



Please note these are the 2011 instructions for information only. 2012 instructions will differ.

THE ONER 2011 RUNNERS INFORMATION

Dear Runner

As I am sure you are well aware there are just a few weeks to go until the start of the ONER 2011.

The main purpose of this document is to explain the timings, logistical arrangements and safety points that have all been put in place to make the event a challenging and safe experience for you.

1. HQ Location and car Parking
2. Registration and general timings
3. Briefing
4. Transportation details
5. Special needs bags
6. Notes on the route and checkpoint system
7. Withdrawal from the challenge
8. Kit lists
9. Actions on
10. Weather
11. A guide to safety on the Army Ranges.
12. Post run food and accommodation
13. ONER disclaimer. To be brought with you, signed and presented at registration.

If you have any questions or problems please email organiser Ben Mason at ben@votwo.co.uk

It's not too late to go the extra mile and join Mencap's extreme team at no extra cost to you. Everyday Mencap challenges prejudice and helps thousands of people with a learning disability live life the way they want. You can use this event to support its work and make a real difference. There is no minimum sponsorship target and you could even get your costs covered! Just contact Andrea on 020 7696 5566 or andrea.matias@mencap.org.uk to find out more.

I look forward to seeing you at the event.

Ben Mason

Votwo Events Director

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1. HQ Location and car Parking

The registration point for the ONER 2011 is the HQ area at the old radio station at the southerly most point of Portland Bill. Votwo will sign post the HQ building from Portland Bill Road. There is no room for participant car parking here. Please use the public car park which is very close.

The following post code will get you close to the car park: DT5 2JT

ONER HQ



Car parking £6.50 for 24hrs at Portland Bill Car park. As quoted on the Weymouth and Portland Borough Council Website



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2. Registration and general timings

General timings: Saturday 16th April – Sunday 17th April 2011

Sat 15:30 Registration opens (no earlier than)

Sat 16:25 Registration shuts

Sat 16:30 Compulsory event briefing at event HQ

Sat 17:00 Transport to Shell Bay, Studland start point

Sat 18:00 ONER Challenge starts

Sat 20:03 Twilight ends (last light)

Sun 05:34 Twilight begins (first light)

Sun 18:00 Race cut off

Registration process:

- ONER registration will be at the HQ building
- On the notice board find your allocated ONER number next to your name, go to the registration desk and report your number to the staff
- **Collect your:**
 - a. ONER challenge number The number is to be worn on anywhere on your kit and must be visible at all times. Safety pins are supplied. Your challenge numbers confirms you are part of the ONER challenge. If you do not have your number you are not part of the challenge and will not be entitled to any of the event support systems.
 - b. Timing chip. This is a dibber style chip. It will be attached to your wrist by a 'un breakable strap'. You will have the opportunity to test the 'dibber' at registration if you have never used this sort of timing chip before. Do not take the chip off your self. Finish staff will remove the chip by cutting it off at the finish or where you retire on route.
 - c. Red glow stick and x 2 tie wraps. Use the tie wraps to affix the glow stick to the back of your day sac so that it will be visible. (Glow sticks must be activated at last light)
 - d. Route maps, 'Actions on' card and Check point locations, distances, open and close times card
 - e. Votwo ONER hooded top. These tops are proof to the outside world you started the ONER..... not proof you finished it.....
- **Hand in:**
 - a. Your signed ONER challenge disclaimer. This is to ensure that you understand the arduous nature of this event
 - b. Your special needs bag.
- Once you have registered please make your way along to the kit check table. You may be asked to show all items from the kit list. Failure to show a piece of kit from the list will mean you will not take part in the ONER challenge. **Make sure you bring all the kit on the kit list.** Your ONER challenge number will be marked to prove your kit has been checked
- You will be asked to prove that your mobile phone is fully charged and water proofed. Event directors number Ben Mason 07855272414 should be saved in your phone for easy access.
- Complementary tea, coffee and cake will be served at registration
- You must be registered and kit checked before the briefing starts at 16:30



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3. Briefing

16:30 at registration area. This briefing will cover any route updates and safety points. On completion of the briefing you will be given 5 minutes for any last admin before the buses leave for the start

4. Transport Details

On completion of the briefing you will board mini busses and be transported to the start at Studalnd. This move will happen no later than 17:00. You will miss the bus if you are late! You may leave any warm kit worn for the transportation in a bag on the mini bus. This will taken to the finish for you so you have warm clothing ready and waiting. Please ensure any bag you leave on the bus has your name and mobile number clearly written on it.

