

MONITOR TEAM

MONITORS 1-11

WHAT TO DO

Before Racing Starts:

Your main task is to monitor the safety of all competitors, and to summon help in the event of an emergency.

On arrival, report to the Personnel Manager in the clubroom and collect your equipment from the Equipment Officer (or from the person you are relieving).

Arrive in good time to reach your position (refer to attached map). You need to be in place as crews proceed to the start. There will be position markers set into the ground for most positions. Ensure you have a good view upstream and downstream. Switch on your radio and ensure it is tuned to Channel 1. Read the Radio Protocol sheet to familiarize yourself with emergency procedures.

Turn on your mobile phone.

Radio the Safety Advisor as soon as you are in position. If you are upstream of the bottom bridge, you may have to radio the Radio Relay/Monitor 9, who will pass the message along.

If necessary, chivy slow-moving crews up to the start.

During Racing:

Give instructions to crews if they are in danger of colliding with another crew, or the riverbank - telling crews to move to port (left) or starboard (right). In an emergency, you may need to stop crews from racing. If you witness one crew obstructing another, or if a crew fails to act on your instructions, make a written note of the crew numbers involved and inform the Chief Umpire when the division has finished.

If you hear a request to stop racing, make sure it refers to your position. If the incident is upstream of you, it is quite likely you can allow crews near you to continue racing.

In the event of an emergency, consider the following carefully, then act:

1. Is a safety boat required? If so, radio the Safety Advisor, stating your position, location of the incident, brief description of the incident, and how many safety boats are needed.
2. Consider whether other racing crews must be stopped. Only do this if the river is blocked. Stop crews approaching, and advise upstream monitors to stop crews. Ask the starter to suspend racing. Use red flags, whistles and loudhailers to ensure crews hear you. If it is safe to do so, steer crews around the obstruction.
3. Do not put yourself in danger.
4. The Safety Advisor will summon any help required, based on your report.

After Racing:

As mentioned above, report any incidents to the Chief Umpire as soon as you can. Provide the crew number and the details of the infraction. The Chief Umpire *may* ask you to meet with the Race Committee for further discussion.

If a collision, capsize or near miss occurs, everyone who witnesses it must report it to the Safety Advisor.

Would the last monitor of the day in each position please remove and return the wooden position markers to the Equipment Officer in the clubroom.

WHERE TO DO IT

See attached map.

HOW TO DO IT

Monitor 1: Park in the layby on the Bath side of Newbridge. Cross the road, go *over* the bridge, down the steps and follow the path under the bridge. Your position is opposite the Bath Marina entrance.

You need a good view of the start pontoon upstream. You may need to warn crews who are steering poorly when they reach you. It is not uncommon.

Monitor 2: Park at the westernmost end of the Newbridge Park & Ride and proceed to the Minerva pontoons. You monitor the race from the Minerva landing stage. You also act as the liaison between Minerva and race officials. There will be an Umpire at Minerva to check boats and you may be asked to assist.

Crews arriving late from Saltford may be held at Minerva until the next division. The starter will advise you if this is necessary.

Monitors 3 & 4: Ensure you have a good view both upstream and downstream. These positions are often hampered by vegetation growth, so feel free to move if necessary to get a good view upstream and downstream.

Monitor 5 (Short Course Marshall): Crews are approaching the bottom bridge at this point in the course. If crews are overtaking at this stage, advise crews to either give way or go through the right-hand arch. Monitor 6 needs to know what instructions you have given so they are not countermanded.

Working with Launch 3, marshal short course crews into position on the Minerva (downstream) bank of the river, with their bows pointing upstream, with lowest-numbered crews closest to the bridge.

Monitor 6: Acting in conjunction with Monitor 5, assist crews in making safe passage through the bridge. Safety is the first priority and crews may need to stop, give way or use the far arch.

Encourage short course crews to get up to racing speed as they pass your position.

Monitor 7 (Short Course Starter and Timer 1): **Please read Start Team job description before you arrive.**

Crews boating from Minerva may warm up downstream of Minerva RC, as far as (but not through) the bottom bridge. As soon as the first crew arrives upstream from Saltford, all crews warming up must be turned and sent upstream to the start

Monitor 8: If crews use the far arch of the bridge, ensure the crews coming through the bridge do not obstruct each other. Crews using the near side arch tend to aim for the middle of the river after clearing the bridge.

Monitor 9 (Radio Relay): Ensure you can see all the way down the straight. You are responsible for relaying messages between upstream and downstream positions in the event the radio signal does not function for the length of the river.

Monitor 10 (Launch 3 Driver): Moor halfway down the straight, with a clear view upstream and downstream. Observe all short course boats as they pass. When the last racing crew passes you, radio the Safety Advisor. The long course will then be cleared to start. If any short course boats are obviously struggling, radio the Safety Advisor, who will delay the long course start until the last short course crew is halfway down the straight.

Monitor 11: Located at 'Coaches' Corner' just upstream of the kissing gate, near the finish where you can see all the way up the straight.

AVON COUNTY RC – LAUNCH AND MONITOR MAP
(INTERNAL USE ONLY)

