



NORTHERN NAVIGATORS

Level D event at

Hamsterley Doctors Gate

Sunday, 27th October 2013

YELLOW - 2.5km, 45m, 7c

1. Ian Peerless	M55	ind	19.25
2. Maya Wright	W10	NN	31.21
3. Andrew+Leah Blackett	M35	ind	42.00
----- colour -----			
4. Joe Green	M12	NATO	44.07
5. Yolanda Wright	W6	NN	53.03
6. George Goad	M5	ind	64.39

ORANGE - 2.7km, 45m, 10c

1. Jeneba Wright	W12	NN	51.46
2. Celia Dean	W55	CLOK	51.58
3. Rowan Mathews	M7	ind	66.22
4. Aspen Mathews	W4	ind	67.02
5. Roger Mawby	M70	EBOR	68.13
----- colour -----			
6. Judith Skedje	W65	NATO	81.50

L.GREEN - 4.0km, 60m, 7c

1. Frank Major	M65	NN	51.16
2. Stephen Hopper	M55	CLOK	57.36
3. Bill Griffiths	M60	EBOR	58.30
4. Mike Hardy	M75	CLOK	69.57
5. Gill Mawby	W65	EBOR	70.06
6. Alexandra Hare	W12	NATO	72.12
7. Gary Russell	M40	NN	86.17
----- colour -----			

8. Aoife Lakey	W14	NATO	89.02
9. Peter Firth	M65	NATO	89.52
10. Anne Lakey	W50	NATO	91.10
11. Helen Rafferty	W70	NATO	91.50
12. Carole Firth	W65	NATO	107.17
13. Eileen Bedwell	W80	CLOK	109.11

Retired / disqualified

Joe Trigg	M60	CLOK	86.43 m#8
-----------	-----	------	-----------

GREEN - 4.7km, 70m, 9c

1. Andy Green	M45	NATO	42.47
2. Stella Lewsley	W55	BL	47.41
3. Ian Scott	M50	ind	50.09
4. Jill Libby	W55	CLOK	52.04
5. Katherine Marshall-Ivens	W40	NN	53.17
6. Andrew Clark	M45	EBOR	54.21
7. Ross Marshall-Ivens	M35	NN	54.27
8. Andrew Major	M40	NN	55.50
9. Jill Smith	W55	EBOR	58.15
10. Roy Bradley	M65	CLOK	62.38
11. Jenny Wren	W60	BL	64.30
12. Paul Goad	M50	ind	64.53
13. Isla Mathieson	W45	CLOK	65.30
----- colour -----			

14. Clyde Mitchell	M65	BL	66.12
15. Andrew Nicoll	M70	NATO	68.23
16. Steve Beverley	M60	NATO	73.36
17. Diana Mitchell	W65	BL	75.56
18. Martin Adamson	M70	CLOK	76.12
19. Bob Richardson	M60	NATO	76.53
20. Barry Harrison	M70	CLOK	77.02
21. Norman French	M65	LOK	80.34
22. David Floyd	M50	NATO	80.59
23. Dave Allison	M75	CLOK	81.30
24. Jackie Barnes	W65	CLARO	82.37
25. Simon Schmuck	M55	CLOK	91.09

BLUE - 6.2km, 110m, 11c

1. Phillip Batts	M50	CLOK	56.12
2. Rob Bailey	M50	CLOK	57.19
3. David Allison	M50	STAG	58.32
4. Willard Wright	M45	NATO	63.51
5. Alasdair Wilson Craw	M55	NATO	64.31
6. Kate Hampshire	W40	NN	66.25
7. Martyn Dean	M50	CLOK	68.28
8. Paul Jameson	M60	NATO	69.14
9. Christopher Bradford	M60	NATO	72.10
10. Bob Cooper	M65	NN	73.06
----- colour -----			

11. Allen Barnes	M70	CLARO	84.21
12. David Murphy	M50	CLOK	84.27
13. Chris Petre	M50	CLOK	86.12
14. Katherine Bett	W18	SN	87.00

15. Dougie Nisbet	M50	NN	92.48
16. Mary Rack	W50	NATO	103.44

Retired / disqualified

Jeremy Lakey	M55	NATO	79.59 m#11
--------------	-----	------	------------

BROWN - 8.6km, 170m, 14c

1. Jack Kosky	M20	ind	72.36
2. Nigel Wright	M40	NN	73.51
3. George Hare	M45	NATO	91.41
4. Barry Young	M50	NN	97.35
----- colour -----			

Officials

Organiser - Boris Spence, Planner - Rob McKenna

NEOA Colour Award Scheme

Members of NEOA may purchase the relevant colour badge on completion of three NEOA events (one may be from outside the area), finishing above the colour line.

For further details, contact - Margaret Crosby

Email - nsoa@hotmail.co.uk

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.

Planners comments - Rob McKenna

What a day - many thanks for all coming and testing your skills against not only the terrain but also the changing weather. Hope you managed to squeeze in your run between the showers, although you would have still had to cope with the strong wind.

I must apologise for a few errors that had crept in during the planning process which did not become apparent till control setting on the morning of the event. It's a bit of a long story but the event was planned for earlier in the year and had to be cancelled due to snow. When re-scheduled it fell into the shooting season which limited our access to the area to check things over. As it turned out the map did not appear to be clear in the area of two controls - 165 (LG + Bl), 171 (G, BL + Br). This was a schoolboy error on my part - mis-interpreting a spur for a re-entrant on the map. In light of this I tried to place the control in the most visible position from the direction I thought most competitors would approach. I must apologise if you found difficulty with these controls. The majority of competitors were generous with their comments and I do appreciate that, but it was also good to hear other feedback particularly on route choice and how the variability of the heather affected their runs.

Looking at the results and reflecting on comments from competitors it seems that most enjoyed the challenge set, but it seems that the Orange and L.Geen courses found the terrain a bit physical.

With the start on the top of the moor, planning for the shorter courses does prove quite a challenge - once into the heather there are few paths or tracks to get onto to ease your way.

It was a bit of a hectic day earlier on as the controls had to be put out on the morning of the event which meant a very early start from Tyneside for me and an even earlier start for Boris - coming from Ellington. Thankfully we managed to get all the controls out before the onset of the first of the heavy showers. However, in the rush to set up registration during one of the early heavy showers it came to light that the tapped route on the Yellow course had not been done and a few early competitors may have struggled without it.

Many thanks to Boris for organising and use of the EMIT equipment; to Phill and Lorraine Batts for registration; to the Hampshire-Wrights for the start; to Bob Cooper, Frank Major and Ross Marshall for parking and lastly all the control collectors.

On leaving the area I noticed that our road signs had fell victim of the high winds - hope they were there to guide you in - if not, sorry.

Carole Firth would like to thank the competitor who found and handed in her visor.

Comments on these results to - robmckenna@blueyonder.co.uk