

Engineering Challenge Cup 2007

Bulletin No. 14
29th March 2007



Dear Sailors,

ECC LOG BOOK - PDF VERSION

Attached is an extract from the Log Book for your info. I have taken out the sponsors and crews sections as they contribute 60MB to the file size and are therefore not suitable for emailing. One hard copy of the Log Book will be sent to each crew with the other "goodies", but I thought you may like to have this pdf version in advance.

John Hall Hall

Commodore, ECC 2007



April 28 - May 5
Göcek, Turkey

Log Book

ECC007

Engineering
Challenge
Cup 2007



No	Type	Skipper	Company	Boat Name
1	46c	Heinz Baedorff	Waermeverwertung	Viki
2	44f	Martin Schmoelders	Siemens VDO AG	Freedom
3	49	Jan Bonset	The Firm IPCM	Arion
4	49	Chris Jordan	The Firm IPCM	Atlas 1
5	46c	Lutz Weise (Commodore's Boat)	Foster Wheeler Energy Limited	Mille Sabords
6	50	John J Becker	John Becker Ingenieure	Anahi
7	44f	Guido Rosenkranz	John Becker Ingenieure	LMQ
8	46c	Allard de vos Klootwijk	Jacobs Nederland B.V	Lucky Duck
9	46c	Arno Hemm	Austrian Energy & Environment	Seeteufel
10	46c	Andreas Klein	Outokumpu Technology Gmbh	No Regrets
11	44f	Bastiaan Timmer	Leica Geosystems AG	Bisi
12	42c	Uwe Gutzmer	Zimmer	Blue Note
13	44f	Helmuth Schurig	UHDE	Rugier
14	44f	Lorenzo Ghelfi	Sulzer Chemtech AG	Aeolus
15	42c	Peter Mueller	UHDE	Atlas 4
16	44f	Jack Barnston	KBR	Afrodit
17	46c	Dennis Nunn	Wolter & Dros - STORK Special Products	Jasmira
18	46c	Jan Kruiniger	Intra Automation	Jo Wind
19	44f	Jozef Rief	Intra Automation	Dynamic
20	49	Dionisio D'Auria	Uhdnora SpA	Jo Breeze
21	44f	Ralf Ludwig	CCI AG	Jami
22	44f	Dirk Demtroeder	MAN Ferrostaal	Simi
23	44f	Oliver Tondorf	Envia Mitteldeutsche Energie AG	Malta
24	49	Martin Fordham	Petrofac UK	Kala
25	49	Stefan Leuppi	Sulzer Chemtech AG	Merlis
26	50c	Ralf Braune	Dr. Braune & Partner	Heaven can wait
27	49	Patrick Heini	Holcim Group Support Ltd	Irsira
28	44f	Uwe Peterson	Matcon Ltd UK	Dost
29	49	Juergen Fleischhauer	ILF Consulting Engineers	Fuchur
30	42c	Stephen Clapham	Worley Parsons	Tosjo
31	42c	Pieter van Beuzekom	Hertel BV	Young L Yacht
32	46c	Mike Theobald	Bovis Lend Lease Technology	Cariane
33	44f	Vladimir Voskovic	Esmertec AG Switzerland	Flic Floc 3
34	46c	Inken Braunschmidt	RWE Systems Consulting GmbH	Antrikos
35	44f	Duncan MacPhee	CB & I John Brown Limited	Njoy
36	46c	Carlos Moreno	Intecsa Industrial S.A.	Gloria
37	44f	Michael Schultes	Raschig GmbH	Mayraux
38	42c	Jim Schultz	E.B. Badger & Son	Andiamo
39	44f	Kay Heinrichs	Ingenieurburo Heinrichs	Sandgropper
40	44f	Willem Rauwenhoff	Cumae Engineering	Esterella Del Alba
41	44f	Martin Lovelace	Kellogg Brown & Root KBR	Rebecca
42	42c	Nigel Green	Worley Parsons	Cirrus
43	49	Norbert Schock	Austrian Energy & Environment	Mosquito
44	46c	Eugen Goetter	Poerner Ingenieuresellschaft MBH	Zagun
45	42c	Armin Schleussinger	Alstom	Margareta
46	50c	Julian Tickner	Foster Wheeler Energy Limited	Alaah Gud
47	46c	David Boocock	Foster Wheeler Energy Limited	Karma
48	42c	Jörg Falkenberg	Westfalia	Mistum Bahuka
49	44f	Peter Jansen	IMO - Merseburg GmbH	Janina
50	46c	Peter Bisschop	ABB Lummus GmbH	Blue Spirit
51	49	Jan van Middelkoop	Imtech	Fantasy
52	46c	Jose Miguel Martinez	Vectoria Consulting	Lara
53	44f	David Marchant	Aveva	Bella 2
54	49	Jens Wilkens	LPL Lehnkering Projects & Logistics	Odysseus
55	42c	Aad Veth	Flinter	Atlas 6
56	50	Wilfried Sagasser	Cegelec Contracting GmbH	Osiris
57	49	Rudi Seibt	Igmuc - Ingenieurgruppe Munchen eG	Miss Sophie
58	44f	Jürgen Ruge	Technip Germany	Hot Five
59	44f	Thomas Schwender	BASF Corporate Engineering	Havasupai
60	49	Craig Warrender	CB & I John Brown Limited	Olivia
61	44f	Berthold Schultz	Lindner Isoliertechnik	Dragons layer
62	44	Louis Krijger	Visser & Smit Hanab B.V.	Kardes
63	42c	Jörg Heppert	UHDE HPT GmbH	Coromandel
64	49	Christian Hepfer	Chemengineering AG, CH	Wildcat
65	42c	Ashley Brydges	Foster Wheeler Energy Limited	Nautical Dreams
66	44f	Bernhard Fuhr	Lurgi	Shala
67	46c	Rob Schultinge	Jacobs Engineering	Aniara
68	44f	Klaus Altergoer	UHDE HPT GmbH	Alito
69	44f	David Henson	Choren	Jaina
70	50c	Pieter Hadjidakis	PetroQuip B.V.	Annie J



