

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. Thus properly digested this will avoid unnecessarily prolonging the briefing.

## **RULES and RACE INSTRUCTIONS**

### **INTRODUCTION**

The Thirty-Fourth Barmouth to Fort William Three Peaks Yacht Race will start from Barmouth on Saturday 25<sup>th</sup> June 2011.

The Rules and Instructions reflect the fact that the Race will be for monohulls only. The Tilman Trophy should appeal to many of those in the slower boats concerned with overcoming the challenge.

A trophy will be awarded for the best aggregate corrected sailing time for a yacht holding a valid IRC Rating Certificate.

The Race is a serious challenge, involving 389 sea miles sailing, 30 miles cycling, and 59 miles of walking, including the climbing of the highest mountains in Wales, England, and Scotland. 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 found 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 mountaineering equipment. To reduce risks to a minimum, the following Rules and the Race Instructions, which form part of the Rules, have been drawn up. The Committee expects every competitor to honour the declaration, which he will sign on the morning of the race, to say that he 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 accept entries from anyone of less than 18 years of age.

We are sending five copies of the Rules and Instructions to each yacht entering for the Race, and ask Skippers to ensure that all members of the crew have read the Rules and Race Instructions thoroughly before coming to Barmouth for the start of the Race. If competitors have any questions that they would like to ask about the Race, they should write to the Race Secretary, who will reply by post on behalf of the Committee. On the morning of the start of the Race, at the briefing, 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 or not 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 any of them, the Committee, its Race Officers or its servants.

### RULE ONE

Each competitor in the Race must at all times obey the Rules and Race Instructions herewith, 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 of 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

- a. 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.
- b. 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 his declaration at the end of the Race.
- c. 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. Prearranged outside navigational assistance is not permitted.
- d. Rowing and kedging by crew members is permitted.
- e. An engine or power pump may be used for charging batteries or pumping bilges at any time, except when the yacht is in the area of 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 be scrutinized at any stage of the Race.

### RULE FOUR

Yachts competing in the Race must at all times 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 anchored or moored, but see also the instructions for Caernarfon. 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. 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 Gillerthwaite 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 climb the mountains must be aboard their yachts at all times. Dinghies may be used to land climbers from 2 cables off the landing points at Caernarfon and Fort William but not at Whitehaven. 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. The two runners must remain within sight of each other, whether on foot or bicycle. The runners when onshore must at all times carry their own Mountain Card, as issued, and are personally responsible for punching it at the top of each mountain. Runners must, whilst on land, wear, outside other clothing, the brightly coloured identification garment which will be supplied to them by the Race organisers.

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 is in co-operation with the Ben Nevis Partnership and environmental considerations. **ANY TEAM USING THIS PATH WILL HAVE A PENALTY OF 5 HOURS OR DISQUALIFICATION**. This area will be periodically marshaled.

## 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. Any member of a crew, entered for the Tilman Trophy, who may run one of the mountain sections must bring a passport sized photograph of themselves when they come to register for the race. Such photographs may be obtained in Barmouth. At each harbour before the mountaineers start the land section, there will be a five minute check in with a Marshal for each team. During these five minutes, equipment for the mountain sections will be checked. A five minute check in on the ascent and descent will take place at the Gillerthwaite YH. Mountaineers will also be required to check in at Wasdale Head and their time will be recorded for safety purposes but they are not required to stop. Race Marshals may check mountaineers' 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 climbers is strictly limited to the provision of food and drink. There must be no pacing or accompanying of the climbers 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 to the harbour from which that section started. If a crew member arrives back without his partner, the yacht may be disqualified. If a crew member considers that his partner's condition is so serious that he should not be moved, those mountaineers must postpone that section, and the fit man should stay with his partner until he has given all possible aid on the spot. The fit man should then mark the position of the casualty on his map. When help is summoned, the fit man 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 Police. 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 man may seek assistance by any means for his 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/starting legs are taken from the return of the second climber. 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 and their time will then be recorded when the second climber 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 check point. 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 telephone 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 member of the Protest Panel or a Fort William Race Marshal within two hours of the completion of the Race by the protesting yacht.

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 try to inform the yacht protested against that a protest will be lodged.