If you retire from the event a mini bus will return you to the event HQ.

On completion of the event mini busses will return all participants to the event HQ. If you have your own supporters who are willing to transport you, you must ensure you are officially signed off the event. **DO NOT LEAVE** the event without informing us.

If you are arriving by train then a Votwo Mini bus can be booked to pick you up from Weymouth train station. Please email events@votwo.co.uk and state what time you are arriving at the train station and that you would require a pick up. You will be returned to the train station some time on Sunday.

5. Special needs bag

Check point 7 at Pulpit Rock will have your special needs bags available should you wish to re-supply yourself with any particular items of food or drink at this point. Please leave your special needs bag at registration, in the box provided. Bags will then be returned to the same box at the HQ for collection after the run. **YOUR NAME AND MOBILE NUMBER MUST BE CLEARLY DISPLAYED ON THIS BAG**

6. Notes on the route and check point system

The ONER is a self navigation event. You are responsible for navigating yourself using map and compass to each check point in numerical order. This should come as no surprise to you! To gain a idea of the course please visit the ONER web info page and view the 'Course Maps' link. You can click into the maps to view the elevation etc. GPX routes can also be downloaded from the map site. 1:50000 OS Landranger course maps will be issued at registration.

- Always have the correct map for present section of course easily accessible. **DO NOT** store maps at the bottom of your rucksack
- Always know where you are on the map. As you run along it is a good idea to keep your map in your hand with your thumb on your present location
- Use your compass to orientate your map to North. Then relate features shown on the map to the ground in front of you
- Don't make your map fit the ground. The ground should fit the map with ease. It is often the case you try to convince yourself you are where you hope you are on the map.....
- Always trust your compass

Note: You must make every effort possible to stay on the route as per your maps. It is not in the spirit of the event to take any other route or short cuts. The simple rule is if it looks like you have to run up a big hill then you probably do!



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The route follows the Dorset section of the South West Coast Path. It is marked on signs by an Acorn symbol and is a well worn track for the majority of the way. At some points it will pass through built up areas but is still generally well marked. Remember the basic principle of 'keep the sea on your left and the land on your right' and you will not go far wrong. The route will have no specific markers relevant to the ONER. This is to ensure that we have the minimum possible impact on what is a beautiful and natural environment along the way.

The route passes through the Army ranges in the Lulworth area. The Army do not use these ranges during their leave time. We will be crossing the ranges in weekend leave time, however if a really good war breaks out then the ranges could be called into use and closed to the public. Plan B will then be put in to place and will involve a detour. Maps of this detour and instructions for plan B will only be issued if they are required.

Information of any diversions in place due to land slips will be included in the pre challenge briefing. You must not attempt to cross foot paths that have a diversion in place.

Be aware that you are still responsible for your own navigation should a diversion be put in place.

GENERAL ROUTE WARNING

The nature of the coast path means you will be walking/running close to the edge of the cliff face at certain points. Take extra care on these sections especially in high winds. Keep a sensible distance from the edge at all times and proceed with extreme caution if the ground is loose and slippery. During the night section of the run if you are unsure of the location of the cliff edge stop immediately. Gather your bearings and only when you are 100% sure should you continue.

The Checkpoint system

Check points will be either a mini bus or car with a blue USN flag and at night red glow stick. They will be manned during the event and it is your responsibility to check in with the staff before leaving a check point – even if that means waking up a dozing member of staff at 3am!