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INTRODUCTION

Welcome Note - John Hall Hall

Dear Sailors,

Welcome to Turkey! What a place! I first came here last October and it is just perfect for ECC - warm and friendly with lots to see and do. I hope you enjoy it as much as I think you will.

It has been nine years since ECC last came to Turkey (in 1998) and a lot has changed since then both in Turkey and in the ECC.

Turkey has expanded its sailing facilities building new marinas and attracting more charter companies. When I was organising the 2001 ECC, I considered Turkey, but just couldn't find a way to do it with 30 boats.



Meanwhile the ECC fleet has more than trebled in size from twenty-two yachts in 1998 to seventy in 2007. This is both good and bad. On the positive side, it attracts sponsorship from companies who now see ECC as a really worthwhile marketing opportunity. This year they have provided a fantastic level of generous support which makes such a difference to you, the participants. As well as partly funding the organisation costs, they have also enabled us to have clothing and other "goodies" and

it is likely we will get some great entertainment during the week as well. As a "thank you" to them I ask that you please take the time to look at their presentations in this log book.

A potential negative is that the event now requires more professional organisation and is more restricted in where it can be staged. However Sasha King of Adriatic Holidays (who organised ECC in 2004) was enthusiastic about my desire to come to Turkey and teamed up with Göçek Sailing Club and Mustafa Gençaslan. They made an irresistible proposal and have actually done even more than they promised. On behalf of all participants, I thank Sasha, Mustafa and their team for their tireless efforts and enthusiasm to bring ECC 2007 to Turkey and make it as enjoyable as possible. They have been an absolute delight to work with and completely solved the potentially negative side of the increased fleet size.



I would also like to thank everyone in my crew for their support throughout the year getting sponsorship, organising sponsors' shirts, preparing the logbook, ordering the trophies, preparing music and much, much more. Huge thanks also to Peter Bisschop, Ashley Brydges, Arno Hemm, Turkish Offshore Racing Club (TORC), Mustafa Bayur, the mayors of Gocek and Fethiye, and everyone else who has worked on this event during the last year.

So, where are we going this week? We will alternate between a night in a marina and a night under the stars. So please make sure that each night in a marina you stock up for two days, not one.

