

Eco-Endurance Challenge

Participant Notes 2011



Introduction

Welcome to the Eco-Endurance Challenge (E2C) 2011. This is our eleventh year and we hope that new and returning participants will enjoy some of the challenges contained within this year's event. The following is a brief outline of some important details that team captains and participants should be aware of before event day.

Eco-Endurance Challenge Team:

A lot of work has gone into designing the course for this year, which should prove to be a good test of participants' abilities and a great deal of fun. At this time I would like to introduce and thank the 2011 E2C team, as well as to thank in advance the many volunteers who have been involved in E2C planning and coordination. The E2C 2011 management team includes:

Meet Director	Mannie Lewis
Course Technical Designer	Jim Blanchard
Course Director	Howard West
Co-Director (mapping)	Eugene Peters
Co-Directors (on-site management/safety)	Steve Leblanc, Howard West
Co-Director (information/liaison)	Chris Richards
Co-Directors (logistics)	Trish Corbin, Sissel Eknes
Co-Directors (registration/scoring)	Scott Hill, Jenny Cartwright
OANS Representative	Peter Lewis

Location and Registration

Location:

Directions to the registration site are posted at <http://ecoendurancechallenge.ca>. There will be three sites this year. The first will be used for registration, the second for the event itself, and the third for post-event awards ceremonies and banquets for the 8 and 24 hour categories.

The Start/Finish will be located approximately 20 minutes away from registration. Directions to the Start/Finish will be provided at registration.

THE COURSE IS OFF LIMITS TO PARTICIPANTS FROM NOW TO APRIL 30th.

PARTICIPANTS FOUND ON THE COURSE WILL BE DISQUALIFIED FROM WINNING THE RACE!

The Halifax Regional Search and Rescue (HRSAR) command, logistics and rescue vehicles will be stationed at the Start/Finish, along with tents for shelter. All teams can only enter and exit the course from this site. Depending on road conditions, high riding vehicles may be the safest option for travel to the Start/Finish. If road conditions are too rough, the Start/Finish may be moved.

Registration:

Registration for all events will commence at 0630 hours on Saturday, April 30th 2011 at the registration centre. Priority will be given to 8hr participants during the first hour of registration. Please note, you can only register as a complete team. Teams will be handed their primary map for the course, sign the participant waiver and receive directions to the Start/Finish. Punch cards for the challenge and the secondary map will be distributed to team captains at the Start/Finish after the mandatory equipment check.

PLEASE ALLOW 2 HOURS TO REGISTER, TRAVEL TO THE START/FINISH AND PROCEED THROUGH THE EQUIPMENT CHECK AND MANDATORY BRIEFING.

Start times:

The start times will be staggered again this year. All 8-hour challenges will begin at 1000hrs on Saturday and end at 1800hrs on Saturday. All 24-hour challenges will begin at 1200hrs on Saturday and end at 1200hrs on Sunday.

Course Planner's Notes

Maps:

1. The **2011 E2C** has **60** controls again this year for you to locate. There will be two maps this year, the **primary map** (1:50 000 scale) with **43 controls** showing on it. Of the remaining **17** controls you will have six (6) on an **Air Photo map**. Another five (5) will be part of the Grid Reference controls which are to be located, by you, the participant, on the 1:50 000 map. Another (5) will be part of a Distance – Bearing exercise which are to be located, by you, the participant, on the 1:50 000 map and (1) will be a **Line - O**.
2. All of these **17** controls will have the highest values given for this event, notwithstanding, a **FEW** other controls will have the same equivalent value. The **Aerial Orthophoto** map will be at a **1:12 500** scale with six (6) controls and descriptions on the back.
3. Thus, in summary; the **primary map** will have **43** controls already identified. The **Air Photograph** will have 6 controls, the **Distance – Bearing** will have 5 controls for you to plot then locate, the **Grid Reference** will have 5 controls for you to plot then locate and there is 1 **Line - O** control to locate.

