

# THE 2008 SCOTTISH ISLANDS PEAKS RACE

Revisions for 2008. Engines are now allowed at the stops when picking up and dropping runners. Bad weather courses are detailed. The rules have also been re-arranged and rewritten for clarity.

The objective of the race is to provide the ultimate challenge for teams of hill runners and sailors over a long weekend around the beautiful West Coast of Scotland. The sailing course of 160 nautical miles includes the fierce tides and overfalls of the Corryvreckan and the Mull of Kintyre whilst the runners cover 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.

## RACE CATEGORIES.

We put teams into categories to try to even up the differences between yachts and give good competition between teams. Senior teams will be **five** strong.

CLASS 1. Usually multihulls and extreme monohulls.

CLASS 2. Cruiser Racers. The faster yachts, whether due to LWL or sail/displacement ratio.

CLASS 3. Cruisers. Small to medium sized family yachts.

ALLROUNDERS. Teams intending to put more than two runners over some hills and thus gain points in the all rounder competition. The toughest category of all; the winning crew have all to run at least one of the legs and sail well too!

YOUTH TEAMS. There is no upper limit on numbers and large training vessels often compete in this category. Youth Teams must be at least seven strong with a majority of young people (defined as aged below 20 on 31st Dec in the year of the race). The runners must also be over 16 on the day of the race.

INTERSERVICE COMPETITION. The PATHFINDER TROPHY is for competition between the army, navy and air forces, police and emergency services. In addition to the normal rules, the team must sail a monohull yacht and must be regular, reserve or cadet members of the British Services or other armed forces, police or emergency services.

## YOUTH TEAMS

Youth Teams must be at least 7 strong and have a majority of young people. (Those less than 16 years old can count towards this majority but although they can crew the boat, they must not compete in the running sections). The runners must be young persons of either sex aged from 16+ prior to the race and under 20 on 31st December in the year of the race. Those under the age of 18 on the day of the race require the consent of their parents. Although the running sections are extremely tough, injuries in the race are very rare but despite this excellent record, there is an element of risk as there is in all adventure. Parents wishing to discuss the event further should contact the leader of their group.

For Youth Teams, the following are additional to or supercede the general race rules:

1. The hill sections must be covered by two youths and an experienced adult runner who must have good mountain navigation knowledge and be experienced in the hills. All must be fully equipped.

2. Youths must not attempt two consecutive mountain sections. (The Oban circuit is not considered to be a mountain section but two young people are required to complete this). The minimum team size is therefore seven in total: i.e. four young people and three adults.
3. Exams can be a problem at this time of year and to allow smaller boats to compete and allow more young people to enjoy the race, youth team members may be changed at each stop by prior arrangement but only after the corresponding run has been completed.
4. The Youth Team Trophy is awarded to the team who complete the course in the fastest time. This is a perpetual trophy for the annual event.

## **ALLROUNDERS**

The Allrounders Challenge for the Bruichladdich Quaich is a competition which rewards 'man-mountains' but also demands good sailing performance and sound tactical decisions too i.e. real all round ability. To be a true All Rounder team, every member has to run at least one hill leg. Allrounders remain in the main classifications and can also win in these categories. The winner will be the team with the most man-mountains and only if there is a tie on man-mountains will the overall time count. For safety reasons at least one team member must remain with the boat at each stop so in theory, the maximum man-mountains could be 3 mountain legs x 4 men = 12 MM, but we also feel that in the interests of safety and tactics, we should allow two discards which means that the maximum score will be 10 MM. This makes it possible to put 4 runners over say Mull and Arran but only two over Jura and yet still have maximum points. This ensures that if it happens to be rough weather, the sailors will not be too tired for the Mull of Kintyre leg but the choice of which hills to 'discard' is up to the crew on the day taking into account tides, weather, team strength and any other factors.

## **GENERAL RULES**

**BRIEFING.** There will be a briefing at Oban Sailing Club Clubhouse (on the road South along the Sound of Kerrera) at 9.00 am prompt on the morning of the race. The race then starts at the clubhouse at 12.00 when the runners will start with the Oban run.

1. . Senior crews shall consist of FIVE persons including the runners. (Senior runners must be over 20 in the year of the race). All must sign the declaration of intent to abide by the rules. Exceptionally, additional crew or crew changes may be allowed during the race, e.g. for filming but this must be agreed with the organisers who wish to ensure that no unfair advantage accrues. Every competitor must at all times obey these rules and the instructions of race marshals and must also respect the rights of the general public.
2. The exposure of the Mull of Kintyre to the Atlantic together with its fierce tides means that it can be particularly dangerous during and after gales from the W or SW. Fortunately, modern weather forecasting can usually predict when conditions are likely to be particularly bad and the race may then be shortened by the race committee to finish at Craighouse after the run.