Göçek will be our start and finish point and, although quite small, has many interesting shops, restaurants and bars. The welcome party will be held in the main square, walking distance from your boat. The following night will be in Gemiler, which has a small beach and restaurant that will cater for the whole ECC fleet. Here we will have our own beach party and spend an evening in an unspoilt natural environment with no nearby towns. Next it's our first visit to Fethiye, a vibrant town



that feels more Asian than European and craves to be explored. The fish market where you buy your own fish and get it cooked in the nearest restaurant is well worth a visit as are the other markets that sell everything you can imagine. You can also visit the Turkish baths to relax after a hard day's racing or if you've got the energy you can walk a short distance uphill to see the Lycian rock tombs in the cliffs. We have the following evening planned in Wall Bay where the arrangements are similar to Gemiler. After returning to Fethiye to fill our tanks and fridges, the penultimate night will be at Fisherman Bay. Arrangements are similar to Gemiler and Wall Bay. The last day's racing takes us back to Göçek for the Prize-giving which is a short walk from your boat.

I hope you will enjoy ECC 2007 enormously and that it will be a safe, incident-free event. So please don't take risks when sailing. Avoiding situations that could result in a collision will never lose you so many places that you would later wish you had "risked it".

I would also like to remind you that, to protect the environment, you should never open your holding tanks unless you are at least two nautical miles offshore. The authorities take it seriously and enforce it with big fines!

Have fun, stay safe and I look forward to seeing you on 28th April, if not before,

John Hall Hall
Commodore ECC 2007



Welcome Note - Arno Hemm

Welcome all to the 14th anniversary of the Engineering Challenge Cup. It's amazing how fast the last 14 years passed by. Among all there are four fellow sailors who might remember such days in the Saronion Gulf south of Athens in April 1993 where the idea was born to initiate a sailing event in the Mediterranean during spring time where people of engineering companies might have a relaxed and sporting week determined by daily sailing races, socialising parties and the unavoidable talks around business. It was expected that the weather should be warm and the wind blowing.



Now we are celebrating the 14th event which started with the ECC in 1994 with 20 participants on 4 yachts. Dennis Nunn, Eugen Gotter, Jürgen Arnold, Duncan McPhee, Peter Müller, Klaus Hütten, Wolfgang Möller and myself still remember those old and quiet sailing days. It's absolutely amazing that the event has continuously grown to the present size of 70 participating crews with a total of more than 500 fellow crew members. And there are still 10 crews waiting for their chance to be with us.

While it was quite easy to come to the common conclusion that the ECC should be held in the southern part of Europe we have had long discussions on how to limit the number of participating crews and the sailing rules to be applied. As the places which are able to cater for such a fleet are limited the Commodores decided in 2006 to limit the number of crews to 70 max. Intention was to reduce down to 40. Checking the boat list we have to conclude that we failed to meet this target as all previous skippers are still among us. And it's a good sign to all of us proving that the event as such is highly ranked on each yearly calendar.

By setting up the overall rules of the ECC we spent most attention to the two following aspects. The one was that this should not become a professional sailing event - means it should remain a fun and sun event where safety comes first and the individual sailing skills of each crew will be contributed. Secondly every employee of our companies should be able to participate irrespective of her/his function and position within the company.

The first target could be met even accepting that the spinnakers are not allowed to be used and the challenging night sail had to be avoided. We often remember such ECC's where beside the daily races some extraordinary skills like swimming, running, rowing, history questionnaires were



asked in-between such days. We will never forget the dance on the bubbling volcano at the Nisiros island south of Kos.

While in earlier days it was a pleasure for the winner to organise the next year's event it nowadays is a real task. Since mid 90th it was the John Brown and Kvaerner fellows around Jan Kruiniger who set new bench marks on organisation skills and initiatives every year. There are rumours that the business of the JB Zoetermeer office suffers hard by setting up such kind of priorities. Considering that most of us have little idea only what such an organisation requires and how many check list items have to be watched and followed up I am proud on the present situation and organisation and like to thank all such organisation committees who take the burden and delivered a perfect job to keep the ECC alive.



But the most important factor of the ECC are the participating crews themselves - its you all. Without you all there would be no ECC. It's all of you who keep the ECC alive and worth spending a lot of money. Everybody of us should not only enjoy the daily atmosphere on board in a superb environment at sea and at the harbours but also are invited to improve the social aspects of this event. Looking through my ECC reports of the past fifteen years I counted participants coming

from more than 20 different countries and representing more than 60 different companies. That means the ECC has become a global event and we are all part of it. Therefore let's take the opportunity and improve the networking, the communication and welcome the world of engineers and contractors meeting at Göcek in Turkey these days.

