

Falcon Juniors' Safety Cover Document for Parents

Introduction

The Risks

The Isis stretch of the Thames is narrow, winding, and often very busy, particularly with college eights and fours who often do not have particularly good safety or navigation skills. No safety launches are permitted to be used during water sessions which means coaching and supervision has to take place from bicycles on the tow path—safety launches allow more flexibility due to the nature of being able to travel more quickly to check on an athlete and deliver help at the actual site of an incident.

The main issue which has arisen is "line of sight". The line of sight for some sections is up to approx 300m before a corner means an athlete can no longer be seen. There are at least three major areas where line of sight becomes an issue and these breaks in the line of sight means that to train athletes to row longer stretches—an essential part of rowing—they currently have to stop and wait for a coach to reach them before proceeding around a corner. In certain areas, such as at Long Bridges, just before entering 'The Gut' downstream, this may even be more unsafe than travelling through The Gut due to the nature of the river junction at this stage.

The Problem

Managing boats while trying to train different age groups and levels means that supervision across a range of abilities is complicated. With some rowers moving faster than others, separation is very likely. The good rowers will go ahead and have to wait, risking getting cold, and adding frustration and a lack of enjoyment to the activity. The slower boats, through inexperience or because they are not as powerful, equally draw the attention of the coach as they may need more direction and safety care.

Solutions

- 1) To have parents situated at four key positions along the bank providing safety cover. These parents would be equipped with throw lines, klaxons, and walkie-talkie radios to connect them to the coach/es. Implementing this change would greatly improve the level of safety cover and reduce the risk of collisions or issues with capsizes.

Key safety positions for line of sight are:

- The Gut – approx. 8 min walk—marked '2' on the map
- The Isis Boathouse – approx. 8 min walk—marked '4' on the map
- The Far end of Boat House Island, tow path side – approx. 12 min walk—marked '3' on the map
- Home Base—Falcon BH—marked '1' on the map

Covering these positions while coaches are also on bikes will allow the whole river to be monitored during outings, and mean that the athletes can safely navigate line of sight allowing them to row greater distances.

- 2) Separating the water sessions into boys and girls will help as it will allow resources to be better spread across the attending athletes; the J12-15s can train in coxed boats, doubles, and singles, with the odd outing in the octuple, while the J16-J18s can train in coxless quads, doubles and singles (all dependant on the conditions of course). This is because up to age 15, crews race with coxes steering quad boats, and from 16, crews race coxless boats (with the exception of eights, which Falcon do not row at the junior level at present). If conditions become difficult, for example due to stream or weather, then having the senior boys available to steer or manage boats in situ makes for safer outings and allows a more extended set of crews without disrupting outings for the more junior members. Additionally, while training a J15, or even a J14, to steer a coxless quad will happen, this is best done towards the end of their season when the weather is better and while there may be fewer college crews on the water.
- 3) Creating a 'Buddy' system for crews.
This would involve crews who are a similar speed keeping at eye on each other. Providing each crew with a loud pea-less whistle would allow the crew which is not in trouble to raise an alarm call for the one who is. This means that if a Marshal happens to be looking in a different direction, they can still be made aware of an athlete in difficulties.

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What is needed?

- 1) 4 parent volunteers prepared to stay for every water session—can be shared out on a rota basis. These would be called Marshals
- 2) Every parent volunteer will require training in:
 - I. Basic rules of navigation and of the river
 - II. What to shout to help avoid collisions
 - III. How to deploy a throw line
 - IV. What a rower/s must do in the case of a capsize
- 3) A set of Walkie-Talkies – 6 minimum, 8-10 ideally to have spare capacity
- 4) A Bull Horn to talk to the athletes or other river users
- 5) 4 klaxons for emergency notifications to alert the athletes on the water (this could also be the siren on the bull horn)
- 6) High-vis jackets/vests
- 7) Throw Lines for each marshal and coach
- 8) Approx. 10 Fox 40 whistles—professional football referee whistles which are very loud and pea-less, with lanyards
- 9) Someone to co-ordinate the rota and parental participation

This document provides the minimum number. Safety can always be improved with more people watching, and there are certain places where additional cover would always make a difference. For example: having two marshals at both the Gut and the Isis Boat House (the latter particularly during term time) would improve safety in those places.

Briefly, additional places for marshals would be (in no particular order):

- 1) The Gut
- 2) Isis Boat House
- 3) The Head of the River Spinning point
- 4) University Boat House
- 5) Middle of the Green Bank, the stretch between the Cherwell Cut and Long Bridges
- 6) Under, or even on, Donnington Bridge

Due to the nature of separation from the athletes, it is envisaged that DBS checks would not be required for the position of Marshal to be held by a parent helper. Any post incident help would be provided by either a DBS coach or senior members of the junior squad, depending on circumstances. However, there is no harm in getting DBS checks for those who volunteer.

All marshals and athletes should also make themselves acquainted with the safety documents and emergency action plans which are posted in the Falcon Boathouse. The Emergency Action Plan has details on what to do should the emergency services need to be called.

A guide to boat sizes and names:

Sculling refers to two blades in the hands and has an 'x' after the number describing the boat.

Rowing refers to one blade in the hands.

A '+' means a cox is present, no '+' or a '-' means no cox present.

The underlined word is the common name by which we call that boat class.

