Welcome to all coaches and rowers:

Rowing at Humboldt State (HSU) is both an intercollegiate (varsity) program supported by the Department of Athletics (HSU Athletics) and a club sport that competes for HSU at the club level. The varsity squad rows out of the Humboldt Bay Aquatic Center (HBAC). The club team rows out of the boathouse (Boathouse), located just north of the HBAC, on the same stretch of water called the Eureka Channel Inner Reach of Humboldt Bay.

As we all know, rowing is an outdoor sport with a college practice season that extends from August through May. Humboldt Bay, the rowing team’s home course, is an excellent and beautiful rowing location due to its natural protections and mild climate. However, because rowing is conducted in a working harbor that is exposed to weather and motorized boat traffic, safe boating practices are mandatory.

This Boat Safety Manual outlines HSU Athletics safe boating practices and emergency protocols. All student-athletes and coaches are expected to follow the contents of this manual in order to keep all participants safe. Additional information is available at http://www.usrowing.org/safety-expectations/.

Enjoy your row! Hope to see you on the water soon.

Duncan Robins
Athletic Director
Humboldt State University

NOTE: This is a living document maintained by HSU Athletics. Updates, additions and changes will occur as needed. Portions or summaries of this document may be replicated in the Student Handbook, Operating Guide and/or other department documents. Last updated: August 2018
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I. BEFORE THE ROW

1.1 SWIM AND SELF-RESCUE TEST
All rowers must be able to pass a 15 minute swim test. This swim session should also include a self-rescue test that involves putting on a Personal Floatation Device (PFD) while in the water.

1.2 ROWING TERMINOLOGY
Safety on the water requires split second decisions, safety commands issued by trained personnel, and the ability for all rowers to understand and respond to those commands. For this reason, before rowing, each team member must have received education on basic rowing vocabulary, which includes:

1. Types of rowing shells or boats (e.g. eight, four, quad, pair, double, skull, with/without);
2. Parts of a rowing shell (e.g. shell, deck, hull, bow, stern, port, starboard);
3. Equipment (e.g. rigging, seat, track, oar, blade, handle);
4. Simple commands (e.g. weigh enough, ready to row, check, hold, back, tie-in, untie);
5. Positions in the boat (e.g. coxswain, stroke, bow person, position or seat numbers).

1.3 RIGHT-OF-WAY AND WATERCRAFT NAVIGATION
Coxswains and rowers must become aware of local traffic patterns and rules of the water. Right-of-way rules have been developed by the United States Coast Guard (USCG). But there are also common practices followed when piloting small water craft including:

1. In general, vessels with the least maneuverability have the right-of-way, but rowers should play it safe and take action to avoid all other types of boats.
2. In the Inner Reach of Humboldt Bay, all rowing shells are to stay to the Eureka shore side when moving in and out of Woodley Island Marina area while watching for other boats.
3. Rowing shells should shove off and approach the dock for landing pointing against the tide.
4. Changing tides, winds and currents will alter boat reaction times, the width of safe channels, and the locations of hazards as they may shift and/or become exposed or partially submerged.
5. Coxswains and rowers must become familiar with the locations and extent of shallow water, docks, rocks, channel markers, landmarks and seasonal concerns.
6. Rowing shells should stay clear of bridge abutments and other man-made or natural obstacles, especially when navigating a turn or stopping.
7. Coxswains and rowers should make frequent checks on both sides, and watch/listen for oncoming traffic and floating hazards.
8. All participants should be courteous to others on the water, be aware of powerboats and fishing vessels, and treat them with respect.
1.4 PRE-ROWING MEETINGS
Prior to each on-water, rowing practice the Head Coach should hold a meeting with all coaching staff and coxswains to outline where each coach (and safety launch) and shell (with its respective crew) plans to be that practice. A white board will list rowing line-ups for each shell and will have tide, wind and weather conditions posted for that day/practice. Should a coach decide to alter their practice location, they should update other staff via the marine radios.

1.5 EQUIPMENT CHECKS
Before leaving the dock for a row, each rower will be expected to work through a number of equipment checks to confirm that:
1. Nuts on the rigging are tight;
2. Foot stretchers are positioned correctly;
3. Heel ties are in good condition and fastened;
4. Slides operate smoothly;
5. Clothing is clear of seat and slide;
6. Proper floatation devices are on board the shell and/or safety launch;
7. Coxswain is wearing a Personal Floatation Device (PFD);
8. All rowers know the practice plan.
Note: If not sure about the operability of any equipment, a rower should ask!

