

Scottish Islands Peaks Race

2019 Race Rules

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Introduction and Race Categories

The objective of the race is to provide the ultimate challenge for hill runners and sailors over a long weekend around the beautiful West Coast of Scotland. The sailing course of some 160 nautical miles includes the fierce tides and overfalls of the Corryvreckan and the Mull of Kintyre, whilst the runners cover around 60 miles and 11,500 ft. of climbing over some of the roughest terrain in the world. Competitors need to be well prepared, fit and experienced to complete this course successfully.

Whilst the race is NOT classified by the Committee as a Category 3 Offshore Race as defined by the ISAF Offshore Special Regulation, governing offshore racing for Monohulls and Multihulls, the Committee recommend to all skippers that they familiarise themselves with the regulations as they provide excellent guidance of best practice at sea. A copy may be obtained from ISAF (UK) Ltd, Ariadne House, Town Quay, Southampton, SO14 2AQ. Tel: 02380 635111 or viewed at <http://www.sailing.org/documents/offshorespecialregs/index.php>. **The Committee recommend that skippers, prior to race day, avail themselves of the services of an RNLI sea safety officer who will visit their yacht and give advice on safety and appropriate equipment.**



Scottish Islands Peaks Race

The Committee draws attention to the following statement directed towards the Person in Charge/Skipper of an entered team:

Notwithstanding these Rules and Race Instructions, it shall be the sole responsibility of each competitor to decide whether or not to start or continue to race. The safety of the yacht, its crew, and the entire management of the yacht, including third party insurance, shall be solely and inescapably the responsibility of the yacht skipper named on the entry form. The establishment of these Rules and Instructions in no way limits or reduces the complete and unlimited responsibility of the yacht skipper. The organising committee and its race officers organise this race in the spirit of these rules and instructions, but it shall not be responsible for any damage to, or loss of, property belonging to competitors, owners, their guests or visitors. The Committee will not accept any responsibility or liability for personal injury or damage arising out of participation in this race.

The Committee reserves the right to refuse entry to yachts or crews who are, in their opinion, unsuitably prepared for the event and in their opinion unsafe.

The Race Committee reserves the right to shorten or cancel the race at any time. Any such decision will be done with the safety of competitors in mind based on the best information on weather and sea conditions. The decision to stop or alter the race will be conveyed to skippers by message on VHF channel 16 by the Coast Guard (Belfast), with an initial broadcast then a repeat message every 4 hours when they do their regular all stations communications. Competitors should **only** contact Race Office, and not the Coastguard, for further information and with regards to reasons for the termination.

Marshals will also communicate with teams at control landing points. Should the race be stopped, the race Committee will attempt to establish a fair method of declaring results for each class or, if necessary, declaring the race void.

This race is a battle against the elements but each team has its own particular strengths and weaknesses and on occasion any team could retire. The rules and equipment checks help to ensure the safety of the team, but the skipper still remains ultimately responsible for the safety and general management of the yacht and crew. The skipper of each boat and team members will be required to complete a Disclaimer, at Oban Race Office before being issued with race numbers and deemed eligible to start the race.

RACE CATEGORIES

The overall objective of each entrant is to complete the course safely and to enjoy the wonderful islands and seas of the West Coast of Scotland. To finish is to be a winner; and each finishing boat will receive a brass plaque to mark this great feat.

CLASS 1. Multihulls. All multihulls.

CLASS 2. Fast Cruisers. Monohulls (Classes 2 and 3 will be divided by median NHC of this year's fleet).

CLASS 3. Slow Cruisers. Monohulls (Classes 2 and 3 will be divided by median NHC of this year's fleet).

Class 4. All Rounders. Multihulls and Monohulls of any NHC

Class 5. Inter-Service. Multihulls and Monohulls of any NHC

Class 6. Youth Team. Monohulls of any NHC

Additionally, all teams entered in the above classes will be competing for the following trophies:

Kings of the Bens: Males running pair who record the fastest running time over Mull, Jura and Arran and are on a yacht that completes the entire race.

Molls of Kintyre: Female running pair who record the fastest running time over Mull, Jura and Arran and are on a yacht that completes the entire race.

The Elspeth Scott Memorial Trophy: Male/Female running pair who record the fastest running time over Mull, Jura and Arran and are on a yacht that completes the entire race.

