

Rowing blind boats requires a very high level of skill and experience to ensure safety for the members in the boats, and for other boaters and rowers sharing the water. The most important consideration is safety, and, in the event that safety is, at any time and for any reason, in question, the rule is that no rowing shall take place.

- As a steerer, you may not get the same workout as your crewmates because you must look around frequently while training.
- Be aware of your surroundings at all times. Know what, and who, might be behind you.
- Look around EVERY 3-5 strokes when you are in the bow/toe position.
- All rowers/scullers must be mindful of where the boat is on the waterway - all athletes in the shell must say something if you sense the shell is off course or if another boat or object is approaching and the steerer may not be aware of it.
- When the air temperature is below 40° and/or the water temperature below 50°, scullers should use the "buddy" system, or be accompanied by a launch and wear a lift jacket.

Additional Considerations for Blind Boat Safety:

Outbound into the Channel: Boats head out in Lanes 0 and -1, unless in the opinion of the person in charge of the practice that those lanes are too shallow, in which case Lanes 1 and 2 may be safely used.

Inbound: Racing fours/quads between Point San Quentin and the Ferry Basin head in using lanes 1 and 2.

No more than two (2) straight fours or quads row side by side in the Bay at any time without a launch.

In the event there is/are an additional four(s) or quads, either: There must be a launch accompanying the practice or the four(s)/quads row in separate flights so that no more than two shells are rowing side by side at any time.

Following these guidelines separates the blind boats outgoing and incoming enough to ensure traffic pattern safety.

Don't race head-on into
DANGER

**KEEP A GOOD
LOOK OUT!**
every 3 - 5 strokes

**PORT OF LONDON
AUTHORITY**

90% of all collisions and near misses involving rowing boats could have been avoided if the crews had been keeping a proper look-out.

**BRITISH ROWING
THAMES REGIONAL
ROWING COUNCIL**

Hypothermia Education & Protocol

During the colder times of the year, be sure to wear appropriate clothing and to bring an extra set of warm clothes to the boathouse, including a blanket, in case of emergency.

EMERGENCY space blankets are in each launch, and an emergency response kit, including blankets, is under the safety table.

What to do if you capsize:

- Get out of the water, but do not leave your floatation, which is your boat.
- Get into your boat. If you cannot get into your boat, get on top of your boat, and kick toward a dock, or to shore.
- Use the boat as floatation support.
- Call for help. This requires that you bring your phone, or ask for help from any nearby boats or bystanders.
- Try to get to shelter as soon as possible. Whether this is a local neighboring home or the boathouse, getting to shelter, or indoors, is important.
 - If you cannot get to shelter, use the Heat Escape Lessening Posture (HELP) position on shore (see below).
- Remove wet clothes and put on dry clothes ASAP.
- Wrap yourself in blankets - located under the safety table and in the launches.
- Get to your car and turn on the heater.

Any level past mild hypothermia requires professional medical treatment. Hypothermia occurs when the core body temperature falls below 95 degrees.

Hypothermia is a medical emergency in which your body loses heat faster than it can produce it, causing a dangerous drop in the core body temperature. Without rapid and decisive treatment, the heart, lungs, and other organs can begin to shut down, leading to organ failure and death. Cold exposure can come on slowly, affecting someone before they realize there's a problem. If you're not looking for the signs and symptoms of hypothermia, it can be easy to miss until the problem has become significant.

Suspicion of hypothermia is almost as important as recognizing the signs and symptoms. It's just as important to recognize the conditions under which hypothermia can happen and pay close attention to the people exposed to those conditions, including yourself.

Stages of Hypothermia:

Mild Hypothermia

As the body cools, it will take steps to prevent heat loss. The earliest signs of hypothermia occur when skin temperature (not core body temperature) falls below an average of about 95 degrees when measured over several areas of the body—what's known as the mean skin temperature.

We live in a community where help can be immediate. Call 911 if you are concerned at all.