1.6 KNOW THE BODY OF WATER
Most on-water practices will be conducted on Humboldt Bay, however, races typically occur on other bodies of water. In all instances, coxswains and rowers must familiarize themselves with the body of water on which they will be rowing. This should include:
1. Examining a map for the body of water (especially important for Humboldt Bay);
2. Being familiar with typical, local traffic patterns;
3. Recognizing and understanding channel markings, and locations of known hazards;
4. Being aware of any seasonal or weather-related situations that could occur.

1.7 COMPLETED PAPERWORK
All student-athletes must comply with NCAA regulations which require that each rower has taken all required training and has a complete Medical File held by the Sports Medicine staff. This file will include:
1. General demographics and emergency contact information;
2. Current primary health insurance information;
3. Completed and current Medical History questionnaire;
4. A signed Physical Examination form;
5. A signed Assumption of Risk form; and,
6. A signed Health Insurance Policies and Procedures form;
7. Sickle Cell Trait testing results or waiver;
II. WEATHER AND ON-WATER CONDITIONS

All rowers must be aware of potential issues that can arise in different kinds of weather conditions.

2.1 WIND
Wind is a weather variable that can lead to unsafe practice and/or competition conditions on Humboldt Bay. It is the responsibility of the coaching staff to know current wind conditions and what changes could be expected during the course of a scheduled practice or competition.

If the wind speed increases and produces unsafe conditions or ‘white capping’ of any kind while a practice or competition is already underway, the coaching staff must escort all rowing shells back to the HBAC and/or Boathouse, taking the safest, most direct route under the existing traffic pattern.

If the wind conditions are such that ‘white capping’ is occurring in the Inner Reach prior to practice, no shells will be launched. This typically occurs when the wind speed has reached 15 mph or greater and is blowing against the tide.

2.2 FOG
There will be days throughout the year that the weather pattern produces medium to heavy fog conditions on Humboldt Bay during practice or competition times. Under such conditions it is imperative that the HSU rowing teams operate under the safest standards possible. The coaching staff is responsible for assessing the density of the fog and safety for practice.

Shells will NOT be launched for practice or competition if:
1. During daylight hours, the Samoa Bridge cannot be seen from the HBAC;
2. During pre-dawn hours, the lights on the Samoa Bridge cannot be seen from the HBAC;
3. If the fog has been increasing (and visibility decreasing) over the last 30 minutes.

For a shell to launch during foggy conditions:
1. All HSU rowing coaches present must agree on whether the conditions are safe for practice;
2. All rowing shells that launch for practice under what are deemed safe fog conditions must have a bow and stern light.

If crews experience light fog during a practice:
1. All crews should remain in the north end of the Inner Reach in case the fog thickens;
2. If fog decreases and visibility increases, and navigation aids are visible, boats may row south of the Inner Reach.

If heavy fog rolls in while practice or competition is already underway:
1. Coaching staff must escort all rowing shells back to the HBAC or Boathouse taking the
safest, most direct route under the existing traffic patterns.
2. All launches and rowing shells must reduce speed to less than 5 mph.
3. If possible, the coaches must communicate with each other on the marine radio or cell phone in order to reduce the likelihood of collisions.

2.3 LIGHTNING
Lightning is one of the most dangerous, weather-related threats that student-athletes and coaches may face on the water. Coaches are responsible for monitoring the weather, especially for the potential for lightning. During practices or competitions, the coach will monitor the weather for the threat of approaching storms and lightning by using SPARK by WeatherBug. If they don’t have up to the minute weather data on their cell phone, they should use the “flash-to-bang” method to estimate how far away any lightning disturbances (that have been sighted) are occurring.

The flash-to-bang method can be summarized as the following:
1. Once lightening has been sighted, count the number of seconds until thunder is heard.
2. Divide the count by five to determine the approximate distance (in miles) to the lightning flash.
3. A flash-to-bang count of thirty seconds or less indicates high danger (i.e. 6 miles, or less).