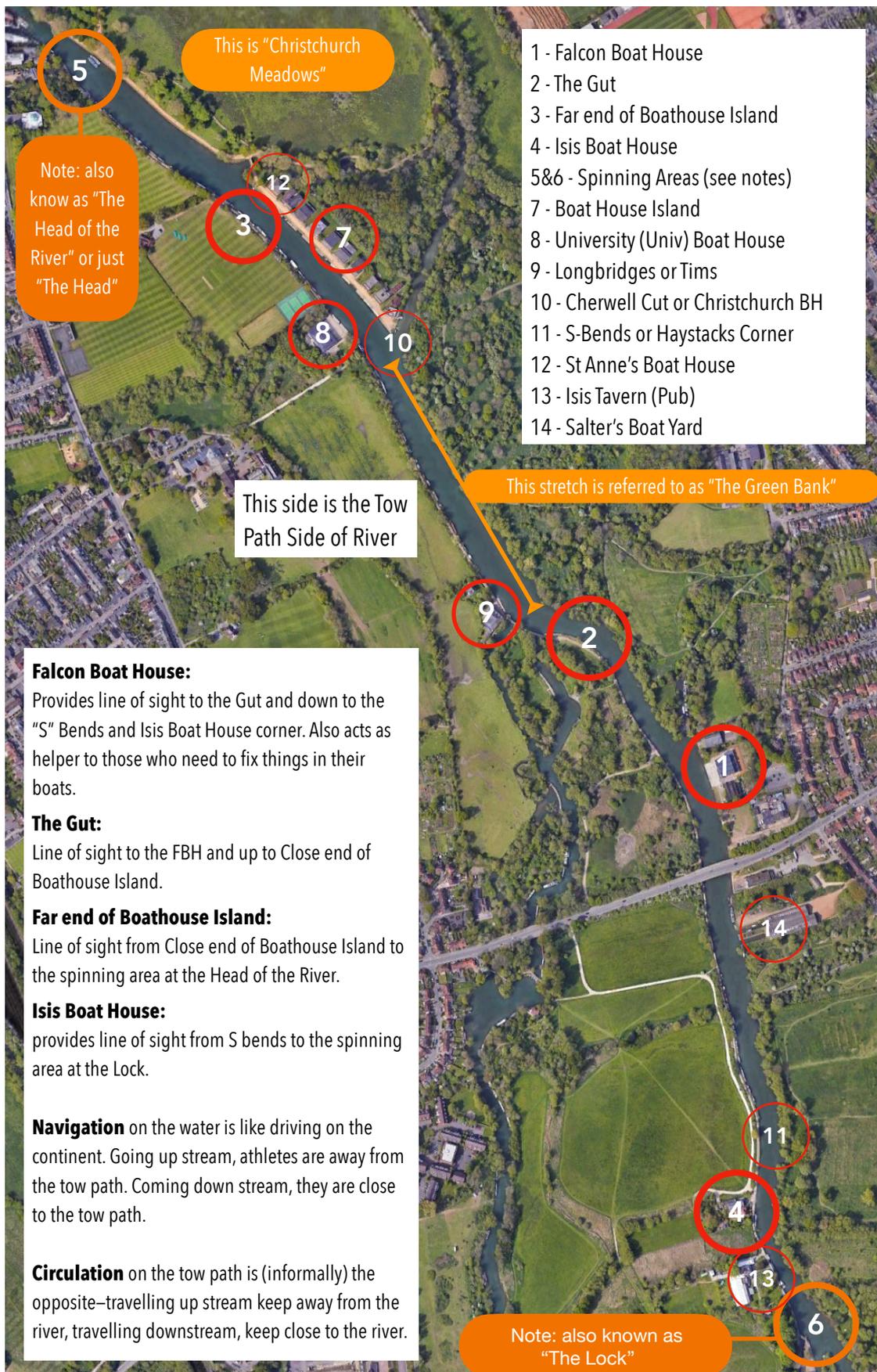
Sculling	Rowing
1x <u>Single</u> - solo/single sculler	no equivalent
2x <u>Double</u> - two scullers	2- <u>Pair</u> - two rowers
4x <u>Quad</u> - four scullers	4- <u>Four</u> - four rowers
4x+ <u>Coxed Quad</u> - four scullers	4+ <u>Coxed Four</u> - four rowers and a cox
8x+ <u>Octuple</u> - (<u>Octo</u>) eight scullers, always coxed	8+ <u>Eight</u> - eight rowers, always coxed
2x+ <u>Coxed Double</u> - two scullers and a cox	2+ <u>Coxed Pair</u> - two rowers and a cox

There are very few of the last two categories around, but as they exist, it's worth knowing the names.

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A guide to implementing the safety cover

Map of the Isis stretch of the Thames in Oxford.



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Explanations and Definitions

All diagrams are provided as a guide.

- Red lines demonstrate line of sight, but not actual distance visible.
- Shaded areas from yellow to amber suggest areas out of line of sight. Movement up or down stream may increase or decrease visibility into shaded areas accordingly.

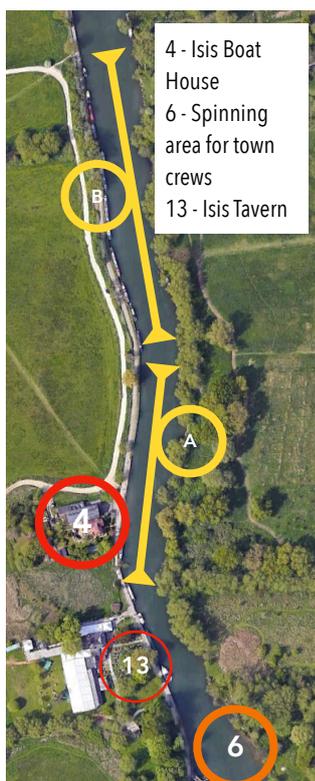
● = Marshal's Location. When joined by a dotted line, demonstrates range of area to move between.