Old Dogs Trophy: Oldest team (excluding youth teams) to complete the race, calculated by adding together the ages of all five competitors.

Oban Slip Trophy: First runner pair to complete the Oban course.

There will be line honours for:

1. First boat to arrive at Troon, from the whole fleet
2. First All Rounders Team to arrive at Troon before the 'Man Mountain' rule has been applied

Note: For further information on NHC ratings, this link to the RYA should be accessed <http://www.rya.org.uk/racing/Pages/NHC.aspx>



SENIOR TEAMS. (Class 1, 2, 3,) Each senior team will consist of five adults over the age of 20 in the year of the race. A pair of runners must complete the race route on each island and compete as a male, female, or mixed pair.

ALLROUNDERS. (Class 4) Each all-rounder team will consist of five adults over the age of 20 in the year of the race. Every member of the crew must run at least one hill leg (excluding the Oban run). The winning team will be the first team to reach Troon having completed all the sailing and running legs **and** the most man-mountain runs over the senior running routes on Mull, Jura and Arran. At least one team member must remain in charge of the boat whilst at anchor/moored to ensure the safety of the boat at all times. The team can then select the number of runners on each mountain to suit tactics, weather, and crew competencies. However, for safety reasons, there is a maximum number of **3 team members** allowed to run on Jura prior to the potentially arduous Jura to Arran sailing leg. Whilst the number of man mountains could therefore be 11 (4+3+4), for safety reasons the target expectation is **10 man** mountains maximum. The team with the largest number of man-mountains and the best finishing time is the winner; any teams with the same number of man-mountains will be awarded subsequent places arranged in times of finishing.

INTERSERVICE. (Class 5) *The Pathfinder Trophy* is for competition between the Army, Navy, Royal Air Force, Police and Emergency Services, or other armed forces and will comply with the Senior Team rules above. Each team will consist of five adults over the age of 20 in the year of the Race and must be regular, reserve or cadet members of these services.

YOUTH TEAMS. (Class 6) There is no upper limit on numbers and large training vessels often compete in this category. However there must be at least as many young people as adults in the team. The young runners must be over the age of 16 on the day of the race start, and below 20 on 31st Dec in the year of the race. An experienced senior must lead and accompany them on each run.



General Rules

Race Briefing. There will be a briefing in Oban Sailing Club Clubhouse (just off the Gallanach Road south along the Sound of Kerrera) at **09.45hrs** prompt on the morning of the race. One sailor and one runner from each team must attend. The runners will start the race with the Oban run at the clubhouse at **12.00hrs**.

- 1. LIFEJACKETS must be worn by all team members when in the dinghy.**
2. Runners must complete their runs entirely on foot. No other transport is allowed and must embark, disembark and land all within a cable (200 yds.) of the landing points. They must also board their yacht at the earliest safe opportunity. (i.e. Yachts must not try to gain ground by motoring whilst crew members row alongside).
3. Sufficient provisions for the whole race must be carried aboard from the start. (Additional provisions and equipment etc. may be taken aboard en route).
4. Between landing places, the whole crew must travel aboard the boat but Youth Teams are allowed to add and replace crew en-route (to fit exam schedules).
5. If you decide to await better conditions or retire, you must make the Race Office or a Race Official / Marshal aware of your intentions at the earliest opportunity to prevent the alarm being raised when you become overdue at the next stop. This is best done at runners kit check landing points, but may be by mobile telephone. It is important not to impede other teams still competing, so if you retire the class flag should be lowered and the ensign hoisted. You may still motor to the remaining mountain sections where your runners may continue to run but their times, although recorded and reported in the results, will be unofficial as the team has retired.



6. Protests. The Race Committee has the power to impose penalties up to and including disqualification on any team which has, in the opinion of the committee, acted contrary to the letter or the spirit of these rules. The protesting team shall try to inform the team protested against as soon after the incident as possible. Protests must be in writing and made within two hours of the protesting yacht finishing. Where this is impossible Race Office must be informed by phone as soon as practicable with the written protest following by first post or email. Protests must state and include the following:
 1. The date, time and location of the incident.
 2. Video footage from phone or camera if available.
 3. The rules or instructions alleged to have been infringed.
 4. A statement of the facts with diagrams and photographs if relevant.
 5. Details of any other vessels, observers or running teams in the vicinity.

