



NORTHERN NAVIGATORS

Colour coded event at

Cong Burn

Sunday, 2nd February 1986

YELLOW – 1.8km, 70m

1. V.Cable		NO	33.37
2. N.Crosby	W11	NO	36.03
3. M.Jackson+2	M11	NRGS	38.01
4. Wright+Ellis	W45	ind	53.14
5. M.Weathers	M13	ind	53.43
6. Dalrymple		MHS	54.26
7. Marshall	M11	MHS	54.52
8. Ward	M13	ind	55.40
9. C.Swales	M11	NN	62.12
10. Doick+2	W15	ind	63.14
11. I.McCole	M11	NO	65.29
12. M.Dobbin	M11	KST	79.30

----- colour line -----

13. Houston+1	M11	ind	85.59
14. Robertson	M11	MHS	102.02
15. Renwick+2	M11	MHS	102.39
16. S.Hockey	W13	NO	106.15
17. S.Brown+2	W15	ind	110.56

Retired / disqualified

Broadbent	M11	KST	
P.Cass	M10	ind	
Hassan+Cessford	M11	KST	
Martin		MHS	
T.McKnight	W15	ind	
S.Hogg		ind	
Parkin	M11	KST	
Richardson	M11	KST	

ORANGE - 3.0km, 100m

1. K.Crosby	W13	NO	47.23
2. K.Mills	W21	ind	54.49
3. R.Grierson+1	W35	ind	54.56
4. M.Giles	M15	NO	56.22
5. J.Gardner	M35	ind	56.54
6. A.Tomlinson	W15	NN	63.11
7. P.Malley	W45	NN	63.14
8. A.Green	M15	NRGS	67.13
9. C.Fortune	M15	NO	71.12
10. C.McCain+1	M15	ind	71.47
11. B.Slater	M13	ind	79.15
12. V.Fryer	W35	ind	79.39
13. S.Cordingley	M60	NO	81.03

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14. E.Johnson	W15	NO	81.20
15. C.White	W21	SCS	81.49
16. A.Edwards+3	M21	ind	87.01
17. A.Moore	M12	ind	91.19
18. J.Dodds	M11	ind	93.09
19. P.Crozier+1	M13	DAS	111.45

Retired / disqualified

T.Beck		SCS	
G.Dakin+1		NRGS	
D.Johnson+1		NN	
I.Turnbull	W45	NN	
J.Turnbull	M12	NN	
M.Wilson	M15	ind	

RED – 4.6km, 155m

1. E.Hale	W45	NN	50.50
2. G.Cockayne	M21	NO	52.49
3. K.Bibby	M40	CLOK	53.59
4. H.Cooper	W	NO	56.02
5. P.Malone	M40	ind	59.58
6. A.Bailes		SCS	63.02
7. A.Craft	M40		64.41
8. G.Nixon	M45	NO	67.00
9. M.Roper			67.32
10. W.Drinkald	M21	ind	69.53
11. K.Frankish	M40	NN	71.09
12. Shaw+Ward		ind	72.40
13. W.Jackson	M35	NO	73.00

----- colour line -----

14. T.Leadbitter	M15	NN	73.23
15. Durham	M17	MHS	74.16
16. G.Pointer	M35	TYNE	74.34
17. Carrick+1			77.40
18. R.Brewis	M21	NN	77.47

19. Wright			82.23
20. R.Elliot	M45		87.00
21. M.Turnbull		NN	88.00
22. A.Nolan	M11	NN	96.54
23. A.Wilkie	M40		117.12

Non-competitive

F.Gray		NN	
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Retired / disqualified

McDonald+1		ind	
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GREEN - 4.0km, 180m

1. I.Hey	M17	NO	47.58
2. R.Crosby	M17	NO	51.56
3. A.Manson	M21	TYNE	52.32
4. A.Nicoll	M45	NO	56.22
5. M.Swales	M35	NN	55.29
6. N.Glover	M35	NN	55.46
7. P.Metcalf	M21	UNOC	59.45
8. P.Duke	M17	NRGS	59.52
9. K.Blackburn	W40	NN	60.49
10. T.May	M35	KST	61.31
11. I.Mayne	M21	ind	61.31
12. J.Maguire	M40	ind	64.02
13. S.Crow	M21	ind	65.40
14. D.Scott	M17	KST	65.48
15. J.Hey	W19	NO	71.05

----- colour line -----

16. A.Fortune	M40	NO	78.48
17. K.Dixon	W21	NO	81.17
18. B.Mayne			86.41
19. N.McCole	M40	NN	88.31
20. M.Sasse	M15	NO	93.29
21. E.Pollock+2	W40	TYNE	97.00
22. A.Johnson+1	M11	NN	97.13