This race is a battle against the elements but each team has its own particular strengths and weaknesses and at some point it may become wiser to retire and try again another year (it is, after all, supposed to be fun). The rules and equipment checks help to ensure the safety of the team, but the skipper still remains ultimately responsible for the safety of the yacht and crew, insurance, and its general management.

**3. If you retire, you must inform the race officials at the earliest opportunity, lower the class flag and not impede other teams still competing. In the event of retirement, please let us know your further plans. You may still sail or motor to the remaining**

mountain sections where your runners may continue to run but their times will then be unofficial as the team has retired.

**4. LIFEJACKETS must be worn in the dinghy when landing or retrieving runners and we recommend that runners should be rowed ashore by another team member who can then bring the dinghy back to the yacht in case it is needed.**

5. The runners need not be the same team members on each running leg, but they must embark, disembark and land all within a cable (200 yds) of the landing point (including Oban).

6. Runners must complete their run entirely on foot. No other transport is allowed. Between landing places, the whole crew must travel together with the boat and sufficient provisions for the whole race must be carried aboard from the start. (Additional provisions and equipment etc may also be taken aboard en route).

7. 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. In the event of disputes, a protest panel will be convened and the written protest must be placed before the panel 30 minutes before the hearing.

The protesting team shall try to inform the team protested against of the protest as soon after the incident as possible. The Race Committee delegates the responsibility for hearing protests to a protest panel. The decision of the protest panel will be final. Protests must be in writing and made within two hours of the yacht finishing. Where this is impossible the organisers must be informed by radio or phone as soon as practicable with the written protest following by first post. Protests must state the following:

- A. The date and time of the incident.
- B. The rules or instructions alleged to have been infringed.
- C. A statement of the facts with diagrams and photographs if relevant.
- D. Details of any other vessels or observers in the vicinity.

### SAILING RULES

1. The race is for sailing boats which must be fitted with engines and VHF.

2. Boats must be seaworthy and properly equipped to compete. The scrutineers may inspect boats at any time to ensure that they conform to the minimum standards laid down.

3. When winds are too light to sail, yachts and dinghies may be propelled by the energy of their crew when runners are aboard. Rowing, pedalling, kedging and towing are all allowed.

4. Yachts must obey the International Regulations for the Prevention of Collisions at Sea, and any local authority rules. (Note that ferries have priority in restricted waters). At Troon this area extends for 2-300m from the end of the pier (about half the distance to the Crab Rock bouy). It is important to realise that the catamaran ferry stops and then goes astern into her berth. Occasionally, she may also need to take emergency action by reversing course. It is therefore dangerous to pass closely ahead or astern. Warning lights go on approximately 10 minutes before the anticipated arrival or departure (turn-round time is about 30 minutes) and VHF warnings are also given on ch14 & 80.

5. In the event of a collision during the race, the yacht at fault can either risk a protest and possible time penalty or perform a 720 degree turn (not under power) as soon as it is safe.

6. Boats are permitted to go alongside piers to land or pick up crew but skippers must ensure that their yacht will not impede other competitors. (The marshals have the power to insist that any yachts causing an obstruction should move away).

7. Runners completing the Oban run will find their yacht's dinghy and a crewman waiting on the beach by the Sailing Clubhouse.

8. The runners will then be rowed out to their yacht which must meet the dinghy outside the boundaries of the fixed moorings area.

9. Yachts can pick up their runners on either side of the start line anywhere outside the line of fixed moorings. Yachts in the process of picking up (i.e. in physical contact with runners) will have restricted ability to manoeuvre and other yachts must steer clear.

### **Use of Engines**

10. The start line is a line between the Oban Sailing Club flagpole and the prominent slip (by the two storey house) on Kerrera. For safety reasons, yachts must use engines at the start but must stop them before they cross the start line to leave the Sound by the North entrance.

11. It is safer for engines to be used (or at least running and ready for instant use) when picking up and dropping runners but the engine should be used as little as is consistent with safety during these transfers. Apart from at the start, once runners are safely aboard, the engines must be turned off and engines must not be used en route unless for safety reasons. (Charging the batteries can be done at each stop whilst the runners are off the boat).

12. In an emergency, if the skipper of a yacht considers that his own or another boat or crew is in danger, he may use his engine for propulsion to extricate himself or to assist, logging full details of times, courses and speeds if an exact fix is not possible. Any skipper taking such action must report details at the next landing point and the finish. 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 applied as appropriate.

13. The skipper may decide that, although it will take longer, it would be more prudent to make the transfer of runners whilst at anchor and the engine may then be used without penalty to assist with anchoring or when lifting the anchor with runners aboard.