OURCs = Oxford University Rowing Committee – the governing body for how college crews are allowed to use the river.

The Flag Status from OURCs, and information on what each means, can be found here:

<https://ourcs.co.uk/information/flags/>

The Flag Status for Falcon can be found on the boat club home page. Additionally, there are "Water Safety for Rowers" posters located through out the boat bays with information and QR codes to access up to date river data.



A Note About Flags

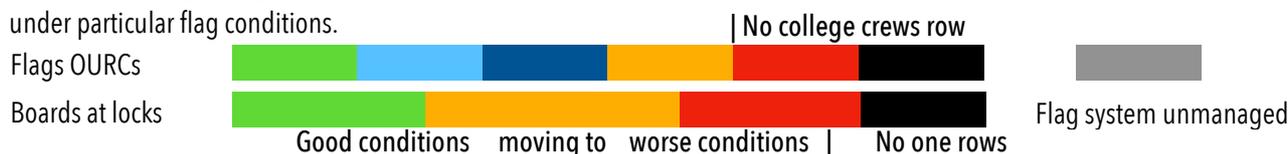
Firstly, the term "flag" and "board" are interchangeable for purposes of this explanation. This is because the EA use boards at the locks to show what level the stream is at. The flag conditions run by the University are because a flag is flown (or used to be) over one of the boat houses—flag statuses are now always on the OURCs website (link above). The OURCs system is slightly different from those followed by town clubs, particularly out of the university term. However, town clubs try closely to align with the OURC system for ease. It is important to know what both flag statuses are for two reasons:

- 1) The college crews spin at different places once their flag turns Light Blue or above. When this happens, conditions for spinning may still be safe for the town crews, and the Falcon Juniors, to spin at their usual place. However, if stream conditions increase without a flag status change for the town clubs, then it may be wise to commence spinning up stream slightly of the usual places. In the first instance, this will be between the downstream point of the stretch marked **A** and above where **6** is placed—aligned with the Isis Tavern (**13**) is probably good, but it can be moved to opposite the Isis Boat House if deemed appropriate, (a little upstream from **C**).
- 2) It may make a difference from an insurance perspective if there is an incident. The person making the decision as to whether to go out should be aware that the EA say no one should boat on Red Boards, while British Rowing suggest on site dynamic risk assessments are employed.

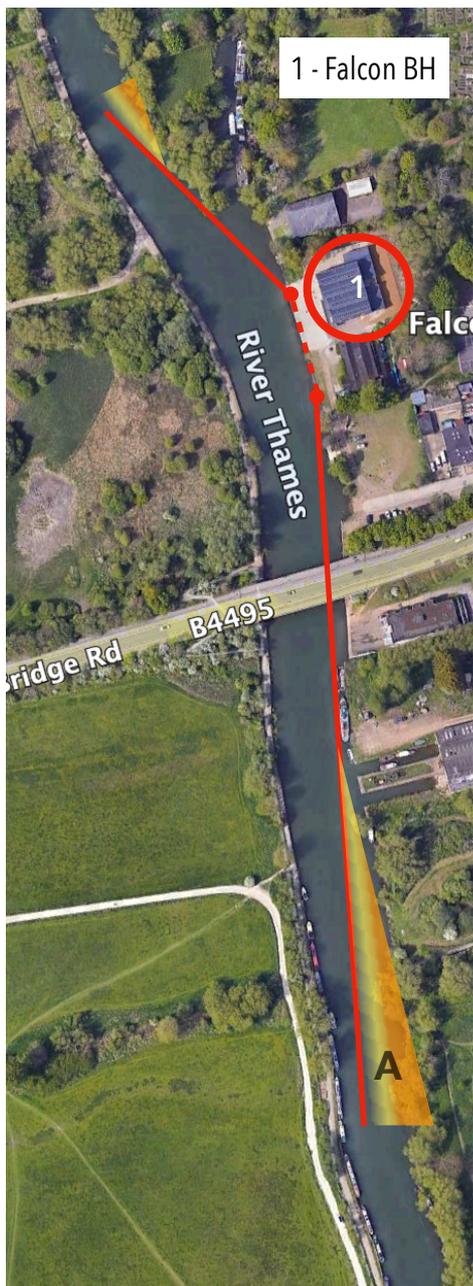
When Amber Flag Conditions for town clubs are in effect, or conditions suggest that it may be safer to spin earlier, spinning for the Junior Crews will be at the Isis Boathouse (labelled 4 on the map) or above within the stretch marked **A**. The Lead Coach shall make that decision for the latter based on the prevailing conditions. As the college crews will be spinning earlier, this will be safer, although it is important to remember that those who boat from the Isis Boat House may be either boating or landing from their very small dock.

When Red Flag conditions are in effect for town clubs, or conditions suggest that it may be safer to spin earlier (i.e. upstream), the spinning area for the juniors will be the stretch marked **B**. In most cases, this stretch will be empty as college crews are unlikely to be out if their flag is also red. If their flag is amber, spinning in the stretch marked **A** may prove to be safer so as not to clash with their crews.

Below is a representation of how the flag statuses overlap with the EA board systems. It is provided as guide only, but is useful when considering outings outside of the Oxford terms. Appendix A has an expansive explanation of which juniors can go out under particular flag conditions.