At this early stage, circulation to the skin is decreased, which keeps blood away from the cold surface of the body and helps to preserve core body temperature. The person might notice that fine motor skills (texting on a phone, for example) are getting harder to perform and they are beginning to shiver.

Shivering comes from the body expending energy to create heat and is a coping mechanism for cold exposure.

Signs of Mild Hypothermia:

- Uncontrollable shivering - Uncontrollable shivering is the first and most obvious sign of mild hypothermia.
- Social withdrawal, becoming quiet and non-communicative.
- Difficulty concentrating.

- Fumbling fingers. For example, having more than just trouble texting—now the patient might drop her phone.
- Sense of discomfort or pain

Actions to take:

If you are, or are with someone, who is experiencing the signs and symptoms of mild hypothermia, you need to act quickly by first stopping the loss of body heat. See H.E.L.P and HUDDLE positions below.

To do this:

Move the person out of the cold, ideally to a dry, warm location. Get to the shore ASAP and if you can't get indoors, shield yourself or the person from the cold and wind, keeping them in a horizontal position so that the blood can circulate more freely. Get to a local home or to the boathouse for help.

Remove wet clothing. Cut away the clothing if you need to and immediately cover the person with dry blankets or coats. Be sure to cover the person's head, leaving the face exposed.

Insulate the person from the cold ground if you are unable to get indoors. Use blankets, sleeping bags, or whatever clothing you may have on hand.

Call 911. If the person's breathing has stopped or is abnormally low, or the pulse is very weak, begin CPR if you have been trained to do so.

Rewarming

Once you have the individual sheltered from the cold and have removed any wet clothing, you will need to take the appropriate action to rewarm the body until help arrives. Passive external rewarming (PER) is typically used to treat mild hypothermia. It simply involves placing the individual in an appropriately warm environment, covered in insulation, and gradually raising the core body temperature a few degrees every hour. Your car with the heater on is the warmest place to do this.

Moderate/Severe Hypothermia

If left untreated, mild hypothermia could worsen and body temperature could drop below 90 degrees and become moderate hypothermia. Shivering stops as the body switches from using energy as a source of heat to conserving energy in the face of cold exposure.

Call 911. We live in a community where help is immediate.

Signs of Moderate to Severe Hypothermia:

- Absence of shivering
- Dilated pupils
- Confusion
- Fatigue
- Loss of consciousness

Once you become moderately hypothermic, the situation must be addressed, or you will continue to worsen and will develop severe hypothermia.

As the core body temperature drops below 83 degrees, you will most likely be unconscious and unresponsive to most stimuli. Often, deep tendon reflexes are diminished or absent, meaning that you will not respond to any attempts to be woken up.

Severe hypothermia is a serious medical emergency. CALL 911

Patients with this stage of hypothermia are at an increased risk for sudden cardiac arrest due to the irritability of heart muscle tissues at lower temperatures. Even rewarming will require close monitoring in the event that the patient suffers a cardiac arrhythmia.

Complications

Elderly patients, very young patients, patients with diabetes or circulatory problems, and patients with low body fat are more susceptible to hypothermia and its complications compared to the rest of the population.

FAQ

How can one prevent hypothermia?

Keep warm in cold weather by dressing in layers. Remember to cover up exposed skin by wearing items like gloves, hats, and scarves. Eat nutritious foods and drink warm beverages so your body has the fuel it needs to keep warm. Get to a warm, dry location and remove wet clothes if you notice early warning signs of hypothermia, like shivering and difficulty concentrating.

How cold does it have to be to get hypothermia?

Hypothermia can occur even in cool temperatures above 40 degrees. Wet, cool, cold, or windy environments can cause your body to lose more heat than it generates.

How do you treat hypothermia?

You can treat mild hypothermia by moving to a warm location, changing out of wet clothes, and using dry clothes and blankets to help get warm. If hypothermia is more severe, seek immediate medical care or call 911. At the hospital, the medical team may insert an IV with warm fluids, give you warm air through a breathing mask, or use a machine to rewarm your blood.