## APPENDIX TWO

### SCRUTINEERING

The Three Peaks Yacht Race is classified by the Committee as a Category 3 Offshore Race as defined by the ISAF Offshore Special Regulations, 2010-2011, governing offshore racing for Monohulls and Multihulls. A copy may be obtained from ISAF(UK) Ltd, Ariadne House, Town Quay, Southampton, SO14 2AQ. Tel: 02380 635111 Fax: 02380 635789

The Committee draw attention to Regulation 1.02 RESPONSIBILITY of the Person in Charge

1.02.1 The Safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

1.02.2 Neither the establishment of these Special Regulations, their use by race organizers, nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge.

1.02.3 Decision to race – The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone: - RRS Fundamental Rule 4.

Skippers should ensure that their yachts comply with these regulations for a Category 3 Offshore Race, together with the endorsements included in the check list and marked \*. Where by reason of her novel or unorthodox design or age, there may be doubt as to yacht's suitability, an early application should be made to the Committee for advice.

A list of some of the items that may be checked by the scrutineers follows.

## SCRUTINEER'S CHECK LIST

<u>SUBJECT</u>	<u>SR No</u>
All heavy gear including anchors secure in capsized	2.03.2(b)
Hull strong enough to withstand solid water and knockdowns	3.01
General watertight integrity	3.02
Hatches, washboards etc, secure in capsized	3.08
Cockpit draining arrangements	3.09.1
Lifelines, stanchions, pulpits, etc	3.14
Toilet facilities	3.18.2
Bunks securely installed	3.19.2
Cooking stove and galley facilities (shut off valve)	3.20
Water tank securely installed	3.21.1
Emergency drinking water	3.21.3.a
1 permanently installed Manual bilge pump	3.23.5.d
2 large stout buckets with lanyards	3.23.5.f
Main compass and spare compass	3.24
Navigation lights and spare bulbs	3.27
Emergency navigation lights (separate power and wiring)	3.27.4
Inboard engine and fuel system	3.28.1 *3 Peaks req'mt
Marine radio transceiver and aerial	3.29.1
Waterproof handheld VHF stored in grab bag when not in use	3.29.1.e
Radio for weather forecasts	3.29.1.f
Automatic position fixing device (e.g. GPS)	3.29.1.i
Softwood plugs adjacent to through hull openings	4.03
Jackstays to protect crew in all areas	4.04
2 fire extinguishers	4.05
Suitable anchors and cables	4.06
2 flashlights(waterproof) with spare batteries and bulbs	4.07
First aid kit and manual	4.08
Foghorn	4.09
Radar reflector	4.10
Charts, updated to cover race	4.11.1

Nautical Almanac and/or Pilots	4.11
Lead line	*3 Peaks req'mt
Log or distance measuring equipment	4.14
Emergency steering arrangements	4.15
Tool kit and spare parts	4.16
Life raft for entire crew, correctly stowed	4.20 *3 Peaks req'mt
A valid Inspection certificate for life raft or photocopy	4.20.5 *3 Peaks req'mt
Lifebuoy equipped with light and drogue or lifesling of approved pattern with light	4.22.1.a
A second lifebuoy equipped with light, drogue, whistle, attached to a pole and flag to fly 6' off the water	4.22.1.b *3 Peaks req'mt
Flares, within date : 4 Red Parachute 4 Red hand held 2 Orange smoke	4.23
Waterproof high power white spotlight with spare batteries and bulbs	4.23.2
50 feet of buoyant heaving line	4.24
Cockpit Knife	4.25
Storm & heavy weather sails	4.26
Lifejackets with whistle, light and crutch strap	5.01
Safety harness for entire crew with safety lines	5.02
3 man dinghy	*3 Peaks req'mt
Race numbers as supplied by the organizers	*3 Peaks req'mt

Yachts may be required to carry a suitable tracking device as supplied by the Committee.

Notes:

1. There should be retro reflective material on lifebuoys, slings, liferaft, and lifejackets. (4.18)
2. Some basic chandlery items can be bought in Barmouth but things such as flares, fire extinguishers, charts, and liferafts are not available.
3. Sail Numbers. The regulation on Sail Numbers, 4.01, will not be applied.

### APPENDIX THREE

All competitors who undertake the mountain sections must have the following items of clothing and equipment with them at all times that they are on land: see Rule Eight. Items that are not being worn must be carried.