Coaches must use their best judgement when it comes to lightning. If lightning is:
1. Sighted, no rowing shell or coach’s launch is permitted to push off from the dock to begin practice or competition.
2. In the weather forecast but not sighted, it is recommended that rowing shells stay in the Inner Reach, allowing for a quick exit.
3. Sighted while on water but more than 10 miles away, proceed directly back to the HBAC or Boathouse as quickly and safely as possible.
4. Sighted while on the water and close by, all rowing shells must proceed to the closest shelter as quickly as traffic patterns allow.
5. Sighted and seems imminent, proceed to the nearest dock and seek shelter.

Note: When seeking shelter from lightning, and an indoor facility is not immediately accessible, automobiles with metal roofs (not convertibles) and windows rolled up are a safe alternative for shelter as long as the occupant is not touching the frame. If these options are not available, the coach will lead the student-athletes to an area that is not elevated, and away from large trees, flagpoles, and telephone poles.

Once lightning has been sighted:
1. Practice or competition must not begin or resume until thirty minutes after the last thunder is heard or lightning strike is seen.
2. In the case of a competition, the decision will be made by the Athletic Director in consultation with the Head Coach, who will be in contact with the competition officials, and all other coaches and athletic trainers present.
3. Spectators must be warned of the potential risk of lightning (by the contest announcer where available) and directed to safe shelter.

Note: As stated in the *NATA Position Statement: Lightning Safety for Athletics and Recreation*, all individuals should have the right to leave an athletic site or activity without fear of repercussion or penalty in order to seek a safe shelter if they feel they are in danger from impending lightning activity (Walsh KM, Bennett B, Cooper MA, Holle RL, Kithil R, Lopez RE, 2000).

2.4 WAVES
Waves can be generated by wind, tides, currents, or wakes from passing boats. Because shells are vulnerable to high waves, specific care is needed when approaching them. Coaches, coxswains and rowers must use their best judgement. It is suggested that, if the approaching waves or wake are/is:

1. Higher than the gunwale, the shell should be turned parallel to the wake to avoid having parts of the shell unsupported by the water. It is possible to split a shell under these conditions. Rowers should stop rowing and leans away from the approaching wake, with oars facing the approaching wave lifted slightly.
2. Lower than the gunwale, but deep and closely spaced, consider maneuvering the shell to take the waves at a 90 degree angle, with the bow slicing directly through them.
3. Lower than the gunwale and widely spaced, continue to row without a course adjustment.

Note: Turning in waves is tricky; allow plenty of room, energy and time.

2.5 DARKNESS
During certain times of the year, portions of practice will take place when the sun is down or visibility is compromised due to weather. While darkness isn’t a weather condition, lack of visibility due to darkness is a very important safety consideration. Any rowing shell or coach’s launch pushing off in low light or the dark must have proper lighting and a sound-making device.

Rowing shells and coach/safety launches should both have a white light affixed to the stern which is bright enough to warn approaching vessels. Each bow should have a green/red navigation light to identify the bow of the boat and its port/starboard sides.

2.6 AIR AND WATER TEMPERATURE

**HYPOTHERMIA** occurs when a victim is subject to cold temperatures, cold water, ice or snow. There is potential danger for hypothermia when the water temperature is below 80 degrees and very dangerous when the water temperature is below 50 degrees. Hypothermia can occur without the victim being in the water, rowing in extremely cold weather can cause symptoms. Symptoms include feeling cold, turn bluish and shivering, and followed by numbness, apathy, lethargy,
disorientation and loss of mental capacity. When air is below 40 degrees and/or water is below 50 degrees, coaches should keep the safety launch within 100 yards of all shells.

Note: Make sure the coxswain is warm but safe. They are not moving. Know that too many layers are not safe, if the boat flips they can drown.

What to do if a student-athlete is cold and shivering:

1. Get them out of the water quickly, even on top of the capsized boat. Heat loss is 25 times greater when in the water.
2. If unable to get them out of the water, have others huddle with them, keeping as much of the body out of the water as possible.
3. Move them to shelter quickly, remove wet clothing and re-warm body. In mild hypothermia conditions, re-warm in a shower, tub or with warm blankets.
4. Do not give them any liquids to drink, and treat for shock.
5. Continue to re-warm them and obtain medical assistance as soon as possible.

What to do if shivering has stopped:

1. Call or assign someone to call for EMS. DO NOT RE-WARM EXTREMITIES!
2. The torso must be re-warmed to avoid circulation of cold blood to the heart. This can kill.
3. Wrap the victim in a warm blanket and apply heat to the underarms and groin area; wrap again in a separate blanket. Wrap each arm and leg separately to prevent rapid re-circulation of blood to the heart. Hot packs should not be placed directly on the victim, a thin layer should be used to protect the victim from burning. If possible place the victim in a sleeping bag with a warm person.
4. Administer artificial respiration and CPR if necessary. Always obtain medical assistance as soon as possible.

