



## SAILING INSTRUCTIONS

### De IJspiegelTrophy series 2017 - 2018

ORC and ORC TwoHanded - IRC - One-design Classes

### Organised by: Jachtclub Scheveningen

Hellingweg 98, 2583 WH The Hague - E-mail: info@ijspegeltrophy.nl  
Tel: harbourmaster 031 653293137 - harbourmanager 0031 703520017

2017: 15 and 29 October - 12 and 26 November - 10 December (spare date: 17 December)  
2018: 28 January - 11 and 25 February – 11, 24 and 25 March / 1 April Spring Team Race

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*The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

*The notation '[NP]' in a rule in the SI means that a breach of this rule shall not be grounds for protest by a boat. This changes RRS 60.1(a)*

*The notation '[SP]' in a rule in the SI means that for a breach of this rule a standard penalty may be applied by the race committee without a hearing". This changes RRS 63.1, A4 and A5.*

## 1 RULES

- 1.1 The series will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The series is classified under WORLD SAILING Offshore Special Regulations (OSR) 2016 - 2017 category 4 monohulls.
- 1.3 The first sentence of IRC Rule 22.4.2 is deleted and replaced "The maximum number of crew that may sail aboard a boat shall be the crew number printed on her certificate. This crew number may be exceeded as long as the total crew weight does not exceed 85 kg multiplied by the Crew Number printed on the boat's certificate.
- 1.4 Automatic or wind-vane steering is permitted for the TwoHanded class. This changes RRS 52
- 1.5 A trysail and heavy weather jib are not required to be on board during the series. This changes OSR 4.26.4.
- 1.6 It is not required to keep mattresses for the berths and settees on board during the races. This changes IMS Accommodation Requirements Appendix 1 part 2, 205 and 206 ORC Rating Systems 201.3.
- 1.7 [DP] Rule 64.1 is changed as follows: for protests brought under rule 78, the protest committee may decide what penalty to apply, which may be less than disqualification.
- 1.8 Coaching support will be provided on behalf of the OA with post-race debriefing and on-the-water advice during racing. This changes RRS 41 – Outside Help
- 1.9 Boats shall fly from their backstay when racing the numeral pennant of their group.
- 1.10 [NP][DP] Every person on board who has its domicile in the Netherlands shall have the required license. Event licenses can be obtained by completing the appropriate form on the IJspiegelTrophy website.
- 1.11 When there is a conflict between languages the original text will take precedence.

## 2 NOTICES TO COMPETITORS AND RACE OFFICCES

2.1 Notices will be published at the notice board in the race office, and via the website:

<http://www.jachtclubscheveningen.com/ijspegel/wedstrijd-bepalingen> .

2.2 The opening hours and location of the race office are as follows:

Prior to the race(s):

The race office will be located in clubhouse 't Spuigat, Kranenburgweg 160, Scheveningen. The office will open from 09:00 hours.

After the race(s):

The race office and the protest room will be located in the harbour office at Hellingweg 98. The office will be open from the time that the race committee arrives back in the harbour after the races until the prize giving ceremony, which will be in clubhouse 't Spuigat.

2.3 Boats shall register at the race office each racing day between 09.00 and 09.45 hours

## 3 ADDITIONS AND CHANGES TO SAILING INSTRUCTIONS

3.1 The scheduled number of races per group, the starting sequence, the course type, I or II and the expected location of the race committee signal vessel will be posted on the official notice board before 09:00 as well as any changes to these sailing instructions on the day it will take effect, except as noted in SI 3.2. Flag L will not be displayed and no sound signal will be made. This changes RRS Race Signals.

3.2 A change in the racing days or an earlier time of the first warning signal however, will be posted before 18.00 hours on the day before it will take effect.

3.3 For the Spring Team Race (Meeuwisse Bagger Cup) separate SI will be published before 1 April 2018.

## 4 SINGNALS MADE ASHORE

4.1 No signals ashore will be made. Instead notices will be posted in accordance with SI 3.1

## 5 SCHEDULE OF RACES

5.1 The scheduled dates of racing are:

**2017:** 15 and 29 October - 12 and 26 November - 10 December (spare date: 17 December)

**2018:** 28 January - 11 and 25 February – 11, 24 and 25 March

The races on 10 December are also scored separately as the "Midwinter races" for the Albatros Cup.

The races on 24 and 25 March are also scored separately as "Atoom Cup" with special prizes.