#### EACH PERSON

Long sleeved shirt

Long sleeved fleece

Trousers or tracksuit bottoms

Waterproof anorak or cagoule, including head covering

Waterproof trousers

Gloves

Additional headwear with ear covering eg balacalava, buff

Adequate footwear

Rucksack

Sleeping bag

Survival bag, either the standard Karrimor orange bag or similar

(The Blizzard Survival Bag meets the sleeping bag/survival bag requirement)

Torch with spare batteries and bulb (spare bulb not required if led light)

Emergency rations - chocolate, mint cake, raisins, etc, minimum of 4 oz.

First aid equipment to include:- one large wound dressing, and 2 triangular bandages.

Whistle

Compass

Pencil and notepaper

Mountain Record Card (issued at Barmouth)

The wearing of flashing red lights during darkness is considered highly desirable when running or cycling on the roads.

#### BETWEEN TWO:

Complete Ordnance Survey map provided with the Race Instructions, this may not be cut down.

Climbers may be required to carry a suitable tracking device as supplied by the Committee.

Note: Other items such as vests, socks, etc, that will be required are not checked.

## 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 Race

The West Coast of England and Wales Pilot. 17th edition (2008).

The West Coast of Scotland Pilot. 16th edition (2008).

Admiralty Charts: the numbers of the charts used to draw up the Instructions are given throughout these instructions.

O/S 1:25000 map Snowdonia . Explorer OL17

O/S.1:25000 map the English Lakes, South Western Area. Explorer OL6

O/S.1:50000 map West Cumbria, Landranger Sheet 89

O/S 1:25000 map Ben Nevis and Fort William. Explorer OL392.

'Whitehaven Harbour & Water Front', and the Map of 'The West Cumbria Cycle Network' will be sent out with the maps in April. The maps will be marked with the designated routes (Rule Seven).

All times given in these Race Instructions are BST.

## ENTRIES

The entry list will open in November and to ensure that details of your team are included in the Souvenir Programme your entry must be received before 31st March 2011. The entry fee is £750 non returnable.

Those wishing to enter should post their entries, together with the entry fee, on or after Monday 1<sup>st</sup> November 2010. All entries must be made by post. The number of entries will be limited to 25 plus any invited by the Committee.

If necessary a waiting list will be established when the entry list reaches 25, entry fees being returned. When an entrant on the waiting list is notified of a vacancy the entry will be confirmed provided the entry fee is received within 10 days. The Committee reserve 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 and this will be added to 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 may call up Barmouth Harbour Office on Ch 16 or Ch 12 to speak to the Harbourmaster. Please note there are many Dan Buoys marking lobster fishing grounds in North Cardigan Bay. Further instructions will be issued nearer the event.

### Mooring at Barmouth

On arrival skippers must report to the Harbourmaster 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 itself cannot accept responsibility for yachts lying in the harbour.

### Race Office

The Race Office, situated in the Merioneth Yacht Club on the Quay, will be open from AM on the Thursday 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 YC. Skippers and crew members are to check the board for messages or letters.

Teams wishing to enter for the Barmouth Publicity Association Cup must bring their valid IRC Rating Certificate to the Secretary in the Race Office before the briefing.

### Scrutineering

All yachts competing in the Race will be scrutineered by a Scrutineer 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 and will include a check of the climbers' kit, carried out ashore. Skippers are requested to have readily available, the equipment listed in the Appendix to the Rules; this will save the Scrutineers time.

### Back up teams

Back up teams should report to the marshals at each landing point. Further instructions will be issued via the skipper.

## Briefing

At 1100 hours on the morning of Saturday, the start day, there will be a briefing in the Merioneth YC, which the skipper, one climber, and one member of any back up team must attend. At the end of the briefing, all competitors will be required to sign a declaration that they will abide by the Rules of the Race: they will also be required to sign a document indemnifying the organizing Committee from legal action with regard 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 at 1600 hours on Saturday 25th June 2011, 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 at 1500 hours: they will be led out of the harbour by the RNLB 'Moira Barrie'.