In the event of sailing or running disputes, a protest panel will be convened. The Race Committee delegates the responsibility for hearing protests to a protest panel. The decision of the protest panel will be final. Race marshals may also report any rule infringements to the race committee who will decide whether the protest panel should consider if an infringement of the rules has occurred.

7. All teams will be provided with a YellowBrick tracker for the duration of the Race. Use of this tracker is mandatory on board the yacht; use of the trackers on the hills is at the discretion of each team for senior teams, and mandatory on the hills for the youth teams. Trackers will be issued at Oban registration and are to be returned at the finish line in Troon. If, for whatever reason you are unable to return your tracker to Troon race office, you are responsible for returning it directly to YellowBrick at the address below. Please note that it is imperative you do so as quickly as possible; late returns will incur a £10 per day late return fee for your team.

YB Tracking Ltd
Unit 8, Fulcrum 2
Solent Way
Whiteley
PO15 7FN
UK
Att: Nick Farrell
Tel: +44 (0) 2380 00 3888



8. Any teams wishing to have an extra person on board their yacht must have express prior permission from the race organising committee. Failure to consult the committee will result in the protest/disqualification process (see Section 6) being enacted. This applies to spectators, photographers, and film crews, as well as additional team members. It must be noted, however, that any team in Classes 1–5 with more than 5 active participants on their team will be excluded from winning line honours and class placements.



Sailing Routes

OBAN TO SALEN

Whilst the Oban run is in progress yachts will be waiting in the bay with dinghies ashore on the beaches either side of, and including, the Sailing Club Pier and up to the Borroboats pier (the latter must not be used). The start line for all boats is a line between the Oban Sailing Club flagpole and the prominent slip (by the two storey house) on Kerrera.

Dinghies should be rowed to a pick up point outside the moorings where a yacht has its sails hoisted in waiting. The engine must be put into neutral when the runners make physical contact with the yacht. The engine should only otherwise be used in a genuine emergency.

Dinghies left at the Oban slipway must not impede access to the water for other dinghies. The bottom of the slip must be left clear at all times. Sailors awaiting their runners returning from the hill must give way to runners making their way to the yachts.

The race committee will monitor from shore compliance to the pick-up rule and may add a 30 minute penalty time to yachts that collect their runners within the mooring area, or do not cross the start line with all runners and crew aboard.

Yachts in the process of picking up will have restricted ability to manoeuvre and all other yachts must steer clear. Any yacht going astern has no right of way over other yachts. In Oban Bay, as at any other time in the race, boats in the process of picking up or dropping runners in a dinghy or other tender have right of way over any boat which is not. Any boat obstructing them will be subject to a protest and a 720 degree penalty, which they should undertake without the use of power and as soon as it is safe to do so.

Crews are reminded that the race is a long one, and the Le Mans style start mixes the classes, with short-handed crews preparing for sea. A race like this is not won by aggressive luffing or barging within Oban Bay. Skippers should act accordingly with the safety of crew, vessels and fellow competitors in mind at all times.

Yachts will leave Oban Bay by the north channel and may be directed to round specific buoys before proceeding to Salen on Mull. Any such instruction will be advised at the pre-race briefing.

SALEN

Land at Salen in the bay past the first old pier and close by the few remaining stumps of the derelict pier (GR578 441). The holding at Salen is poor with kelp.



SALEN TO CRAIGHOUSE, JURA

On leaving Salen yachts make way by any route to Craighouse Jura.

Skippers should pay particular attention to the lights and navigation marks at the southern entrance to Craighouse Bay and the extension of the Liath Sgeir reef beyond the navigation mark. Skippers are also reminded of the shallow waters off the drop off point and reported obstructions on the seabed. Land the runners on or between Craighouse timber pier and the old stone pier. There are 16 commercial moorings at Craighouse. The use of the moorings is included in the entry fee, but if you anchor then do so well clear of the moorings area. Competitors may double up on the moorings if weather conditions permit. The Clyde Cruising sailing directions warn, *“Holding often poor in thick weed”*.

CRAIGHOUSE TO LAMLASH BAY, ARRAN

Leave Craighouse Bay and make way by any route to Lamlash Bay on Arran.