5.2 The scheduled time of the warning signal for the first race each day is 11.25 hours.

5.3 Three races are scheduled for each day with the exception that for the TwoHanded Class 1 race is scheduled for each day (Course type II)

5.4 No warning signal will be made after 14:45

5.5 On Sunday 1 April 2018 the Spring Team Race for the Meeuwisse Baggercup is sailed. The Spring Team Race is part of the IJspegelTrophy as a separate event, and is not included in the overall scoring of the IJspegelTrophy Series.

5.6 When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as possible.





5.7 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound five minutes before a warning signal is displayed.

## 6 [NP] GROUPSCHEDULE AND CLASS FLAGS

- 6.1 Boats will be allocated to groups based upon their expected performance and speed potential and upon the number of entries. All boats in the TwoHanded class will be allocated to one separate group.
- 6.2 The allocation to groups will be posted if possible on <http://www.jachtclubscheveningen.com/ijspegel> but in any case on the first racing day in accordance with SI 3.1
- 6.3 The Race committee may allocate a boat to another group prior to her valid second racing day, based upon the criteria in SI 6.1. A boat may request the Race committee in writing to be allocated to another group based upon these same criteria prior to her second valid racing day.

A valid racing day for a boat is a racing day on which at least one score is not DNC or DNS

- 6.4 When a boat after her first valid racing day is allocated to another group her scores for the first racing day in the new group will be equal to her average score in the next 4 races with the exception that any of the scores listed in RRS A11 plus UFD but not RDG will be carried forward to the new group and based upon the number boats in that group.
- 6.5 Any decision by the race committee in connection with the allocation of boats to groups will not be ground for redress. This changes RRS 62.1a.
- 6.6 The class flags and group identification are as follows:


Class	Class Flag	Group identification
Group 1	T 	Numeral pennant 1
Group 2	O 	Numeral pennant 2
Group 3	F 	Numeral pennant 3
Group 4	R 	Numeral pennant 4

Boats shall fly from their backstay when racing the numeral pennant of their group. When racing, a boat shall not display her national flag.

## 7 RACING AREA

Attachment D shows the location of racing areas.

## 8 THE COURSES


- 8.1 Two different types of courses may be sailed:  
 I Windward-Leeward courses  
 II Coastal courses: courses set around Inflatable marks and or hydrographical buoys  
 TwoHanded class will always sail course type II  
 [NP] Course type I will be set to last approximately 45 minutes and course type II 2 ½ - 3 hours for the first boat to finish. Failure of the race committee to meet this target times shall be no grounds for redress. This changes RRS 62.1
- 8.2 **COURSE TYPE I:** Windward – Leeward course
- 8.2.1 The diagram in Attachment A shows the courses, the order in which marks are to be passed and the side on which each mark is to be left.
- 8.2.2 No later than the preparatory signal and until the starting signal, the race committee signal vessel will display the course information, indicating the number of laps and the approximate true bearing and the approximate distance from the race committee signal vessel to mark 1. This changes RRS 27.1. The format and sequence of this course information is shown in Attachment B. The second substitute  will be displayed from the preparatory signal of a group when the number of laps is changed from the number of laps for the preceding group.
- 8.2.3 A gate may be used instead of mark 3. Where a gate is used, boats shall sail between the two marks 3p and 3s of the gate from the direction of the previous mark and round either of them. The gate at mark 3 may be laid after the start. The use of a gate will be announced in accordance with SI 3.1.
- 8.2.4 An offset mark 1a may be laid at some distance and to port of mark 1. The offset mark has to be kept to port. The use of an offset mark will be announced in accordance with SI 3.1.

**8.3 COURSE TYPE II:** Around inflatable marks and or hydrographical buoys  
For course type II the course description will be announced on VHF channel 72 at 20 and 10 minutes before the orange flag is displayed and will finally be repeated after the display of the orange flag.

**8.4 [SP]** Boats that fail to sail the course described in the sailing instructions may be scored DSQ by the race committee, without a hearing. This changes RRS 63.1

## 9 MARKS

**9.1** For course type I marks of the course 1 (and 1a) and 3 (or 2 p and 3s) are yellow inflatable buoys. New marks, as provided in instruction 12.1, will be orange inflatable buoys.

After the first race of the day, in order to shorten waiting times, mark 1 may be replaced by an orange inflatable buoy. In that case a new mark per SI 12.1 will be yellow. The change will be announced on VHF channel 72 and by displaying a red flag  at the race committee signal vessel, no later than the warning signal and until the starting signal.

