

Scottish Islands Peaks Race

2026 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 sailing subcommittee as a Category 3 Offshore Race as defined by the World Sailing Offshore Special Regulation, governing offshore racing for monohulls and multihulls, the race organisers 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 viewed at https://media.sailing.org/sailing/wp-content/uploads/2025/12/05110802/WS_Offshore_Special-Regulations_2026-2027_v1_wcover.pdf. **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.**



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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 of at least £3,000,000, 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 race organisers 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 race organisers will not accept any responsibility or liability for personal injury or damage arising out of participation in this race.

The organisers reserve 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 organisers reserve 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 contact Race Office **only**, and not the Coastguard, for further information and with regards to reasons for the termination.

Marshals will also communicate with teams at race landing points. Should the race be stopped, the race organisers 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 before being issued with race numbers and deemed eligible to start the race.



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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. Not as Fast 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. Interservice. Multihulls and Monohulls of any NHC

Class 6. Youth. Yachts of any NHC

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

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

Monarch of the Glens: Youth team who record the fastest running time over Mull, Jura and Arran.

Old Dogs Trophy: Oldest aggregate 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 'Runners on Mountain Peaks' rule has been applied

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.



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ALL ROUNDERS. (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 island hill leg (the Oban run does not count toward this). The winning team will be the first team to reach Troon having completed all the sailing and running legs **and** the most Runners on Mountain Peaks (RoMPs) 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 RoMPs could therefore be 11 (4+3+4), for safety reasons the **maximum number of RoMPs is 10**. The team with the largest number of RoMPs and the best finishing time is the winner; any teams with the same number of RoMPs 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. 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 runner must lead and accompany them on each run.



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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. A minimum of one sailor and one runner from each team must attend but as many team members as possible are encouraged. The runners will start the race with the Oban run at the clubhouse at **12.00hrs**.

Please note there are also [additional rules for Youth teams](#).

1. **LIFEJACKETS must be worn by all team members when in the transfer tender.** These should be securely fastened, including the crotch strap, *before* stepping into the tender.
2. Runners must complete their runs entirely on foot. No other transport is allowed and they 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 enroute).
4. Between landing places, the whole crew must travel aboard the boat but Youth teams are allowed to add and replace crew enroute (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 or appear erratic on the trackers. This is best done by calling or texting Race Office, but may also be done at runners kit check landing points on islands. 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. If choosing to do this you must declare yourself as retired but running *at each landing point* to avoid confusion.
6. Protests: the race organisers have 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 email as soon



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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 organisers delegate the responsibility for hearing protests to the protest panel. The decision of the protest panel will be final. Race marshals may also report any rule infringements to the race organisers 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 **and** on the hills. 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: YB Tracking Team
 Tel: +44 (0) 2380 00 2029

8. Any teams wishing to have an extra person on board their yacht must have express prior permission from the race organisers. Failure to consult the organisers 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 persons aboard will be excluded from line honours, running honours, and class placements.



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Sailing routes

When assessing tenders for shore to yacht transfer, teams should consider the rowing/paddling experience of the runners, daylight (or lack thereof), sea state, weather, and the 1 cable (200yd) drop off rule. Particular attention should be paid to any transfers made in the dark to ensure safe passage. Ideally, no tender should leave shore without the team aboard being aware of their crossing and whereabouts.

OBAN TO SALEN

Whilst the Oban run is in progress yachts will be waiting in the bay with tenders ashore on the beaches either side of, and including, the Sailing Club pier and up to the Borro Boats 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.

Tenders 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 once the runners make physical contact with the yacht. The engine should only otherwise be used in a genuine emergency.

Tenders left at the Oban slipway *must not* impede access to the water for other tenders. 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.

Marshals will monitor compliance to the pick-up rule from shore 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 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.



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SALEN

Land at Salen in the bay past the first 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. The coastguard will be supplied with a full list of competitors, will be watching the race on YellowBrick, 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 at 180° 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 or by mobile phone 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



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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. If more than one team is waiting for the harbour to open, they are to proceed as first arrived – first into inner harbour, with no overtaking before entering the harbour.**

Yachts must sail or row into the outer harbour and transfer their finishing team into the tender 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 tender 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) or mobile phone to be allotted a berth.



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Sailing rules

Skippers and their teams must complete the disclaimers and present the ***Self-declaration form for skippers*** electronically or at Oban registration on the Thursday or Friday of the race, 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.