The Mull of Kintyre can be a long and arduous sail. For safety purposes, skippers should report on VHF to the coastguard when they are approaching the Mull. Similarly once round the Mull, skippers should report to the coastguard that they are safely round. The coastguard will be supplied with a full list of competitors and will liaise with Race Office to monitor the safety of competitors going round the Mull.

Land at Lamlash Pier. Note that the area round the pier is surrounded by moorings and the water is very shallow close to and W of the pier. At night, the slip should be marked by yellow flashing lights.

LAMLASH BAY TO TROON

Make way by any route to finish at Troon Marina.

A VQ Flashing Warning light displayed from the West Pier (but not at the end) and Traffic signals of two black balls arranged vertically on a mast, (or 2F.R. (vert) displayed at night) mean the harbour is closed.

Any yacht whose arrival is prevented by the closure of the harbour should note the time of their arrival abreast of (but not too near) the Crab Rock buoy as this provides a convenient marker at a safe distance. They should then report in on VHF channel M that they have arrived at Troon, get their berth allocation and confirm that they will be standing by on channel M for clearance to enter the harbour (as well as watching the signals). They can then either anchor or sail outside the restricted area until the harbour re-opens. They should then report and note the time as they pass the Crab Rock buoy position timed earlier to determine the time allowance to be given for the delay. **Failure to do this will mean that no time allowance will be given.**



Yachts must sail or row into the outer harbour and transfer their finishing team into the dinghy in the outer harbour. Teams should row to the first pontoon (A) and report to the Race Office in the marina building. A team finishes when any two members (not necessarily runners) check in at the Race Office. Life jackets must be worn in the dinghy but they need not carry packs.

After dropping the runners off inside the outer harbour at Troon, engines **must** be used to enter the yacht marina in the inner harbour after contacting the marina office by VHF (Channel M, 80) to be allotted a berth.



Sailing Rules

1. Skippers and their teams must complete the Disclaimer at Race Office at Oban on the Thursday or Friday along with all other team declaration papers, before the Race starts; failure to do so will result in the team being excluded from the race.
2. The race is for sailing yachts which must have a minimum of three berths and be fitted with engines, means to heat food and VHF.
3. Boats must be seaworthy and properly equipped to compete. The scrutinisers may inspect boats at any time to ensure that they conform to the minimum standards laid down within these rules. Every boat must make itself available for scrutinising upon request, starting from noon on the Thursday prior to race start and throughout the duration of the race. The committee reserves the right to refuse participation of yachts or teams who in their opinion are unprepared for the challenges, or have not reasonably cooperated with the scrutinisers.
4. When winds are too light to sail, yachts and dinghies may be propelled by the energy of their crew. The use of stored energy is forbidden. Rowing, pedalling, kedging, pushing and towing are all allowed but any team member leaving the boat to do so must wear a life jacket.
5. Yachts must obey the International Regulations for the Prevention of Collisions at Sea, and any local authority rules. (Note that ferries and other powered boats have priority in restricted waters including Oban Bay).
6. In the event of a collision during the race, the yacht at fault should perform a 720 degree turn (not under power) as soon as it is safe to do so.
7. Boats are permitted to go alongside piers, only if skippers deem it safe to do so, to land or pick up crew but skippers must ensure that their yacht will not impede other competitors or local traffic. (The marshals have the power to insist that any yachts causing an obstruction should move away).

USE OF ENGINES

8. Once the runners are in physical contact with the yacht the engine should be put in neutral and only used to clear unavoidable dangers to the yacht or dinghies in the water. If a yacht is deemed to have used its engine excessively and out-with the spirit of the rules it will receive a MINIMUM 30 minute penalty to its overall sailing time.
9. In bad weather at landing points and/or in crowded conditions such as the start, it can be safer for engines to be running in neutral and ready for instant use to avoid dangers when picking up and dropping runners. If a



yacht can demonstrate that engine use was for safety reasons during dinghy transfer e.g. due to high wind or swell, the committee may waive any time penalty.