**9.2** For course type II Marks X is an orange inflatable buoy and mark Y is a yellow inflatable buoy.

**9.3** The starting and finishing marks are a race committee signal vessel and orange inflatable buoys.

**9.4** The numbers and letters that may be visible on the marks have no meaning whatsoever.

## 10 SPARE

## 11 THE START

**11.1** The starting line will be between a staff displaying an orange flag on the race committee signal vessel at the starboard-end and the course side of the port-end starting mark.

**11.2 [NP][DP] Report to the race committee signal vessel**

Before the first warning signal of the first race of that day or their first race of the day, each boat shall pass the starboard end extension of the starting line, within 2 boat lengths of the race committee signal vessel. Each boat shall have her sail number acknowledged by the race committee.

**11.3 [NP][DP]** Boats whose warning signal has not been made shall avoid the starting area.

**11.4 [SP]** A boat starting later than 9 minutes after her starting signal will be scored DNS. This changes RRS A4.

## 12 CHANGE OF THE NEXT LEG OF THE COURSE

**12.1** To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

**12.2 Shortening with code flag W** 

When a race committee vessel stationed near a mark to be rounded displays code flag W the mark shall be rounded at the side indicated in the SI continued by, "sail directly to the finishing line and finish" This changes RRS 32

If code flag W is displayed in combination with one or more group flags, the above applies to the group indicated only.

## 13 THE FINISH

**13.1** The finishing line will be between a staff displaying a blue flag on the race committee signal vessel at the starboard-end and the course side of the port-end finishing mark.

## 14 PENALTY SYSTEM

- 14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.2 Appendix T (Arbitration) RRS applies amended so that the Arbitrator may form part of any subsequent protest committee.

## 15 [SP] TIME LIMIT

- 15.1 All boats, that on a racing day at 16.00 hours have not finished, will be scored DNF without a hearing. This changes rules 35, A4 and A5
- 15.2 Boats sailing course type I and failing to finish within 20 minutes after the first boat in her group sails the course and finishes will be scored DNF without a hearing. However when less than 50% of the number of boats that started in that group finishes within this time limit, the limit is increased with 10 minutes. When less than 50% of the boats that started finishes within the increased time limit the race committee may abandon the race. This changes rules 32, 35, A4 and A5

## 16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 16.2 For each class, the protest time limit is 40 minutes after the race committee signal vessel in the harbour has made a sound signal of approximately 6 seconds.
- 16.3 Notices will be posted within 10 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at race office.
- 16.4 Notices of protests by the race committee will be posted to inform boats under rule 61.1(b).
- 16.5 A request for a decision in writing has to be delivered within one hour after the decision is given verbally. This changes rule 65.2.
- 16.6 A request for correction of an error in the published results has to be delivered within the protest time limit of the last scheduled day of racing or within 60 minutes after posting of the results, if this is later. When the request is not granted, the protest time limit is 60 minutes after the boat is informed that the request is not granted. This changes rule 62.2.

## 17 HANDICAP SYSTEMS AND SCORING

- 17.1 The finishing order of boats in handicap classes is the finishing order on corrected time.

The corrected time for IRC will be calculated according to the TCC.

The corrected time for ORC (except TwoHanded) will be calculated according to the Time on Time Triple Number System Inshore handicap.

ORC TwoHanded will be scored with the Time On Time Offshore (single number) handicap shown in the Short-Handed ORC Club Certificate or the Time On Time Double Handed Offshore single number Handicap shown in the full crew ORC Club certificate, whichever is applicable.

The wind range to be used for scoring will be signalled on the race committee signal vessel at the warning signal:

L = wind range low (less or equal 9 knots)

M = wind range medium (between 9 & 14 knots)

H = wind range high (greater or equal 14 knots)

**[NP]** The race committee may change the wind range to be used in case of significant change in the weather conditions. Any decision by the race committee in connection with the application of the Triple Number System will not be ground for redress This changes RRS 62.1a.

## **17.2 Series scores all classes**

In the calculation of overall IJspegelTrophy series scores new entries during the series do not affect the scores on earlier dates. This changes RRS A2.2.

## **17.3 Series scores except TwoHanded**

33 races are scheduled. Four races are required to be completed to constitute a series.

The number of worst race scores that will be excluded from the series score is 25% of the number of races that have been completed rounded down to a whole number. A boats series score will be the total of her race scores excluding her worst race scores.

## **17.4 Series scores TwoHanded**

11 races are scheduled. Two races are required to be completed to constitute a series.

The number of worst race scores that will be excluded from the series score is 35% of the number of races that have been completed rounded down to a whole number. A boats series score will be the total of her race scores excluding her worst race scores.

