

**Competitors are asked to read these Rules and Instructions as they should provide answers to any questions you may have: they also contain changes from previous years. (Reading them properly will avoid unnecessarily prolonging of the briefing)**

**RULES and RACE INSTRUCTIONS**

**INTRODUCTION**

The Forty Third Barmouth to Fort William Three Peaks Yacht Race will start from Barmouth on Saturday July 9th 2022.

There will be a race for monohulls and a parallel race for multi-hulls if there are at least three multihull entries. (If there are not 3 entries multi-hulls will take part in The Challenge.)

Both races will start at the same time and race under the same rules.

All monohulls **must** have a valid IRC Certificate. (For those who do not have an IRC certificate it is possible to contact the RORC Rating Office ([rorcrating.com](http://rorcrating.com/)) and obtain a LVTCC certificate that can be used for one event.)

Racing multi-hulls **must** obtain a handicap rating from MOCRA.

* The overall winners will be the fastest to finish under corrected IRC/MOCRA handicap time.
* The two runners with the fastest aggregate time on all 3 peaks will win ‘King of Mountains’.
* The Tilman Cup will be awarded to the first team to finish having put 4 members on a summit.

The Race is a serious challenge, involving 389 sea miles sailing, 40 miles cycling, and 54.8 miles of walking/running, including the climbing of the highest mountains in Wales, England, and Scotland with a total of 16,500 feet of ascent.

The Race Committee draws the attention of competitors to the difficult nature of the sailing, through some of the trickiest waters on the West coast of Great Britain. In previous years extreme conditions have been experienced on the mountain sections, including snow and ice.

The equipment lists in Appendices Two and Three are minimum requirements, and prudent competitors will wish to take extra items of both sailing and running/outdoor equipment.

To reduce risks to a minimum, the following Rules and Race Instructions have been issued.

The Committee expects every competitor to honour the declaration, which they will sign on the morning of the race, to say they will abide by the Rules. We point out that these rules are mainly to ensure a high standard of safety for competitors.

We also point out the arduous nature of the Race, and that it is the duty of each competitor to ensure that he or she is fit enough to carry out all the tasks required of a competitor.

We feel that the Race is too arduous for young people and will not normally accept entries from anyone of less than 18 years of age. However, a young person between 16 and 18 years will be allowed to compete with written consent from the skipper and parents/guardian that they are satisfied that the young person has the experience to enter the race.

**The rules of the race are important. We ask that each skipper confirm that all members of the crew have read the Race Rules and Instructions thoroughly before coming to Barmouth for the start of the race. (The rules are available on our Web Site.)**

If competitors have any questions that they would like to ask about the Race, they should contact the Race Secretary. On the day of the start of the Race there will be a race briefing and time will be allowed for Skippers to ask questions which Race Officials will answer.

Marshals and other officials, if asked, may give advice on the interpretation of the Rules and Race Instructions, but only the Race Committee or the Protest Panel are empowered to give a ruling on matters relating to the Rules and Race Instructions.

Such rulings will generally only be given before the Race or at the end of the Race.

**RULES**

Notwithstanding these Rules and Race Instructions, it shall be the sole responsibility of each competitor to decide whether to start or continue to race. The safety of the yacht, its crew, and the entire management of the yacht, including insurance, shall be solely and inescapably the responsibility of the owner/competitor entering the event. The establishment of these Rules and Instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor.

The organizing committee and its race officers organize this race under 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.

Nor will the Committee accept any responsibility or liability for personal injury or damage arising out of participation in this race, unless such damage or injury shall be occasioned by the neglect, default or negligence of the Committee, its Race Officers or its servants.

**RULE ONE**

Each competitor in the Race must always obey the Rules and Race Instructions, before and during the Race. The organizing Committee has the right to disqualify or impose any lesser penalty on any yacht, member or members of the crew which have in the opinion of the Protest Panel, been shown to have acted in a manner contrary to the letter or spirit of any of these rules.

The decisions of the Protest Panel will be final in all matters concerning the Race whether or not the matter is covered by the Race Rules and Race Instructions. Details concerning the Protest Panel and the protest procedure are at Appendix 1.