1. 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.
2. Boats must be seaworthy and properly equipped to compete. 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 organisers reserve 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.
3. When winds are too light to sail, yachts and tenders 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.
4. 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.
5. 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.
6. 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

7. Once the runners are in physical contact with the yacht the engine, if running, should be put in neutral and only used to clear unavoidable dangers to the yacht or tenders 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.



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8. In bad weather at landing points and/or in crowded conditions such as the start, it may 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 tender 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 can be risky for the tender 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, Race Office **and** marshals at the boat's next landfall must be informed as soon as possible so they can record the incident. This is to facilitate the handling of any potential protest.

9. Once runners are safely aboard and the boat is safe to sail, the engines must be turned off and must not be used again enroute unless for safety reasons. (Maintaining battery charge for navigation lights may be deemed a safety reason.) There are no restrictions on using engines whilst the runners are off the boat at each stop. **If the engine has been turned on for safety reasons**, full details must be logged and reported at the next landing point *and* to Race Office as soon as mobile reception allows.
10. 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 time and position; or time, course, and speed, 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. A time allowance or time penalty may be given as appropriate. Details must be reported at the next landing point and to Race Office as soon as mobile reception allows.



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, as a minimum, the following items. All must be in working order and within the relevant manufacturers recommended expiry dates. The ***Self-declaration form for skippers*** must be completed and signed prior to being allowed to start the race.

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 marine VHF set along with a waterproof printed instructions card detailing how to make a Mayday call. The card should be clearly visible beside the VHF radio.
3. An inflatable life-raft sufficient to accommodate every person on board, carried on deck or in a locker opening directly to the deck, and must be within the manufacturers/service supplier's expiry date.
4. Two lifebuoys marked with the boat name, one with self-igniting light and the other secured to 30m of buoyant line, both easily accessible to the helm.
5. A life jacket with fitted crotch straps attached, self-igniting light, and appropriate safety harness for *every* person on board. (Buoyancy aids are not acceptable). Life jacket activation system (if fitted) and self-igniting lights must be within any recommended expiry date. Boats should carry adequate spare actuators and cylinders. The earliest expiry date of the light or actuator is to be declared. This declaration confirms all others have longer expiry dates.
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 dry powder, CO2 or foam types – in date and/or showing full charge. 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 operable from the deck.
11. A minimum of 2 off red hand-held flares packaged in a waterproof container that floats, is portable, and easy to stow.
12. Adequate independent digitally based and/or paper charts for the race area along with instruments and log book.
13. A first aid kit including seasickness remedies and rehydration powder. All contents should be within manufacturers recommended expiry date.



14. A waterproof torch.
15. High powered flashlight and appropriate spares.
16. Foghorn.
17. Rig cutters appropriate to the size and scale of rig.
18. A radar reflector that is appropriate for your vessel.
19. A steering compass and a hand bearing compass.
20. Lead and line or echo sounder.
21. The name of the boat (not the team name) for the race must be prominently displayed.
22. Adequate food and drink for the whole crew for the duration of the race.
23. Dinghy or other suitable tender, and repair kit including pump. This small craft must be sea-worthy and capable of safely carrying the maximum amount of persons that will be transferred at any one point during the race. Skipper has the sole responsibility for the deployment and the use of such craft taking into account the weather and sea conditions and that of their crew. *It is strongly recommended that if the tender will be rowed in and out to the yacht by the runners, and will remain ashore during their run, that a suitable pump for reinflation be kept in the small vessel.*
24. Race number and class flag (provided at registration) displayed visibly at all times

If for any physical reason, e.g. design of boat, an exception to the above list is to be requested, the request must be submitted in writing by email at least one week prior to the race for adjudication. The race organisers decision is final.



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. On island routes, a numbered tag must be left whenever a checkpoint is passed (including on return legs) and at the run finish.

Running checkpoints are placed on **features** as per the provided descriptions. Six-figure grid references are also provided for clarity, but please remember that these numbers describe a 100x100m box containing the checkpoint, rather than its specific location.

Ordnance Survey Sheets: 48 Ben More and 49 Oban and East Mull; 61 Jura; 69 Arran (all 1:50,000) or equivalent 1:25,000 O/S maps are required for each runner, and 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. The route will *not* be flagged but will be marked with yellow spray paint. 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, skirting around a new croft development.

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. 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 tender waiting on the beach between the Sailing Club pier and the Borrow Boats pier. Before boarding their tender, 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 (NM 578 441). 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 B8035 to Knock and then left along the track on the SW of Loch Ba to tag check point at the forest road/track junction (NM 568 371).