## **17.5 Combined ORC – IRC scores**

A combined ORC - IRC score as envisaged for the 2018 ORC/IRC world Championship will also be calculated when the Organising Authority of the Championship has and published the method that will be used and if that method is suitable for the IJspegelTrophy series.

## **18 [NP][DP] SAFETY REGULATIONS**

**18.1** The race committee may check a boat before or after a race on compliance with OSR 4.

**18.2** A boat that retires from a race shall notify the race committee by VHF channel 72, as soon as possible.

**18.3** It is not allowed to race with an anchor on the bow.

**18.4** In case of any emergency or man overboard, the race committee is to be informed immediately on VHF channel 72.

**19 SPARE**

**20 SPARE**

## **21 OFFICIAL VESSELS**

**21.1** Official vessels will display a flag with the letters RC and or a club flag of Jachtclub Scheveningen.

**22 SPARE**

**23 SPARE**

## **24 [NP][DP] RADIO COMMUNICATION**

**24.1** The race committee signal vessel will use VHF channel 72. The content of information given over the VHF channel is service to the competitors and will be no ground for redress. This changes RRS62. This does not apply to the course descriptions of course type II when solely given on VHF.

**24.2** Participants are not allowed to receive or send any radio signals, not available for all participants, this includes mobile phones.

## 25 PRIZES

Weekend and series prizes will be awarded per group as follows:

Till 6 boats entered:	1 prize
7-9 boats entered:	2 prizes
10 or more boats entered:	3 prizes

The prize giving ceremony will be at the clubhouse 't Spuigat, Kranenburgweg 160, Scheveningen as soon as possible after the races.

## 26 DISCLAIMER OF LIABILITY

- 26.1 Competitors participate in the series entirely at their own risk. See rule 4 of the racing rules, decision to race. Jachtclub Scheveningen, the sponsors, the committees, the insurers and any other party and/or persons involved in the organisation of the series will accept no liability whatsoever for any personal or material damage (including but not limited to death, injury, consequential damages, etc.) sustained prior to, during or after the series.

## 27 INSURANCE

- 27.1 Each participating boat shall arrange for adequate third party liability insurance with a minimum of € 1.500.000 per event or the equivalent in the currency of the country of registration of the boat, including coverage for sailing a regatta at The North Sea.

## 28 OTHER INFORMATION

- 28.1 For other information see <http://www.jachtclubscheveningen.com/ijspegel> or contact [info@ijspegeltrophy.nl](mailto:info@ijspegeltrophy.nl).

## 29 ORGANISATION

- 29.1 The organizing committee chairman is: Robert Jockin  
29.2 The race officers are: Peter Anink and Bas Mientjes  
29.3 The chairman of the protest committee is: Margriet Pannevis

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**Attachment A:** Course description course type I