**RULE TWO**

1. The Race is for sailing boats and motors must not be used to propel the yachts competing except in those areas specified by the Committee. The areas where motors may be used to propel competing yachts are defined in the Race Instructions.

At any point in the race, if a yacht finds itself in a position where use of the engine is essential to avoid serious damage to the boat or danger to the crew, she may do so. If she returns to the exact position where the engine was started, or a position less favorable, there will be a penalty applied of twice the estimated time saved by avoiding the danger the boat was in.

If she stops the engine in a position where she has gained an advantage, there will be a time penalty of three times the advantage gained, plus twice the time saved by avoiding the danger.

These penalties will be assessed by the Committee taking all the circumstances into account and their decision will be final. This rule only applies where a yacht is in serious danger and if the committee considers that the engine was used without justification they can, at their discretion, impose any penalty they consider appropriate, including disqualification.

**A full record of the times and circumstances when the engine has been used must be kept and handed to the marshals at the next check in.**

For example, if a yacht uses its engine for ten minutes to avoid going aground the committee will first decide whether the yacht or crew would have been in danger if the boat had grounded. If they consider that it would only have been inconvenient, they may impose any penalty they think fit, up to and including disqualification. If they consider use of the engine was justified, they will consider the length of time the vessel would have been stranded if the engine had not been used and the positions where the engine was started and stopped and apply the penalty as above.

1. If the Skipper of a yacht wishes to enter a harbour for the safety of yacht or crew he/she may switch on the motor at or inside the most seaward navigation mark for that harbour; and on leaving, the yacht must retrace its course to the same navigation mark and switch off the engine at or before that mark. A Skipper taking such action must report the reason for, and action taken, in their declaration at the end of the Race.
2. Outside Assistance:

Competing yachts may not be propelled by any means involving another vessel, except its own tender; or any person who is not a member of the named crew. Nor may a yacht receive assistance except when in harbour. Pre-arranged outside navigational assistance is not permitted.

1. Rowing: Kedging or any other propulsion method by crew members is permitted not involving batteries or engine.
2. An engine or power pump may be used for charging batteries or pumping bilges at any time, except when the yacht is around the Menai Strait, defined as North and East of C13 buoy at the Caernarfon end and South of Puffin Island at the Beaumaris end.

**RULE THREE**

Yachts must be seaworthy and properly equipped to compete. Competing yachts will be scrutinized before the Race by Scrutineers appointed by the organizing Committee and may also be scrutinized at any stage of the Race.

**RULE FOUR**

Yachts competing in the Race must always obey 'The International Regulations for Preventing Collisions at Sea' in force at the time, except in areas where those regulations are superseded by special rules laid down by a local authority.

**RULE FIVE**

The total crew of any yacht competing in the Race shall not be more than five, including members of the crew who are to undertake the land sections. Any yacht taking part in the Race must be manned by the named crew and no one else, except when moored in harbour. No member of the crew may be replaced after signing the declaration of intent to abide by the rules before the start of the Race.

**RULE SIX**

TWO members of the crew of each yacht competing must complete the sections of the Race taking place on land. The two members of the crew who are to climb the peaks, do so from the specified landing places and having been to the summit of each peak must return to the appropriate landing place to rejoin the boat. Photographic evidence must also be produced of both runners by the summit Trig point.

If a runner or crew is so injured that they cannot continue, the team may continue in the race. The landing places from which each of the peaks must be approached are given in the Race Instructions. From the landing place to the summit and back to the landing place, the crew members undertaking the mountain sections must travel on foot, save for the cycling section between Whitehaven and Black Sail Youth Hostel. No other means of transport is allowed.

The members of the crew who climb the mountains need not be the same two for each mountain.

Whilst yachts are underway from Barmouth to Caernarfon, from Caernarfon to Whitehaven, and from Whitehaven to Fort William, the members of the crew who are to ascend the mountains must be aboard their yachts always. Dinghies may be used to land runners from 2 cables off the landing points at Caernarfon and Fort William, but not at Whitehaven.

Any dinghies used to take off and land crew members undertaking the mountain sections, must be propelled by oars or sail and may only be manned by the named crew.