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Falcon

From the Falcon Boat House, standing on the edge of the left hand corner of the rowers landing stage with the building behind, the line of sight downstream covers quite a long stretch of the river.

Looking up stream from this position provides a pretty good view into downstream exit of the Gut and crews can be seen from about midway through. Walking downstream towards the kayakers dock opens the angle to see more in the gut if needed.

Walking up stream along the dock allows for a better angle further down providing a bit more visibility in the the shaded yellow section marked **A**. Locating oneself where marked provides a good view which overlaps with both the Safety Marshal in the Gut, and the Safety Marshal at the Isis Boat House.

This overlap downstream is visible in the picture to the right.

Isis Boat House

The marshal based here will have to walk about 100-110 meters to provide the best line of sight depending on how many athletes are present at the time. However, being in the most downstream position still provides a line of sight overlap with the marshal at Falcon.

The upper position does have a restricted view of the traffic above coming downstream due to the barges parked on the bank—the area marked **D**. If they

are giving instructions to athletes going up stream at the upper corner, the athletes may be in a better position to look and assess what is coming down stream.

The shaded area marked **C** is the area which becomes less visible the higher up stream the Marshal travels.

Part of the role of this position is to make sure that college crews are made aware of junior athletes coming back up stream having spun below where the college crews are allowed to spin (see next paragraph).

The stretch marked **A** is the spinning area for College crews when the river is on green flag as designated by OURCs. The stretch marked **B** is the spinning area for university college crews when the flag is light-blue, dark-blue, or amber.



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The Gut

This is the narrowest part of this stretch of the river and, due to the bend is also the most dangerous to navigate.

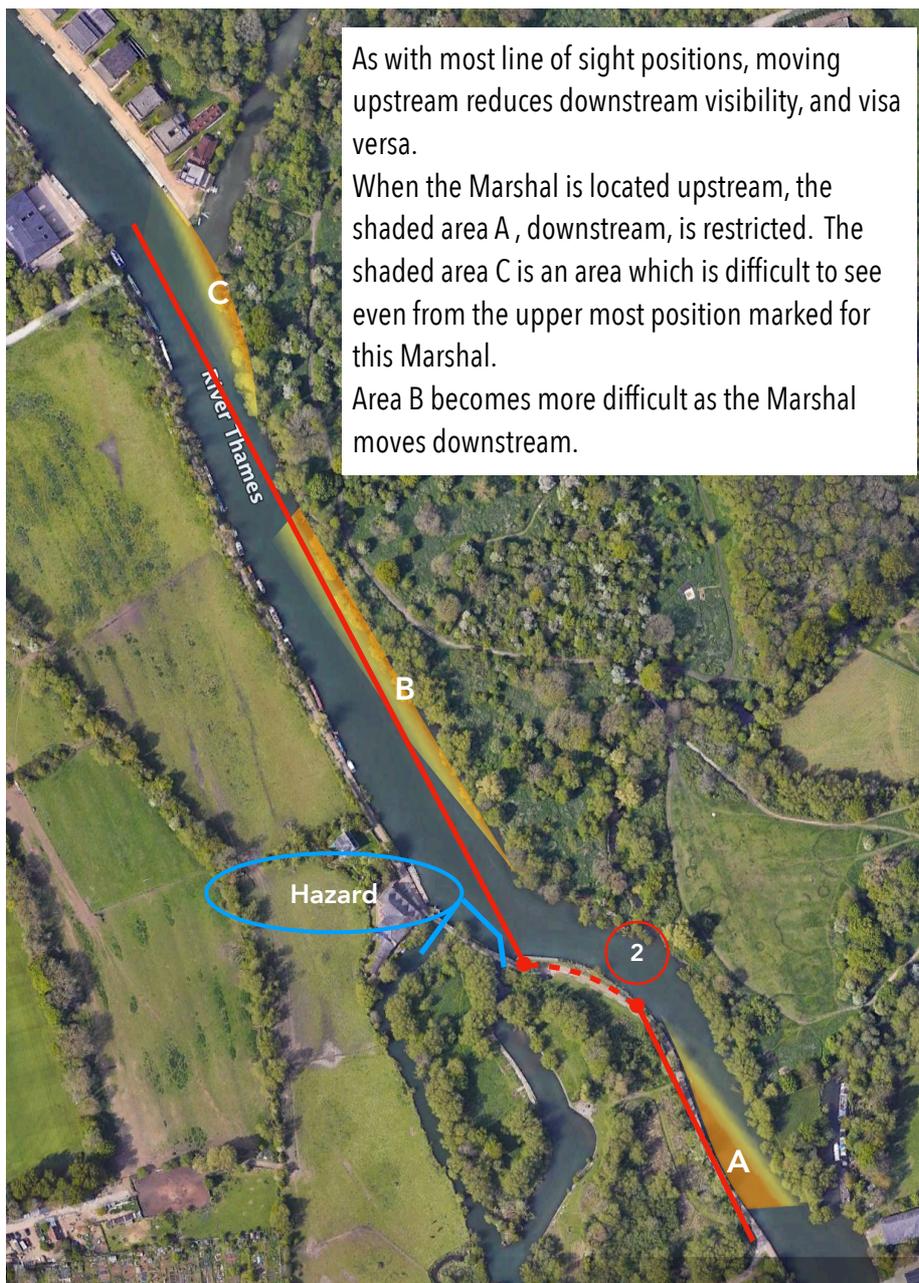
2 boats can pass in opposite directions, but only if kept strictly on their sides of the river. Overtaking and stopping is not allowed in the gut, except in an emergency or for safety reasons, and presuming it is safer to take that action than not.

