

2006 Leinster Orienteering Championships - Final Information Sheet

Bull Island, Clontarf, Dublin City; Sunday April 23rd, 2006



Planner: Aonghus O'Cleirigh, Ajax Organiser: Marcus Geoghegan, Ajax
 Mapper (2005): Aonghus O'Cleirigh, Ajax Entries: Jane Brennan, Ajax
 Controller: Brendan O'Brien, Ajax SportIdent: Martin Flynn, Ajax

Travel Directions: There is a Google map link on ajax.orienteering.ie that you can use to print a detailed map of your route through Dublin.

From M1/M50 junction: Take the M1 southbound towards the city centre to the end of the M1 at Whitehall (approx 3 km). At Whitehall church, turn left on to Collins Avenue West / Collins Avenue. Continue along this road for approx 3 km until it terminates at a T-junction in Killester. Turn left in Killester onto the Howth Road. After 300m turn right on to Castle Avenue. Continue downhill on Castle Avenue until you arrive at a roundabout. Turn right at the roundabout. After 150m turn left. When you reach the coast road (Clontarf Road) turn left and follow it for 1.8 km until you reach the wooden bridge which leads to Bull Island; this is the only location that will be signposted.

Through Dublin City: Travel east along the North Quays until you reach the Point depot and turn left at the roundabout towards Dublin Port. After 1km turn right just before the railway bridge onto Alfie Byrne Road and follow the coast road until you see the Bull Island wooden bridge to your right.

Dart, Cycle & Dublin Bus: The nearest Dart station is Killester (3km). There is a cycle track along the Coast Road which is an ideal way to reach the event. Dublin Bus 130 runs every 15 minutes (Sunday Schedule) from Lower Abbey Street to the wooden bridge to the Island.

Group Buses: Buses cannot use the wooden bridge and should instead use Causeway Road at the middle of Bull Island; competitors can then walk south down the beach to the registration. The sand dunes are out-of bounds. If you are planning to bring a bus then please email loc2006@orienteering.ie.

Parking: A special condition of our permission to use Bull Island is that we do not park any cars on the access road to the beach. All orienteers must drive down to the beach where there is ample parking; it is a very short walk from here to the start/finish. The tide will be receding during the event and there is no danger of getting stuck. Please do not park on the access road as this may jeopardise future attempts to use Bull Island for Orienteering. *Do not leave valuables on display in your car.* Keys can be left at registration.

Event Layout & Toilets: The parking, registration, start and finish are in close proximity to each other. There is no need for a clothing exchange. There is a coin-operated public toilet near the start/finish.

Courses & Classes:

1	M21E	11.7k	60m	38 c	Map Exchange (x2)
2	W21E	7.8k	35m	24 c	Map Exchange
3	M20-M21L-M35-M40	8.5k	40m	24 c	Map Exchange
4	M18-M45-M50	7.4k	35m	24 c	Map Exchange
5	M21S-M55-M60-W20-W21L-W35-W40	5.9k	30m	22 c	
6	M65-W18-W21S-W45-W50-W55	4.6k	25m	22 c	
7	W60-W65	3.8k	20m	20 c	
8	M16	5.3k	25m	22 c	
9	W16	4.1k	20m	18 c	
10	EOD1-M14	3.4k	15m	18 c	
11	W14	2.9k	15m	17 c	
12	M12-W12	2.2k	10m	16 c	
13	EOD2-M10-W10	1.7k	10m	13 c	

Courses 2,3,4 have a map exchange at which competitors must punch. Course 1 has two map exchanges, both in the same location, and competitors must punch each time they visit the map exchange. The map exchange boxes will be clearly labelled and all competitors are responsible for making sure that they take the correct map. There are two entry-on-the-day courses available. All courses close at 14:30. The start-list is published on ajax.orienteering.ie – please check this carefully and email loc2006@orienteering.ie if there are any problems.

Control Descriptions: These are **NOT ON THE MAP** but will be available at registration and before the event on ajax.orienteering.ie. Competitors on the map exchange courses (1,2,3,4) should note that there are also no control descriptions on the exchange maps, so you should prepare your control descriptions beforehand.

SportIdent: All courses use SportIdent. There are no pin-punch on the controls. Rental SportIdent cards can be collected from registration and these must be handed back at the download station. **You must download after finishing.** Because course-1 (M21E) has 38 controls, these competitors must use a series-6 SI card (see separate email to M21E entrants for details).

Course Planner's Notes: The competition area consists of coastal sand-dune terrain without tree cover, mapped at a scale of **1:5,000** with a 2.5m contour interval. The north lines on the map are aligned at 45° to the edge of the paper. The dune features are relatively small with the highest point on the map being about eight meters above sea-level. Navigation is aided by man-made features – paths, buildings and other constructed objects. The area is used extensively by the public for recreational purposes. Only relatively distinct paths are mapped. The terrain is very runnable with a covering of various types of grasses. All courses cross freshwater marshes which are firm underfoot and easily passable. Many courses have a higher density of controls than is normal for a classic distance event. The map deviates from IOF mapping specification in that open sand is represented by 100% yellow. A line of telegraph poles running the length of the competition area has been omitted from the map in order not to over-simplify navigation. Note that the M21E course has been extended in length to 11.7 km.

Prizegiving The prizegiving will be promptly at 14:30. Note that under the Leinster Orienteering Council's rules, the Leinster Champion must be a member of a Leinster Club. Prizes will be awarded to the Leinster Champion in every class, to 1st, 2nd & 3rd in each Junior class and to 1st place only in senior classes (M20 & upwards).