**RULE SEVEN**

On land the two members of each crew who are to complete the mountain section must follow the line of the routes shown on the Ordnance Survey maps provided with the Race Instructions, on Scafell Pike **the route to the summit via Mickledore must NOT be used.**

The two runners must remain within sight of each other, whether on foot or bicycle. Runners must wear the reflective race bib supplied to them by the Race organizers outside other clothing at all times.Whilst on Ben Nevis, the old path below Lochan Meall leading to Red Burn and marked red on the map **MUST NOT BE USED AT ALL**. (This rule is issued in co-operation with the Ben Nevis Partnership for environmental reasons.)

A time penalty may be applied to runners who do not use the marked route. Runners who become lost must retrace their footsteps back to the required route.

**RULE EIGHT**

Each competitor taking part in the mountain sections must have with him, all the time he is on land, the clothing and equipment listed in Appendix Three and any other clothing or equipment the competitor may wish to use: at other times the clothing and equipment must be onboard.

The clothing and equipment of competitors who are to take part in the mountain sections will be inspected before the start of the race. At each harbour before the runners start the land section; there will be a five-minute kit check with a Marshal for each team.

During these five minutes, equipment for the mountain sections will be checked. Runners will also be required to check in with marshals at Wasdale Head Inn where there will be a five-minute check. Race Marshals may check mountain runner’s equipment at any point on the mountain sections.

**RULE NINE**

In the interests of fairness and because some yachts do not have back-up teams, assistance to runners is strictly limited to the provision of food and drink. **There must be no pacing or accompanying of the runners by supporters or back up teams.**

**RULE TEN**

Any crew member on the mountain sections who is injured or sick must be helped by his partner back to the harbour from which that section started. If a crew member arrives back without their partner, the yacht may be disqualified. If a crew member considers that their partner's condition is so serious that he should not be moved, those runners must postpone that section, and the fit competitor should stay with their partner until they have been given all possible aid on the spot and mark the position of the casualty on their map. When help is summoned, the fit competitor must be able to pinpoint the position of the casualty by means of a grid reference on the appropriate Ordnance Survey map.

To summon help for a casualty who is too ill to move on your own, telephone 999 and ask for Mountain Rescue and press the emergency button on the tracker (details will be given at the Team Briefing before the Race).

With the permission of the Marshals at the nearest check in point, a new attempt may start from the harbour after the casualty has been removed to safety. The fit runner may seek assistance by any means for their return to the port, reporting to the duty Marshal on arrival.

**RULE ELEVEN**

Race officials will be present at each of the landing places at which the mountain sections start and end. The two members of the crew who are to attempt the mountain section must report to the officials as soon as they land and before leaving the landing place. They must also report to the officials when they arrive back at the landing place before they go back on board their boat.

Times of finishing legs are taken from the return of the second runner. If a pair wish to artificially delay their check-in time, this is acceptable provided that, for safety reasons, one of the pair reports to the Marshals that they are safely returned, their time will then be recorded when the second runner reports to the Marshals. Attention is drawn to Rule Ten.

**RULE TWELVE**

If for any reason a team withdraws from the mountain section, both members of the crew attempting that section must report to the nearest checkpoint.

If a yacht withdraws from the Race at sea, notice of the withdrawal must be made to the coastguard and the Race organizers either by radio immediately or by telephone as soon as the yacht puts in to land.

**APPENDIX ONE  
THE PROTEST PANEL**

The Race Committee delegates the responsibility for hearing protests to three of its members who will form the Protest Panel. The Panel will meet when required and yachts wishing to protest about the conduct of the Race or the conduct of competing yacht(s) or any member(s) of its crew, must do so in writing, signed by the skipper or a crew member in the absence of the skipper. The protest to be handed to a race official at the next marshaling point, protest flag need not be displayed.Yachts which do not complete the Race, may give notice of protest by telephone: but the protest will only be heard when a member of the crew of the protesting yacht reaches Fort William.