For college crews coaching a stopped crew is not allowed, and crews must not impede another crew for example, by not rowing all eight where they can. Crews can row in fewer than eight if they are not impeding another crew though this is discouraged. A similar approach is taken by city crews and fewer rowers than the boat contains in order to allow the flow of traffic.

The Marshal at the Gut provides a line of sight into and out of this stretch. It overlaps with the Falcon Marshal and the Marshal located at the Far end of Boat House Island. The range to cover on foot, if needed, is about 80m.

Additional notes must be made on the Gut.

Marked on the map as "Hazard" located just upstream of the Gut on the tow side path, are two side streams which lead to a weir—the channels are marked by the blue 'legs'. There are times when the sluices are open at this weir and the pull into the streams can be quite strong. Any boat stopping at this point when the river is either flowing fast or the sluices are open runs the risk of being drawn into these streams. Indeed it happens regularly with college eights; for a single sculler, however experienced, or junior rowers lacking power, it could be very dangerous. Coming downstream, as this is a point at which the line of sight ends before the Gut, it can be more unsafe to ask boats to stop and wait here than to progress through the Gut. OURCs does not allow eights to spin at this point when the river is above a certain flag condition, forcing spinning to occur only below Donnington Bridge. We can assess whether spinning here is safe, which it usually is if there is not much river traffic and the spinning is done quickly and efficiently.



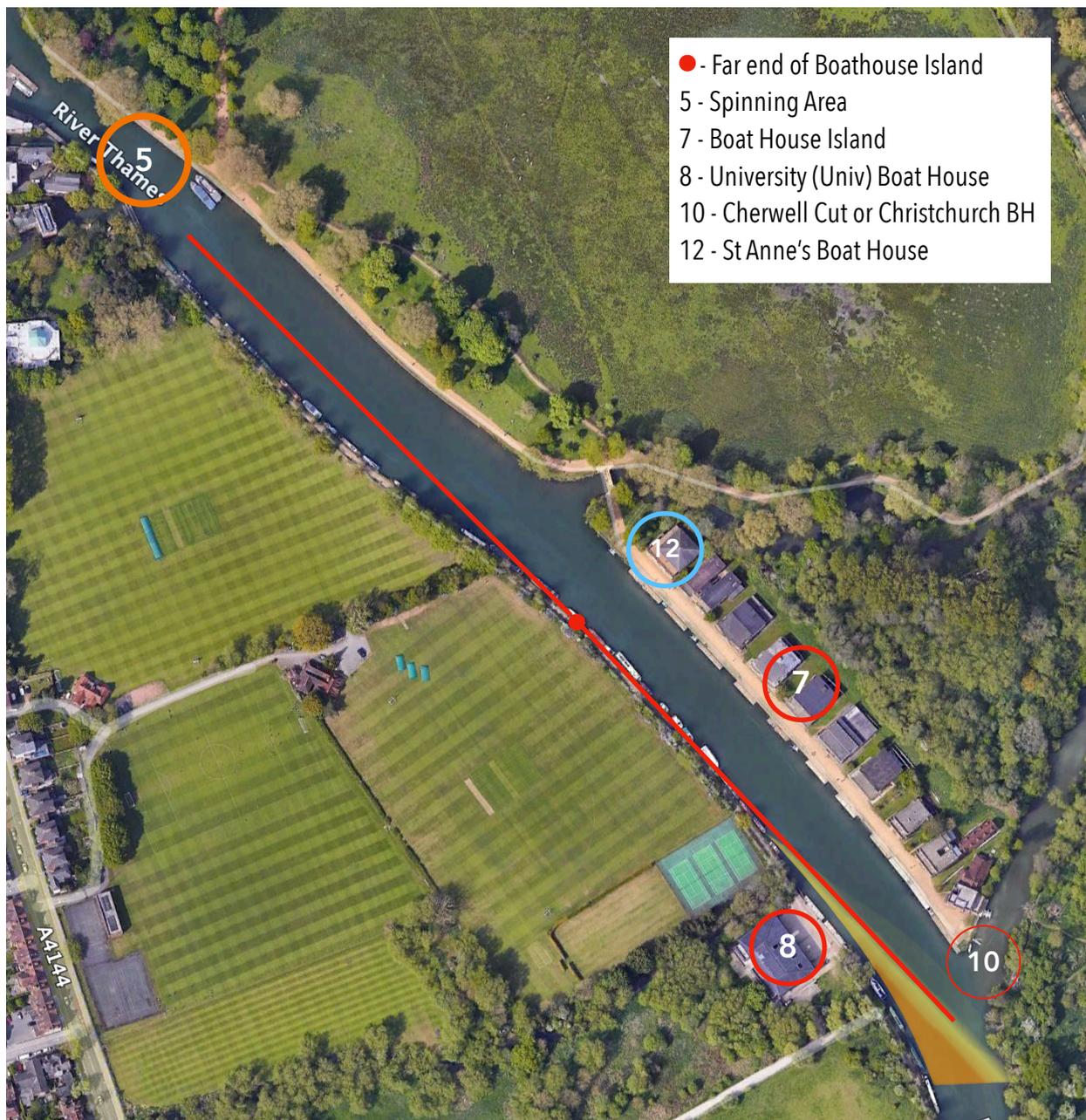
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Far end of Boat House Island

This position is pretty static as the location provides a pretty good view in both directions of both the upstream and downstream areas. Some walking up and down may be helpful depending on conditions. The position is essentially opposite St Anne's Boat House, which is the first boat house as you enter Boat House Island from Christchurch Meadows.