Watching the Mediterranean map we have to conclude that there are much more nice places like Cyprus, Rhodos, Korfu, Sicily, Malta where we have never been so far. Let's see where the wind will blow us to in the coming years. As I am busy in the Emirates I am investigating the possibilities to organize one of the future ECC's in the United Arabic Emirates. Sponsoring there should not be a problem but the authority regulations and administration will be tough.

I wish you all a splendid week in Turkey and let us make the 14th ECC an unforgettable event which we would like to remember all days long. Hopefully the wind will blow and the sun will shine and everybody shows up with a good mode. And remember - Safety first.

Best regards to you all

Arno Hemm



General Information - Engineering Challenge Cup

The Engineering Challenge Cup was founded by Arno Hemm in 1993 and involves friendly sailing among yachts representing companies associated with the engineering business. The one week event is held in spring every year in the Mediterranean with six daily events.

In April 1993 Arno's crew was invited to join the Cap Sunion Rally around the Gulf of Athens. This regatta was organised by a former chairman of the Austria Bakery Association who celebrated his 50th birthday with friend from his sailing club of Atterlake, near Salzburg. Ten crews raced against each other and after four daily races Arno's boat became the overall winners and were awarded a bottle of champagne as shown in this picture. Crew members were Eugen Gotter (skipper), Lothar Hasenöhrl, Jürgen Arnold, Peter Müller, Rainer Wittrien and Arno Hemm. Most of this original crew are still among our ECC friends. It was such a splendid experience and entertaining event that during the prize-giving party at the Zeus temple at Cap Sunion, they thought "why not every year?". This fantastic idea was unanimously agreed and Arno was delegated to organise the first ECC in 1994. So he did and thus on Wednesday 28th April 1993 ECC was born!



The number of participating yachts has grown steadily and with 70 participants now includes more than seventeen times the first ECC fleet of four boats in Mallorca / Spain 1994. The Engineering Challenge Cup has been staged in Greece (Kos, Athens and Lavrion), Turkey (Marmaris and Kusudasi), Croatia (Pula, Split and Biograd) and Spain (Mallorca) and Italy (Elba).

The ECC trophy was donated by the 1996 Commodore, Aad de Ruyter. The trophy is awarded each year to the newly appointed Commodore who has the honour of having his crew's names added to the plinth and he keeps it for a year.





The following table summarises all previous ECC events.

<u>Year</u>	<u>Location</u>	<u>Participants</u>	<u>Winner</u>
1994	Mallorca, Spain	4 yachts	Eugen Gotter of Voest Alpine
1995	Kos, Greece	6 yachts	Fred Greven of Raytheon
1996	Kusadasi, Turkey	10 yachts	Aad de Ruyter of John Brown
1997	Athens, Greece	19 yachts	Jan Kruiniger of Kvaerner
1998	Marmaris, Turkey	22 yachts	Eric Hamer of Fluor Daniel
1999	Mallorca, Spain	22 yachts	Heinz Baedorff of HBI
2000	Elba, Italy	24 yachts	John Hall Hall of Kvaerner
2001	Pula, Croatia	30 yachts	Peter Bisschop of ABB Lummus
2002	Athens, Greece	36 yachts	Carlos Moreno of Intecsa Uhde
2003	Mallorca, Spain	46 yachts	Michael Kuhn of Owens Corning
2004	Split, Croatia	53 yachts	Andreas Klein of Outokumpu Technology
2005	Biograd, Croatia	54 yachts	Peter Bisschop of ABB Lummus Global
2006	Lavrión, Greece	68 Yachts	John Hall Hall of Foster Wheeler

This year the ECC will be held in Göcek on the southern coast of Turkey (for more information on Turkey please refer to the chapter "General Information -Turkey" and the later chapter "Itinerary" as well as the official ECC website www.ecc-sailing.com .