The HELP and Huddle Positions:

Heat Escape Lessening Posture (HELP): When you are alone, this position protects the body's three major areas of heat loss (groin, head/neck, and rib cage/armpits). Wearing a PFD allows you to draw your knees to your chest and your arms to your sides.



Huddling With Others: Huddling with other people in the water lessens the loss of body heat and is good for morale. Also, rescuers can spot a group more easily than individuals.



Appendices

Larkspur City Council Speed Permit Conditions for Coaching Launches

- During weekdays, the use of coaching launches, while following their crews over the speed limit, shall not begin before 7:00 a.m. and shall not proceed before 8:00 a.m. on weekends. Launch activities shall cease at 6:30 p.m. on weekdays and 5:00 pm on weekends.
- When and where possible, vessels should be positioned in the middle of the waterway for even distribution of wake.
- Coach launches shall not exceed the speed of the rowing team unless necessary. Any increased speed should be performed gradually and in a safe manner, not to exceed 2 miles per hour above the rowing team's speed.
- The permit shall only be valid for Corte Madera Creek from its mouth at the Larkspur Ferry Terminal to the Bon Air Bridge.
- Noise levels shall be kept to a minimum.
- Violation of the above conditions may be cause for revocation of the permit after a hearing before Larkspur City Council.

Noise Ordinance, County of Marin, California

LOUD AND UNNECESSARY NOISES:

(3) Loudspeakers, amplifiers, etc. Using, operating or permitting to be played, used, or operated of any musical instrument, loudspeaker, sound amplifier, or other machine or device, or a combination thereof, for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or location in which such machine or device is operated and who are voluntary listeners thereto. The operation of any such instrument, loudspeaker, sound amplifier, or other machine or device, or a combination thereof, between the hours of eleven p.m. and seven a.m. in such a manner as to be plainly audible at a distance of fifty yards from the building, structure or vehicle in which it is located shall be prima facie evidence of a violation of this section;

(4) Yelling, shouting, etc. Yelling, shouting, hooting, whistling, or singing on public roads between the hours of eleven p.m. and seven a.m. to annoy or disturb the quiet, comfort, or repose of persons in any dwelling, hotel, or other type of residence in the vicinity. (Ord. 1707 § 1 (part); June 3, 1969).

USCG Vessel Navigation Rules for Narrow Channels

RULE 6: Safe Speed

- Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account: weather, the density of traffic, radar

RULE 9: Narrow Channels – Corte Madera Channel

- A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable.
- A vessel of less than 65' in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel.
- A vessel shall not cross a narrow channel if such crossing impedes the passage of a vessel that can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34.

How to Drive a Launch (in case of emergency)

- The 8 launches at the MRA are always ready to be used. If a launch is out of commission, the key will be removed and given to the Facilities Manager until the launch is repaired.
- The two CATs #11 and #12 at the west end of the dock, and two CATs #13 and #14 at the east end of the dock are electric. Please use a gas launch in an emergency.
- The keys for the 4 gas launches are located inside the door of the small storage shed on the dock.
- The gas launches all work the same way. These four gas powered CATs will be docked in the center of the dock behind the back float.
- To lower the engine into the water: use the up/down electronic switch on the throttle lever.
- Gas is already on each launch. If the gas line is not hooked up, or you need to switch tanks, the gas line can be attached via quick release. To connect the quick release pull back on the metal ring, push onto the metal connection on the tank, and release the metal ring.
- Put the key in the ignition, put the throttle in neutral and lift the black lever, if one exists.
- Turn the key and push it in. The engine will turn over and startup. Once the engine has started, adjust the lever so that the engine runs at a high idle and let it warm up for 30 seconds or so. Engines will take a little longer to start and warm up in the early mornings.
- Push the lever down. Unhook the launch from the dock and push off. Take hold of the throttle and squeeze the red lever up, put the throttle into reverse by pulling the throttle back towards the stern of the boat. The further you pull the handle, the faster the boat will go.
- When you are ready to move forward, squeeze the red lever in your hand and push the throttle forward towards the bow. Again, the further you push the throttle forward the faster you will go.
- These CATs have a BIG turning radius. Do not get too close to something and expect to turn quickly.
- There are NO BRAKES. Throwing the engine into reverse to stop quickly will damage the gearing, so please think ahead and move slowly around your crews.
- There are throw ropes, paddles, hand pumps, life jackets, emergency blankets, and anchors in each boat.
- To tow another launch, hook the launches together with the deck hooks that are used to tie the boats to the dock. Once connected, lift the engine of the launch you are towing out of the water and proceed back to the dock slowly.
- NOTE that a California Boater's License is required for launch operations. You should not worry about this in an emergency situation.

