

## **SAFETY AND MARSHALLING TEAM**

### **LAUNCH MANAGER**

### **LAUNCH DRIVERS/MARSHALS**

### **MARSHAL ASSISTANTS**

#### **WHAT TO DO**

**Launch Manager** – Ensure ACRC and MNK launches are in good working order and fuelled for the day.

Make sure the launch bags are properly stocked (per British Rowing Row Safe guidelines), and that throw rings and anchors are on board all craft.

**Launch Drivers** - On arrival, report to Launch Manager.

All drivers must be trained ACRC launch drivers or hold RYA L2 certificate (or above). All launches must be equipped according to British Rowing Row Safe guidelines.

Life jackets are compulsory. **NO Wellington boots!**

Please proceed at low speed (unless attending emergencies), especially near marina entrances and when passing moored craft and rowing boats.

#### **WHERE TO DO IT**

Refer to attached map.

#### **HOW TO DO IT**

**Safety Boat 1 (Sailing Club)** Patrol downstream of the bottom bridge, following the last crew up to the short course start. Safety Boat 2 will take over from you at the bottom bridge. Follow the last racing crew in each LONG division down the course, taking over from Safety Boat 2 at the bottom bridge. You will not need to follow the SHORT course crews down the river.

Whilst waiting for crews to race, please moor up at the bend downstream of the bottom bridge to have a good view of the 1000m straight ahead, and looking back towards the bridge. Be aware crews may race through either arch of the bridge.

You will be required to attend any safety incidents. The crew, therefore, should be able-bodied and experienced. There may be occasions where crews need to be pulled out of the river and boats dragged behind your launch.

Complimentary refreshments are available for you at the catering tent.

**Safety Boat 2 (Sailing Club)** Patrol upstream of the bottom bridge following the last crew up to the long course start. You will follow the last racing crew in each long course division down the course to the bottom bridge, where Safety Boat 1 will take over.

Whilst waiting for crews to race, please moor up at bend downstream of the Minerva RC to have a good view of the 500m straight ahead. Safety Boat 2 will act as Race Monitor 3 during the long course. You will be equipped with a loud hailer, whistle, radio and red flag.

You will be required to attend any safety incidents. The crew, therefore, should be able-bodied and experienced. There may be occasions where crews need to be pulled out of the river and boats dragged behind your launch.

Complimentary refreshments are available for you at the catering tent.

**Safety Boat 3 (ACRC)** Patrol upstream of the Top Bridge – Long Course marshalling area. Respond to any safety incidents in the marshalling area, although Safety Boat 2 may be faster to respond to incidents in this area closer to the Top Bridge. This Safety Boat will be deployed during head races where smaller boats (singles, pairs and doubles) are racing. Follow the crews down towards the start when racing commences.

Whilst waiting for the race to commence, Safety Boat 3 will position itself at the farthest upstream end of the crews being marshalled towards Weston Lock. Be aware of the condition of crews in smaller boats as they wait to race, and keep an eye on any single sculler who may be inexperienced.

You will be required to attend any safety incidents. The crew, therefore, should be able-bodied and experienced. There may be occasions where crews need to be pulled out of the river and boats dragged behind your launch.

### **Above Start Marshal 2**

Work in conjunction with Above Start Marshal 1 to marshal, turn and send crews to the start when instructed to do so. See description of the role for Above Start Marshal 1.

### **Above Start Marshal 1**

Marshall the crews into start order from the top bridge up to Weston Lock (Twerton). Lowest-numbered crews nearest the bridge.

Scullers and pairs/doubles to be marshalled well upstream, double-parked if necessary. Eights and fours to be marshalled closer to the bridge, leaving ample space for turning – especially if there is a fast stream.

Crews to remain with their bows facing upstream until instructed to turn.

When all crews are in place, inform the Starter. (Late-arriving crews may be held at Minerva RC and started at the end of the division – at the Race Manager's discretion.)

When the Safety Advisor has given the Starter the all clear, the latter will instruct the Start Marshals to turn boats for racing. Please allow a short, but safe, distance between crews. 20 seconds is ideal, but use your discretion if you deem a particular crew's competence dictates a longer interval.

All river traffic must be stopped so none are on the course during racing. Both Marinas and the Canal and River Trust have been notified of the race. Please try to persuade any river traffic to wait until all crews have started. If they insist on proceeding, notify the Safety Advisor immediately.

Leave kit bag in launch between shifts.

**Short Course Start Marshal** (For Long Course – Monitor 6 and SCZ Umpire). Launch before first short course boat launches and proceed to a position above the bottom bridge, on the downstream side of the river. Working with Monitor 5 on the bank, marshal short course crews into position with their bows pointing upstream, with lowest-numbered crews downstream. Turn crews when instructed by Short Course Starter.

This launch will also have the Monitor/Umpire in it who will be the Short Course Marshalling assistant for the Short Course and then become the Monitor/SCZ Umpire for the long Course – [Refer to job description for Monitor 6](#)

Leave kit bag in launch between shifts.

**Monitor 10** – [refer to job description for Monitor 10](#). This is not a safety launch, and will have only Monitor 10 on board.

Leave kit bag in launch between shifts.

**Below Finish Marshal (only during adverse river conditions)** – The launch will only be used if river conditions require it. Otherwise, a bank marshal will be on duty. Be on the water before each short course starts, anchoring in the centre of the river below the last downstream pontoon. Ensure all boats turn safely and return to the rafts. The main requirement is to ensure crews do not get into any difficulties while waiting to disembark, or return upstream to Minerva. There is a weir downstream of the marina that could cause a hazard during periods of fast stream.

Act as narrowboat lookout. All river traffic must be stopped so none are on the course during racing. Both Marinas and the Canal and River Trust have been notified of the race. Please try to persuade any river traffic to wait until all crews have started. If they insist on proceeding, notify the Safety Officer immediately.

Boats returning to Minerva RC must wait downstream of your launch position against the upstream bank. When you see Safety Boat 1, who will be following the last long course crew down, it is safe to send Minerva boats back up the river. Any short course Minerva crews must wait until the long course has finished. They may wish to put their boats on trestles at the club whilst they wait.

Leave kit bag in launch between shifts.