Note: Be aware that in very cold water, people have survived as long as one hour underwater. Recover a victim immediately and even though there may be no sign of life, administer CPR efforts until medical assistance is obtained.
HYPERThERMIA may occur when there is a significant increase in body temperature, usually when the air temperature is above 76 degrees, and the individual is exposed to sun and heat in combination with a decrease in fluids. It may occur when:

1. Sweat cannot easily evaporate;
2. The body is being heated by the environment;
3. Water loss from sweat and respiration is not replaced and dehydration occurs.

Two serious conditions may result from hyperthermia:

HEAT EXHAUSTION, with warning signs including a throbbing headache, nausea, cool skin, chills, sweaty, and pale pulse. **Actions:** Drink water. Find shade from sun. Treat for shock.

HEAT STROKE, which can be life threatening, can cause behavior changes, unconsciousness, hot but not sweaty, flushed warm skin and rapid pulse. **Actions:** Douse with cool water. Shade from sun. Fan. If unconscious, ensure the airway is open. Call for medical assistance as soon as possible.

To avoid these and other problems in hot and humid weather:

1. Maintain a high fluid level.
2. Hydrate on and off the water. Have an individual plastic water bottle for easy access.
3. Avoid sunburn by using sunscreen. Use a sweatband or hat to keep lotion out of eyes.
4. Wear light clothing.
5. Remain in the shade when off the water.
6. Plan activity level consistent with the degree of heat and humidity.
III. SAFETY LAUNCHES

The safety or coaching launch and its driver supervise practices and competitions, and provide emergency assistance when needed.

3.1 REQUIRED TRAINING FOR DRIVERS OF LAUNCHES

The driver must be trained in the proper use and operation of the safety or coaching launch. Classes are offered through:

1. Local chapter of U.S. Power Squadron (http://www.usps.org/newpublic2/index.html);
2. Coast Guard Auxiliary (839-6123);

3.2 DEMONSTRATED DRIVER SAFETY SKILLS

Coaching staff members may “test out” of taking the above-mentioned classes by demonstrating their knowledge and ability to:

1. Attach and remove outboard engine from launch;
2. Attach and remove gas lines from outboard engine;
3. Start outboard engine in cold weather conditions (below 30 degrees), rain, and/or wind;
4. “Trouble shoot” when an engine won’t start;
5. Change a spark plug;
6. Drain float bowl (liquid placed in “bad gas” container, taken to Facilities for disposal);
7. Drive launch in normal conditions, rain and/or wind;
8. Read and understand tidal charts;
9. Depart and return launch to/from dock under various weather and tidal conditions;
10. Pull student-athletes from water into launch;
11. Tow an empty rowing shell back to dock;
12. Assemble bow and stern lights;
13. Attach and remove bow and stern lights;

3.3 REQUIRED SAFETY EQUIPMENT ON LAUNCH

Required safety equipment to be on the coach or safety launch include:

1. Personal Floatation Devices for the coach(es) and all rowers they are supervising;
2. Marine radio (and cell phone) that allows for a direct link with emergency services;
3. First aid kit;
4. Night lights;
5. Tool kit including: wrenches, appropriate nuts, tape, washers, and other materials needed to make small repairs. Note: Only minor repairs should be done on the water.
3.4 MAN OVERBOARD DRILLS
Coaches should practice and teach rowers “man overboard” safety drills. The drills should include practicing how to:

1. Have rowers enter the safety or coaching launch from the water;
2. Approach shell from the leeward side, keeping the outboard propeller away those in water;
3. Turn off the engine as soon as contact with the shell and crew is made;
4. Avoid overloading the launch.
IV. EMERGENCY SITUATIONS

4.1 EMERGENCY COMMANDS AND RESPONSE
If someone gives the command “weigh enough, check hold,” don’t ask questions, just respond immediately by stopping all forward movement. Square the blades in the water and bring the boat to a halt.

4.2 DISTRESS SIGNALS
Use these distress signals to communicate an emergency situation to other boats:
1. Wave arms or a shirt above head like a flag;
2. Detach and raise one oar into the air.