Trailer Loading Protocol

Most trailers will be loaded in the morning(s) or evening one day prior to departure. Coaches and staff will communicate with specifics for each individual regatta. Trailers will be unloaded at a specified time depending on the event and trailer arrival time. MRA preference is that trailers get unloaded and boats rigged the day of the event. ALL boats are to be rigged by Tuesday morning following a weekend race day, at the latest.

All racers, sweep and sculling, must be present on loading day for the duration of loading.

Do not assume that small boats go on last. We have side-load trailers that allow for many loading options. Please do not leave boats in slings for others to load unless instructed to do so.

Oars and riggers can be put in the trailer bed as it is loaded.

Slings: Go in the far stern end (furthest from the truck) of the trailer, loaded on their long-side, not flat, and stacked in the opposite/alternating direction for each sling.

- If the bottom boat rack is being used, slings must be loaded flat, but not over the height of the bed.

Oars: Are loaded flat in the forward or middle of the trailer (depending on which trailer you are using), with all ports together in one direction on the port side of the trailer, and all starboards together in one direction on the starboard side.

- Each layer of oars runs the opposite direction to the layer below; so, blades one direction on layer 1, blades the opposite direction on layer 2, and so on. Be thoughtful about the fit.

Riggers: Are to be CAREFULLY and symmetrically placed in a nesting fashion in the trailer bed. 2 riggers, not 4, get bungeed together.

Loading Protocol:

1. Wash Boats
 - a. Clean and wipe the seat tracks
 - b. Wash boat inside and out
2. De-Rig Boats
 - a. Put all hardware back on the rigger for travel.
 - b. Strongly hand tighten the nut so that it doesn't get lost on the road.
 - c. Carefully nest the port and starboard riggers together and bungee them in two places.
 - d. Bungee the seats in the boat.
 - e. Make sure footboards are tight.
3. Load Boats, Oars, Riggers, Slings
 - a. Staff will guide boat loading on the trailer.

Strapping Boats on Trailer:

8's:

Bow: Double strapped: Skinny 9ft then Fat 9ft on top - With buckles on opposing sides.

Middle: Single strapped: 12ft

Stern: Single strapped: Fat 9ft

4+/4x's :

Bow: Double strapped: Skinny 9ft then Fat 9ft on top - With buckles on opposing sides

Stern: Single strapped: Fat 9ft

2-/x & 1x :

Bow & Stern: Skinny 9ft

Private boats: you will need to strap your own boat. Please supply your own padding or foam for safe strapping.

NOTE* After pulling the strap tight, leave all strap tails loose for the trailer driver to check and tighten prior to trailer departure.

Five Steps to a Healthier Back

By [Deirdre McLoughlin, MSPT](#)

As a physical therapist, rower, and coach, I often get asked many questions on the best way to 'fix' someone's back problem. Unfortunately, there is not always a quick answer. The ideal way to do that is to have an exam by a physician, then have a complete physical therapy exam. As anyone who has had a back problem knows, sometimes it can be a very frustrating process and a lengthy one before you can get back on the water and in shape again. What I have done below is compile a short list of things every rower can do starting today to try to PREVENT those nasty back injuries from starting in the first place!

