



NORTHERN NAVIGATORS
Local event at
Cabin Hill, Doctors Gate & Gull Quarries
Sunday, 4th October 2020

FINAL RESULTS

YELLOW - 2.4km, 45m, 8 controls

1. Maya Staykova	W10	ind	40:46
2. Finley Baker	M5	CLOK	87:08

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

ORANGE - 2.5km, 50m, 9 controls

1. Lawrie Cope	M12	NATO	37:33
2. James Martin	M12	CLOK	39:27
3. Logan Marshall-Ivens	M7	NN	43:16
4. George Rennie	M12	WCOC	50:00
5. Vihra Staykova	W14	ind	50:05

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

disqualified / retired

Oscar Sanderson	M12	NATO	35:00 w9
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L.GREEN - 3.4km, 55m, 7 controls

1. John Lonsdale	M55	NN	42:06
2. Caroline Cope	W45	NATO	55:16
3. Ken Stimson	M70	NWO	61:33
4. Nina Stimson	W70	NWO	69:24
5. Joan Selby	W75	CLOK	76:58
6. Helen Rafferty	W75	NATO	81:26

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

7. Dick Whitworth	M80	BL	87:25
8. Angela Whitworth	W75	BL	95:13
9. Celia Dean	W60	CLOK	100:58
10. Mike Sarginson	M70	ind	120:32

disqualified / retired

Chris Drew	M70	EBOR	59:19 m1-5
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GREEN - 4.8km, 70m, 9 controls (course voided)

- Daisy Rennie	W14	WCOC	50:34
- Jonty Cope	M16	NATO	51:45
- Karen Clark	W65	EBOR	56:52
- Andrew Green	M50	NATO	57:29
- Liz Potterton	W60	CLARO	62:16
- George Martin	M16	CLOK	62:59
- Benedcit Sanderson	M14	NATO	63:20
- Stella Lewsley	W65	BL	63:43
- Mary Rack	W60	NATO	65:07
- Mike Cope	M70	CLARO	65:56
- David Day	M70	CLARO	68:31
- Andrew Bell	M70	BL	70:08
- Saskia Warren	W20	NN	70:27
- Cecile Spring	W50	NN	70:34
- Lazar Staykov	W14	NN	77:10
- Natalie Martin	W18	CLOK	77:19
- Peter Archer	M70	CLOK	79:56
- Caroline Mackenzie	W55	CLOK	80:20
- Yolanda Hampshire Wright	W14	NN	82:34
- Liz Drew	W70	EBOR	82:43
- Patricia Davies	W65	NATO	83:01
- Karen Blackburn	W70	BL	83:32
- Margarita Staykova	W40	ind	83:39
- Les Cavill	M60	NATO	84:34
- Roy Bradley	M70	CLOK	84:34
- Jill Smith	W65	EBOR	86:48
- Barry Harrison	M80	CLOK	88:27
- Gwenda Cavill	W55	NATO	88:37
- Kim Sanderson	M45	NATO	89:08
- Janice Nichols	W60	BL	94:43
- Richard Clark	M70	EBOR	104:00
- Jackie Barnes	W70	CLARO	110:21
- Richard Moss	M75	BL	152:47

BLUE - 6.0km, 130m, 11 controls

1. Steve Whitehead	M65	EBOR	56:29
2. Nick Martin	M50	CLOK	62:00
3. Francis Shillitoe	M45	NATO	64:42
4. John Broadhead	M65	WRE	65:14
5. Martyn Dean	M60	CLOK	65:49
6. Andrew Lewsley	M65	BL	67:29
7. John Green	M45	CLOK	69:20
8. Bob Cooper	M75	NN	72:25
9. Liam Green	M16	CLOK	72:52
10. Allen Banister	M60	CLARO	72:59
11. Ruth Ker	W50	CLARO	73:06

12. Jeff Harris	M65	EBOR	73:46
13. James Gardner	M45	NATO	75:27
14. Dave Peel	M40	NN	78:50
15. Debby Warren	W55	NN	80:53
16. John Lebeter	M65	CLARO	82:19

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

17. Stephen Eastley	M65	BL	86:00
18. Allen Barnes	M75	CLARO	86:12
19. Philip Nichols	M60	BL	94:29
20. Jenny Arthur	W21	DUOC	94:49

BROWN - 8.6km, 185m, 14 controls (course voided)

- Quentin Harding	M55	CLARO	61:38
- Dan Parker	M55	BL	70:50
- Karen Parker	W55	BL	71:01
- Maya Hampshire Wright	W16	NN	78:18
- Andrew Stimson	M35	NWO	80:32
- Matthew Foskett	M21	NN	82:48
- Dominic Green	M18	CLOK	85:09
- Doug Stimson	M35	NN	88:05
- Nigel Wright	M45	NN	88:49
- George Hare	M55	NATO	89:04
- Alastair Mackenzie	M60	CLOK	98:01
- Clare Baker	W40	CLOK	98:20
- Kate Hampshire	W50	NN	113:22
- Ross Marshall-Ivens	M40	NN	115:35
- Dougie Nisbet	M55	NN	120:20
- Michael Thompson	M45	NN	147:45

disqualified / retired

Joseph Green	M20	NATO	99:56 m9-11,13
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Key: m - missed, w - wrong, f - found

The colour line

As a guide, competitors completing three courses of the same standard and finishing above the colour line should have gained enough experience to move up to the next colour standard.

The Navigation Challenge

BO members are eligible for a Navigation Challenge certificate after successfully completing 3 colour coded courses at the same Technical Difficulty (TD) standard. The certificates are 'star' based e.g. 1 star for TD 1 up to 5 Star for TD 5.