The following sequence of signals will be made for the start:

<u>TIME</u>	<u>VISUAL SIGNAL</u>	<u>SOUND SIGNAL</u>
10 minutes before start	Parachute Flare (Time taken from first star appearing)	Klaxon
5 minutes before start	Blue Peter hoisted	one gun
Start	Blue Peter lowered	one gun

All signals will be made from the Committee Boat

After the first signal, ten minutes before the start, only members of the crews who are competing in the Race may be onboard the Yachts competing. 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 penalised one hour, this time to be added to that for the first leg.

## BARMOUTH TO CAERNARFON

Charts: 1971 - 1970 - 1464

From 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 in the area of Caernarfon when yachts are both North and East of the Mussel Bank Lightbuoy; and both South and West of the C 13 buoy.

Landing Climbers. 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 to the North East of the entrance to Victoria Dock yachts must stop racing and remain in the same order until the climbers have been landed. Yachts seen to be still racing may be penalized by 1 hour or more. The landing stage is marked by two fixed vertical Green lights on each outer corner. The crew members who are to climb 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 climbers not to land until they can step carefully ashore.

Non members of the crew may only be onboard while a yacht is anchored or moored (Rule 5). Race Marshals will be on the Quay and the climbers must report to the Marshals before leaving the Quay: having reported to the Marshals, the climbers 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 climbers must follow the line of the route shown on the map provided with the Race Instructions. On their return the climbers 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 climbers 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 above for entry into Caernarfon. 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 the vicinity of 53 54' N 03 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.

Skippers must land and re-embark the members of the crew who are to climb Scafell at Whitehaven.

## WHITEHAVEN

Charts: 1346 & 2013

(A chartlet of Whitehaven Harbour & Water Front and a map of the West Cumbria Cycle Network will be supplied).

Use of Engines. Engines may be used when yachts are both East and North of St Bees Head Lighthouse but no further North than 3 nautical miles.

Before entering Whitehaven yachts must call the harbour Control Tower on Channel 12; do not use Ch 16. Enter harbour as directed by the Control Tower. Yachts may only enter or transit the Sea lock with the permission of the staff in the Control Tower. At low water you may have to wait for enough water to reach the lock. Whitehaven is a modern port with all facilities and is immediately adjacent to the town centre.

Climbers may only be landed in the Marina. Race Marshals will be on Bulwark Quay and the climbers must report to them before leaving the Quay. From Whitehaven to the summit of Scafell Pike and back to Whitehaven the climbers must follow the line of the route as marked on the Ordnance Survey maps provided with the Race Instructions. The climbers must report to the Marshals at Gillerthwaite YH on the way to the summit and again on the way back to Whitehaven (see Rule Eight).

Use of Bicycles. Bicycles may be used for the section from Whitehaven to Gillerthwaite YH and for the same section on the way back. Tandems may not be used. The bicycles do not have to be carried onboard but may be provided by a backup team, or otherwise prepositioned, or hired locally. At all times bicycles 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. The Marshals at Gillerthwaite YH will supervise security of the bicycles left there. In planning, note that motor vehicles are not allowed past Bowness Car Park.

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 between Whitehaven and the Gillerthwaite Youth Hostel (GR 143141) and using a bicycle. This means that only the riders may work on their bicycles at Gillerthwaite using such equipment as they carried there themselves.

The Cycle Route: From the harbour turn South to B53455(Preston Street). The Cycle Path is on the left by Focus-Do It All, Alldays Supermarket and Iceland in the area of GR 970180. 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 care and use your bell.

From GR 063178 on the unclassified road follow the route marked through Kirkland, and Croasdale to Bowness Car Park where the section to Gillerthwaite Youth Hostel becomes a forestry road with loose gravel.

## 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 : 2372

Yachts 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 and remain in the same order until their climbers have been landed. Yachts seen to be still racing may be penalized by 1 hour or more. 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 climbers 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 climbers 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 climbers, yachts must either lie off, anchor, or enter the canal: the latter may not be possible outside working hours. Climbers must report to the Marshals before leaving to climb Ben Nevis. (See Rule Seven regarding Ben Nevis route).

## 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 climbers report to the Marshals at the landing place 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.

## FINISH

Yachts must finish the Race before 1800 on the Saturday following the day of the start. Skippers are reminded that this deadline is the time by which climbers must have returned from Ben Nevis.