1. STRETCH!!

Starting today, you can make a difference in muscle flexibility. This is extremely important for rowers of all ages as flexible muscles can adapt, respond and tolerate stress much better than those that are tight. As far as your back is concerned, stretching your hamstrings will allow you to achieve a better body angle position with the pivot coming from the hips and not from across the lower back. Also, stretching your calves and Achilles tendon will allow you to have better positioning of your feet on the footstretcher while at full compression. Generally, the safest and most effective stretching technique is holding a stretch for 20-30 seconds and not bouncing! Stretching should be done when muscles are warm. Therefore, you can do some gentle stretching before your practice but lasting change can occur if stretching is done after your practice when the muscles are warm.

2. STRENGTHENING THOSE ABS!!

Yes, those abdominal muscles! The good news for many rowers is that you do not need to have a 'six-pack' to be able to protect your back. What I am looking for is using the abdominal muscles to help support the back by stabilizing the spine during each stroke and even in the weight room. Stabilization of the spine occurs when the abdominal muscles contract throughout the stroke and basically hold the spine like a corset. Forces are then transmitted through a strong and stable trunk instead of being absorbed by the spine and putting the joints, muscles, and discs of the back at risk and at the same time losing speed on the water through wasted energy. Strong and active abdominals will help reduce the load and stress on the back both at the catch and through the drive and will help you maintain a strong and 'tall' position at the finish instead of slumping down into the boat. In order to do this, you can do sculling sit-ups, and isometric stabilization exercises using the physioball or gym ball. These exercises can be found from physical therapists, strength and conditioning coaches, athletic trainers and even in some books.

3. RECOVERY and CATCH POSITION

There are two parts to this tip. One is having flexible hamstrings so you can get a good body angle position before you start your slide (arms and body over) without flexing or bending your back too much. The other is reaching full compression without overreaching, and with having your back in a good position. There is variety between coaches on what is a 'good' position. From a physical therapist combination rowing coach point of view, there should be a balance between a straight back position and a more curved back position. If you follow a line from your shoulders to your hips while watching yourself from the side either on the erg or on video tape, you should see that your hips are slightly behind your shoulders and that the line of your body does not look like a

slumped 'C' position. It shouldn't be so rigid a straight line either but if you do have back problems, you may want to err on the side of a straighter and 'taller' position at the catch.

4. CONNECTION and DRIVE

Again, you may want to watch yourself row on the erg or have someone videotape you so you can see your connection and your drive from the side. What we are looking for is the lats (latissimus dorsi- the long, deep muscles that spread across from your back and up under the armpit) to initiate the connection with the legs so that the forces your legs generate will go directly through the lats to the oar handle. If your back is stabilized well by your abdominal muscles and you get to full compression with body preparation and an optimal position as discussed in the previous section you will be able to transmit the force of your leg drive without wasting any unwanted movement of the lower back. On the video or in the mirror you want to look for common mistakes of "shooting the slide" when the hips move back towards the bow without the oar handle moving with you. You also want to look for the other common mistake of 'opening with the back'. In that situation you will see the shoulders initiating the drive instead of the lats and the body swing will start right off the catch instead of later in mid-drive where it should start. In both of these situations, the back is taking excess stress and load and absorbing the forces instead of transmitting the forces the leg drive is generating. This is resulting in wasted energy and loss of speed on the water.