14. If a yacht retires, takes shelter to await better weather or arrives at an island but does not put runners ashore, the skipper must inform the Race Control via the marshals or coastguard of their further intentions. If retiring, the class flag must be lowered but it may then use the engine and/or sails to transport the runners to the next running stage. However, it must not impede any yachts still racing and it must fly its ensign to help ensure that fellow competitors are well aware that it has retired from the official race. The runners may then continue in the race unofficially provided that they make it clear to the marshals that their team has retired. (But their subsequent times will not be included in the official results as this would upset the finishing order).

15. After dropping the runners off inside the outer harbour at Troon, engines must be used to enter the yacht marina which is in the inner harbour.

### **BOAT EQUIPMENT:**

Competing yachts may be scrutineered prior to the start and may also be inspected during the race. All boats must be capable of carrying their crew safely round this challenging course even in bad weather and must carry the following items in working order:

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 to accommodate every person on board, carried on deck or in a locker opening directly to the deck OR an inflatable dinghy capable of supporting the whole crew carried on deck and secured in position but capable of quick release when on passage. (On small yachts, it may be carried partly deflated provided it is still bouyant and can be inflated whilst afloat. A hand pump must be secured to such dinghies).

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 and safety harness for every person on board. (Buoyancy aids are not acceptable).
6. Two buckets with lanyards attached.
7. 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.
8. Two anchors of appropriate size with suitable chain or warp attached.
9. One manually operated bilge pump.
10. Six distress flares including two of the rocket parachute type and a smoke flare. All must be good condition, tests have shown the expiry date is an unreliable indicator. Damp, inadequately stored flares are unacceptable.
11. A first aid kit including seasickness remedies and rehydration powder. (Stugeron is recommended but the Scopaderm patches worn behind the ear and available on prescription may be even better. Runners in particular should check prior to the race that balance is not affected adversely).
12. A waterproof torch.
13. A radar reflector minimum 18 inch diagonal or equal.
14. A steering compass and hand bearing compass.
15. Charts, tidal information and pilotage notes covering the race.
16. Chart instruments and a log book.
17. Lead and line or echo sounder.
18. The name of the boat for the race must be prominently displayed.
19. GPS and other electronic aids are allowed at sea.
20. Boats must display their race number (which will be provided).
21. Adequate food and drink for the whole crew for the duration of the race
22. Dinghy repair kit.
- 23 One partridge (pear tree optional).

## **RUNNING RULES**

1. Runners must remain clearly visible and audible to each other at all times including road sections except in emergency situations as note 2 below. They must follow the land routes as specified and use the disc check system at the checkpoints.
2. Any runner who falls sick or who is injured should be assisted back by his partner. At the discretion of the marshals, a second attempt may then be made with another experienced runner in the crew as replacement and the team will then be allowed to continue with only four members if necessary. If the runners are unable to return to the yacht, the fit man must take careful note of the position and ensure that the injured man is protected from exposure. When out of mobile range, other competitors will often be the fastest means of communication with the marshals. Competitors delayed by rendering assistance to another team will be given a time allowance (please note times if circumstances allow).
3. 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 equipment on landing at each island and 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 or a serious time penalty. In the event of one runner being distressed, the partner may carry both rucksacks but only as two separate bags and not by putting one bag inside the other.
4. There must be no pacing or feeding of runners.
5. 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. (The times will not be included in the official results).

## **RUNNERS EQUIPMENT.**

The following list is a minimum requirement. GPS is not allowed; basic mountain navigation ability is essential.

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 effect 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.

All runners' equipment—including footwear must be available for scrutinising at registration or failing that at the briefing in Oban and will be subject to a full check during the five minutes 'time out' at each landfall. However, rucksacks & equipment need not be carried over the short Oban route. The equipment list has been designed to keep you safe so pack all the kit and leave it packed unless it is in use. Runners who do not have the full kit or who have dumped it even temporarily will be penalised.

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 - t racksters, tracksuit bottoms or thermal long johns
5. Adequate footwear - fell shoes, studs or waffles 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. Sleeping bag - lightweight mont-bell or Mountain Equipment 'Blizzard Pack' or 2/3 season sleeping bag with minimum weight of 1000gms
9. Survival bag - lightweight special purpose survival bag clearly labelled by the manufacturer to show the insulation factors and temperature range capability or Karrimor/Tiso Orange survival bag 8ft x 200 gauge
10. Compass & Whistle.
11. Full set of route maps for each runner competing over the route
12. Emergency rations— - 250gms of chocolate or equivalent
13. Pencil & paper
14. First Aid Kit - including one large wound dressing, two triangular bandages and a 3 elastic bandage (one first aid kit per team)
15. Race Numbers (provided in the starter packs) must be worn at each land fall including the Oban route