## LIST OF TROPHIES

The following trophies will be awarded :

### 1. Overall and Sailing

- (a) The Daily Telegraph Cup - the first yacht to finish.
- (b) The Barmouth Publicity Association Cup - The shortest aggregate corrected sailing time by a yacht holding an valid IRC rating certificate.
- (c) The Merioneth Yacht Club Cup - the second yacht to finish.
- (d) The Viking Cup - the third yacht to finish.
- (e) The Royal Hotel Cup - the fastest team on the first leg.
- (f) The Pennington Arms Cup - the fastest team on the second leg.
- (g) The Flicka Cup - the fastest team on the third leg.
- (h) The Beneteau Trophy - the first Beneteau to finish.
- (j) The Honey Pot - the first yacht of 35' or under to finish.

### 2. The Mountain Sections

- (a) The John Morris Jones Cup - the fastest time on Snowdon.
- (b) The Barbara Shields - the fastest time on Scafell.
- (c) The Grand Hotel Cup - the fastest time on Ben Nevis.
- (d) The Damart cup - the shortest aggregate time on all land sections by the same two gentlemen.
- (e) The Harding Bowl - the shortest aggregate time on all land sections by the same two ladies.
- (f) The Peck and Royle Cups - the oldest pair of runners completing all three hills, not otherwise winning a trophy.
- (g) The Kamminga Kloggs - the greatest aggregate time on all land sections by any team.

### 3. Other Trophies

- (a) The Tilman Cup - the winner of the Tilman Trophy
- (b) The Bodlyn Cup - the 2nd in the Tilman Trophy
- (c) The Idris Trophy - the 3rd in the Tilman Trophy
- (d) The Last Inn Cup - the last yacht to finish within the time limit.
- (e) The Merseyside Police Cup - the most meritorious performance in all or part the Race as voted by the skippers.
- (f) The Anarchy Trophy - the best effort among the smaller amateur yachts, as decided by the committee.
- (g) The Wrinkles Trophy - the crew with the greatest aggregate age finishing the Race.

- (h) The Arfon Trophy - the first Welsh team to finish  
(four to live in Wales).
- (i) The Las Vegas Cup - the best performance by a company team  
(four to work for the same company)
- (j) The Karrimor Award - the team raising the largest sum for charity,  
as at 1st October following the Race.
- (k) The Fjallraven Cup - the best performance by a foreign team as  
decided by the Committee.
- (l) The Light Infantry Bugle - the best performance by a wholly service or  
police team, as decided by the Committee.
- (m) The John Stockford Cup - the best result by a club entry, at least three  
members of the crew being bona fide members  
of the same club.
- (n) 5 girlsinaboat Trophy - the best performance by a ladies team.
- (o) British Waterways Bowl - the best decorated yacht at Corpach.
- (p) The Scottish Cup - the first yacht based in Scotland to finish

The Tilman Trophy will be awarded as in Annex A.

Other prizes or trophies may be awarded.

Cups not utilized may be allocated for other categories, with the agreement of the trophy donor.

## ANNEX 'A'

### THE TILMAN TROPHY

The Tilman Trophy was introduced in its present form in 1986. It is named after Bill Tilman, our first President, who lived in Barmouth after his retirement. After winning an MC and bar in the first World War, he became one of the foremost mountaineers of his generation. At the age of 55 he gave up climbing and took to sailing. He bought a 1906 Bristol Channel Pilot Cutter and undertook many voyages, often to the arctic, to find an unclimbed peak or glacier to conquer. He was lost at sea at the end of 1977 sailing to the Antarctic at the age of 79. Incidentally he also rode a bicycle some 3,000 miles across Africa in 1933.

In this tradition, the Tilman Trophy is designed for sailor/mountain climbers. At least four of the crew must climb one of the three mountains in the Race. The Tilman Trophy is not so much about winning as overcoming a challenge: the achievement is all. You may walk all the mountains if you wish - at one time everyone did. The course has been completed by ladies and gentlemen of all shapes and sizes: gentlemen of 70 armed with a stout walking stick have done it: as for boats, almost any type of cruising yacht is suitable. In 1986 a converted Morecambe Bay Prawner, 88 years old, successfully finished the Race with a crew whose average age was 60.

### THE 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 climbed 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 climbers 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.