*The Senior and Youth courses 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 (NM 525 330). Descend NW through Coire nam Fuaran to tag check point at stream junction on upper Abhainn Disaig burn (NM 518 338). Then proceed E over spur and traverse round Lag a'Bhasdair to tag check point on lower col between Beinn Fhada ridge and A'Chioch spur (NM 537 344). Descend E down into Glen Clachaig and return to tag checkpoint at the forest road/track junction (NM 568 371) (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 tender for the sail to Jura.

Bad weather route

In extreme weather conditions on Mull, the race organisers may decide to divert the Seniors and all classes onto the Youth teams 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 course

After the check point (NM 568 371) 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) (NM 625 347). Descend NW via the check point at Tomsleibhe bothy (NM 617 372). 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 on The Long Road.

*The Senior and the Youth courses diverge,
do not follow blindly.*



Senior course

Either turn left at Kiels (NR530 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 (NR 488 734). 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 (NR 495 740). Ascend Beinn an Oir where there is another check point (NR 498 749) and descend direct for Beinn Shiantaidh. Cross the col at NR 505 748 and a grassy gully beckons you up Shiantaidh, coming out near the summit where there is another check point (NR 513 747). Descend by any route to the check point at the three arch bridge (NR 544 720) where there is a final check point, before returning to the hall along the road to hand in the last tag.

Bad weather route

In extreme weather conditions on Jura, the race organisers 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 Jura landing point by marshals. Seniors should familiarise themselves with the Youth course just in case this situation should occur.

Youth course

Continue NE along the road to the three arch bridge check point (NR 544 720). Ascend to the second check point on the SE summit of Corra Bheinn (NR 526 755). Note that on the OS 1:25K map the SE spot height is incorrectly marked 100m further along the ridge (1:50K, OSM and Harveys are all correct). Carefully descend SSW to Loch an t-Sìob' 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 (NR 510 718). Keep heading SSW to the fourth and last check point cairn on the summit of Glas Bheinn (561m) (NR 500 699). 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 west 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 the lane junction checkpoint (NS 043 322) turn left on to the track up Prospect Hill and run north past Clauchlands Farm, where the path crosses



open fields to join the Arran Coastal Way. Follow the track until it joins the lane via South Corriegills. Re-join the A841 at NS 022 353. Proceed via the Brodick waterfront path to join the track ascending Goatfell. Ascend via the check point where the track meets the ridge (NR 998 415). Proceed via the upgraded path to the Goatfell summit trig checkpoint (NR 991 415) and return down the same route. Final checkpoint is at (GR043 323). Tags must be left at the ridge (NR 998 415) and at the first checkpoint (NS 043 433) both out and home (5 checkpoints total). The scree route must not be used (at the request of the National Trust) and please keep to the paths. Return to Lamlash control point via your inbound route (South Corriegills and Claughands 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 inside the Troon Yacht Haven office and chandlery. Life jackets must still be worn in the tender 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@scottishislandspeaksrace.com.



Running rules

1. Runners must remain clearly visible and audible to their team mates **at all times** when on running legs, including road sections. They must follow land routes in the direction specified and use the tag check system at the checkpoints. Failure to remain in close visible contact is considered a serious breach of the race rules and will result in an investigation, leading to disqualification if proven. The only permissible breach of this rule is in case of emergency situations noted in Rule 2. Carrying of Yellowbrick trackers is mandatory on all running legs except Oban.
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 any recovery with other emergency services. The Runners Emergency Number should also be contacted immediately by phone, but only after contacting emergency services. 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 and *vetted* 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 in the kit list 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 Troon Race Office **and** the marshals at the island landing point in person or by mobile phone before departing by boat.
8. Use of GPS or other electronic mapping devices on land is prohibited, except in emergencies.



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 8.30 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, *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 use of walking poles is not permitted.

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



Runner's kit list

Unless otherwise noted below, each runner must wear and/or carry:

| Clothing | |
|----------------------|---|
| 3 tops | <ul style="list-style-type: none"> • made of technical, breathable, or thermal material • at least one must have long sleeves |
| Long trousers | <ul style="list-style-type: none"> • must cover the whole leg • eg. tracksters or leggings |
| Outer wear | |
| Adequate footwear | <ul style="list-style-type: none"> • fell shoes or trail shoes only |
| Waterproofs | <ul style="list-style-type: none"> • jacket AND trousers • e.g. Gore-Tex or similar • must have taped seams • jacket must have attached hood |
| Warm head covering | <ul style="list-style-type: none"> • e.g. hat or balaclava |
| Warm neck covering | <ul style="list-style-type: none"> • eg. buff, bandana, balaclava • this is <i>in addition</i> to the head covering unless the item can achieve both functions simultaneously |
| Warm gloves or mitts | |
| Equipment | |
| LED head torch | <ul style="list-style-type: none"> • AND either spare batteries • OR a spare headtorch |
| Blizzard bag | <ul style="list-style-type: none"> • foil blankets or coverings are not acceptable – the Blizzard bag acts as a combination sleeping bag and survival blanket |
| A team bothy bag | <ul style="list-style-type: none"> • mandatory for Youth Teams • highly recommended for teams intending to have more than 2 people running a leg (eg. All Rounders, Services) • does not need to be carried by running pairs • this is in addition to, <i>not instead of</i>, the Blizzard bag • minimum 2 person capacity |
| Compass & whistle | |
| Route maps | <ul style="list-style-type: none"> • full set of route maps for <i>each runner</i> competing • must be laminated or carried in a waterproof carry case • full set must be presented at kit check in 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 |



Pencil & paper

| | |
|---------------|--|
| First aid kit | <ul style="list-style-type: none"> • one kit per team • must have at least: • one large wound dressing (sealed and in date) • one triangular bandage • three cohesive or crepe bandages (minimum 100cm x7.5cm) OR one long bandage at least 300cm long AND a means to cut the bandage • all runners must know who is carrying the kit at all times |
|---------------|--|

Food

| | |
|-------------------|--|
| Water | <ul style="list-style-type: none"> • means of carrying minimum 500ml of water |
| Emergency rations | <ul style="list-style-type: none"> • minimum 1000 calories |

Provided at race registration

| | |
|--------------|---|
| Race numbers | <ul style="list-style-type: none"> • must be visibly worn at each landing, including the Oban route • runners should also ensure they know their boat name and team number |
|--------------|---|

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|----------------------|--|
| Yellowbrick trackers | <ul style="list-style-type: none"> • must be carried on all island runs |
|----------------------|--|

Recommended

| | |
|--------------|--|
| Mobile phone | <ul style="list-style-type: none"> • fully charged with the emergency phone number provided at race registration stored • this may assist you and the marshals in the event of any emergency • please leave the number on the disclaimer form • we strongly recommend pre-registering for the sending of emergency text messages • and charger for use on the boat to ensure phone is fully charged before each landing and running stage of the race |
|--------------|--|

| | |
|-------------------|---|
| Warm sleeping bag | <ul style="list-style-type: none"> • for use aboard the boat |
|-------------------|---|

| | |
|-------------------|--|
| Warm dry clothing | <ul style="list-style-type: none"> • for recovery aboard the boat |
|-------------------|--|



Youth rules

For Youth teams the following are additional to or supersede the general race rules:

1. Any youth under the age of 16 can count towards the majority of youths on the boat, and although they can crew, they must not compete in the running sections.
2. Youths under the age of 18 on the day of the race require the consent of their parents and this should be obtained by the participating schools or groups. Parents wishing to discuss the participation of their children should contact the leader of the group or the race organisers.
3. The hill sections must be completed by at least two youths and an experienced adult runner who must lead and accompany them at all times. The adult runner (who need not travel with the boat) must have the required navigational mountain knowledge and experience. The team, including the adult runner, must remain in close visible sight of one another at all times. Failure to do so will result in the team being disqualified.
4. The Oban circuit is not considered to be a mountain section but minimum two youths are required to complete this.
5. Acknowledging that exams can be a problem at this time of the year, and to allow smaller boats to compete, youth teams may be changed at any stop by prior arrangement with the organising team.
6. All running members of the team should be aware of and know how to use each piece of the runner's kit. Full kits (including shoes) for the number of runners competing in the race should be presented at Oban registration for a full kit check prior to the race start.
7. If it becomes clear that a team will not be able to finish the race under sail they may motor the remaining sailing sections to allow the runners to complete the runs. The run times will count toward the Monarch of the Glens trophy with any wins noted as having motored. If the team chooses to motor they must notify the Race Office number by phone or text *immediately* of this decision and the position at which the motor was first engaged, *and* they must identify themselves as motoring but still running at each of the island landing points to avoid confusion. Failure to notify in a timely fashion will result in a minimum 30 minute penalty on the teams run time.

This rule has been put in place in understanding of school requirements and exam schedules – however it comes with the expectation that teams will only use it if absolutely required, as this is a sailing *and* running race and the participation in both aspects is a vital part of the of the SIPR experience.