4.3 MAN OVERBOARD
Immediate command: “weigh enough, check hold!” Two different scenarios:
1. If the safety or coaching launch can get to the person first, keep the shell clear of their efforts and allow the safety or coaching launch to rescue the person in the water.
2. If the safety or coaching launch is not in the immediate vicinity, back the shell to the person in the water and have them climb back into the boat or hang onto the shell until the safety or coaching launch arrives.

Note: Under no circumstances should the person in the water leave their shell and “swim for it”. Even if they or their swamped boat is within a swimable distance from the shore, the rower should not leave their boat or floatation device (boat/oar). However, they may swim with their boat or floatation device to the shore.

4.4 ROWER INJURED
Immediate command: “weigh enough, check hold!” If a rower has an injury, signal safety or coaching launch if first aid is needed.

4.5 SHELL DAMAGED
Immediate command: “weigh enough, check hold!” If the shell is damaged but afloat and not taking on water, make adjustments or signal safety or coaching launch for assistance.

4.6 SHELL SWAMPED
Immediate command: “weigh enough, check hold!” When a shell is swamped with the interior water reaching the gunwales, the floatation in the bow and stern makes a larger boat (i.e. an eight) a safe place for the rowers to remain, unless the boat breaks apart. Because of this, it is suggested that if the safety boat is:

NEXT TO THE SHELL: The coxswain should direct rowers to untie, and then direct them by seat number to carefully, but quickly, board the safety or coaching launch.

CLOSE, AND APPROACHING: If the shell is filling with water more quickly than the safety boat can reach the shell, the crew should signal the safety or coaching launch and then the coxswain should direct rowers to untie. If necessary, (i.e. in a smaller boat) the coxswain may direct the rowers to unload in pairs into the water (starting in the middle of the boat). Pairs
should form “buddies” and keep watch over each other. The coxswain should buddy with the stern pair.

MUCH FURTHER AWAY: If rescue is not imminent (i.e. launch not contactable or visible), and if the crew is in the water, take the following steps to roll the boat over:
1. Remove oars and place them parallel to the shell. All persons should move to the two ends of the shell. It is dangerous to roll a shell with people near riggers.
2. Roll the boat upside down so as to form a more stable floatation platform so rowers can either lie on top of the hull or buddies can hold onto each other across the hull.
3. Do not attempt to roll the boat if rescue is on the way.

Note: A safety or coaching launch can shuttle rowers to the nearest shore. Be careful not to overload the safety or coaching launch. Stillwater Launches can shuttle 12 to 15 people to safety at a time. If safety boat not available, and shore is close, consider swimming with the entire crew, the shell and oars to shore. Nobody should leave the shell and “swim for it”.

LANDING THE SHELL: When the shell has been brought to the shore, remove the oars, if they are still attached. Bail the shell to remove water from the main compartment. If the ends of the shell (i.e. the floatation cavities) have filled with water, they must be drained before the boat can be removed from the water. Remove the shell carefully to avoid injury or damage and allow additional water to drain during the process.

4.7 SHELL CAPSIZED
Immediate command: “untie!” This rarely happens, except in small boats. Be sure that all rowers and the coxswain are accounted for. Find your buddy and stay with them and the boat until assistance arrives.

4.8 SHELL BROKEN AND SINKING
Immediate command: “untie!” Get out of the boat and follow the same procedures as for a swamped shell. Do not leave the oars as they are the floatation devices for each rower.

4.8 ANOTHER BOAT IN DISTRESS
If a distress signal from another shell is seen and insufficient assistance is near that craft, maneuver your shell toward the distressed boat. Assist in any way that does not jeopardize the safety of your crew.

4.9 GENERAL SAFETY PRACTICES
Shells should stay within hailing distance of their safety or coaching launch. The safety or coaching launch will be outfitted to provide assistance to rowers and/or their shell. Typically, the driver’s expertise and the launch’s toolbox is enough to resolve small equipment adjustments or breakdowns after a brief stop, which should allow the crew to continue its row after minor repairs. If more serious needs arise, the launch and driver are there for rapid transport to safety.