The line of sight overlaps with the Gut marshal at Christchurch BH and allows visibility up to the spinning area.

At certain times of year, usually the start of the academic year, this stretch can get very busy with college crews boating inexperienced boats from their docks. While it is the athlete's responsibility to be watchful of this, being aware of this while watching and calling out the poor navigation and inexperienced crews skewing into the river, is also part of the responsibility of those monitoring this position.



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Protocols

The following protocol may require adjusting, but for now, this procedure should work to cover most eventualities. For purposes of ease, a 'crew' means any number of athletes in a single boat.

Overview for outings

- 1) At the start of the outing, the Marshals shall gather with the coach once crews have been set. If there are only enough rowers to fill one boat per coach, the Marshals may not be required.
- 2) If they are, they will need to note down the following information—paper and pencils will be provided:
 - I. Name of the boat and the cox/steers-person in the boat.
 - II. Race ages of the boats
 - III. Name of the other Marshals and coaches.
- 3) They next need to pick up a radio and complete a radio check for all radios, including the coaches' radios.
- 4) They should pick up a klaxon and give a short burst to check it is working.
- 5) They should pick up a bull horn and check that it is working.
- 6) They should don a high-vis jacket.
- 7) Umbrellas, other protective gear, and any flasks may be taken with them.
- 8) They should then commence the walk (or ride if they have bikes) to their allotted position on the river bank.
- 9) Having the Juniors warm up below the Gut will allow enough time reach their positions.
- 10) 20 minutes before the end of the session, or when called by the lead coach, they can check that everything is in order and return to Falcon. If returning by bike, they should follow the last crew back to Donnington Bridge before returning to the club.
- 11) Return all equipment to its storage place and leave all areas clean and tidy.

Communications

With line of sight established, the marshals will have walkie-talkies to communicate with each other and the coaches on the bank.

- 1) Crews may be identified by boat name or steers-person as noted down in the briefing.
- 2) Marshals shall acknowledge each crew as they leave their line of sight.
- 3) Marshals shall acknowledge each crew as they come into sight from the previous Marshal's line of sight.
- 4) The Marshals closest to the spinning areas shall acknowledge a crew when they pass having spun so that the other marshals know that they are back on the course.

Incidents

In the event of an incident—eg a capsize.

- 1) The Marshal nearest shall
 1. Announce the capsize (incident) on the radio saying which crew has capsized.
 2. See if there is a coach on the bank closer than they are who can attend.
 3. Sound the klaxon/siren so that the other junior crews know that there is a capsize.
 4. Attend and help if there is no coach near at the time.
- 2) Junior's response to an incident.
 - A. If there is a junior athlete close to the incident they shall
 1. Blow their whistle to get the attention of the nearest Marshal or coach.
 2. Check their colleague is ok and is staying with the boat.
 3. Make sure that someone has responded to their whistle.

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- B. All Juniors heading towards the incident shall
1. On hearing the klaxon, check the river ahead of them.
 2. If they see the Marshal heading to help an athlete they shall not proceed out of the line of sight stretch they are on, spinning at the next corner if needs be.
 3. Listen to the instructions of the nearest Marshal.
- C. If a Junior is with a coach, they shall follow the instructions of the coach.
- 3) Coaches' Response to an incident if they are not present or very near as it happens
- A. Respond to the radio call and determine how far they are from the incident.
- B. Determine which coach is nearest.
- C. The nearest coach should:
1. Inform the Marshal they are on their way
 2. Instruct their athletes as to how far they are able to row before they have to spin in order to stay in line-of-sight.
 3. Proceed quickly and safely to the incident.
- 4) The Junior Athlete/s involved in the incident shall
- 1) First, check they are ok and slow their breathing. (Presuming they are, continue...)
 - 2) Stay with the boat and assess where they are in the river.
 - 3) Inform the nearest Marshal, Coach, or colleague that they are ok
 - 4) Consider whether they are best positioned to:
 1. Attempt to get back in the boat.
 2. Swim or paddle the boat to a bank, possibly allowing them easier access back into the boat.
 3. Swim or paddle the boat to a raft, allowing them to get out, right the boat and empty it of water, before getting back in and rowing it back to the boat house.
 4. Attempt to get on top of the capsized boat and paddle it further to reach a raft or get close to a bank.
 - 5) Inform the Marshal or Coach what they plan to do, and then work with them to make sure the safest option is chosen.

All incidents should be reported to:

- The Water Safety Officer by email: rowing.safety@falconboatclub.org.uk
- The Juniors' Head Coach—either speaking to or via WhatsApp—or the lead coach if Head Coach is not present.
- The British Rowing Website by the coach who handled the situation as soon as possible following the event.
The link to do so is: <https://incidentreporting.britishrowing.org/>

Considerations at all times during an incident

- 1) Cold Water Shock—particularly during the winter months.
- 2) In cold weather be aware that wind chill may be colder than the water and take that into account.
- 3) Tiredness of the athlete if too many attempts at getting into the boat occur.
- 4) Stream and flow of the river, particularly near channels and weirs.
- 5) Possibilities of head injury (particularly in a collision).
- 6) Possibility of an unconscious athlete (particularly in a collision).
- 7) Other river traffic.
- 8) Changing nature of risks in a moving river.

