



The Scout Association of Australia  
Queensland Branch  
Brisbane North Area  
**VENTURER SECTION EXPEDITIONS**

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**GUIDELINE No.2**  
**PRODUCTION OF A ROUTE MAP**  
**and MAP UPDATES**

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## GUIDELINE No.2 **PRODUCTION OF A ROUTE MAP and MAP UPDATES**

### **1. INTRODUCTION**

This is one of a series of guidelines originally prepared to assist Venturers competing in the Brisbane North Area May Expeditions Venture. While still very relevant to that activity, it is even more relevant to the reporting of Venturer Award and Queen's Scout Award Expeditions, whether hiking, riding or paddling.

### **2. PURPOSE OF GUIDELINE**

The purpose of this guideline is to:-

- (1) define the meaning of a Route Map;
- (2) show one method of producing a route map;  
(The required method for BNA May Ventures)
- (3) likewise for Map Update.

## **PART A - ROUTE MAPPING**

### **3. DEFINITION OF A ROUTE MAP**

A route map is a map of a portion of country, which shows the proposed and/or actual route, together with details of the country a short distance on both sides of the route. It usual shows topographic detail.

### **4. AIM OR REASON FOR PRODUCING A ROUTE MAP**

The main reason for producing a route map is to make the story told in the written journey log more easily understood. The story will cover details of both the actual route travelled and events that occurred during the journey. (The Journey Log forms part of the Expedition report - refer Guideline No.1)

### **5. INFORMATION ON A ROUTE MAP**

#### **5.1 Basic Information**

A strip map should contain at least the following basic information:-

- (1) Map title;
- (2) Reference to topographical map on which it is based;
- (3) Scale to which it is drawn;
- (4) True (or grid) and magnetic north sign - correctly oriented;
- (5) Grid references adequately marked, i.e. every grid line numbered.
- (6) Show main topographic features;
- (7) Legend, for symbols other than standard symbols as used on normal topographical maps and if not covered by notes;
- (8) Accurate indication of the route travelled;

- (9) Author and date of production of the map. (NOTE:- For BNA May Venture, only a Venture I.D. Number or a first name may be used - no surnames or unit names.).

## **5.2 Additional Information**

To make the route map more useful, some or all of the following, or other information would be expected to be presented:

- (1) Location of bivouac sites;
- (2) Location of check points;
- (3) Navigational comments;
- (4) Special references in the written report;
- (5) Location of special tasks along the route.

NOTE: The route map should not become cluttered with notes, symbols, etc.

## **6. PRODUCTION OF ROUTE MAPS FOR MAY EXPEDITION VENTURES**

In order to reduce the writing burden for Venturers participating in the BNA May Expeditions Venture, the following procedure will be followed:

### **6.1 Photocopy of Map**

Each competitive patrol will be given one black and white photocopy of that part of the reference topographical map that is expected to cover the route walked by the patrols.

### **6.2 Tracing Paper**

Each competitive patrol will be given one sheet of semi-transparent "tracing paper" to cover the copy of the map in 6.1 above.

#### Notes:

- (a) This paper will accept all normal pens, pencils, markers, etc.
- (b) It is easily damaged by water, so if it raining it will be a good test of how well a patrol can operate under difficult circumstances.
- (c) The map is easily seen through the "tracing paper" when it is held in contact with the map.
- (d) While stocks last, spare sheets will be available at the bivouac site, provided that the "spoiled sheet" is exchanged for the new sheet.

### **6.3 Issued To Patrols**

Items in 6.1 and 6.2 above will be handed to competitive patrols at either the final checkpoint or the bivouac site for that day. Details will be in the route instructions.

### **6.4 One Route Map per Day**

One route map will be required to be produced to cover the route for each competitive day.

### **6.5 Detailed Procedure**

The detailed procedure for producing the route map is left to the initiative of individual patrols. However, the finished product should consist of that part of the Photocopy of the map that encompasses the whole route walked on that day. The "tracing paper" should form an overlay on the photocopy of the map. The map and overlay, together, form the route map, and should be securely attached to a page in the notebook, ensuring accurate alignment, so that the overlay can be lifted along three edges to see the photocopy map.

At least two alignment points, to locate the overlay on the photocopy map, must be identified on the overlay.

All notes associated with clause 5, "Information on Route Map", should be made on the overlay. No marks, notes, etc., should be made on the photocopy map.

The area of the map and overlay should be just sufficient to show the route walked on that day. Excess map and overlay should be cut away. If the map is larger than one page of the notebook, then the map and overlay will have to be folded so that they don't overhang the pages of the notebook. The route map should be located in the rear section of the logbook, so that it can be conveniently viewed when reading the written report.

