

## Circular Opposing Flow Pattern

Author: Janine Chan, KRC

Approved by KRC BoD and KCKC BoD /February 2025 for trial 2025 April-October

1. **When paddlers and rowers share the same water for a training session, the circular opposing flow pattern (COFP) will come into effect:**
  - Rowers will travel North along the highway and South along the East Hillside ( clockwise flow pattern ).
  - Paddlers will travel North along the East Hillside and South along the highway ( counter clockwise pattern).
  - Both sports will follow the COFP using reasonably close proximity to the highway and reasonably close proximity to the eastern hillside. No one will be rowing in the middle of the lake except to pass if that much space is needed to avoid collision. Once passed, the boat doing the passing will fall back into the regular flow pattern path of travel ( not remain in the middle of the lake) .
  - As paddlers will always have rowers in their view due to the nature of our two sports , paddlers will always take evasive action to avoid collision and be aware that the width of a rowing shell and oars is ~ 14 feet wide.
  - Safety boat drivers will be responsible to review and reinforce the COFP with its club members on the water if our 2 Clubs are training at the same time.
  - Should the two sports meet on the COFP, both safety boat drivers need to be cognizant of the effect of **any** boat wake on rowing shells and should take preventative measures (slower boat speed and/or move motor boat position to the centre of the lake during the close proximity of the 2 sports) to minimize the risk of a rower flipping into the lake.
  
2. To emphasize the seriousness of this policy being followed, **KRC and KCKC will have all drivers of launches, coaches and athletes sign the new document before the start of each season moving forward and ensure it is kept updated as new individuals to the site occur in any of these categories. A signature indicates the following: " I have read, understand and will reinforce/follow this policy when our two clubs are on the water at the same time ". An updated copy of the signed document will be put in the hands of each club.**
  
3. **Safety Boat Trailer Parking:** south of the Blue Dock Ramp, just below the highway. Park boat trailers on a diagonal to the hillside with the trailer handle/ front wheel pulled as close to the hillside as possible. This will provide a clear boat ramp for the launching/retrieval of the KWSC boat and both the KCKC and KRC boat trailers.
  
4. **Blue Dock capacity for parking KRC & KCKC Safety Boats:** The short north edge can accommodate 2 safety boats parked as close to the hillside as possible. If KRC and KCKC each have a boat occupying this north edge, all other safety boats must be moved/parked at the long beige docks. KRC coastal boats most often need the full length of the Blue Dock to launch/ to return to land.



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