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Launch Cover

There are times when launch cover may be available, for example, when travelling below the lock. Rules for launch cover will follow BRowing guidelines, with specifics being dealt with in another document which may be assumed into this document in due course.

Contingency Plans

1) A parent marshal fails to show due to unforeseen circumstances.

The simplest option is to remove one of the marshals. From a line of sight perspective, the best one to remove is the Isis Boat House.

Three solutions present themselves.

- 1) The athletes spin higher up the downstream section while still in good line of sight of the Falcon Marshal. The best place is probably equal with Salter's Boat Yard.

Problems with this solution:

- I. This reduces the rowable length of the river by about 200-250 metres which is not ideal.
- II. As this is not a standard place for spinning, college crews will be unaware of the fact that juniors will be spinning in this area creating additional information to impart to passing crews.

Benefits of this solution:

- I. No Marshal has to move position.
- II. No additional protocols need to be enacted except the change of the spinning point to opposite Salters Boat Yard and communicating to other crews to watch for the change.

- 2) The Falcon Marshal moves to on top of Donnington Bridge. This position provides a good view to overlap with The Gut marshal, while also offering good line of sight to the S bends.

Problems with this solution:

- I. Requires additional protocols to be in place in case of an incident.
- II. Line of sight is broken while a crew is under the bridge.
- III. No one is back at base if something goes wrong, although they are close and able to get there in no more than 2 mins.
- IV. Tempting to cross the road, adding another risk—distracted/concerned marshal forgets to look!

Benefits of this solution:

- I. Allows another 100m to the river length for training.
- II. Safer spinning at the S bends where college crews already spin and expect to see crews spin.

- 3) The Falcon Marshal moves to under Donnington Bridge on the far side of the river. This would entail moving between in front of Falcon to provide line of sight into The Gut, and under the bridge to provide line of sight into to the S bends to allow crews to spin at the S bends.

Problems with this solution:

- I. It removes the Marshal from the boat house.
- II. It would take approx 4 mins to get back to the boat house if someone needed help.
- III. Line of sight is less secure, but feasible.

Benefits of this solution:

- I. Better line of sight than from the bridge.
- II. Allows another 100m to the river length for training.
- III. Safer spinning at the S bends where college crews already spin and expect to see crews spin.

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2) Equipment Failure.

It is important to know at what point either a shortened amount of river can be used, or the outing has to be called off and moved to land training. It seems that two questions arise.

- 1) What equipment is essential in order to run an outing? Once we have identified this, we can look at the second question.
- 2) What level of equipment failure would warrant that move and what contingencies can be placed to reduce the level of disruption to an outing?

The essential equipment would initially be the anything that provides smooth communications between the Marshals and to the Coaches, and then between the Marshals and athletes. Therefore walkie talkies and megaphones are the obvious place to begin. Given that Klaxons provide a warning, these should also be considered as part of the communications equipment and therefore the whistles provided to the athletes.

Failure of Walkie Talkies.

- I. With line of sight marshals in place, coverage is provided for the whole river and one coach, although two would be better.
- II. If only 5 walkie talkies are working, and there are 4 marshals and 2 coaches, the marshals take 4 radios and the lead coach shall decide which of the two coaches should take the 5th walkie talkie.
- III. If only 4 walkie talkies are working, then the Isis Boat House marshal can join the gut marshal, and the river stretch in use shall be shortened in the same way as if a marshal is not present (see contingency plan 1) above).
- IV. If only three walkie talkies are working, three options are available depending on the level of the crews going out and the river conditions.
 - a) Crews move to train above the Gut. The crews shall warm up below the gut between the club house and just below Donnington Bridge. They will then gather and move through to the upper reach, the less experienced crews first. This warm up time allows the Marshals to reach their positions above the gut. The marshals above the gut shall be situated at both The Gut, Far end of the Boat Houses, and at the spinning point marked '5' on the map (by the Head of the River). All coaches shall remain above the Gut and depending on conditions, spinning at Long bridges shall take place higher before the landing stage is reached coming downstream. Care should be taken if college crews are on the water and the flag conditions are light blue or above as they will be spinning below the Gut and may not be aware that we are spinning in that area.
 - b) Crews remain below the Gut: two options
 - a) The lower stretch shall be used for unaccompanied crews and the upper stretch shall be used by crews accompanied by a coach. Two coaches must be present in these circumstances, and one coach shall remain below the gut at all times.
 - b) All crews remain on the lower stretch if there is only one coach present.
Marshals shall be placed at Falcon, two at Isis Boathouse, and one opposite Salters Boat Yard/under Donnington Bridge. Radios shall be held at Falcon, Isis Boathouse, and the whichever Coach the Lead Coach decides shall carry the last one.

This document shall continue to be added to as deemed appropriate.