The Racing Challenge

BO members are also eligible for a Racing Challenge certificate after successfully completing 3 colour coded courses (of the same TD) within the following times.

- Gold award - Participants time < Course length (km) x 12.5 mins
- Silver award - Participants time < Course length (km) x 15 mins
- Bronze award - Participants time < Course length (km) x 20 mins

Receiving Your Certificate

The certificates will be automatically generated via the results that clubs have uploaded into the BO website. They will be available for you to download via the members area of the BO website.

Officials:

- Organiser - Boris Spence
- Planner - Rob McKenna
- Controller - Julian Warren (NN)

Organiser's comments - Boris Spence

Many thanks for coming and supporting this event as it was touch and go as to whether we should cancel it given the prevailing COVID-19 situation. It was a decision taken right at the last minute following changing government guidelines. We are appreciative of everyone who took part for keeping to the COVID-19 rules.

Thanks to Alastair Mackenzie (CLOK) for all the work he happily volunteered to undertake, dealing with pre-entries for the event. Also to Paul Boyles (NATO) for not only dealing with all things SI, entries, programming, download and results, but also for collecting in the rogue 117 control from the murky, cold wet depths. We are grateful to Bollihope Estates for allowing us to use the area for orienteering and especially to Michael Gibbs (gamekeeper) for his help, assistance and patience throughout the event.

Planner's comments - Rob McKenna

The courses were originally planned as Day 1 of the October Odyssey about a year ago, with a full range of courses and the start at the eastern side of the map near Dryderdale Plantation. I felt this would give a different perspective to a well used and familiar area for a prestigious event.

Unfortunately the onset of the COVID-19 situation at the beginning of the year meant that it was going to be very difficult to host a full 2 day October Odyssey National event and a decision was made to downgrade the event to a single day 'local' colour coded event to try and conform to government guidelines for the sport at the time.

Parking was to be in Dryderdale Plantation on forest roads, but the fee charged by Forestry England for use of Dryderdale for parking was felt to be too much for the revised event to sustain and it was decided to move the start to Doctors Gate.

Uncertainty over the ongoing COVID-19 crisis, whether the event would go ahead and who may turn up, impinged on the work load it was felt necessary for a successful event. In the end I decided on reducing the number of courses from the 9 courses required for a National event to only 6 for a 'normal' colour coded event in an attempt to limit the number of controls used. In particular, this meant that I dropped the Short Green as it proved difficult to plan a course of suitable length with the correct physical and technical attributes with the controls available. In retrospect, the Light Green proved to be a little too physical for some of the older competitors that ran it and I must apologise for that. It had been some time since I last visited the area due to the COVID-19 situation and the run-ability in parts of the area had changed making some legs physically harder than I first thought.

Control 117 - other than the physicality of the courses and terrain, there was one other major problem concerning control 117 that drew quite a variety of comments from competitors on the courses where it was used.

Although there was light persistent rain on the Saturday when the control was set, then independently checked by the controller, the area around the control appeared 'normal' and seemed to accurately reflect the map. Unfortunately and unknown to us, there must have been heavier rain throughout the night and early morning resulting in the change of state of control 117 and surrounding area. This was only brought to our attention when there appeared to be an unusual flurry of activity in the area, so both myself and the controller set out to see what the problem was, thinking that possibly a control had been misplaced.

On arrival at the control site, to our horror we discovered that the depression where control 117 was sited had filled with water to the extent that it totally covered the control and could only be seen if you looked closely into the depths of the peaty water. Most competitors we saw were finding it difficult to navigate the area as these newly formed ponds were not on the map and disguised the depressions they were desperately looking for.

What to do? This was a very unusual problem and one that I had never heard of, or come across, so I was a bit unsure how to resolve it. The courses involved (Green and Brown) would have to be voided as the control was now unsafe, unfair and may not even work being under water. It was decided to man the site and inform competitors who appeared to be looking for the control that it was submerged and had to be missed out.

Most took this advice in good humour and carried on to complete their course. However one or two competitors were less than courteous with their comments.

The competition area can be physically demanding, but I believe the courses were fairly planned and the control concerned was a perfectly legitimate control which had been positioned fairly and correctly. Unfortunately, a freak of nature changed the area which was way beyond our control.

Whilst I do understand competitor's frustration at the circumstances they found themselves in, I'm not so sure that in this instance, irate comments aimed at the officials of the event do anybody any good.

My thanks to Julian for his quiet and careful controlling and to Boris for his calmness and efficiency in organising the event under difficult conditions. Also to the many club helpers who stayed behind to help collect controls in the ensuing rain.

Controller's comments - Julian Warren (NN)

I would like to thank Boris for his efficient, no nonsense approach to organisation and his strict compliance with the new COVID 19 regulations. Thanks also to Paul Boyles for running the SI system for us and going beyond the call of duty to retrieve the submerged control 117 stripped to his underpants (see photo). Rob planned some technically and physically challenging courses on a demanding area which were well received on the whole. However, two courses were adversely affected by control 117 being submerged in what was a dry depression on the map and when the control was placed there and checked on the Saturday afternoon despite the constant rain all day. This depression and one other in the area had turned into water features. We had a dilemma recovering the control, it was barely visible under the water surface (see photo), was not going to be easy and replacing the control on a feature which didn't agree with the control description or map, therefore we decided to man the control site and inform competitors of the problem.



Controller (left) and planner astride the water filled depression with start and finish in the background. The control is approximately in the centre of the pond between the two officials. Photo courtesy of Dougie Nisbet.



Paul Boyles seen retrieving the control.

Acknowledgments

Many thanks to Bollihope Estates for use of the area.

Comments on these results to - robmckenna193@gmail.com