- Notes: (a) Sensible use of colour should make the map more easily understood.  
(b) A map which folds out from the log book is easier to relate to the written report.

## **PART B - MAP UPDATES**

### **7. DEFINITION OF A MAP UPDATE**

A map update is any method that records "significant" changes to the information presented on the reference topographical map. The method should be easily understood by anyone who could navigate by map in that type of terrain.

### **8. AIM OR REASON FOR PRODUCING A MAP UPDATE**

The "Somerset Dam", 1:50,000 topographical map, sheet 9443-IV was drawn in 1971, from aerial photographs taken in 1963 and with some field revisions done in 1972. It is therefore not surprising to find in 1985, that there have been some changes with the passage of time.

The main use of a map update is to assist anyone else to navigate or negotiate the route taken by the patrol. (For the BNA May Venture, it is a test of one aspect of your navigational skills.

### **9. SOME EXAMPLES OF MAP UPDATES**

In general, map updates could be grouped under the following headings:

- (i) Notes on the route map or in the journey log
- (2) Thumbnail sketch
- (3) Specially drawn map

#### **9.1 Notes on the Route Map or in the Journey Log**

The simplest method is to make notes on the route map overlay, or in the journey log. However, if the route map becomes too cluttered with notes, a separate map should be drawn. (See 9.3 below).

An example is taken from the Day 1 - Route Instructions for the 1985 May Venture:-

"Proceed across country to CP1/3, a 4WD track junction at GR675033. Note. The western side of the new pine forest is bounded by the gully. There is an unmarked 4WD track crossing the gully within 100m or so of a direct bearing between the two check points."

#### **9.2 Thumbnail Sketch**

Sometimes the information to negotiate a "tricky" part of the route cannot be shown adequately by notes or a special map. In this case, a thumbnail sketch may be the most appropriate method.

The attached illustrations show an example of a thumbnail sketch of the eastern end of Somerset Dam. The sketch tells you not to use the steps (because the door is locked), and indicates the path to take in order to get to the other side of the dam wall.

### **9.3 Specially Drawn Map**

One well-known saying is, "A picture is worth a thousand words". For this reason, it is expected that most map updates will be either thumbnail sketches and/or specially drawn maps.

A specially drawn map can be at the same scale as the reference map (usually 1:50,000) or at a larger scale. This will depend on the amount of detail and area of ground to be covered.

The attached illustrations show two examples of specially drawn maps. The "New Pine Plantation" shows some more detail than that contained in the "Notes" example given in 9.1 above. It covers an area of approximately 550m by 300m.

The second specially drawn map shows details of an unmarked 4WD track between CP1/5 and CP1/6. It covers an area of approximately 900m x 2300m,

## **10 EXPECTED INFORMATION ON MAP UPDATES**

It is expected that at least the following information would be given on map updates:

### **10.1 Thumbnail Sketch**

- (1) Name or title of sketch;
- (2) Map and grid reference;
- (3) Reason for drawing the sketch (may be included in title);
- (4) Direction of viewing;
- (5) Thumbnail sketch showing essential details, including notes, size of subject or scale etc.
- (6) Author and date. (NOTE:- For BNA May Venture, only a Venture I.D. Number or a first name may be used - no surnames or unit names.)

### **10.2 Specially Drawn Map**

- (1) Name or title of map;
- (2) Reference to topographical map;
- (3) Scale;
- (4) True (or grid) and magnetic north sign, correctly orientated;
- (5) Grid lines corresponding to the reference map and adequately marked;
- (6) Show the main topographical features from the reference map, together with the "significant" new features, plus any notes.
- (7) Legend, for symbols other than standard symbols as used on the reference topographical map and if not covered by notes;
- (8) Accurate indication of the route actually followed;
- (9) Author and date. (NOTE:- For BNA May Venture, only a Venture I.D. Number or a first name may be used - no surnames or unit names.)

## **11. PRODUCTION OF MAP UPDATES FOR B.N.A. MAY EXPEDITION VENTURES**

The details of the production of map updates is left to the initiative of each patrol but the following comments may be of assistance.

Each map update should be no larger than one page of the notebook. More than one map update can be shown on one page. Map updates should be located at the rear of the notebook, so that they can be conveniently viewed when reading the journey log. The sensible use of colour should make the map update more easily understood.

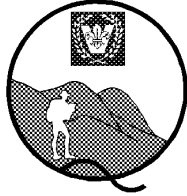
## **12. ILLUSTRATIONS**

The attached illustrations show some examples of what has been discussed in the previous pages. They have been reproduced in black and white, using symbols or different types of lines to show distinction in the photocopying process. The sensible use of colour in drawing the originals should make them more easily understood.