The principle of this rule is to avoid any racing gain from engine use, while increasing vessel and competitor safety. Increasing numbers of moorings create an additional hazard, particularly at Oban and Arran. A collision with a moored vessel will result in automatic protest and a penalty, up to and including disqualification subject to a protest committee. In Oban, runners are not permitted to board within the moorings. On Arran in strong offshore winds, tacking through the moorings may risk collision and dropping off outside the mooring area risky for the dinghy occupants. Under these circumstances, the yacht may come head to wind at the outer moorings, drop all sail and then motor at a maximum of 3 knots through the moorings to drop off the runners. If this rule is exploited for racing gain rather than safety, a protest may be made and a penalty applied. Where it is safe to approach under sail, vessels should avoid engine use while runners are aboard. Where it has been found necessary to use the engine at any stage in the race, the marshals at Troon and at the boat's next landfall must be informed as soon as possible so they can record the incident. This will facilitate the handling of any potential protest.

10. Once runners are safely aboard and the boat is safe to sail, the engines must be turned off and must not be used again en-route unless for safety reasons. There are no restrictions on using engines whilst the runners are off the boat at each stop. If the engine has to be turned on for safety reasons, please log full details and advise Race Office by phone or email ASAP.
11. In an emergency, if the skipper of a yacht considers that their own or another boat or crew is in danger, they may use their engine without penalty, whilst logging full details of times, courses, and speeds, if an exact fix is not possible. Once the danger is past, the yacht may then restart the race by returning back past the point where the engine was started and/or a time allowance or time penalty may be given as appropriate. Details must be reported at the next landing point and to Race Office ASAP.

Boat Equipment

Competing yachts may be scrutinised prior to the start or during the race. All boats must be capable of carrying their crew safely round this challenging course even in bad weather and so must carry the following items in working order and all within the relevant manufacturers recommended expiry dates.

1. An engine capable of driving the boat to windward in a gale with fuel for at least six hours motoring and a tool kit (with spare plugs for two strokes).
2. A radio for forecasts and marine VHF set.
3. An inflatable life-raft sufficient to accommodate every person on board, carried on deck or in a locker opening directly to the deck. (These may be hired.)
4. Two lifebuoys, one with self-igniting light and the other secured to 30m of buoyant line, both easily accessible to the helmsman.
5. A life-jacket with attached self-igniting light and safety harness for every person on board. (Buoyancy aids are not acceptable).
6. Suitably rigged taut lifelines on deck allowing all crew members to be clipped on along the deck.
7. Two stout buckets with lanyards attached.
8. Two fire extinguishers of at least 0.7kg of the dry powder, CO₂ or foam types. One must be within easy reach of the cockpit.
9. Two anchors of appropriate size with suitable chain or warp attached.
10. One manually operated bilge pump operated from the deck.
11. SOLAS Offshore Flare Pack packaged in a waterproof polybottle that floats and is portable and easy to stow.
12. A first aid kit (in date) including seasickness remedies and rehydration powder.
13. A waterproof torch.
14. High powered flashlight and appropriate spares.
15. Foghorn.
16. Rig cutters appropriate to the size and scale of rig.
17. A radar reflector minimum 18 inch diagonal or equal.
18. A steering compass and hand bearing compass.



19. Charts, tidal information and pilotage notes covering the race. At sea, electronic aids are allowed provided that there is a back-up in case of electrical failure.
20. Charts for the race area, instruments and a log book.
21. Lead and line or echo sounder.
22. The name of the boat (not the team name) for the race must be prominently displayed.
23. GPS and other electronic aids are allowed at sea, but not as substitutes for charts.
24. Boats must display their race number (provided), and class flag preferably where it will not wash off.
25. Adequate food and drink for the whole crew for the duration of the race.
26. Dinghy or other suitable tender, and repair kit. This small craft must be ocean worthy and capable of safely carrying the maximum amount of persons that will be transferred at any one point during the race. Any vessel which does not have a clearly stated recommended maximum load, will be deemed as 'safe' for one person per provided seat.



Running Routes

These routes have been selected to keep you safe and give a smaller search area for rescue. There are no short cuts and all the check points must be observed.

