

Rules and Procedures for Shadow Leaders

Shadow leaders will be appointed to patrols that are considered to be in the higher risk category in terms of their navigation abilities. A set of objective criteria will be used to determine this.

Being considered a “high risk” patrol or being allocated a “Shadow leader” (SL) does NOT exclude the patrol from being a Category 1 (competitive) team.

SLs need to be good navigators themselves, and will carry a radio and GPS. It is important to avoid the situation where the SL creates the navigation problem, or where a dispute arises between the SL and the patrol about correct navigation. The GPS should provide an objective assessment of “who was right” and “who was wrong”.

A list of available SLs will be determined by Monday before VenMX (confirmed on Friday night at BIV 1) once the full list of available leaders has been established, and the needs of check points and other duties etc assessed.

SLs must have no possible potential “conflict of interest” in terms of either assisting or penalising the patrol they will be shadowing. Part of their job description is to NOT take on the role for any such patrol and they should declare any possible conflict of interest at any time (e.g. if they are reallocated to a different patrol).

We must ensure the competition remains fair and a fair competition, along with ensuring the safety of the patrol, are key considerations.

SLs are to stay with the patrol but offer NO support in terms of doing actual navigation for the patrol.

All potential SLs will be briefed by the Hikemaster on Friday night. They will also be given this set of instructions:

- Whilst “shadowing”, they are to remain behind the patrol (but within sight) and observe patrol navigation decisions and form their own view as to whether the patrol is:
 - Competent to continue the route by themselves, OR
 - So poor in their navigation that they need to be relegated to a “non-comp” patrol that has a leader attached to it for the rest of the event, OR
 - May be competent but requires further shadowing (e.g. to CP1/3)
- If the patrol is about to make a significant navigation error that is likely to result in at least at additional 30 minutes delay in getting to the next CP, then
 - The SL should stop the patrol and ask them where they are, where they are intending to go, what route they are planning to take, and for the patrol to point out to him the route on the map and on the ground
 - If after hearing their answers, he continues to believe the patrol is about to make a significant navigation error (going off the allowable course or likely to be delayed at least an additional 30

minutes), the SL will notify the patrol of this. This is effectively a **first warning**. However, no further information or advice is offered.

- The patrol clearly then has the chance to get its navigation correct before going “off course”. If it does so, and then proceeds onto the next CP satisfactorily, the SL should notify the Hikemaster and Marking Supervisor. However, in general, no points will be deducted.
- If the patrol makes a second such error while being “shadowed” (whether on that leg or any other), the same procedure applies, but the Marking Supervisor after taking advice from the Hikemaster and L-I-C, will deduct 50 points from competition patrols (i.e. same as missing a CP).
- If the patrol’s navigation is not competent (e.g. continues along incorrect route despite a formal warning), then the SL should advise the patrol of this opinion and recommend they drop back to a “non-competition” patrol:
 - If they accept this, then the patrol becomes a “leader accompanied” patrol. The SL is then allowed to provide as much coaching and training in navigation as he can while accompanying the patrol. The SL will notify the Hikemaster and Checkpoint supervisor of this as soon as possible.
 - If they do not accept this, then the SL will notify the patrol that 50 points will be deducted and then show them where they are on the map and the correct route they need to take. The SL will notify the Hikemaster and CPS of this as soon as possible.
- At all times, the principal responsibility of the SL is to ensure the safety of the patrol. However, this does not mean the SL is to ensure the patrol makes “no” navigation mistakes. The SL must also ensure the patrol does not go onto land which we do not have permission to enter, i.e. the patrol should be adhering to the route as per the route instructions.
- If circumstances are different to what these guidelines provide, the SL should endeavour to contact the Hikemaster before making any decision that will advantage or penalise the patrol. If this is not possible (e.g. no radio communication) then the SL should make a decision based on:
 - The safety of the patrol
 - Protecting the fairness of the competition
 - Attempting to keep to Pacman times or to at least finish the day’s walk before dark
- All patrols will be advised on the Friday night general briefing, and should also be advised by the SL, that they may appeal the loss of points by the SL, providing they notify the Hikemaster by 7 pm on that day. No appeals will be accepted after 7 pm on that day.