4. The 1:50 000 scale map will have one (1) control of a **Line-O** format. *For this Line-O format you will be given the information identifying between which 2 controls the marker can be found. You then follow as accurately as possible the bearing between these 2 identified controls. Along this line of travel will be the control flag to find, in our case, one control. If you follow the line accurately you will find the flag within 20 m either side of your specific line of travel, given that you may not be exactly on the identified line of travel. The control is directly along the line between the two identified controls.*

5. For the five (5) controls that are **Grid References**, you will be given the flag number BUT no descriptions. If the GR is found correctly by plotting, it should be obvious as to where the control is located. *We will provide the Military Grid Reference (8 figures, meaning your square is 10 m by 10 m) on the ground. Remember, the Grid References are for the 1:50 000 map.*

6. For the five (5) controls that are **Distance – Bearing** you will be given the flag number BUT no descriptions. If the point is found correctly by plotting, it should be obvious as to where the control is located. *We will provide a distance and a bearing from an existing control for you to plot.*

Yellow Areas: These are harvested areas, as determined from 2005 – 2008 air photos. The map is as accurate as possible, given that there is active logging in the area. This means that you very well may find areas that are cut but show green on the map. We did!! Not every clear cut is shown on your competition map so beware of cut areas that do not show yellow.

Green within Yellow: These are areas that are left un-harvested for animals and birds. Many have had the trees blown over. However, these areas, called a *copse*, can be used for navigation across a clear cut or used for control locations. A copse is a group of trees within an open area. A *copse* may vary in size from a 10 by 10 metre area to something approaching 100 by 100 metres or more.

Cliff/Rock Face and Boulder Features: Any significant cliff/rock face areas are shown with solid **black lines**; boulders are shown by **black triangles**. The boulder features will only be shown if we feel they are significant as there are too many to map. Significant means it could be a control feature or a navigation feature. A large cliff will have a black line with tags.

Trails: The thick red lines are significant trails or dirt roads. The thin red lines are less well-defined trails and may be harder to follow. Some are obvious and some are not.

Team Withdrawal:

Recreational teams with three or more members are permitted to have members leave the team due to injury or illness, as long as a minimum of two members remain. In such cases, the team may not continue until the person dropping out is secured. The team **MUST** then be given permission to continue. Person giving permission will record team name, date, and time of permission as well as the name of the person dropping out and the team captain's name.

Point Values:

NOTE: Points this year are from 10 to 100.

1. There are **4500** points available on the controls.
2. **EARLY FINISH:** There is a bonus of **20** points for being 30 minutes or more early.
3. Punch cards must be presented at the SAR command vehicle check-in point. **Take your time punching.** If you miss-punch a control point, you must notify the race organizers at the time you return. We retain the right to disregard any punch on your score card if not clearly punched.
4. Hint: bring a magnifying glass! There can be lots of minute details on the map at control points.

Penalties:

Being late is serious, especially in a wilderness challenge where questions of safety are paramount. Accordingly, the penalties for tardiness are high and inflexible. Teams will be penalized for being over time at a rate of **50** points for each part of **5-minutes**. Teams greater than **30** minutes late will be scored in the official results as OT (Over Time) with all points lost. Those teams who have an evacuation from the course or where a member drops out (in Competitive teams or teams of two) will be scored as **DNF** (Did not Finish).

Searchers will start into the woods if any team has not checked in at the Command Vehicle by one hour after the completion of the particular challenge. RCMP and Search & Rescue will be notified if a team has still not reported in 2 hours after the event closes.

Director's Notes/Rules

1. No vehicular transport; participants must travel on foot only;
2. No supply drops in advance;
3. If you hear a whistle or other distress call, respond immediately;
4. There are 60 control points and ALL are available to the 8 AND 24 hour competitions.
5. Paved roads are off limits for safety;
6. ATVs, hikers, etc. heavily use this area. Do not leave your packs unattended and do not set-up any tents/shelters on paths/roads;
7. Swimming is not permitted;
8. No use of Navigational GPS units, except for teams in the recreational category;
9. There is one official time clock – it is on the HRSAR Command Vehicle.
10. Participants who leave the course at any time during the event are not permitted to return later and continue to compete.

Mandatory equipment:

The E2C organizers require that every person going into the woods carry: matches or lighter, a knife, a compass, whistle, water container and watch. All teams will be required to present these items at the mandatory equipment check and sign a waiver at registration certifying that each and every member of the team will carry these items. If you plan to travel at night, we recommend that you attach a light stick or have some reflective tape on your clothing or pack.

