

MONITOR TEAM

MONITORS 1-11

Team Leader – Safety Advisor

WHAT TO DO

Purpose

Your main task is to monitor the safety of all competitors, and to summon help in the event of an emergency. In extreme instances, you may assist with rescue without putting yourself at risk – for instance, by using a throw line to haul a person to the bank who is in the water and struggling, or separated from their boat. You should make a note of any safety incident (crews involved, race numbers, what happened) and report it to the Safety Advisor.

Safety monitoring includes watching out for crews proceeding to the start as well as during the race. Warn crews of potential collisions with other crews or poor steering (e.g. heading into the riverbank).

You should also monitor crews for 'fair and equal racing'. A crew should not impede an overtaking crew, manoeuvre in a way that means that another crew is intentionally slowed down or causes a foul (any collision or contact between boats, oars, sculls or persons). If a crew is at fault, in your opinion, you should make a note of the incident (crews involved, race numbers, what happened) and report it to the Chief Umpire.

Before Racing Starts

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). Your radio is the most essential piece of safety equipment.

Check your radio before leaving the boathouse area. Switch it on, ensure it is tuned to Channel 1 and call the Safety Advisor – “Safety Advisor, Safety Advisor, this is Monitor <your number>. Radio check – do you read? Over”. Ensure your radio is transmitting and receiving.

Turn on your mobile phone. The phone numbers for key personnel are on a card in the bag you have been given. If your radio fails, you should use your telephone to call the Safety Advisor as soon as you notice this.

Arrive in good time to reach your position (refer to attached map). You need to be in place as crews proceed to the start – e.g. Monitor 5 needs to start walking from ACRC 30 minutes before boating commences. There will be position markers set into the ground for most positions. Ensure you have a good view upstream and downstream. Read the Radio Protocol sheet to familiarize yourself with emergency procedures.

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. Late crews can mean long, cold waits for other crews at the start.

During Racing:

In an overtaking situation, a race monitor should give instructions to the crews (when necessary) to assist them to do this safely and fairly. The rule is to overtake on port (left) and the crew being overtaken should move to the starboard side of the river (right-hand side or Minerva bank) to allow the faster crew to pass. In summary – **Crews should: Race Right, Overtake Left.**

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* at the part of the river you are monitoring, consider the following carefully, then act:

1. Is a safety boat required? If so, radio the nearest Safety Boat (see map), 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. If it is safe to do so, steer crews around the obstruction. Otherwise, stop crews approaching, and advise upstream Race Monitors to stop crews. Ask the Starter to suspend racing. Wave your red flag, blow the whistle and use the loudhailers to ensure crews hear you.
3. Do not put yourself in danger.
4. Use the throw line if there is a person in difficulties in the water.

*Typical emergencies are: capsize; collision (riverbank, bridge stanchion/support, or another crew); medical emergency affecting a crew member; and boat damage.

After Racing:

If any safety-related incident or accident occurs (collision, capsize, medical emergency or near-miss), everyone who witnesses it must report it to the Safety Advisor.

As mentioned previously, report any racing infringements (interference, impeding an overtaking crew, collision) to the Chief Umpire as soon as you can. Provide the crew number and the details of the infringement. The Chief Umpire *may* ask you to meet with the Race Committee for further discussion.

The last monitor of the day in each position should remove and return the wooden position markers along with the other equipment 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 upstream and the first bridge - Newbridge. You may need to warn crews who are steering poorly from the start to the bridge. 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 ACRC may be held at Minerva until the next division. The starter will advise you if this is necessary.

Monitor 3: Safety Boat 1 positioned at the top of the Pumping House Straight (downstream of Minerva Rowing Club on the Minerva bank). The crew member of this Safety Boat is also Race Monitor 3. The boat should be positioned so the crew have a clear view upstream of the Minerva bend and downstream along the 500m straight to the next bend.

Monitor 4: Either walk up from ACRC (35 – 40 minutes), or drive to Newbridge and park in the layby on the Bath side of Newbridge. Cross the road, go over the bridge, down the steps and follow the path downstream past the Pumping Station and to the bottom of the straight. The monitor position is on the bend (15 – 20 minutes). Ensure you have a good view both upstream and downstream. This position is often hampered by vegetation growth, so feel free to move if necessary to get a good view upstream and downstream. Crews can drift towards the far bank as they turn through the bend (especially coxless boats). There is dangerous vegetation on this (Minerva-side) bank. Warn crews to “take a look” if they appear to be heading for the riverbank. Use stronger language, and be more directive, if needed.

Monitor 5 (Short Course Marshal): Crews are approaching the bottom bridge at this point in the course and entering the Special Control Zone (SCZ). If crews are in an overtaking situation at this stage, advise the slower crew to go through the right-hand arch of the bridge. If three, or more, crews are approaching the bridge in close proximity, you may have to tell one, or more, crews to slow down, give way or hold back. Monitor 6/SCZ Umpire needs to know what instructions you have given so they are not countermanded. Keep in close touch with Monitor 6 over the radio when overtaking situations are occurring or imminent.

Marshalling the Short Course crews. Working with Monitor 6 in Launch 5, marshal short course crews into position on the Minerva bank of the river, with their bows pointing upstream, with lowest-numbered crews closest to the bridge.

Monitor 6 (SCZ Umpire): Monitor 6 is an umpire for the SCZ and situated in Launch 5. Acting in conjunction with Monitor 5, they 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 right-hand arch. Crews must obey the instructions of the Monitors and Umpire in the SCZ.

Marshalling the Short Course crews. Working with Monitor 5, marshal short course crews into position on the Minerva bank of the river, with their bows pointing upstream, with lowest-numbered crews closest to the bridge. Ensure that marshalled crews do not impede crews proceeding to the Long Course Start. On instruction from the Chief Umpire, turn crews and send them off for the Short Course Start. Maintain a gap of approximately 20 seconds between crews.

Monitor 7: Just upstream of the Bottom Bridge. The stanchion (bridge support) in the centre of this bridge is the most dangerous obstruction on the course. This is further exacerbated by the tight bend just preceding it (made worse if there is a moderate/strong stream running). Monitor 7 should position themselves on the bend and be as vocal as necessary to get the crews to steer around to port and negotiate the left-hand arch, if possible – unless being overtaken or not able to turn quickly enough. Monitor 6 will have instructed crews that are being overtaken to navigate the starboard (right-hand) arch. Monitor 7 should instruct crews by using the terms – “Take a look, bridge ahead”; “Steer to port”; “Harder bowside”; “Harder left/green” (for scullers); “Obstruction ahead – STOP!” (if the crew is about to hit the stanchion)

Before the race, 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 ACRC, all crews warming up must be turned and sent upstream to the start.

When Short Course division crews are heading for the Short Course Start (Monitor 8), they should pass through the left-hand arch (port). Monitor 7 should instruct crews to proceed to the start, and tell them that they should start building up to race pace after they clear the downstream side of the bridge.

Monitor 8 (Short Course Starter/Umpire): Please read Start Team job description before you arrive.

Downstream of the Bottom Bridge. 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.

During the Short Course division, Monitor 8 is the Short Course Starter and Team Leader. Positioned a few metres upstream of the timers, the Starter will ensure a reasonable gap between crews (approximately 20 seconds) and tell the crews to 'start' before they reach the timing station – "Crew number <XXX> GO!". As Team Leader, they will ensure the timing officials understand what they are doing, are ready to start and will use a consistent marker position for timing the start for all Short Course divisions.

Monitor 9 (Radio Relay): On the bend before the Long Straight. Ensure you can see down the straight to Monitor 10.

Monitor 9 is responsible for relaying messages between upstream and downstream positions in the event the radio signal does not function for the length of the river.

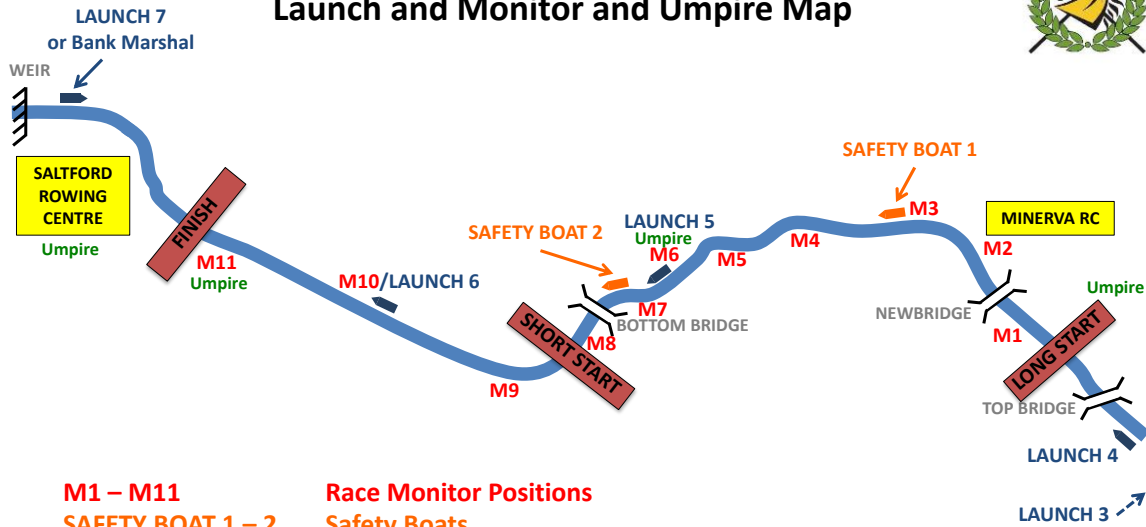
Monitor 10 (Launch 6 Driver): Moor halfway down the straight, with a clear view upstream and downstream. Observe all short course boats as they pass. When the last racing crew in the Short Course division is in view on the straight, radio the Safety Advisor. The long course will then be cleared to start. 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 (Finish Umpire/Finish Team Leader): Located at 'Coaches' Corner' just upstream of the kissing gate, near the finish where you can see up the straight. Remind crews to keep paddling light after they have passed the finish line so as not to obstruct those finishing behind them.

March 2020 Job Descriptions Ver 2.1
Head Races on The Avon at Saltford

ACRC HEAD RACES

Launch and Monitor and Umpire Map



M1 – M11
SAFETY BOAT 1 – 2
LAUNCH 3 – 7

Race Monitor Positions
Safety Boats

Marshalling Boats and Monitor Boats

Launch 5 (ACRC RIB) will marshal crews for the short course start and then position itself at M6 with an umpire aboard to monitor the Special Control Zone for the long course race
Launch 7 may be substituted for a bank marshal