The Protest Panel will rule when notice of protest is given, what time is reasonable to allow a member or members of the protesting yacht's crew to reach Fort William and will set the time for the hearing of the protest accordingly.The protest shall be in writing and be signed by the skipper or his representative, and include the following particulars:

a. The date, time, and whereabouts of the incident.b. The particular rule or rules or sailing instructions alleged to have been infringed.

c. A statement of the facts.d. Unless irrelevant, a diagram of the incident.**A protesting yacht shall make every reasonable effort to inform the yacht being protested against that a protest will be lodged.**

**APPENDIX TWOSCRUTINEERING**

Yachts undertaking the Three Peaks Yacht Race will be required to comply with the regulations relating to construction and equipment carried, as specified for a **Category 3 Offshore Race, with Life Raft**, as defined by the most recent World Sailing Offshore Special Regulations governing offshore racing for Monohulls and Multihulls. A copy may be obtained from World Sailing Ltd, Ariadne House, Town Quay, Southampton, SO14 2AQ. Tel: 02380 635111 Fax: 02380 635789 Web site: [www.sailing.org/specialregs](http://www.sailing.org/specialregs)

The Committee draws attention to Regulation 1.02 RESPONSIBILITY of the Person in Charge   
   
1.02.1 - Under RRS 4 the responsibility for a boat’s decision to participate in a race or continue racing is hers alone.  The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.  
   
1.02.2 - Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.  
   
1.02.3 - By participating in a race conducted under the OSR, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and World Sailing in the development of an independent incident report as specified in 2.02.

Skippers should ensure that their yachts comply with these regulations for a Category 3 Offshore Race, with Life Raft.

Additionally, please note:

* Rule 4.01, (sail numbers) does not apply. Entry numbers will be allocated by the Committee and the roundels provided must be displayed. Where there is doubt as to the yacht's suitability due to novel or unorthodox design or age, an early application should be made to the Committee for advice.
* A tracker will be supplied which must be carried and turned on at all times. It must be returned at the end of the event.

**Skippers must provide a signed inspection card downloaded from** [**www.sailing.org/specialregs**](http://www.sailing.org/specialregs) **which will be verified before the start of the event.**

Some basic chandlery items can be bought in Barmouth but things such as flares, fire extinguishers, charts, and life rafts are not available.

**Additional equipment:**

The information in the previous section refers to the minimum items of equipment to be carried aboard the yachts competing in the race. Additional equipment may also be carried, and due to the nature of the race, other equipment has proved very useful in the past. These include:

* A lead line/sounding line
* A 3 man dinghy (to land runners if the yacht can’t come alongside)
* A set of oars, or alternative human-powered means of propulsion (if becalmed)

**APPENDIX THREE**

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| All competitors who undertake the mountain sections must have the following items with them always: see Rule 8. Items that are not being worn must be carried by the runners. The items that are listed are considered by the Committee to be essential: as runners may well be on the mountain day or night without support and without nearby help. |

|  |  |
| --- | --- |
| Official Race Bib | The official race bib must be worn by each competitor always as the outermost garment. |
| Shell Layer Top  (Jacket) | The jacket must be waterproof, windproof as specified by the manufacturer AND must have a hood. |
| Shell Layer Bottom | The trousers must be waterproof and windproof as specified by the manufacturer. |
| Base layer Top | Long sleeved, close fitting top of synthetic or wool fabric. Lightweight, quick drying and worn next to the skin. |
| Base layer Legs | Same as base layer top |  |
| Gloves |  |
| Base layer Head covering | Close fitting Beanie or Buff of a synthetic or wool fabric. Must be quick drying and worn over your head & ears. |
| Adequate footwear | Different footwear may be used for the roads and mountain, however if so, both pairs of footwear must be carried by the runners. |
| Rucksack |  |
| Survival Blanket  (Space Blanket) | Used in emergencies to reflect heat or to counter hypothermia. e.g. Blizzard survival bag. |
| Torch | Must be white light high intensity with charged batteries, spare batteries and bulb. (Spare bulbs not required for LED lights.) |
| First Aid Kit | First Aid kit in a waterproof bag containing bandage, strapping tape, sterile wound dressing, triangular bandage. |
| Whistle |  |
| Compass | Magnetic compass |
| Emergency Rations | Emergency rations to be carried by both runners |
| Maps | Complete Ordnance Maps, route marked & provided by Race Officials. Must not be cut down. |
| Satellite Tracker | Tracking device issued by Race Officials. |
| Pencil & Note Pad |  |
| Drinks Bottle | One liter minimum |
| Mobile Phone | With camera. For summit photos. |
| **For Stage 2 Ride Only** | |
| Cycle Helmet | In good condition, to be worn at all times on the cycle ride |
| Bicycle Lock | Good quality lock to secure cycles at Black Sail YHA |
| Puncture Repair Kit | Could be a long walk without one! |
| Front and rear bike lights | With charged batteries |