Leinster Orienteering Council AGM: The LOC's AGM will be in Dollymount House at 15:30 (turn right (north) onto Clontarf road, venue is on your left after a few hundred metres).

Results: Results will be displayed at the event and will be published via the Irish and Northern Irish Orienteering eGroups, ajax.orienteering.ie and email. No information will be sent by post.

Event Safety Statement:

- Orienteering is as an adventure sport - you take part at your own risk. The organisers of the 2006 Leinster Orienteering Championships, the Leinster Orienteering Council, the Irish Orienteering Association, Ajax Orienteering Club and its members accept no liability whatsoever for any injuries or damage/loss of property.
- For your own safety it is strongly recommended that you carry a whistle. Full body cover is recommended but not mandatory. Cagoules may be compulsory depending on weather conditions on the day. Any competitor who becomes seriously disoriented or lost should head due south until they reach the assembly area on the southern shore of Bull Island.
- The mountain rescue services will not be notified of this event as it is taking place in a city centre location. If emergency facilities are required the organisers will rely on the 999 emergency services. The Gardai will be notified that this event is taking place.
- There are no known hazardous areas in the competition area. Out-of-bounds areas will be indicated clearly on the map and may also be marked with red & white tape. Competitors who disregard these markings will be disqualified.
- You must download your SportIdent card, regardless of whether you finish or retire early – in this way the organisers know that you have finished. Competitors who do not download are not welcome at future Ajax Orienteering events.
- Lone competitors should use a buddy system or leave a set of car keys suitably labelled with the organisers so that an alert can be raised if they are seriously overdue. Please do not leave valuables on display in your car.
- All competitors must respect the environment, private property and other land users. Competitors whose behaviour could bring the sport into disrepute are not welcome at future Ajax Orienteering events. Special permission has been granted by Dublin City Council's Parks Department for Orienteers to use Bull Island and they will be monitoring the event. Competitors are requested to do their best to showcase Orienteering as an environment and family friendly sport.
- All competitors must comply with the Irish Orienteering Association's rulebook and its Anti-Doping and Land Access Policies (see the library section of www.orienteering.ie).

Ajax Orienteering and Hill Running Club wish you a great run and an enjoyable day!

A History of Bull Island

Bull Island, venue of LOC 2006, came into existence quite by accident less than 200 years ago. Here is how it all happened. By late 18th century Dublin was a thriving port, but a sandbar at the mouth of the River Liffey constituted a major hazard. Only 6 feet of water cleared the obstacle at low tide and many lives, ships and cargoes were lost. To improve access to the Port a 3.5-mile stone breakwater (the Great South Wall) extending to a point now marked by the Poolbeg Lighthouse was built in 1795 to prevent silting of the shipping lane. Unfortunately the structure did not achieve its intended purpose.

In 1801 Captain William Bligh (of Mutiny on the Bounty fame/notoriety) suggested that a wall be built on the Northern Bank of the Liffey parallel to the Great South Wall. The proposal was seriously considered by the Port of Dublin, but was superseded by a broader plan, which led to the construction of the existing North Bull Wall. The breakwater, designed by Francis Giles and George Halpin, was completed in 1824 and stretches for 1.7 miles from the shore of Dollymount to the North Bull Lighthouse at the entrance to the Port. Its purpose was to deepen the Liffey Channel using the natural scouring action of the river, and also to prevent the movement of a sandbar on to the Clontarf shore. The Wall did succeed in deepening the channel to a depth of 16 feet at low water. But the sand dislodged was carried by currents and deposited on the North Bull Bank. Bull Island came into existence and has been growing steadily since.

Today the island is 5.6 km in length and 1 km in width, and is home to two golf courses, and a wide range of natural habitats including sand dunes, salt march, freshwater marsh, and beach area. The EU has designated Bull Island a Special Protection Area and a Special Area for Conservation.

William Bligh was born at Plymouth, England on 4 Oct 1754. After entering the Navy he sailed with James Cook on his second voyage around the world (1772-74). He saw service in Naval battles in 1781 and 1782, and in 1786 when the Commission for the Port of Dublin was established, he was taking part in the naval blockade of French ports.

In late 1787 he was assigned to HMS Bounty. While sailing from Tahiti to the West Indies he and 18 of his crew were overpowered and set adrift in a small boat in the Pacific (April 1789). Bligh's skill as a navigator of the highest quality was demonstrated by his ability to sail the Bounty's lifeboat to Timor, a distance of 3618 miles with only a sextant as a navigational aid. He returned to England in 1790 and continued his career in the Navy.

Captain William Bligh was invited to survey Dublin Bay by the Directors General of Inland Navigation in Ireland. He had a terrific reputation, earned in the South Seas, as a skilled navigator and marine surveyor. Bligh arrived in Dublin in Sept 1800 and completed his survey and report in three months. The chart based on his survey was extraordinarily accurate and detailed, and was greatly superior to all previous charts. He proposed the construction of a wall on the north side of the channel parallel with the South Wall to speed the flow of water and to combat silting. This proposal was accepted in principle.

He returned to his naval duties in early 1801 and fought under Nelson in the Battle of Copenhagen in that year. He was appointed Governor of New South Wales, Australia, in 1805. An army mutiny took place in the colony during which Bligh was deposed and held in custody until Feb 1808. He returned to England in 1810 and in 1811 was promoted Rear Admiral. In 1814 he was elevated to Vice Admiral. Bligh died in London in 1817.

AO'C (Material sourced from Dublin Port Authority and from Dublin City Council.)