Ordnance Survey Sheets: 48 Ben More; 61 Jura; 69 Arran (all 1:50,000) or equivalent 1:25,000 O/S maps are required for each runner, must be laminated or carried in a waterproof case

THE OBAN RUN

The race starts with a run from the roadside at Oban Sailing Club heading North along the shore road. Note, there will be marshals at all road junctions and the hill summit but the route will *not* be flagged. Bear right up Glenmore Road and up the steep Haggart's Brae to re-join Glenmore Rd. Bear right at the top and then left onto Pulpit Drive. After 100m, take the path signposted 'Footpath to Kerrera Ferry'. One mile later, Kerrera Sound comes into view. Do not take the path to the ferry but keep left and follow the cart track which continues to head SW.

On meeting the lane, turn right through gate and head downhill. Towards the bottom, at a sharp LH bend, leave the lane and head for the marshal on top of Dun Uabairtich. After leaving the top runners must pass to the left of all fences. No gates, stiles or fences should be crossed on the return route. Descend to cross Kerrera Ferry footpath and after 150 metres climb left up left hand fork in footpath towards cliff tops. On approaching the cliff top, beware of dangerous gully and head NW (right) along the cliff top path and continue to take the upper path along the cliff top. Eventually further progress is blocked by a fence/stile and the path turns left down a prominent gully above Kilbowie.

Take care re-joining the road at Kilbowie and return along the shore road to the Oban Sailing Club House. Please ensure that you cross the finishing line together. The first pair of runners home wins the Oban Slip Trophy. Runners cross the finish line before heading for their yacht's dinghy and their crewman waiting on the beach between the Sailing Club Pier and the Borrow Boats Pier. Before boarding their dinghies, runners and crew must don and secure their lifejackets.



MULL

Land at Salen control point in the bay past the first old pier and close by the few remaining stumps of the derelict pier (GR578 441). The area between the old pier and the control point is the curtilage of the cottages to the side of the pier and therefore must not be crossed by runners. After the 5 minute kit check by marshals and allocation of the tags run to Salen and then along the B8053 to Knock and then left along the track on the SW of Loch Ba to tag check point at the forest road/track junction (GR568 372).

*The senior and youth team routes diverge here
do not follow blindly.*

Senior Course

Classes 1,2,3,4,5, run up Glen Clachaig and Mhic Fhionnlaidh on to the spur of Ben More and traverse south of the subsidiary top A'Chioch to tag check point on Ben More summit (GR526 331). Descend NW through Coire nam Fuaran to tag check point at stream junction on upper Abhainn Disaig burn (GR519 338). Then proceed E over spur and traverse round Lag a'Bhasdair to tag check point on lower coll between Beinn Fhada ridge and A'Chioch spur (GR536 344). Descend E down into Glen Clachaig and return to tag checkpoint at the forest road/track junction (GR568 372) (Loch Ba). Return to Knock and return along the B8035 to Salen control point and hand in your final tag to the marshals before boarding your dinghy for the sail to Jura.

Youth Route (and possible bad weather course for other classes)

In extreme weather conditions on Mull, the race committee may decide to divert the seniors and all classes onto the Youth Team course. In this situation maps of the Youth Course will be provided at the Salen control point by marshals. Seniors should familiarise themselves with the Youth Course just in case this situation should occur.

Youth Team Course

After the check point (GR568 372) continue up the Glen Cannel river and pass the old burial ground into Coire Bhain, climbing to the check point on the summit of Beinn Talaidh (750m) (GR625 347). Descend NW via the check point at Tomsleibhe bothy (GR617 372). Continue to Salen Control point and hand in your final tag. Sail by any route to Craighouse Jura.

JURA

(N.B. The dangerous cliffs and unstable boulder fields on the Paps need extreme care.) Land on or between Craighouse timber pier and the old stone pier. Check in at the Community Hall control point along from the Jura Hotel.



After the 5 minute kit check by marshals and allocation of the tags, take the road NE to the Jura Forest.

*The youth and the senior course diverge,
do not follow blindly.*

Senior Course

Turn left at Kiels (GR530 681) and go to first check point at Beinn a'Chaolais via Glen Astaile or alternatively follow the tarmac road to Jura Forest (GR535 700) and then via Glen Astaile to first check point at Beinn a'Chaolais . The check point is on the summit at (GR489 735). Leaving the top of Chaolais, detour E slightly to avoid the cliffs (not marked on 1: 50,000 OS) and down to the check point at Na Garbh Lochanan (GR495 741). Ascend Beinn an Oir where there is another check point and descend direct for Beinn Shiantaidh. Cross the coll at (GR505 748) and a grassy gully beckons you up Shiantaidh, coming out near the summit where there is another check point. Descend by any route to the check point at the three arch bridge (GR545 721) where there is a final check point, before returning to the hall along the road to hand in the last tag.