**RACE INSTRUCTIONS**

These Instructions form part of the Rules of the Race and any competitor who does not obey the instructions given here for the conduct of the Race may cause the yacht in which they are competing to be disqualified from the Race.

These Instructions should be used in conjunction with the following: -

The Rules of the RaceThe West Coast of England and Wales Pilot NP37 18th edition (2011).The West Coast of Scotland Pilot NP66 17th edition (2011).

Admiralty Charts: the numbers of the charts used to draw up the Instructions are given

throughout these instructions.

OS 1:25.000 map Snowdonia. (Explorer OL17)

OS.1:50.000 map West Cumbria. (Land Ranger Sheet 89)

OS 1:25.000 map Ben Nevis and Fort William. (Explorer OL392)

A map of ‘The West Cumbria Cycle Network’ will be provided, marked with the designated route (Rule Seven).

All times given in these Race Instructions are BST.

**ENTRIES**

To ensure that details of your team are included in the Souvenir Programme your entry must be received before 30th April 2022. Entries close one month before the start. **The entry fee will be £850.**

Those wishing to enter should download an entry form from the web site and send it with the entry fee to the Race Secretary. c/o Merioneth Yacht Club, The Quay, Barmouth LL42 1HB. (Online payment can be made at the same time.) Entries will be accepted when the entry form and entry fee are received.

The Committee reserves the right to refuse any entry it considers detrimental to the interests of the Race.

**BEFORE THE START OF THE RACE**

**Arrival at Barmouth**Yachts competing in the Race must reach Barmouth Harbour not later than 24 hours before the start. Any yacht arriving late may be penalized an amount equal to 50% of the time she is late, this will be added the yacht's total time for the Race.

The entrance to Barmouth can be awkward for those unaccustomed to it and should only be attempted one hour either side of high water.

Yachts are required to notify the Harbour Master by phone or email of their expected day/time of arrival and then on arrival offshore to call up Barmouth Harbour Office on Ch 16 or Ch 12 to speak to the Harbourmaster. If no harbour staff respond, please repeat the message to Race Control who will be monitoring the same channels.

Yachts are strongly advised to enter the Harbour during daylight/working hours. If that is unavoidable yachts should seek advice about mooring.

Please note there are many fishing buoys marking lobster fishing grounds in North Cardigan Bay.

**Mooring at Barmouth**On arrival skippers must report to the Harbour Master who will direct them to a mooring or berth. The Harbour Authority whilst making facilities available free of charge in the period immediately before the Race, insist that yachts must be manned during the hours of darkness. Any yacht arriving more than seven days before the start will be required to pay normal harbour dues.Yachts will be either moored to a trot system or will pick up long term moorings. The Committee cannot accept responsibility for yachts lying in the harbour. (Further instruction will be sent to skipper regarding entry to Barmouth harbor.)

**Race Office**The Race Office, situated in Merioneth Yacht Club on the Quay, will be open from 0900h on Thursday morning before the Race. Skippers are required to report their arrival and register for the Race as soon as possible. A special notice board for competitors will be put in the Merioneth Yacht Club. Skippers and crew members are to check the board for messages.**Scrutineering**All yachts competing in the Race will be scrutineered by a competent person appointed by the Race Committee. Any yacht which in the opinion of the Scrutineer is not fit to undertake the Race will not be allowed to start. Scrutineering will start on the Thursday. A check of the runners' kit will be carried out on Saturday morning in the MYC Boathouse. Skippers are requested to have readily available the equipment listed in the Appendix to the Rules.