Food:

A meal will be served at the banquet hall at the conclusion of the 8 AND 24 hour events. Teams are expected to be SELF-SUFFICIENT during the events themselves.

Emergency shelters:

Emergency shelters will be staffed during the event and their locations will be marked on competition maps. These will be staffed by Venturers, Scouts, Guides, Pathfinders and/or other volunteer groups. The shelters will also provide a safe cover from the elements, access to communication to the race organizers, drinkable water and possibly warm water. Halifax Regional Search and Rescue emergency first aid responders will be on-hand to evacuate any team member who chooses to drop out or is injured.

Safety:

Teams, whether containing two or five members, must stay within sight and normal speaking distance (approximately 10 metres). If anyone becomes separated from their partner(s), all must return to the Start/Finish or nearest Safety Shelter as quickly as possible and notify organizers. Once re-united, teams may resume competition as long as time remains, but any team found separated will be disqualified and asked to leave the woods immediately. Safety is our primary concern.

Because of the distances, the remoteness of the location, the fatigue associated with this event, the poor communication, emergency challenges inherent in remote locations, the number of people involved, and the confusion of a large event, it is vital to everyone's safety that groups remain together, especially if night hiking is planned. To ensure teams stay together, there will be random manned points throughout the day and night where checks will be made.

A safety bearing is provided on your map. If you get lost use the safety bearing. Roads monitored by safety patrols will be marked on the map. A team in need of help need only wait along one of these roads and they will encounter a member of HRSAR within 3 hours. Emergency cell numbers are also provided on the map.

Special Notes:

Numerous new and old logging trails crisscross the area on the map, and logging in the area continues up to (but probably not including) race day. We have changed the map to reflect these roads as much as possible but cannot guarantee that in some places it will not be confusing or new roads won't appear. In addition some old trails have grown up considerably and are difficult to locate until you are actually on them.

To avoid having controls stolen, any control meant to be along a trail or at a trail junction will be located just off the trail in the woods. To mitigate the problems of lost/stolen controls, each control will have a two-foot strip of ORANGE flagging hanging within 50 feet of the control. If a control is missing and you feel it should be in the place you are looking, look for the flagging. The flagging will contain a code. If the flag is reported missing by several teams and these teams have the code they will be awarded the points.

Please make note of the time and report the lost control as soon as you see race management, as the control may be replaced during the race once it is reported missing.

In some cases, we have placed orange fluorescent streamers near the control to guide you in to the exact location if it has been determined that the surrounding vegetation cover is a bit too thick but yet the location itself is very identifiable and fair. These streamers will give you direction and distance. In fact, if you have found the streamers, you are very near the control and we do not wish you to then be wondering and guessing as you have already navigated to the correct feature. Remember; you are using a 1:50 000 scale map!

Some of the gravel pits have high, steep sides and are extremely dangerous. Be cautious when in the vicinity of such an area.

Wildlife Warning:

The E2C takes place in a wilderness location. Wildlife is abundant. While most wildlife does not pose a risk to individuals hiking in the woods, some does. Be aware of possible moose, coyotes or bears in the area. If you encounter a bear please keep in mind the following tips:

(Source: <http://www.gov.ns.ca/natr/wildlife/nuisance/bears.asp>)

- Stay calm. Speak in a firm authoritative voice and slowly back away. Do not look the bear in the eyes.
- Try to keep up wind from the bear as you leave the area.
- Leave escape routes open for the bear.
- If the bear begins to follow you, drop something - not food - to distract the bear as you move away.
- Do not make threatening gestures or sudden moves unless you are being attacked.
- Never run or climb a tree. Bears excel at both activities.
- If a bear attacks you, fight back with anything and everything you can, and make a lot of noise. Do not 'play dead'. Use pepper spray if you have it.

Final Words:

- Pack everything you take into the woods back out with you: **Do Not Litter!**
- Be back at the Start/Finish by completion of your event.
- Be cautious; you are a long way from help.

Have a fun and safe 8 or 24-hour challenge, and I will see you all back at the hall for the awards ceremony – considerably more dirty and tired – on Sunday!! (Saturday for the 8 hour)

Mannie Lewis
2011 E2C Meet Director
Halifax Regional Search and Rescue