Singles and pairs are much less stable than four-man and eight-man boats, and should be rowed with a buddy boat or accompanied by a safety or coaching launch. The rescue boat will stabilize the shell for re-entry of a rower that has fallen in to the water.
Humboldt State University Intercollegiate Rowing Emergency Protocol

1. **ASSESS THE SITUATION** for scene safety and medical needs.
2. **ROLES OF FIRST RESPONDERS:** Maintain composure and professionalism.
   a. Provide immediate and appropriate care of injured or ill victim(s) until EMS arrival
   b. Designate individuals to:
      i. Activate EMS.
      ii. Retrieve emergency equipment.
      iii. Direct police and EMS to emergency scene (have person meet them).
      iv. Crowd control and management. Limit scene to first aid providers only.
3. **CALL EMS (9-1-1)** with cell phone or use the Marine Radio to Hail Coast Guard Station (Channel 16) Humboldt Bay.
   a. Nearest landline telephones are located at the front counter of the HBAC.
      i. Activation of EMS needs to provide the necessary information.
         a. Name, address, phone number of caller.
         b. Nature of emergency.
         c. Number and condition of victims.
         d. First aid treatment initiated by first responders.
         e. Specific directions as needed to locate the scene (see below).
         f. Other info as requested by the dispatcher.
      ii. **DO NOT HANG UP FIRST! LET EMS HANG UP FIRST!**
4. The HBAC is located at **921 Waterfront Drive, Eureka, CA 95501**.
5. Provide appropriate emergency care until arrival of EMS.
6. **Upon arrival of EMS, provide the pertinent information to EMS.**
   a. Mechanism of Injury.
   b. Vitals (i.e. Blood pressure, pulse rate and strength, respiration rate, consciousness, PERL)
   c. Treatments rendered.
   d. Medical history.
7. **Additional duties**
   a. Obtain medical history and insurance information (from athletic trainer or head coach).
   b. A coach or athletic trainer should accompany student-athlete to hospital if available.
   c. Notify other Sports Medicine staff immediately, as appropriate.
   d. Sports Medicine staff should contact the parents as appropriate.
   e. Inform appropriate coaches and administrators.
   f. Appropriate accident/injury reports should be completed.
   g. Any care rendered and all names of individuals involved in the incident must be documented in an accident/incident report. Everyone involved must sign this report.
8. **Opposing Team Coverage**
   In the event the opposing team does not bring, an ATC, an HSU Athletics athletic trainer may perform First Aid or any other treatment determined necessary (with the opposing team’s consent) prior to a practice or competition. If the opposing team brings an athletic trainer, HSU staff may assist them with First Aid or any other necessary treatments if they ask for assistance.

9. If lightning is threatening and seeking shelter is advised, the following location is near and should be used: **INSIDE THE HBAC or BOATHOUSE**. It is important to note that if an individual is using an automobile for shelter, the windows should be closed and contact with the frame of the vehicle should be avoided.

10. **In the event of a tsunami or tidal wave**, do not go in the water. Follow the evacuation route.

11. **If a Tornado** is threatening and seeking shelter is advised, the following location should be used: **Humboldt Bay Aquatic Center building**. Individuals seeking shelter should go to the center of an interior room *(locker rooms, bathrooms, offices)* on the lowest level possible, staying away from windows, doors, corners and outside walls. Individuals should try and put as many walls as possible between themselves and outside. If available, individuals should get under a sturdy table and protect their head and neck with their arms. If stuck outside and a vehicle is close, get in the vehicle, buckle the seatbelt and drive to closest sturdy shelter. If the vehicle is hit by flying debris, pull over. If an individual needs to take cover in a stationary vehicle, they should buckle their seat belt, cover their head with their arms and a blanket or coat or other cushion if possible. If stuck outside with no vehicle, individuals should try and find a low lying area such as a ditch and lay down covering their head with their arms.

**Pre Event Checklist**

**Preparation:** Ensure that all emergency equipment is readily available and in proper working order including: Cell phone, radio, PFD, 1st Aid kit

**Communication:** Identify emergency phone locations (Cell, HBAC, Boathouse, and Marine Radio)

**Facilitation:** Identify emergency personnel. Introduce yourself and find out where they will be positioned. Discuss plans in event of emergency.

**Familiarization** Be aware of athletes with a pre-existing conditions and potential health hazards.

- Eureka Police 911
- Coast Guard Sector Humboldt Bay / Officer Jim Williams 707-839-6113; CH 16
- University Police 707-826-5555
- Athletic Director / Duncan Robins 707-616-6892
- Head Athletic Trainer / Shannon Childs 707-599-5491