Youth Route (and possible bad weather course for other classes)

In extreme weather conditions on Jura, the race committee may decide to divert the seniors and all classes onto the Youth Team course. In this situation maps of the Youth Course will be provide at the Jura landing point by marshals. Seniors should familiarise themselves with the Youth Course just in case this situation should occur.

Youth Team Course

Continue NE along the road to the three arch bridge check point (GR545 721). Ascend to the second check point on the SE summit of Corra Bheinn (GR526 755). Descend SSW to Loch an't Siob and then on to the third check point at the S end of the southern-most lochan in the group of five lochans Cnuich Charrach (GR510 719). Keep heading SSW to the fourth and last check point on the summit of Glas Bheinn (561m) (GR500 700). Descend by the old graveyard at Kiels to the point where the Kiels track meets the road at (GR529 683) and return to Craighouse along the road to hand in your final tag at the Jura Community Hall control point. Sail by any route to Arran.

ARRAN (SENIOR AND YOUTH TEAMS COURSE ARE IDENTICAL)

Land at Lamlash Pier. Note that the area round the pier is surrounded by moorings and the water is very shallow close to and W of the pier. At night, the



pier will be marked by yellow flashing lights. After the 5 minute kit check at the control point by Marshals and allocation of the tags, take the A841 E from the pier. Leave it where it turns N and follow the coastal lane. At (GR043 323) (check point) turn left on to the track up Prospect Hill and run N past Claghlands Farm. Follow the track until it joins the lane via South Corrigills. Re-join the A841 at (GR023 354). Proceed to the check point where the track meets the ridge (GR997 415). Proceed to the summit of Goat Fell checkpoint (GR992 415) and return down the same route. Tags must be left at the ridge check point both out and home. The scree route must not be used (at the request of the National Trust). Return to Lamlash control point via your inbound route (South Corrigills and Claghlands Farm) to hand in your final tag to the marshals. Sail to Troon.

THE FINISH AT TROON

A team finishes when any two members (not necessarily runners) check in at the Race Office. Life jackets must still be worn in the dinghy but they need not carry packs.

TIMING

The time is taken from the last member of each team to arrive at each manned check point. The landing points will be manned for at least 24hrs after the leading team has passed. The finish at Troon will be manned until 1800 hrs Monday. If you are outside this time, please continue if you so wish but take your own times and pass them on by email to time@scottishislandspkrsrace.com.



Running Rules

1. All Runners must remain clearly visible and audible to each other at all times including road sections except in emergency situations as at note 2 below. They must follow the land routes in the direction specified and use the tag check system at the checkpoints. Failure to remain in close visible contact will result in the team being disqualified.
2. Any runner who falls sick or who is injured should be assisted back by their partner. If a runner or team require emergency assistance they should dial 999 for the Police and be able to communicate their position preferably by GR referencing. The police will co-ordinate with other emergency services any recovery. The Runners Emergency Number should also be contacted immediately by phone. This number will be given out at Registration and should be used for no other purpose. The race organising team and any rescue team will co-ordinate any rescue on land.
3. At the discretion of the marshals, a second attempt may then be made with another experienced runner in the team as replacement. The team will then be asked by the marshals to restart the running section from the landing point. If an injured runner is unable to continue, an able runner in the team must take careful note of the position of where any runners unable to continue were left, or last seen (use the pencil and paper if needed) and ensure that the injured runner is protected from exposure and any potential harm. Other competitors will often be the fastest means of communication with the marshals, especially when out of mobile phone cover. Competitors should assist other teams where deemed necessary and any team delayed by rendering assistance to another team will be given a time allowance (please note times if circumstances allow).
4. Runners must have the clothing and equipment listed below with them at all times apart from the start and finish runs at Oban and Troon. Numbers must be worn on all runs including Oban. Marshals will check all equipment on landing at each island and a five minute time out will be allowed for these inspections. The team must retrieve any missing items in their own time. Inability to produce all items may result in disqualification. In the event of one runner being distressed, the partner may carry both rucksacks.
5. There must be no independent pacing of runners.



