

INTRODUCTION

The Quinsigamond Rowing Association, Inc. has been authorized by the Lake Quinsigamond Commission to make rules and regulations governing the use of rowing shells on Lake Quinsigamond. These rules are meant to insure that Lake Quinsigamond remains a safe place to row. As with any sport, especially one taking place on water, no amount of regulations can take the place of common sense. Please read these rules carefully.

SAFETY RULES

Traffic

1. Stay as far to the right as practical at all times. Stay out of the middle of the lake.
2. Traveling North - Stay to the Shrewsbury shore.
3. Traveling South - Stay to the Worcester shore.
4. Do not turn or stop in areas marked "No Turn/No Stop Zone". (See "Normal Traffic Rules")
5. Do not "sit" in areas marked "No Sitting", turn and move to the sides of the lake immediately. (See "Normal Traffic Rules")
6. The areas marked shallow are extremely shallow, stay clear of them. (See "Normal Traffic Rules")
7. Use the arches closest to shore on the Route 9 bridge at your own risk. Shopping carts often lurk in the shallows.
8. Do not use the center arch of the Route 9 bridge.
9. To reverse direction, turn 90°, row directly across the lake and complete your turn on the other side.
10. Scullers and Crews must pass single file through the narrows.
11. Scullers and Crews may turn around an island but must do so counterclockwise. Turning scullers and crews must give way to traffic in the main traffic lanes.
12. No more than three crews may travel abreast in the same direction.
13. Coaches must slow launches to minimum wake speed when passing other crews or scullers.
14. Overtaking boats shall stay to the left of those being passed. The overtaking boat shall give way to the boat being passed.

Visibility

Fog

A minimum of 200 meters of unrestricted visibility must be available before crews or scullers may begin rowing on the lake in foggy conditions. Coaches are

responsible for determining that there is enough visibility to conduct a practice. Extra care should be exercised in the presence of any fog. Coaches should stay closer to their crews and should keep a sharp lookout for other crews both ahead and behind. Scullers should check their course more frequently and be aware that they might be almost totally invisible to other crews on the lake.

Rowers caught on the lake during a sudden fog should proceed with extreme caution. Crews should stop often to look for other crews or scullers and the shore. Stopping and listening in a fog is often more effective than looking when trying to locate other rowers.

Darkness

Inadequate lighting on a shell is an invitation to disaster. It is important that lights be used so crews can see each other and so motorboats can see us. Proper lighting must be used by all rowers beginning one half hour before sunset and continuing until one half hour beyond sunrise.

-- OR --

During any other low visibility conditions such as, but not limited to, fog and dense cloud cover.

Both shells and coaching launches must carry lights.

For Shells : A bright, flashing strobe light mounted so as to be seen from all sides (you probably will need more than one for each shell). The light(s) should be visible at all times when turned on. Don't cover them up with clothing. The strobe should flash at least once every 10 seconds.

For Launches : Coast Guard approved navigation lights (red, green and white) or lighting similar to that used on shells.

This requirement is one rule that is often enforced by law enforcement officials on the lake.

Cold Weather Rowing

The combination of low water and air temperatures in the spring often result in conditions that can result in hypothermia or frostbite for rowers. Emersion in near freezing water can be fatal in less than 5 minutes. Coaches and scullers should exercise caution during the early spring and late fall when the danger of hypothermia and frostbite are at their highest. This includes absolutely never sending a boat out without a launch, keeping boats closer together, carrying the proper safety equipment (see below) and not taking chances. Coaches and scullers are encouraged to learn the effects and warning signs of hypothermia and to practice emergency treatment.

Blind Boats

Look and look often. Stay away from the middle of the lake. Follow the traffic pattern. If you see a boat approaching you, make your presence known to it by shouting, blowing a whistle or some other method.

Coxed Boats

Look and look often especially near high traffic areas. Follow the traffic pattern. If you see a boat approaching yours, make your presence known to it by shouting, blowing a whistle or some other method.

Coaches

All crews must be accompanied by a coaching launch. Stay within hailing distance of all boats you are coaching. Do not let your crews run unaccompanied down the lake. Electronic megaphones and radios are highly recommended. Carry the proper safety equipment in your launch. This includes PFDs for everyone under your supervision on the lake, a paddle, a fire extinguisher and any other equipment that may be required by law. Carry rigging tools in the coaching launch. Check your gas and drain plug before you leave the dock.

