

## MCRA Safety Exam

Required for all MCRA affiliates.

(Not required for non-affiliates who row only in classes under the direct supervision of a coach)

Name: \_\_\_\_\_

Date: \_\_\_\_\_

The passing grade for this quiz is 100%. You may take the quiz as many times as you want and you can consult the MCRA Safety Guidelines while taking the quiz. You may not ask others for help, though.

*For each of the items below, circle all answers that apply. For example, if answers a, c, and d were all correct answers for an item, you would circle all three of those letters.*

(1) If you're in a boat that flips or swamps:

- a) If the boat can't be bailed or righted, leave it and swim to shore or to the nearest launch
- b) Take a head count, stay with the boat, signal for help if needed
- c) Always call 911
- d) Use your shirt to cover your head in shame

(2) Before taking out a shell:

- a) Sign out in the log, check the damage reports to see if the boat is damaged, check incident reports to see if there are any new hazards on the river since the last time you rowed
- b) Check the wind, weather, and river flow to make sure it is safe to row
- c) Make sure there is plenty of room to put the boat hull down on the grass near the launching area. That way you can rest the boat there when you go to get your oars.
- d) Check over the boat, then take oars down to the water *before* carrying the boat down

(3) You are an experienced sweep rower who wants to scull. You should:

- a) Start learning to scull in flat-bottomed shells like the Alden, then progress to the Maas.
- b) Complete a supervised flip test and initially scull only with a coach present

- c) Stay upstream of the bridges and (preferably) within sight of the launching area until you become proficient
- d) Only go out with other novice scullers

(4) You are rowing downstream and move out toward the middle of the river to avoid a snag. You should:

- a) Be especially careful to look behind you in case there is a boat coming upstream
- b) Move back to the Brunswick side of the river once you are past the snag
- c) Move back to the Topsham side of the river once you are past the snag
- d) Move back to Massachusetts because you drive like a maniac

(5) The following is true about hypothermia:

- a) If the person is shivering you should mock them for their weakness
- b) If a person is shivering and then stops despite it being cold, they are recovering due to thermogenesis
- c) If a person is shivering and then stops despite the cold, their hypothermia may be becoming more severe. If you haven't already called 911, do it now.
- d) If the person is severely hypothermic, try to keep their core warm. DO NOT warm or raise their arms or legs. Cold blood going to the heart could result in death.

(6) Heat exhaustion:

- a) Is characterized by headache, nausea, cool skin, chills, sweatiness, and rapid pulse.
- b) Should be taken seriously. Monitor and if symptoms worsen to those of heat stroke call 911 immediately and take appropriate action
- c) Is characterized by loss of energy, humming country music songs, and arguing over the designated hitter rule. Drink beer and rest in front of a tv.
- d) Should be addressed by rehydrating, getting out of the sun, and cooling down.

(7) Heat stroke:

- a) Is a life threatening emergency. Call 911 immediately.
- b) Is characterized by symptoms such as behavior changes, unconsciousness, the person being hot but not sweaty, flushed warm skin and rapid pulse.

- c) When detected should be addressed immediately. Douse the person with cool water, shade them from sun, fan, ensure their airway is open, and always get medical assistance as soon as possible.
- d) Should be avoided by taking steps such as staying hydrated, wearing light clothing, and planning activity levels appropriate to the weather.

(8) You see an accident on the water. You should:

- a) Ask if help is needed, assist with a head count, and call 911 if rescue or medical assistance is needed.
- b) Be prepared to assist so long as it would not endanger you or those you are with
- c) Be on alert. It could be a diversionary tactic to distract you from your rowing
- d) Inform the people involved in the “accident” that they can avoid future “misfortune” by paying you protection money.

(9) You and some friends are all experienced rowers and are considering rowing under the following conditions: winds are 10mph, stream flow is moderate, air temp is 45 degrees, water temp is 50 degrees. They're excited about going out but you're not sure if it's safe. Which of the following is true:

- a) You should check MCRA Safety Guidelines. These numbers are within permissible limits if (a) you are experienced AND (b) you go out in a boat with at least 4 oars.
- b) You should check MCRA Safety Guidelines. They indicate that combined water and air temperature falls below the “rule of 100” so no one is allowed on the water.
- c) As an experienced rower, you are responsible for being aware of your own abilities and limitations as well as factors that may not be accounted for in the Safety Guidelines. Choose accordingly and, if you choose to row, take appropriate extra precautions.
- d) You should prove your hardiness by plunging in the river naked.

(10) You are rowing in a boat and notice that the footstretcher tracks are loose. You realize that continuing rowing with the loose track would damage the boat. You should:

- a) Tell a coach, if one is available
- b) Note the problem in the repair log and mark the boat with a “Do Not Row” flag
- c) Draw a picture of the coach in the repair log, mark her or him with a “Do Not Row” flag and post photos on Facebook
- d) Pretend like you didn't notice the damage, put the boat away, and then skulk in the shadows, plagued by the knowledge that failure to report damage or needed repairs can result in MCRA disciplinary measures.

(11) When turning your boat around, which of the following is true:

- a) Turn clockwise in Spring and counterclockwise in the Fall (spring forward, fall back)
- b) If you notice another shell approaching you, yell “Heads Up!” to them to make sure they see you.
- c) Never, ever turn a boat around just upstream of a bridge or other obstacle if there is a significant current