W.L.ROWLAND  
FOR THE MAY EXPEDITIONS REVIEW COMMITTEE  
NOVEMBER 1985

Attachments:

- Illustration of Route Map.
- Illustration of Map Updates.

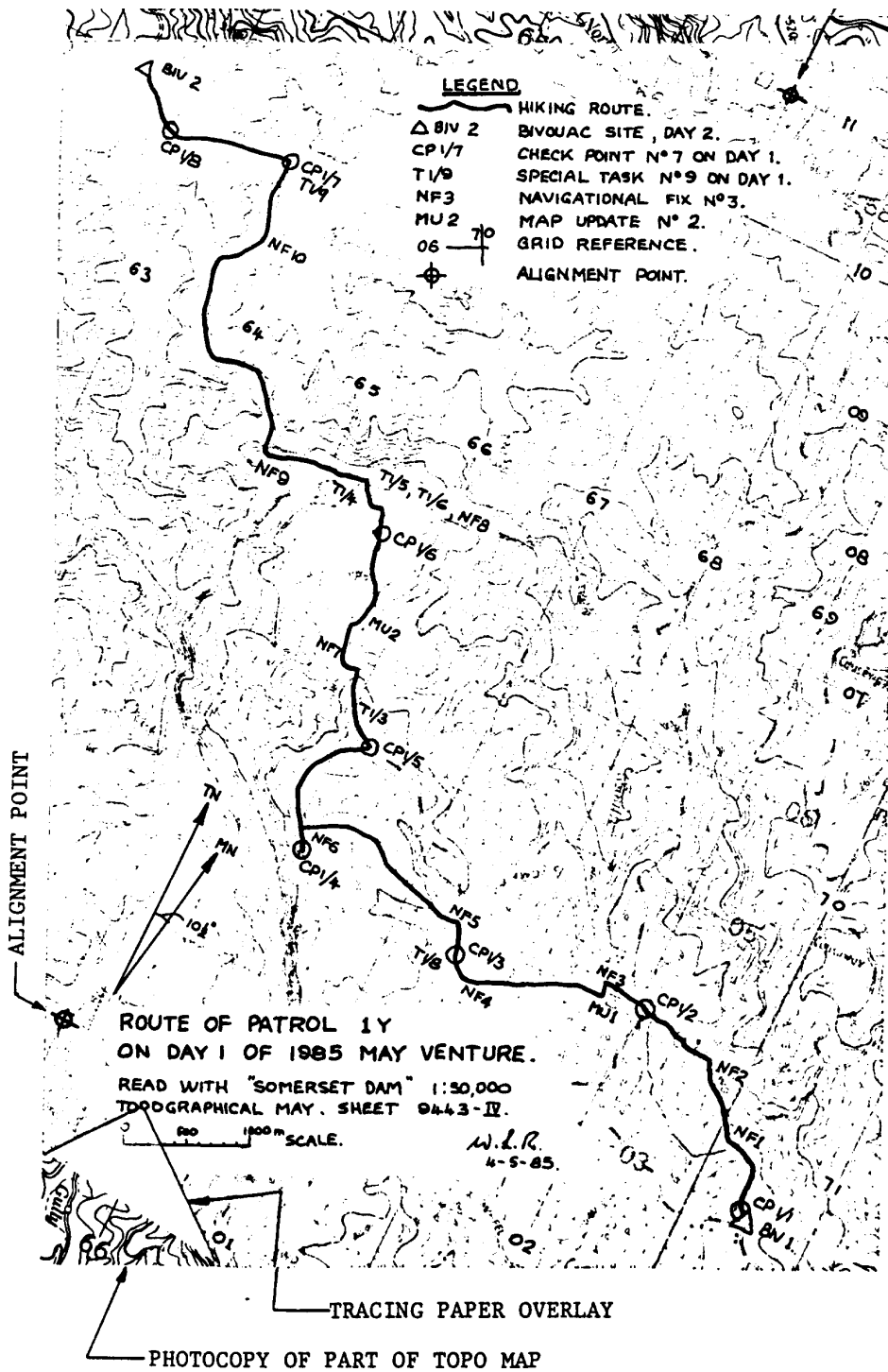


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***ILLUSTRATION OF ROUTE MAP***

ALIGNMENT POINT \_\_\_\_\_



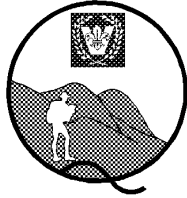
ROUTE OF PATROL 1Y  
 ON DAY 1 OF 1985 MAY VENTURE.