**Back-up teams**

Back-up teams should report to the Marshals at each landing point. Further instructions will be issued at the Briefing.

**Briefing**On the start day, there will be a briefing in Merioneth Yacht Club, which the skipper, one runner, and one member of any back-up team **must** attend.

**Document Signing**

Before starting all competitors will be required to sign a declaration that they will abide by the Rules and another indemnifying the organizing Committee from legal action, this is with regards to any matter arising from the competitor participating in the Race.

**THE START OF THE RACE**

Chart 1484: (Plan of Barmouth)The Race will start on Saturday 9th July 2022 outside Barmouth Harbour.

To start the competing yachts will cross a transit line between two Committee marker buoys which will be in place for three days before the start of the Race so that skippers may inspect the start line. The yachts competing in the race must be ready to leave harbour one hour before the start.

The competing yachts will be led out of the harbour by the RNLI Shannon Class Lifeboat, Ella Larsen, and the Committee Boat.

The following sequence for starting the race will be *via* VHF radio Channel 37: -

TIME SOUND/VISUAL SIGNAL

10 Minutes Signal VHF Message 5 Minutes Signal VHF Message plus Blue Peter hoisted

Start Signal VHF Message plus Blue Peter lowered

All signals will be made from the Committee BoatAfter the first signal, ten minutes before the start, only members of the crews who are competing in the Race may be onboard. At the first signal, ten minutes before the start, engines of competing yachts must be stopped.

All yachts are to be east of the start line not less than one minute before the start. Any yacht crossing the start line before the start signal will be penalized one hour, this time to be added to that for the first leg.

**BARMOUTH TO CAERNARFON**

Charts: 1971 - 1970 - 1464From the start of the race outside Barmouth Harbour, competing yachts may sail to Caernarfon by any route they choose.

**CAERNARFON**

Chart: 1464.**Use of engines**

Engines may be used around Caernarfon when yachts are both North and East of the Mussel Bank Light buoy and both South and West of C13 Buoy

**Landing Runners**

Yachts must make for the landing stage which is one cable to the North East of the entrance to Victoria Dock. The entrance to Victoria Dock is marked by three fixed vertical lights, showing Red when closed, and two Green over one White when open. On passing the Mussel Bank Light Buoy yachts must stop racing until the runners have been landed. The landing stage is marked by two fixed vertical Green lights on each outer corner.

The crew members who are to run Snowdon must be landed on the landing stage/pier; after which yachts must lie off or anchor. Accidents have occurred with yachts berthing too fast on the jetty. Skippers must bring their yacht gently alongside and warn their runners not to land until they can step carefully ashore.

Race Marshals will be on the Quay and the runners must report to the Marshals at which point the sailing time for the first leg finishes. Having reported to the Marshals, the runners may set off for the summit after the five-minute kit check. From the Quay to the summit of Snowdon and back to the Quay, the runners must follow the route shown on the map provided with the Race Instructions.

On their return the runners must again report to the Marshals on the Quay before going aboard their yachts. Whilst the yacht is at Caernarfon a member of the named crew must remain onboard. When the runners are back onboard the yacht may proceed to Whitehaven as soon as the skipper thinks fit.

**CAERNARFON TO WHITEHAVEN**

Charts: 1826 - 2013. On leaving Caernarfon, yachts may use their motors whilst in the area specified earlier. Yachts may proceed to Whitehaven by any route the skipper thinks fit. However, the Menai Strait has very hazardous water, strong currents, and other traffic. Skippers unsure of the route or in an unfamiliar boat should weigh carefully the many factors in coming to a prudent decision.Participants should be aware of the position of gas rigs in vicinity of 53o 54' N 03o 39' W; and the fact that a safety zone of five hundred meters exists around each rig and this zone is extended to one thousand meters during 'flaring off' operations and that considerable surface support traffic is active between Heysham and the rigs.

Windfarms are under construction in this area. Skippers should refer to notices to mariners.

**Exmeals Firing Range, Ravenglass**Statutory Instrument 1982 No.1180, and to avoid any incident, this is a race rule excluding yachts from the range. To simplify the areas of the range our exclusion will be a line from the shore along the Latitude 54o 16' N to a point A to intercept a line along Longitude 03o 35' W. From point A a line north along Longitude 03o 35'W to a point B 54o 23'. N 03o 35' W.