**Attachment B:** Course information course type I

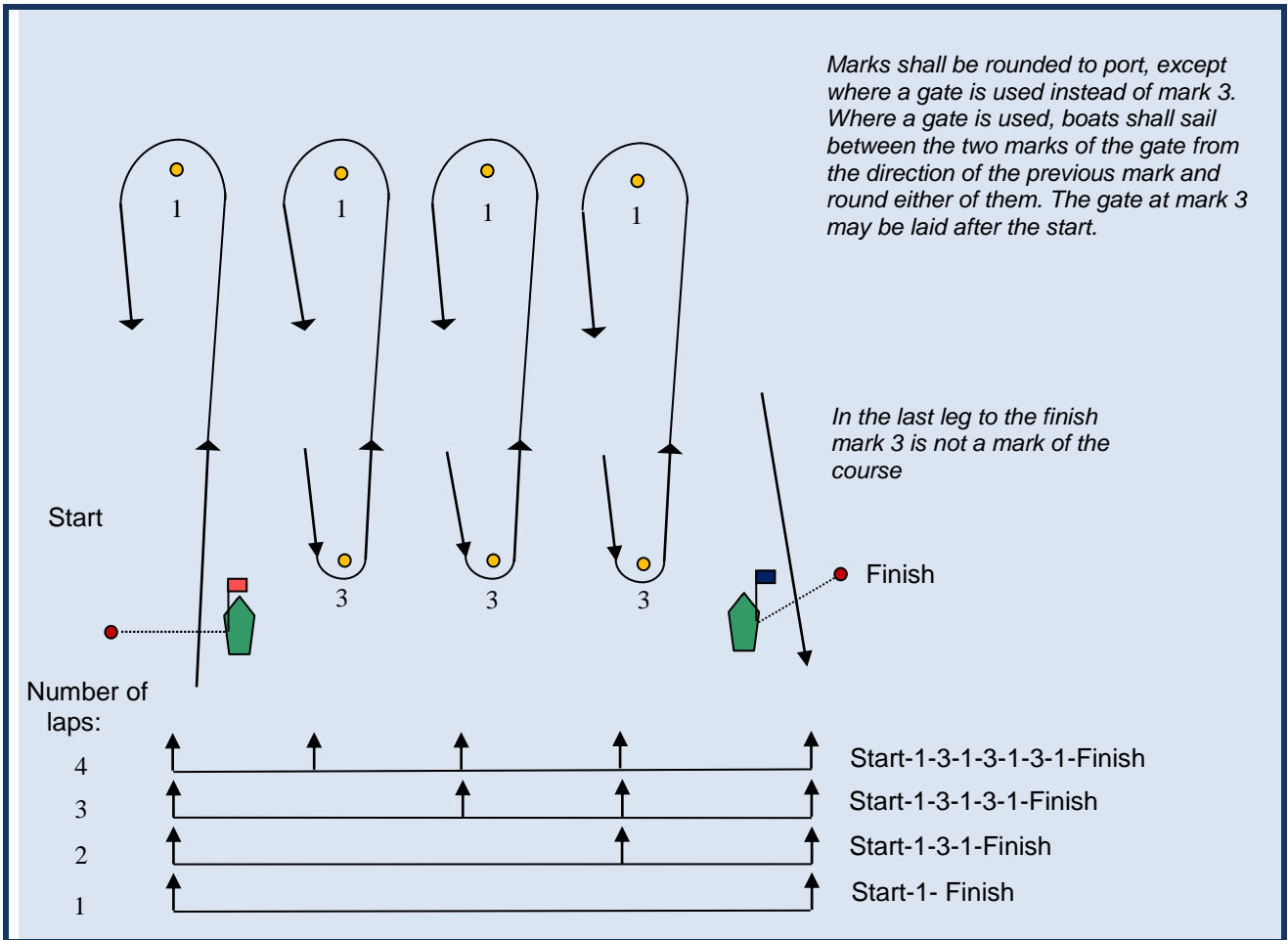
**Attachment C:** Course description course type II

**Attachment D:** Location of the racing areas

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## COURSE DESCRIPTION COURSE TYPE I

### SI 8.2





## ATTACHMENT B

### COURSE INFORMATION COURSE TYPE I

The format and sequence in which the course information for course type I (SI 8.2) will be displayed is as follows:

Triple Number Indication	Number of laps	Approximate distance to mark 1	Approximate true bearing from start vessel to first mark		
<b>M</b>	<b>3</b>	<b>E</b>	<b>2</b>	<b>4</b>	<b>5</b>
White / Black	Yellow / Black				
L= Low M= Medium H= High	Shown from the preparatory signal to the starting signal. (see note)	D = 0,7 NM E = 0,9 NM F = 1,1 NM			

Note: The second Substitute  will be displayed from the preparatory signal of a group when the number of laps changed from the number of laps for the preceding group.

## COURSE DESCRIPTION COURSE TYPE II

### COURSE TYPE II: course around inflatable marks and or hydrographical buoys

- Starting and finishing line will be the same as for course type I (SI 9.5, 10.2 and 13.1)
- Boats shall not cross the starting or finishing line after their start and while racing, other than with the purpose to start or to finish (obstruction for the purposes of RRS 19)
- A change of the position of Mark 1 in accordance with SI 12.1 will be announced on VHF channel 72. Signals may not be shown. This changes RRS 33.

For course type II the course description will be announced on VHF channel 72 at 20 and 10 minutes before the orange flag is displayed and will finally be repeated after the display of the orange flag. The positions of the marks that may be used are as follows:

#### Inflatable marks (SI 9.1):

Mark 1 and 3 as indicated in attachment A and B and SI 9.1

Mark X (orange) position will be announced on VHF Channel 72

Mark Y (yellow) position will be announced on VHF Channel 72

#### Hydrographical buoys

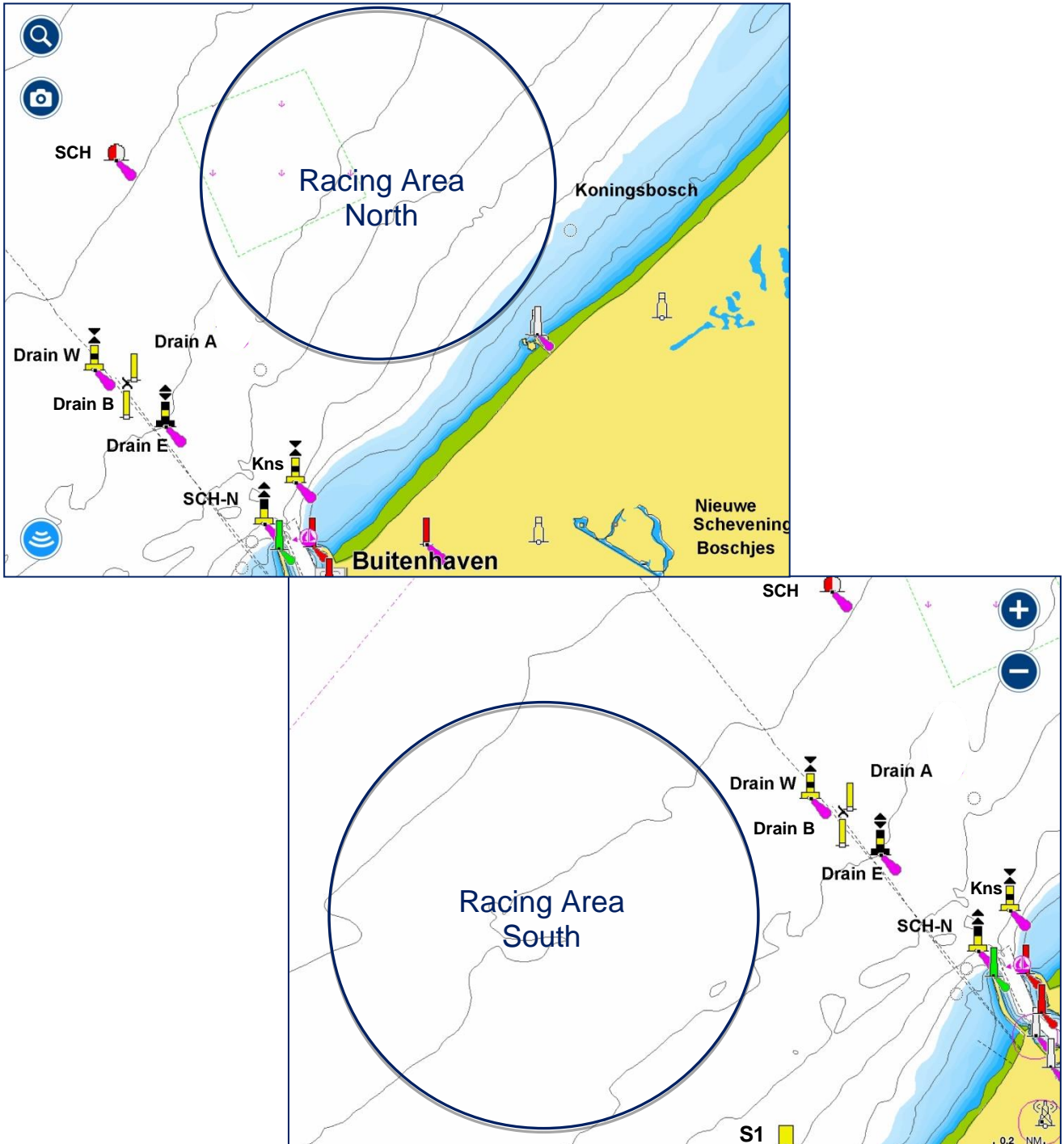
Drain E	52°06'71 N	004°14'44 E
Drain W	52°06'93 N	004°13'97 E
Houtrust	52°10'03 N	004°09'82 E
Scheveningen Fairway	52°07'76 N	004°14'07 E
NAM 22	52°12'85 N	004°18'30 E
S1	52°05'55 N	004°13'82 E
ZM-D	52°04'10 N	004°11'62 E
ZM-C	52°03'85 N	004°10'63 E
Indusbank N	52°02'90 N	004°03'60 E

Positions of the hydrographical marks are indicative only. Please refer to the appropriate chart for current positions.

# ATTACHMENT D

## LOCATION OF THE RACING AREAS

Possible racing areas for course type I (windward- leeward courses)



### Racing area for coastal courses (course type II)

The racing area for the coastal races is the coastal area off Scheveningen until approximately 6 nautical miles from the harbour entrance.