READ WITH "SOMERSET DAM" 1:50,000  
 TOPOGRAPHICAL MAP, SHEET 0443-IV.

W.L.R.  
 4-5-85.

TRACING PAPER OVERLAY

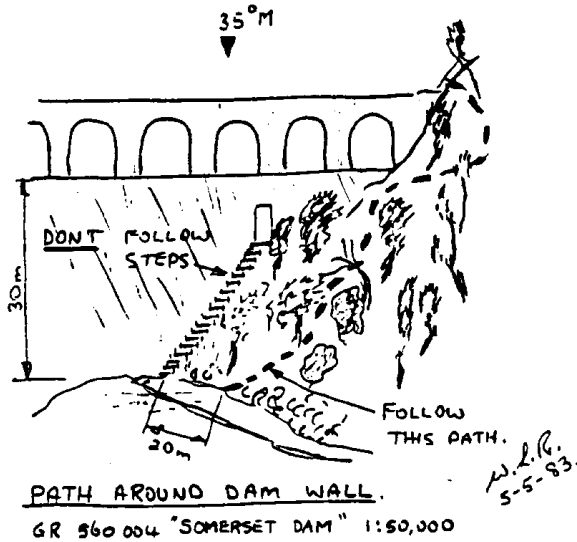
PHOTOCOPY OF PART OF TOPO MAP



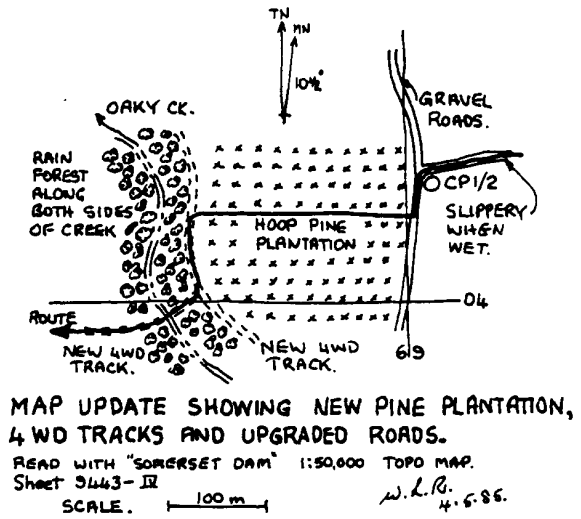
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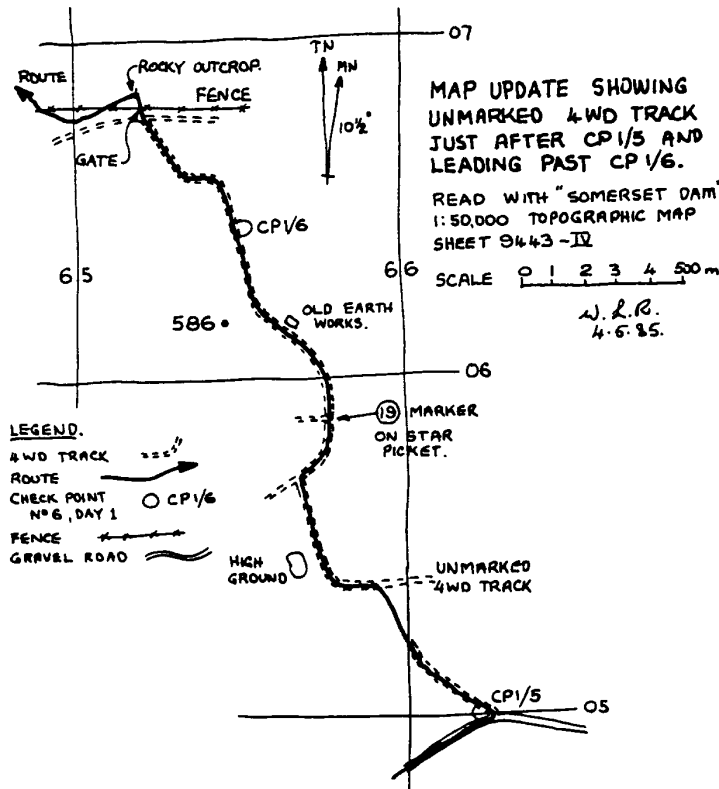
## ILLUSTRATION OF MAP UPDATE



**THUMBNAIL SKETCH**



**SPECIALY DRAWN MAP No.1**



**SPECIALY DRAWN MAP No.2**