6. Runners must report to the marshals before commencing each run and again on completion. When a boat has retired, the runners may continue in the race unofficially provided that they make it clear to the marshals that their team has retired. Their times, although recorded and reported in the results, will then be unofficial as the team has retired. The marshals will provide the same level of safety cover.
7. Should your team retire for any reason on land, you must advise the marshals at the island control point landing or by mobile phone before departing by boat.



Runner's Equipment

There will be a compulsory **Full Kit Check for runners** including footwear and maps at Oban Registration. Runners who have insufficient kit in Oban will need to acquire any missing or inadequate kit before they are allowed to compete. Marshals will be available at the Registration point at Oban Sailing Club on Thursday evening from 4.00 until 10.30pm and from 8.00 until 10.30am on Race Day. However Race Day is extremely busy and it is preferable for runners to have their kit checked on the Thursday evening where possible. This also allows runners plenty of time to acquire/replace any items of kit should any runner fail the compulsory kit check at Oban.

The following list is a minimum requirement. Basic mountain navigation ability is essential. Use of GPS or other electronic mapping devices on land, is prohibited, except in emergencies.

Competing over wilderness terrain possibly in darkness, poor visibility and/or poor weather conditions requires a particular emphasis on safety, greater than that normally required for most hill or fell races. This is recognised in the list of compulsory equipment detailed below. This is a minimum requirement to ensure your safety and reduce the risk to the Marshals or Mountain Rescue Teams who may have to affect your rescue should an emergency arise. It remains the responsibility of each competitor to ensure that the range and standard of equipment is sufficient to ensure safety. All competitors on the mountain sections must have the following items with them at all times whilst they are on land. Items not being worn must be carried. Each rucksack must contain the equipment for one runner. Each runner must be familiar with the equipment and its use and know, in general, where specific equipment is located in their rucksacks.

On each Island a further full kit check will take place during the five minutes 'timeout', similarly runners with inadequate or missing kit will be asked to return to their boat to retrieve the compulsory kit. Rucksacks & equipment need not be carried over the short Oban and Troon routes.

The emergency rations can be eaten if a runner deems it necessary, only after the kit checks have taken place on each island. It is not a requirement to finish each running leg with the rations intact. However they must be replenished from supplies carried on the boat before the next landing stage and start of each run, should you choose to consume them.

The equipment list has been designed to *keep you safe*. Runners who do not have the full kit or who have dumped it, even temporarily, whilst competing may be disqualified.



Runner's Kit

1. Hat or balaclava.
2. 3 tops – 1 long sleeved and 2 thermal tops of the wicking variety.
3. Gloves or mitts.
4. Long trousers – tracksters, tracksuit bottoms or thermal long johns.
5. Adequate footwear – fell shoes or trail shoes only.
6. Waterproofs – proofed cagoule/jacket with long sleeves and head covering and overtrousers.
7. Head torch – light weight LED with spare batteries or Petzl type with alkaline battery with spare batteries & bulb.
8. Blizzard Bag.
9. Compass & whistle.
10. Route maps – a full set of route maps for each runner competing, should be presented at the kit check at Oban, however only the map for each island route needs to be carried on that island – e.g. only carry Mull Map when on Mull. Route maps should be laminated or carried in a waterproof carry case.
11. Emergency rations – minimum 250gms of chocolate or equivalent.
12. Pencil & paper.
13. First aid kit (in date) – *one first aid kit per team* including one large wound dressing, two triangular bandages and three elastic bandages (not plasters). Please ensure that all runners know who is carrying the first aid kit at all times. All first aid items must be in date.
14. Race numbers (provided in the starter packs) must be worn at each landing including the Oban route. Runners should ensure that they know their boat number and name.



15. Use of mobile phones – The carrying of mobile phones is not a requirement, but if you choose to carry one please leave the number on the disclaimer form at Oban Registration. This may assist you and the marshals in the event of any emergency. You may also find useful information on the following website

<http://www.mountainrescuescotland.org/advice/when-should-i-call-for-help>

which includes helpful information on pre-registering your mobile phone for emergency purposes.

16. The use of GPS for navigational purposes is not allowed on the running routes unless **in the case of emergency**.