- The main safety device in place on the route is the checkpoint system. **You must pass through every checkpoint in order.** Failure to do so after a certain time will activate our search procedure unless you phone in to register that you will be late
- Checkpoint locations are shown on your issued maps. They are spaced approximately 8-12km apart. On arriving at the checkpoint it is very important that you make your challenge number and name known to the checkpoint staff. This is a safety point so we can make sure you are on route. It also means you will receive your split times
- **Check points will be marked by a Blue USN flag with a 'Dib' station under the flag. YOU MUST 'DIB' YOUR 'DIBBER' AT EACH CP. YOU WILL HERE A 'BEEP' ONCE YOUR 'DIBBER' HAS BEEN REGISTERED BY THE STATION. YOU MUST ALSO REPORT YOUR NUMBER TO THE CP STAFF AS A FAIL SAFE BACK UP**
- **It is your responsibility to communicate with the CP staff to ensure you have been registered at that point. Simply passing though and expecting them to record your presence is not acceptable. The numbers have a grid system on them. Check point staff will tick each grid as you report to the check point**
- **If you do not register at each check point you will be withdrawn from the event**



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Checkpoint timings.

On your issued maps you will find the location of the checkpoints (shown by a little red flag) and a further sheet stating the close times. The checkpoint close time is a safety cut off. This timing is calculated on you maintaining an approximate minimal average pace of 5.27kmph. If you move any slower than this on average you will not make the next checkpoint or complete the challenge. If you are not going to make the cut off time please follow points 3 and 4 of the lost procedure. **If you fail to report to a checkpoint and do not phone to indicate that you are late a search will be initiated for you.**

CP	Location	Grid OS Explorer 1:50000	Distance to next CP	Total Distance	Max run time to next CP @ 5.27kmph	CP close time
SP Day 1	Studland Bay	SZ 038 851	12.2km	0	2:18:53 hr	18:00
CP 1	St Peverill Point	SZ 040 786	10.1km	12.4km	1:54:59 hr	20:13:52
CP 2	St Aldhelms Head	SY 960 755	9.7km	22.5km	1:50:26 hr	22:13:52
CP 3	Kimmeridge Bay	SY 906 792	10.7km	32.2km	2:01:49 hr	00:04:18
CP4	Lulworth Cove	SY 820 801	9.2km	42.9km	1:44:44 hr	02:06:06
CP 5	Osmington Mills	SY 735 817	13.1km	52.1km	2:29:08 hr	03:50:50
CP 6	Ferry Bridge	SY 667 759	11.1km	65.2km	2:06:22 hr	06:19:58
CP 7	Pulpit Rock	SY 676 684	8.6km	76.3km	1:37:54 hr	08:26:20
CP 8	Ferry Bridge	SY 667 759	11.5km	84.9km	2:10:55 hr	10:04:14
CP 9	Langton Herring	SY 606 814	10.9km	96.4km	2:04:05 hr	12:15:09
CP 10	West Bexington	SY 530 864	10.3km	107.3km	1:57:15 hr	14:19:14
CP 11	Eype's Mouth	SY 447 910	9.1km	117.6km	1:43:36 hr	16:16:05
Finish	Charmouth	SY 365 931	n/a	126.7km	n/a	18:00:05

Please note: Above timings are in BST. If the start time is later than 18:00 time will be added to CP close times.

Checkpoint food/water

The first two check points will offer cold food and drinks. Drinks on offer are water, squash and coke. Every subsequent checkpoint will also offer hot drinks, soup and rolls, sandwiches, cereal bars, fruit, salted snacks, water, squash, coke. Checkpoint 7 on Portland at Pulpit Rock will offer all of the previous plus a hot meal. This will most likely be a Pasta based dish.

Finish

For those of runners who complete the challenge within 24 hours a handshake a medal awaits! Once you have finished a mini bus will return you to the event HQ and your car. It is highly recommended that you do not drive home until you have had adequate rest. The HQ area is also a bunk house and you will be able to sleep here until Monday morning if required. You are to provide your own sleeping equipment as per the kit list.



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7. Withdrawal from the ONER

a. Non voluntary withdrawal.