5. POSTURE

Finally, as you spend the next few months working on the above items, you can make an immediate impact on the health of your spine by changing your position while you read this article! Are you slumping in your chair? Twisted up on the couch? This is probably the most commonly overlooked prevention tool you have. The average person bends 200-300 times a day! While you are improving your technique and flexibility, you can make a big difference by trying to reduce those 200-300 bends a day to 100-150 or even less! You can do this by sitting in a position where your back is not slumped. If you have an "ergonomic" chair you should adjust it so the lower back is supported. In a standard chair, you can simply roll up a towel to place in the small of your back so you can relax and yet maintain a good back position. Another good place to think about this is in the car! How many of us drive to work, to the boathouse or to races with our backs in a more slumped position versus a more neutral and upright position?!! Even doing simple things around the house and yard that involve lifting of even the lightest weight should be done by using the legs and not bending over from the back! This may be hard to think about but it is a great habit to get into!!

SO! Lots to think about, but protecting your back to allow for many seasons of successful rowing will be well worth it!! Of course, genetics plays a big part in what our bodies can handle and what it cannot, but working on flexibility, abdominal strength, technical focuses on the recovery, catch and drive with the back in mind and of course making this awareness part of your daily life will help reduce your risk for back injuries and help you get to the starting line faster if you are dealing with a back injury now or in the future!

Deirdre McLoughlin is a longtime physical therapist, has coached rowing for collegiate men and women, and masters. Deirdre has also been the leader of the injury prevention team for high-risk employees at EdenMedical Center, CA. and UC Berkeley with students and with the Sports Medicine Team. She is on the PT staff for USRowing and works directly with the athletes. She owns her PT program <http://www.resoluterehab.com/about> in the East Bay. She can be reached at deirdre@resoluterehab.com

DEIRDRE MCLOUGHLIN, MSPT
510-883-1126
Deirdre@innersport.com
CORE PROGRAM

Crunches

Knees Bent. Hands behind head. Lift head and shoulders up to ceiling.

GOAL: 3 minutes



Oblique crunches

Knees Bent. Rock them to one side. Hands behind head. Lift head and shoulders up to ceiling. **GOAL: 3 minutes**



Plank

On Toes and Elbows. Elbows under shoulders. Pelvis tucked UNDER. Back flat.

GOAL: 3 minutes



Side Plank

Elbow under shoulder. Hand on Hips. Progress to Hand and Arm straight up towards ceiling.

GOAL: 2 minutes



Slow Bicycles

Hands behind head. Bring opposite elbow and knee together. Hold 20 seconds. Switch sides. **GOAL: 3 minutes**



One Leg Plank

In Plank position. Raise one leg up off floor pointing toes. Hold 20 seconds. Switch sides.