## THE RACE 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.

### **OBAN**

The start is at Oban Sailing Club heading North along the shore road. Bear right up Glenmore Rd and up the steep Haggarts Brae to rejoin 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. Leaving the top, beware of dangerous gulley and head NW along the cliff top path past the ferry and continue to take the upper path along the cliff top. Pass to the left of all fences. Eventually further progress is blocked and the path turns down a prominent gulley at Kilbowie. Take care rejoining the road and return along the shore road to the Oban Sailing Club House where the dinghies will be drawn up between the Sailing Club Pier and the Borro Boats Pier (The latter must not be used). The first pair of runners home win the Oban Slip Trophy. Before boarding dinghies, runners must don lifejackets. Yachts will be waiting in the bay and must be outside the area of moorings. Yachts may be directed to round specific bouys before proceeding by any route to Salen on Mull.

### **MULL**

Land at Salen in the bay past the old pier and by the few remaining stumps of the derelict pier (GR578 441). 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). SENIOR AND YOUTH TEAMS DIVERGE HERE

#### **SENIOR COURSE**

Classes 1,2,3, and All rounders, 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 the forest road/track junction (GR568 372). Return to Knock and return along the B8035 to Salen Pier and hand in your final tag. Then sail by any route to Jura.

#### **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). To Salen Pier 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 distillery control point opposite the Jura Hotel and take the road NE to the Jura Forest. N.B. the youth team and the senior course diverge at (GR534 697).

### **SENIOR COURSE.**

Turn left at (GR534 697) and either go direct for Beinn a'Chaolais where there is a check point or go via Glen Astaile (longer but easier). 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 pier along the road to hand in the last tag.

### **YOUTH TEAM COURSE**

Continue NE along the road to the three arch bridge (GR544 720). Ascend to the first check point on the SE summit of Corra Bheinn (GR526 755). Descend SSW to Loch a an't Siob and then on to the second 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 third 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. 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 may be marked by yellow flashing lights.

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 Claughlands Farm. Follow the track around the forest until it joins the lane via South Corrigills. Rejoin the A841 at (GR023 354). Proceed to the check point at the summit of Goat Fell (GR992 415) via a check point at the point where the track meets the ridge (GR997 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 via your inbound route (South Corrigills and Claughlands Farm) to hand in your final tag. Sail to Troon.

## **THE FINISH**

Yachts must sail or row into the outer harbour at Troon and transfer their finishing team into the dinghy in the outer harbour before carefully entering the marina under engine. Yachts must not sail into the marina itself. Teams ignoring this may be given a time penalty. A team finishes when any two crew members (not necessarily runners) check in at the Troon Marina 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 up to 24hrs after the leading team has passed. The

finish 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 to race control later on 01592 890408.

## **TROPHIES AND AWARDS**

**THE PREMIER CLASS TROPHIES** are perpetual trophies awarded to the winners in each of the three major categories each consisting of a specially blown glass still decanter filled with Isle of Jura Malt Whisky and mounted on a polished wooden base.

**THE ALLROUNDERS CHALLENGE TROPHY** is for the Bruichladdich Quaich, a traditional Scottish drinking dish on a polished wooden base. This perpetual trophy is awarded annually to the winners of the All Rounders competition.

**THE LADIES TROPHY** is a perpetual trophy in the form of a salver awarded to the first all female team to finish.

**THE KING OF THE BENS TROPHY** is a perpetual trophy awarded to the fastest pair of senior runners.

**THE MOLLS OF KINTYRE TROPHY** is a pair of salvers awarded to the fastest team of female runners.

**THE YOUTH TEAM TROPHY** is a perpetual trophy awarded to the fastest Youth Team.

**THE KINGS OF THE BENS YOUTH TEAM TROPHY** is a perpetual trophy awarded to the fastest team of runners in the Youth Team section.

**THE PATHFINDER TROPHY** is a perpetual trophy: a silver cup presented by the RAF Sailing Association for competition between regular, reserve or cadet members of the Police, Fire Services, Army, Navy and Air Force.

**THE THERMAL TRANSFER TROPHY**, is a perpetual trophy: a glass vase engraved with the route of the race, awarded to the team who, in the opinion of the committee, displayed the most sporting endeavour.

**THE MUSICAL PRIZE** is for the boat with the best piper playing at the start.

**THE BATTLE FLAG AWARD** is for the best battle flag.

**THE FASCINATOR TROPHY** is awarded for the best log, amateur video, or photographic record of the race.

This is not a normal race and there is no time limit. Both the organisers and the competitors recognise that the achievement in getting round the course can be as great or greater for the slower teams who are out there battling for far longer. Each team successfully completing this extremely testing course will be awarded a small **engraved brass finishers plaque** suitable for mounting in the boat.