If you are late for any check point you will be withdrawn from the ONER by the check point staff. No exceptions. Please understand this is done for your own safety and for that of others in the event. If you cannot maintain the minimum speed (either through getting lost or fatigue) you will not be able to complete the 24 hour challenge. The event check point system cannot function safely if you are outside of the stated check point closing times. Your number will be removed and you will be retired to the mini bus and transported to event HQ.

In the past over 50% of the runners have been withdrawn from the event. Please do not argue with check point staff or the event director if you are late and asked to withdraw. There is no negotiating on this point.

b. Voluntary withdrawal.

If at any point in the challenge you feel you do not wish to continue please make your way to the nearest check point and inform the staff that you want to retire from the challenge. Your number will be collected and you be retired to the mini bus as above. **IMPORTANT.** Do not leave the challenge without informing check point staff. You will be reported as lost if not accounted for. A search will then take place for you.

IMPORTANT. DO NOT attempt to drive until you have had adequate rest. A sleeping tent will be provided at event HQ for you to sleep in. Please use your sleeping kit as per the below kit list.



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8. Kit List

Whilst taking part on the challenge it is compulsory for you to carry (or be wearing) the following equipment at all times.

Essential kit to be carried on route at all times

- a) Issued maps (bring a small length of cord to attach the maps to yourself)
- b) Issued check point timing and actions card
- c) Whistle
- d) Compass
- e) Waterproof top (light weight)
- f) Long trousers or running tights
- g) Gloves (water proofed in plastic freezer bag)
- h) Hat (water proofed in plastic freezer bag)
- i) Chocolate bar or similar
- j) Head torch with new batteries and spare new batteries
- k) More than 400ml of water or other drink
- l) A light weight piece of warm clothing (water proofed)
- m) A fully charged working mobile phone (water proofed)
- n) A note pad and pencil with your name and your mobile number written on it (water proofed)
- o) Issued Glow Stick

NOTE: We suggest you also bring a blister kit with you and consider taping your feet up before the event starts. This way you can avoid the blisters before they happen. A good pair of worn in cross country running trainers is recommended.

Compulsory kit bag to be left at event registration

- a) Sleeping bag
- b) Ground insulation mat
- c) Dry warm clothing

This bag must be clearly marked with a large label stating your name plus your mobile number.

The luggage wagon will travel to the start so if required you can load any last bits of discarded warm clothing in to your bag before the start.



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9. Actions on

Actions on casualty

There are two types of casualty, minor and major. A minor casualty constitutes a non life-threatening injury such as a cut, abrasion or twisted ankle. The casualty will be able to walk and medical attention will be needed but not urgently. A major casualty will require urgent medical attention and will not be able to walk. Injuries such as broken legs, severe bleeding, heart attack etc fall into this category.

If you become or find a conscious/unconscious major casualty follow this procedure.

1. Apply any know first aid.
2. Phone the event organiser Ben Mason on 07855 272414 (have the number pre-entered in to you phone) or call the emergency services directly. If you have no signal go to point 3.
3. Inform the next person you see on route and hand them your note pad with your details and the useful phone numbers. Write your location and nature of the injury, instruct that person to get to the next phone or area of signal and phone Ben Mason or the emergency services and give your details.

If you become/find a minor casualty

1. Continue or assist the casualty to the closest checkpoint (bear in mind this may be backwards on the route) and ask to see the event medic.

Actions on Lost (Lost procedure)

If at any time you become lost follow this procedure

1. Stop. If possible make your way back to your last known position on your map.
2. If you cannot find your last know position on the map head south until you hit the coast path. You should pick up the coast path before you reach the cliff line/beach. Follow the path east and you will be back on route.
3. If you are still lost phone the event director on 07855272414 and inform him of your name, race number, approximate location and the last check point you passed through. We will then formulate a plan to either find you and pick you up or describe how to get back on the route. If you have no phone reception keep moving until you do.
4. If you miss the checkpoint opening and closing times we will implement a search for you. It is very important that you notify the competitor coordinator if you think you are going to miss it or you are late. We will then know you are safe and not lost or injured.