Retired / disqualified

I.Campbell	M55	CLOK	
P.Coldham+2	M21	SPOC	
M.Greenhalgh	M35	NN	
L.Johnson	W40	NN	
A.McCole	M15	NO	
P.Nick+1	M11	BHSc	
D.Swainson+2	M11	BHSc	
M.Swainson+2	M11	BHSc	

BLUE - 6.3km, 240m

1. A.Barnes	M35	MH	56.33
2. S.Murdoch	M21	NN	65.49
3. D.Bendall	M21	UNOC	71.11
4. J.Dixon	M40	UNOC	78.16
5. C.Bradford	M35	NO	80.48
6. A.White	M35	NN	82.25
7. G.Hale	W19	NN	82.58
8. D.Davison	M15	NRGS	83.11
9. P.Jameson	M21	NO	86.33
10. A.Jones	M45	TYNE	87.58
11. M.Marks	M19	NRGS	89.30
12. J.Emeleus	M17	NRGS	91.13
13. R.Douglas	M21	NN	97.10
14. G.Francis	M21	UNOC	97.23
15. P.Mair	M21	TYNE	98.04
16. D.Gosling	M35	NN	100.52
17. G.Hewitson	M21	CLOK	102.59

----- colour line -----

18. N.Hockey	M35	NO	103.41
19. A.Phillips	M21	ind	105.27
20. K.Cooper	M35	TYNE	107.16
21. Gemmell	M40	NO	108.10
22. S.Watts	M19	NPOC	108.36
23. S.King	M21	CLOK	109.14
24. P.Marshall	M21	TYNE	113.29
25. J.Houghton	M17	KST	117.55
26. R.Curnow	M17	NRGS	129.37

Retired / disqualified

J.Barraclough	M35	ind	
I.Bell	M21	UNOC	
D.Love	M40	NN	
R.Malley	M55	NN	
M.Mclvor	M45	NN	
D.Pearson	M21	ind	
M.Wyatt	M19	UNOC	

Key : m - missed, w - wrong, f - found.

Organisers comments – *Alan Morgan*

Everything seemed to be running reasonably smoothly until three days before the event, I was alerted to the fact that a prestigious road race was not only scheduled to run through the Waldrige area, but would in addition do two laps around a very minor road alongside the 'pre-start'. At first the police were very apprehensive but after some intense diplomatic activity on the Saturday morning by Dave Caudwell and I they agreed that our event could go ahead provided that we changed the parking area, signposted competitors away from the 'viaduct' approach and distributed suitable notices to all arrivals. This example does highlight the problem that, even with written permission (dating back to October!), double 'booking' can still occur.

Because of potential vandalism Cong Burn is not the place to use needle punches and kites but in retrospect I think there may well be a good case, if poor weather is likely, of using a combination of flat markers and needle punches and so get around the problem of competitors having to write down code letters on to wet control cards. The checking of codes on control cards became a major problem (several cards were illegible) but in compiling the results a certain degree of imagination has been exercised.

Many thanks to the following:

Mr.D.Kellet (landowner), Mr.Sankey (landowner), Mr.Johnson (landowner), Durham County Council (landowner), Chester le Street District Council (landowner), Durham County Police for their constructive assistance.

Thanks also go to Dave Caudwell for mapping and planning, to Andrew Philipson for controlling and to the willing band of club members who withstood appalling conditions to man their posts. Of course a special thank you to all competitors for turning up on a day when there was little incentive to leave the fireside.

Planners comments – *Dave Caudwell*

The weather made the event that much more difficult because of the method I chose of indicating that you had visited the controls – ie copying down the letter instead of the more usual punches. I am sure that the problems you had of writing on a soggy control card defeated many of you who retired rather than the difficulty of the courses, but I felt that we could not risk hanging out punches in the area since (as the many paths testify) the area is usually heavily populated at the weekend.

As it turned out we could probably have used punches since the rain kept almost everyone indoors (including some orienteers) and only one control, number 3 on the yellow course was interfered with, and even then although it was cut from its tree, it fell to the ground and remained only a metre from its proper place.

Hanging the controls so low probably caused some of the competitors on the easier courses a little more difficulty than usual since it is common practice to hang these controls higher so that they can be seen on approach to the vicinity of the control, but we did not want non-orienteers to find any of them. Even so it was surprising how visible some of these controls were. One in particular was ZX, the island, which was on the orange and red courses, and this was probably because it was possible to look down on this control from a large area.

Incidentally, the only criticism I had of the courses concerned this control, which was approached by the path which ran along the Cong Burn by most competitors. Apparently, competitors were surprised to find that this route involved fording the river, even though the path is clearly shown disappearing into the river only to re-appear 20m later. I suppose that what the map does not indicate at that point is the relative inhospitable state of the hillside, although a perfectly reasonable path route at the top of the hill exists which would have solved all these problems, had that path been chosen early enough. I would be grateful for further feedback on either the course or the map.