Appendix A--Flag Status Boating Rules: Juniors

 		The below criteria detail the boating and boat use rules in the different river conditions/flag statuses. ALL decisions are at the Coaches' discretion, and the Lead Coach present has final say. When in doubt, don't go out!							
OURCs FLAG STATUS	EA BOARD STATUS	EXPERIENCE LEVEL	1x	2x/2- Note: If used, 2- shells are for 15 and older only	4x-/4- Note: If used, 4- shells are for 15 and older only	4x+	4+ Note: If used, 4+ shells are for 15 and older only	8x+	8+ Note: If used, 8+ shells are for 15 and older only
GREEN FLAG AND LIGHT BLUE FLAG . If conditions worsen, consider the next level of flag even if not updated on the web sites.	GREEN FLAG	Beginner/s any age	Only under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only under supervision of a coach/marshal/senior member on bank cover or launch cover.	No 4-. 4x- only with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover. (Listed should sweep become an option for Falcon in the future.)	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover. (Listed should sweep become an option for Falcon in the future.)
		Experienced J12-J15	Only under supervision of a coach/marshal/senior member on bank cover or launch cover OR in buddy system with appropriate line of sight cover in place.	Only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	4x- only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	NOT PERMITTED	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	NOT PERMITTED
		Mixed crews	N/A	Only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	Either shell only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover. (Listed should sweep become an option for Falcon in the future.)	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover. (Listed should sweep become an option for Falcon in the future.)
		Experienced J16-J18	Only under supervision of a coach/marshal/senior member on bank cover or launch cover OR in buddy system with appropriate line of sight cover in place.	Only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only when line of sight cover is in place and then with either a coach steering OR an experienced steersperson signed off by one of the Coaches, Captains, or Water Safety Officer. If steersperson is inexperienced, then only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.	If the cox is a coach, then no additional requirements. If the cox is experienced, but not a coach, then only when line of sight cover is in place OR under the same restrictions as a novice cox which is only under supervision of a coach/marshal/senior member on bank cover or launch cover.

Appendix A--Flag Status Boating Rules: Juniors

OURCs FLAG STATUS		EA BOARD STATUS		The below criteria detail the boating and boat use rules in the different river conditions/flag statuses. ALL decisions are at the Coaches' discretion, and the Lead Coach present has final say. When in doubt, don't go out!							
EXPERIENCE LEVEL	1x	2x/2- Note: If used, 2- shells are for 15 and older only	4x-/4- Note: If used, 4- shells are for 15 and older only	4x+	4+ Note: If used, 4+ shells are for 15 and older only	8x+	8+ Note: If used, 8+ shells are for 15 and older only				
LIGHT BLUE with BAD CONDITIONS*, OR DARK BLUE AND AMBER FLAG WITH STABLE CONDITIONS *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	GREEN FLAG WITH BAD CONDITIONS* OR AMBER FLAG WITH STABLE CONDITIONS *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	AMBER FLAG = Restricted use for all Falcon Members. Juniors have reduced distance spinning no lower than the Isis Boat House.									
		Beginner/s any age and J12-J13	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED J12 & J13 see mixed crews	NOT PERMITTED		
		J14-J15	NOT PERMITTED	NOT PERMITTED	No 4-. 4x- only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved /experienced steersperson.	Only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved / experienced cox..	Only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved / experienced cox..	Only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved / experienced cox..	NOT PERMITTED		
		Experienced J12-J15 paired or mixed with exp. J16+	N/A	J14/J15 with experienced/approved J16+ steersperson. Only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover.	No 4-. 2xJ12-J15s with 2xJ16+ of which one experienced steers and one strokes. 4x- only if line of sight cover is in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with J16+ in bow or stroke AND if line of sight cover is in place AND/OR under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved / experienced cox..	NOT PERMITTED	Only with J16+ in bow AND stroke AND if line of sight cover is in place AND/OR under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved / experienced cox.	Only with J16+ in the boat AND if line of sight cover is in place AND/OR under supervision of a coach/marshal/senior member on bank cover or launch cover AND an approved /experienced cox.		
Experienced J16-J18	Only if signed off as competent AND using buddy system with appropriate line of sight cover in place AND under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced steersperson AND if signed off as competent AND using buddy system with appropriate line of sight cover in place AND/OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	No 4- for J16s. Other shells only with an approved/experienced steersperson AND if signed off as competent AND with appropriate line of sight cover in place AND/OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced cox AND if signed off as competent AND with appropriate line of sight cover in place OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced cox AND if signed off as competent AND with appropriate line of sight cover in place OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced cox AND if signed off as competent AND with appropriate line of sight cover in place OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced cox AND if signed off as competent AND with appropriate line of sight cover in place OR under supervision of a coach/marshal/senior member on bank cover or launch cover.	Only with an approved /experienced cox AND if signed off as competent AND with appropriate line of sight cover in place OR under supervision of a coach/marshal/senior member on bank cover or launch cover.			
AMBER FLAG WITH BAD CONDITIONS * OR RED FLAG STABLE CONDITIONS *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	AMBER FLAG WITH BAD CONDITIONS * OR RED FLAG STABLE CONDITIONS *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	RED FLAG = RESTRICTED RIVER FOR ALL USERS: Juniors Spin in the same place as college crews when at Blue Flag and above (see Line of Sight Safety Document).									
		Beginner/s any age and J12-J15	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED		
		J14-16 paired or mixed with J17+	N/A	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).		
Experienced J16-J18	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.			
RED FLAG WITH BAD CONDITIONS* *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	RED FLAG WITH BAD CONDITIONS* *Bad Conditions = Anything that further increases risk, eg. fog, high winds, etc.	Beginner/s any age and J12-J15	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED		
		J15-16 paired or mixed with J17+	N/A	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag mixed crews (with adjustment for ages).		
		Experienced J16-J18	NOT PERMITTED	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	NOT PERMITTED	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.	Coaches Discretion: same criteria as Experienced J16-J18 on Amber Flag.		
Black Flag		ALL AGES	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED		