



Mark Laying Scheme.



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Today's Schedule:

**The Birth of the scheme and how it fits
the “Matrix”.**

The scheme itself.

A practical exercise.



The schemes beginnings.





➤ 2006 Volvo ISAF Youth Worlds

- The idea of a qualification for mark layers was banded around the IRO's and mark layers.

➤ 2006 Pre Olympics China.

- IRO's are asked to Mark lay
- IRO's sussed out not just about throwing a buoy and anchor over the side.

➤ Southern Zone Champs

- The subject of a mark laying ticket discussed again
- The Idea rounded off and move to paper rather than a fag packet.

➤ Winter 06

- A crack Team of Mark layers was together to create the scheme.
- The Rest as they Say is History.



The Scheme & the “Matrix”.

Mark Layers	Seminar	Exam	Perform Assess	Min Exp	Ref	VHF	Power Boat	Manuals
National	2 day	Yes	Yes	4 major events	2	Yes	Safety Boat	ISAF RM
Regional	1 day	No	Yes	4 events	1	Yes	Safety Boat	No
Club	2/3 Day	No	Yes	Nil	0	No	PB2	NO



How to Qualify as a Mark Layer

Only RMG can appoint either RML, NML. or ML Instructors.

For Regional Mark layer, candidates need to apply having:

1. Successfully completing the 1 day seminar/course
 2. Had their performance positively assessed (Assessment form completed by course Instructor).
 3. Mark laid at 4 events
 4. 1 reference
 5. VHF Radio qualification
- Safety boat qualification



For **National Mark layer**, candidates need to apply having:

1. Successfully completing the 2 day seminar/course
2. Passed the exam.
3. Had their performance positively assessed (Assessment form completed by course Instructor).
4. Mark laid at 4 major events
5. 2 references.
6. VHF Radio qualification.
7. Safety boat qualification.
8. Own an ISAF Race Management Manual.

National Mark Laying Officials have all the same benefits as other National Officials, (RYA Insurance and a race officials shirt).



Introduction to Mark Laying(Club Level)

This course is an entry, level hands on course for Club sailors. They will gain basic skills and tips that will help club race officers get a course set for the standard club racing.

The course should be 90% hands on, could be run in 1 or more boats and the mark kits that are used at the local club.



For **Regional Mark Laying Instructors** candidates need to apply having:

- Gained National Mark Laying Qualification
- Had their suitability identified and been invited on NML course to become Instructor
- Powerboat Instructor Qualification
- Run a “mentored” Regional Mark Laying course.
- Obtained a reference from the National Instructor who mentored on the Regional course. stating that the person is capable of delivering the course without further support.



The Course's

- Introduction to Mark Laying (Club Mark Laying)
 - Aimed at new comers to Mark Laying
 - Will cover the very basics
 - Will help with the weekly club racing
 - A good grounding to gain valuable experience
 - Can help as crew / secondary Mark layers for small opens



- Club Mark Laying course (1 day)
 - Understanding Sailing Instructions
 - Setting up the ground tackle and rib
 - Using hand bearing compass for wind bearings
 - Setting marks
 - VHF Communications
 - Laying a triangle course.



Regional Mark Layers

- Aimed at people with some experience and basic knowledge
- Will cover GPS as tool for course setting
- Be able to lead mark teams for opens events
- Will work well as secondary Mark layer for Large opens / National championships
- Starting to understand what the RO is thinking before he is told.



- Regional Mark Laying Course (1 day)
 - Use of GPS
 - Sorting and prep of Kit
 - Tricks of the trade
 - Dropping Marks
 - Streaming Marks
 - Laying Gates
 - Setting Trapezoid courses



National Mark Layer

- For the more experienced Mark Layer
- Already working as secondary boat for National events
- Can use GPS and Boat effectively as tools
- Will be able to work in any role in the team
- Will be able to pre-empt problem and deal with them
- Will be able to work at any level of National or international event.



- National Mark Laying Course (2 days)
 - Setting Trapezoid courses using different methods
 - Performance assessment on GPS accuracy of marks
 - Managing & Coordinating a team of Mark Layers
 - Course adjustment and signaling to competitors
 - Dealing with different Race Scenarios
 - Assessment Exam



The Boats and some of the event Kit arrive in Pwelli



Example of the scenarios

“Big Windshift”

The starting point for this exercise is that a trapezoid course is currently set and that the mark layers are gathered around staff rib.

Outline

With the course set up it now needs reset to a new wind. This will be simulated by moving and re-anchoring the Committee boat. If possible swap around and agree the new roles on the course that individuals are not doing same thing. The timing includes the time to lift the marks and then reset them.

Organization.

Move the committee boat a short distance left or right of the original course...far enough so dragging marks is not really an option. Staff introduce a time element by setting a start line the going into a start sequence Asap that allows success but applies pressure. Time the whole thing from start to finish.

Briefing

Brief the group. Can't go into start sequence until line is set, must have mark 1 set for the start gun, all other marks must be set before lead boat gets to mark one. The aim is to get whole course set is soon as possible but there is an order.

Mark laying Team inform staff when the course is finally all in place.



Regional Mark Layers Group Exercise One

You have three Mark Laying Ribs in total to set and manage the course during the event. It is likely, prior to and during the start, the pin end will need continual adjustment and monitoring. After discussion your group should formulate a plan that you will present to the other candidates and be prepared to field questions on. Your plan should be specific as to which rib does what in each case covering the 3 scenarios below. Assume GPS and hand bearing compasses are available

The accurate setting up of the course.

Best positioning of Mark laying ribs once racing is underway as small corrections may be needed to any course marks

Dealing with a whole course re set after significant wind shift. Who does what when for earliest start