Actions on early retirement

Inform any staff on the list of contact numbers if you feel that you cannot complete the route and want to retire at any checkpoint. We will arrange to pick you up from that checkpoint. **Do not under any circumstances leave the ONER without informing a member of the event staff.** A full search will be initiated if you miss checkpoints and we cannot contact you. We can then only assume you are lost or injured on route.

Actions on late runner (this is what the Votwo team will be doing if you are late)

1. Runners are briefed to phone race HQ if they are going to be late for a check point.
2. Last man sweeper is informed and asked for the location of 'last man'.
3. If lost runner is not last man then race HQ will call runner on mobile number.
4. If no response staff from last previous know check point will search along the route towards next check point. Staff from the 'late check point' will search back along the route until they meet other check point staff.
5. If no runner found then coast guard is called and informed of details.
6. It is anticipated that this process will take no longer then 1 hour after the lost runner is late for the check point.



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10. Weather

The weather on the coastline can change very, very quickly. Make sure that you adhere to the kit list and are adequately clothed. A weather forecast will be published at registration. If the weather is extremely adverse and deemed to be dangerous on the coast path then plan B will be put in to place. This involves stopping the challenge at a check point and waiting for the weather to clear before completing a shorter version of the event. Accommodation will be provided at event HQ. The event director's decision is final on this matter and will be based entirely on keeping you alive and safe. Plan B had to be used on the 2008 ONER. Be warned.

11. Specific notes on Army ranges

Between Lulworth Cove and Kimmeridge Bay the Army has a live-firing range. This is open to the public only at certain times and is **not** a public right-of-way. When the Range walks are closed a detour along roads is necessary. The ranges are open to the public on 1st and 2nd August 2009.

About 70,000 high explosive shells are fired each year on the ranges which means that the Army must search the path thoroughly before opening it. *It is absolutely essential to follow these rules:*

- *Never enter the Ranges if the gate is locked*
- *Never stray from the path*
- *Never allow children or dogs to stray*
- *Never enter any building*
- *Never pick up any object*
- *Never camp or light fires*
- *Never attempt to walk if there is mist or fog*
- *Never enter the Ranges unless you have time to complete the very arduous 6-mile walk*
- *ALWAYS obey instructions of the range wardens*

Information about the range walks can be obtained from the Range Control Office (0900-1630 hrs Mon-Fri and during the weekends when the ranges walks are closed), Tel: 01929 462721 ext 4819/4859; or from the Guardroom at any time, Tel: 01929 462721 ext 4824.

12. Post run food and accommodation

A roast lamb meal will be available to all participants from 16:00 – 20:00 on the Sunday evening at the event HQ

The HQ building is a bunk house and rooms / beds are available for runners to sleep before they drive home. The Bunk house will shut at 07:00 on Monday morning. As per the kit list runners are to have a sleeping bag and roll mat available. This can be left in your car or left at the bunk house at registration. The bunk beds can be used on a first come first served basis. Roll mats on the floor are the 2nd option. Showers and toilets are available at the HQ. Please bring your own towel.



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DISCLAIMER

THE ONER 2011

16th – 17th April

To be signed and handed in at registration

I (your name)

Am entering the ONER running challenge along the Jurassic Coastal Path, Dorset entirely at my own risk and will not hold the organisers of the event responsible or liable for any injury or loss of any kind to myself or others sustained during the course of the ONER event.

I understand that the route in places comes close to the cliff edge and that I will be running along this route at night. I will wear a head torch during all dark hours and am confident in my ability to navigate at night.

I have read, understood and accept the conditions outlined in the ONER 2011 Runner Information document.

I understand the arduous nature of the event and believe that I have prepared sufficiently for the challenge and am carrying all of the items stated on the essential kit list.

If at any time I feel it would be unsafe for me to continue I will retire from the event. I will adhere to the check point rules regarding checking in and closing times. I will accept compulsory withdrawal from the event if I am in breach of any of the rules.

I appreciate that the ONER event is subject to the prevailing weather conditions and accept any decision made by the event organisers to amend the event due to safety concerns.

Signed.....Date.....

Print name.....