**WHITEHAVEN**

**Berthing fees for Whitehaven are payable by teams before leaving the marina.**

Charts: 1346 & 2013

Whitehaven is a busy commercial port. The Control Tower is the sole authority over the marina, and over entry/ leaving the marina.

**End of the Sailing Leg**

On approaching Whitehaven yachts **MUST** contact the Sea lock Control on channel 12 using your **Team Name** NOT the name of the yacht.

Yachts will cross the finish line which is a transit of the sea lock Control Tower and the North Pier (Fl R.5s 8m10M) a bearing of 312o from the North Pier Light. Yachts must be east of Long.3o36'43"W. (See insert of Whitehaven, chart 2013)

Times will be recorded by the staff of the sea lock when the yachts cross the transit line.

Start of the sailing leg to Fort William.

* Time will be taken when the yacht leaves through the sea lock. It will be recorded by the sea lock keepers. Engines must be used to leave the lock and must be turned off when the boat is in a position southwest of the transit used to finish the previous leg and before Long. 3o36'43" W as shown on the insert on Whitehaven chart 2013
* Yachts must leave within the next lockout after their runners return.
* Yachts that are still in the marina an hour after their own lockout will be given this time for the start of the sea leg.
* Yachts who cannot meet this deadline must contact the Marshals and give their reasons.
* All vessels MUST contact the sea lock before leaving the marina.

This will take out the dead time that occurs when yachts arrive or leave Whitehaven during low water. However, this dead time will still be included in overall race time.

Runners may only be landed in the Marina. Race Marshals will be adjacent to the marina reception. Runners must report to them for the 5-minute check. The time for the start of the cycle/mountain run will be taken when the second runner reports to the marshalling station. The end of the mountain stage will be when the second runner returns to the marshals.

Bikes may be used for the section from Whitehaven to Black Sail Youth Hostel and for the same section on the way back. Tandems may not be used. The bikes do not have to be carried onboard, but may be provided by a back-up team or hired locally. At all times bikes must comply with legal requirements for their use on the public highway; i.e. lights during darkness. Riders must wear helmets that comply with at least BS EN 1078.

Bikes should be secured by a good quality bicycle lock and can be left near the Black Sail Youth Hostel. However, they must not be left obstructing doors etc. to the Youth Hostel**.**

It is highly recommended that mountain bikes should be used as the forestry track is rough especially nearer to Black Sail.

Rules 8 & 9 limit any assistance to runners by back-up teams to the provision of food and drink: this also applies to runners while on a bicycle. Rule 8 as it applies to the carrying of equipment associated with bicycles only applies to runners when they are between Whitehaven and Black Sail Hostel. This means that only the riders may work on their bicycles using such equipment as they have carried themselves.

The Cycle Path is marked on the map provided by Race officials. This cycle path must be followed through Cleator Moor and Winder to the unclassified Road at GR 063178. The path has a good tarmac surface except for a short distance at the end when it can be muddy. Beware of the special gates on the route, these are to prevent motor cycles using the path, bicycles must be ridden through them with care; they are not lit. The cycle path is also used by pedestrians, many exercising their dogs, particularly near to Whitehaven **– please take great care here.**

From GR 063178 on the unclassified road runners should follow the route marked through Kirkland, and Croasdale to Bowness Car Park. From Bowness Car Park take the forestry track to Black Sail Youth Hostel.

**Wasdale Head;** There will be a 5-minute kit and welfare check with marshals at Wasdale before the ascent of Scafell Pike.

**WHITEHAVEN TO FORT WILLIAM**

Yachts may proceed from Whitehaven to Fort William by any route that the Skipper thinks fit, with the exception that they may not pass through the Crinan Canal. The charts that will be needed will depend on the route chosen. Entrants should consult the latest edition of Nautical Publication 109 to find the numbers of the charts they will need. In the difficult waters around the West Coast of Scotland it is essential to carry the largest scale charts available.