GOAL: 3 minutes



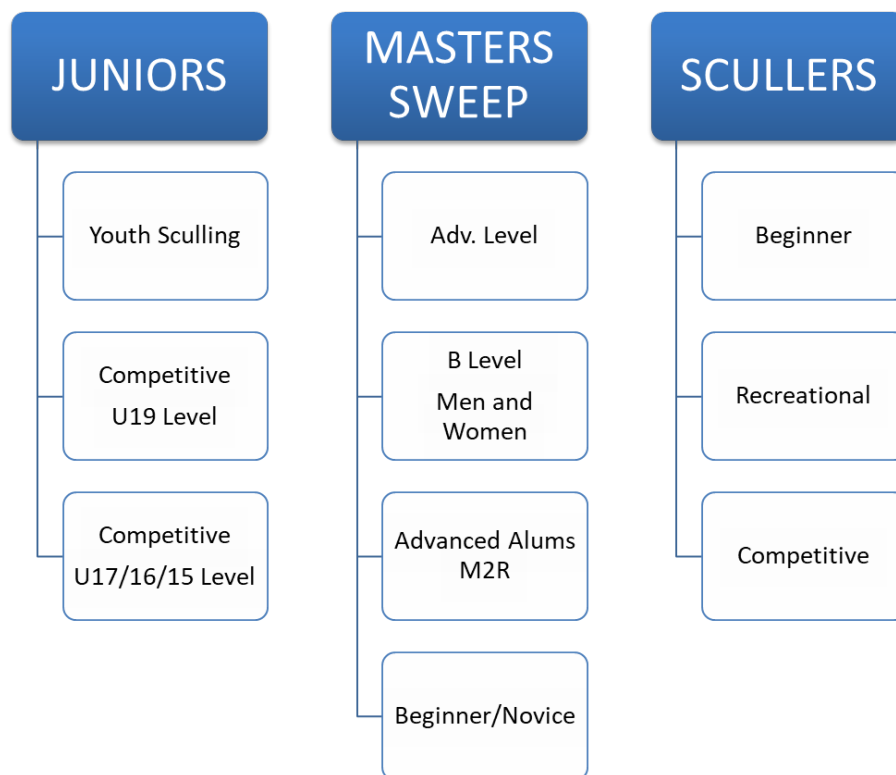
Glutes

Lie on your side. Raise top leg, keep leg back and ankle turned in slightly.

GOAL: 2 min ea side



Sweep and Sculling Program Structure



Adult Sweep Teams - Levels of Development

MRA has a coached member development system in place to build skill levels that support the education of the sport, proper technique, and effective training for rowing. A member starts at the beginning Level I in the fall of every year and then progresses to the next levels of development as they are ready. Moving into the final level, the advanced Level III requires an assessment before acceptance to this level. If you get to Level II or III and the staff finds that you are falling behind, they may need to move you back down for more development. The coach will speak with you about spending more time at that lower level if they feel it is needed for your development. Each program is limited in size due to the restrictions of the waterway.

Beginner Level Rowing: Development Level I - COED

This co-ed program focuses on increasing your fitness and learning basic technical skills, equipment handling, water safety, flexibility, basic strength training, and injury prevention. Learning to scull and cox will be included at this level. Following a year in Level I, all athletes move to Level II. No selection process is required to join the novice team unless the numbers are too high. Novice-level racing at local regattas is possible. Requirements: one-on-one sculling lessons, completion of mini-camp, and/or acceptance by coach.

Master Level B: Development Level II - Separate Men's and Women's Teams

The continued refinement of rowing technique and skills, development of sport-specific training, learning to seat race, erg testing, increased racing skills, and higher ratings are the focus. The time it will take an athlete to get prepared at this level to move on into Level III is unknown and depends on the ability of the athlete.

Athletes in this program are encouraged to continue to work towards improvement and advancement. Athletes will remain in this program if they are not ready to row at the next level, or the higher-level programs are full. The timing of moving up depends on the schedule of the advanced-level program. This level is not co-ed. Requirements: at least 1 year of rowing experience and acceptance by coach.

Advanced Level A: Development Level III - Separate Men's and Women's Teams

The advanced level is the highest level of development. The team focuses on competitive training and racing at the national level. Technical ability, fitness level, and flexibility must be high. A try-out is required to ensure that the athlete is ready to participate at this level. The coach's selections will include a combination of technical ability (do you have a good basic understanding of the rowing stroke), fitness (erg score), potential (size to strength ratio), coachability (do you listen, can you make changes) and leadership ability (aka sportsmanship, attitude, team participant). Ergometer tests, additional workouts, land training, weekend time, and travel fees are a part of this level. Continued participation at this level is not guaranteed. Coaches may ask a participant to move back to the B level for more development or help transition them to the advanced alum team when the time comes that they no longer want to participate at this level. This level is not co-ed. Requirements: rowing experience and acceptance by coach.

Mid-Morning Team:

Requirements: at least 1 year of rowing experience. This co-ed, coached program is for rowers moving up from the beginning level or experienced rowers from another club who prefer not to follow a competitive track. Emphasis will be on improving rowing skills and fitness levels. Racing at local regattas is optional.

Advanced Alum:

Requirements: past participation in the advanced level program or acceptance by coach. This program focuses on continued fitness and technique at a high level but excludes erg testing and selection. Racing at regattas is optional.