**FORT WILLIAM**

Chart: 2372Yachts must sail past the town of Fort William, then past the Green Cone buoy (Qk. F1) at the entrance to the River Lochy. When yachts are North of the Red Can buoy (Gp Fl (2) R 12 sec), outside McLean Rock, engines may be started. On passing to the North of the Red Can buoy yachts must stop racing until their runners have been landed. Yachts must make for the pontoon at the seaward end of the jetty at the entrance to the Caledonian Canal. Skippers must bring their yacht gently alongside and warn their runners not to land until they can step carefully ashore.

If the pontoon and jetty are obstructed by uncrossable vessels such as coasters a dinghy may be required to land runners on the shore at the rear of the jetty. Yachts or dinghies are not to be left on the pontoon or jetty. After landing their runners, yachts must lie off, anchor, or enter the canal. The latter may not be possible outside working hours.

Runners must report to the marshals (5-minute kit check) before leaving to ascend Ben Nevis. (See Rule 7 regarding the route up/down Ben Nevis).

**END OF THE RACE**

The Race will end for each competing crew when they have completed all the sections of the Race, in accordance with the Rules and Race Instructions. The finishing time recorded will be the time at which both runners cross the finish line at Corpach and report to the marshals on their return from Ben Nevis.

Within 60 minutes of finishing the Race, all persons in each crew will be required to sign a declaration that they have abided by the Race Rules and Race Instructions; until each member of the crew finishing the Race has signed this declaration, the yacht will not be classified as completing the Race.

Teams must also return their satellite tracker.

**FINISH**

Yachts must finish the Race before **18.00 hours on Friday** **16th July**. Skippers are reminded that this deadline is the time by which runners must have returned from Ben Nevis.

Results will be announced on the finish line, but these are not confirmed until ratified at the first committee meeting after the race.

**DEFINITIONS**

**First Sailing Leg**

From the start gun to the time the runners check in to the marshals at Caernarfon. The entire time multiplied by the IOR/MOCRA rating to get the adjusted race time.

**Five-minute kit-check - Caernarfon**

Kit check before runners set off. Time added to overall race time.

**Snowdon run**

Time between runners leaving Caernarfon marshals and returning to them.

**Second Sailing leg**

From the time runners return to the Caernarfon Marshals to the time they cross the finish transit off Whitehaven. Total time multiplied by IOR/MOCRA rating gives the adjusted race time.

**Dead Time**

The time between boats crossing the transit at Whitehaven and the runners leaving the marshals at Whitehaven. This will include the compulsory five-minute kit check. The whole period will be added to the overall race time.

**Scafell Run**

Time between runners leaving Whitehaven marshals and returning to them, minus five-minute compulsory stop during run. Run time plus compulsory stop time added to overall race time.

**Dead Time**

Time between runners returning to marshals and boat leaving Whitehaven sea lock. Time added to overall race time.

**Third sailing leg**

From the time a boat leaves Whitehaven lock to the time the runners check in to the marshals at Fort William. The entire time is multiplied by the IOR/MOCRA rating to get the adjusted race time.

**Five-minute kit-check Corpach**

Kit check. Time added to overall race time.

**Ben Nevis Run**

Time between runners leaving Fort William marshals and crossing the race finish line.

The winner is the boat with the shortest overall race time which is the total of each of the above elements.

The overall race time is the total elapsed time adjusted by multiplying each of the above defined sailing leg by the IOR and MOCRA handicap.

Short parts of the sailing legs will be under engine but in order to simplify the race these will be included in the handicap, as indeed will any time spent rowing or kedging.

The race cannot be handicapped exactly as an ordinary offshore race and this has not been attempted.

The dead time in Whitehaven is not included in any running or sailing leg, and so is not handicapped of course, but is included in the total race time.

**THE TILMAN CUP RULES**

1. Skippers are asked to declare on the entry form if they are entering for the Tilman Trophy, although late entries will be accepted.
2. During the course of the race, at least four members of the crew must have ascended one of the mountains: but in accordance with Rules Six and Nine of the main rules it is not permitted to send more than two runners up any one of the hills.
3. Entry for the Tilman Trophy does not debar an entrant from winning any of the other trophies.
4. The winner will be the first yacht to finish complying with the Rules.