Adult Program Advancement

The following is an outline for you to follow if you are interested in moving up to the next level of your development. There is no limit on the number of times that you can try out. At any point during this time if you do not understand the timing, the process, or how you are doing, talk to your coach. The staff works together to help you set and reach your goals at each level. If you get to the advanced level and the staff finds that you are falling behind and may need to move back down for more development, they will speak with you about moving to spend more time with the basics.

Step One: Let your coach you want to try out for the next level.

Once you understand the levels of development and feel that you are ready to move up, talk to your coach and let them know that this is what you'd like to do. Find a time when the coach can discuss with you whether now is the right time or if you would get more benefit from staying at your current level. Your coach will be able to clarify if your technical skill and fitness level (endurance, strength, and coordination) are ready for an advanced level. The coaches will then talk to each other about your intentions.

Step Two: NOTE: (Coach may choose to skip Step Two and go directly to Step Three) Coach comes to your practice to observe you rowing with your team, **or**, you are invited to row with the team for a period of time. They will consider all members of the team while on the launch with your coach. The coaches will then discuss among themselves the strengths and weaknesses of whoever has shown interest in moving

up and then communicate these thoughts with you. If you are ready to advance you will be asked to try out with the next level for some time. If you are not ready, the coaches will give you feedback and help you set goals for the future. If the coaches feel you aren't ready, don't give up! Just keep working towards your improvement.

Step Three: You are invited to try out for the team for a defined period. Some athletes are asked to move up and try out without a prior opportunity to be seen by the coach in their program. During this period, the athlete will be integrated with the team and observed by the coach to confirm that they are ready for the next level. Your capabilities (boat moving ability, erg scores, technical proficiency, coachability, and attitude) and 'stats' (age, height, weight) will be compared to others currently on the team. Following your try-out period, one or both coaches will sit down with you to discuss the results of the process. Whether or not you are selected, you will be given honest and productive feedback on your abilities and how you can continue to improve.

Step Four: You are ready to advance to the next level! There are always more details to attend to, however, and you'll need to understand that you have moved into a new program with new teammates, a new coach, and potentially new and different ways of doing things. Keep an open mind and give yourself time to integrate and get used to the new demands and increased skill requirements at the next level.



Fitness Evaluation Criteria

Women's Advanced Level Team

Coach Julio Soares - Current 8/2023

This document has its guidelines aimed at implementing a selection process that prioritizes evaluations on the erg and in the boat for rowers interested in challenging themselves in the highest-level teams of the Marin Rowing Association. This systematization is intended to encourage a greater number of rowers to improve their performance and motivate them to go through the selection process to move to the A level.

Description of Procedures and Organization of the Process:

1. First Erg Performance:

1 x 30 minutes @20

Goal: Aerobic capacity (Effort: 100%)

Warm Up Protocol:

Row for 10' @18 + 2 x 15 strokes @20 (on fly) / 1' rest / + 2 x 10 strokes practicing the start / 1' rest

2. Second Erg Performance:

1k - Open

Goal: Specific capacity (Effort: 100%)

Warm Up Protocol:

Row for 10' @18 + 2x15 strokes @20 (on fly) / 1' rest / + 2x10 strokes practicing the start / 1' rest

3. Third Erg Performance:

1x100m and 1 x 500m

Goal - Glycolytic potency (Effort: 100%)

Warm Up Protocol:

Row for 10' @18 + 2 x 15 strokes @20 (on fly) / 1' rest / + 2 x 10 strokes practicing the start / 1' rest

4. Fourth Erg Performance:

1 x 5k

Goal - Aerobic Power (Effort 100%)

Warm Up Protocol:

Row for 10' @18 + 2 x 15 strokes @20 (on fly) / 1' rest / + 2 x 10 strokes practicing the start / 1' rest

Drag Factors:

For lightweight (up to 130 lbs) the drag factor should be set to 100-110.

For heavyweights (over 130 lbs) the drag factor should be set to 110-120.