Heinz Baedorff founded the Commodores Cup in 2000. The trophy is awarded to the highest ranked commodore in one of the day's races. All previous Commodores (or their stand-ins) are entitled to participate in this special event. For the ECC 2007, Andreas Klein, Arno Hemm, Carlos Moreno, Dennis Nunn, Eugen Gotter, Jan Kruiniger, John Hall Hall, Michael Kuhn and Peter Bisschop will compete for the Commodores Cup. The day that the Commodores Cup will be sailed will most probably be Tuesday 1st May.



The previous winners of the Commodores Cup are:

2000:	Martin Noordzij	2001:	Dennis Nunn
2002:	Dennis Nunn	2003:	Michael Kuhn / Arno Hemm
2004:	John Hall Hall	2005:	Peter Bisschop
2006:	John Hall Hall	2007:	??????

And finally, don't forget the dinghy race. This fiercely contested event will be held in Wall Bay and the trophy and prizes are sponsored by Integraph who, along with FuturePipe, are also subsidising the food and entertainment.



ECC Charter - May 2006

The Engineering Challenge Cup (ECC) is intended as an annual multinational fun sporting event involving non-aggressive, non-professional sailing with the focus on the social side. The participants are people who like sailing and have an association with the engineering and contracting business. ECC entails visiting different countries in the Mediterranean region, meeting their people and enjoying their history and culture. Costs will be kept low enough that employees at all levels should be able to afford to participate.

KEY PRINCIPLES

- 1 ECC week will take place every year and involve 6 days of sailing around timed courses between overnight destinations.
- 2 The highest placed skipper who has not previously organised an ECC week will become the new Commodore and be responsible for organising the next ECC week. If such a skipper is unwilling to organise the next ECC, at the discretion of the ECC Committee, he may have his result removed from the records, in which case all other positions will move up accordingly and the new highest placed skipper will be appointed Commodore.
- 3 The ECC Commodore will publish daily results, organise a prize giving ceremony and appoint the new Commodore.
- 4 The new Commodore and the winner of the Commodore's Cup (a ranking of previous Commodores or their stand-ins within one day's results) will receive the ECC Trophy and the Commodore's Cup respectively. As a minimum, trophies and medals will be awarded for the three highest positions in the overall ranking and the Commodore's race. The Commodore may also award additional trophies or medals such as for daily results, dinghy rowing race, etc.
- 5 The Commodore will appoint a local professional team to assist him with assembling the fleet of yachts, safety matters, local weather knowledge, deciding the routes, laying course marks, determining time correction factors, organising over-night berths and mooring up. The professional team will have relevant experience.
- 6 Any skipper that has participated in ECC Week as an entry's skipper will be eligible for any future ECC Week if numbers permit. Number of entries will be limited to 70 boats. Priority will be given on the basis of the number of times an entry has participated, with previous Commodores having automatic right to participate. New skippers will be approved by the ECC Committee who will give priority to those who have previously crewed during ECC week and will ensure the new skipper is associated with the Engineering industry. New skippers will not be approved until the number participating would otherwise be below 40.



- 7 The Commodore may impose an ECC fee payable by each participant to contribute towards organisation costs. All income and expenditure associated with organising ECC will be accounted for and any surplus will be passed to the new Commodore.
- 8 Sponsorship of the ECC is welcome in the spirit of the event. It may be used to provide appropriate gifts normally carrying the ECC logo or to pay for entertainment of participants during ECC week.
- 9 The Commodore will facilitate arranging charter deals by putting each entry in contact with charter companies who can provide suitable boats in the area where the ECC week is to be held.
- 10 An ECC Committee will be formed to:-
 - Approve deviations from these principles.
 - Maintain a record of the event's history and development.
 - Approve any Commodore who is not appointed in accordance with paragraph 2.
 - Approve the date for ECC week taking account of key industry events (trade fairs, etc). ECC week will normally be held between late April and mid-May to avoid high season prices.
 - Approve the location for ECC week which will be in Mediterranean waters, where the climate is warm and winds normally moderate.
 - Approve any new skippers and maintain a list of approved skippers.
- 11 The boats entered for ECC Week will be mono-hulls typically used for holiday charters and in the 38-50 foot range (i.e. not fast racing boats). Spinnakers will not normally be allowed.

These principles are the result of discussions involving the Commodores participating in ECC week in 2006 in Greece (Andreas Klein, Arno Hemm, Carlos Moreno, Dennis Nunn, Eugen Gotter, Jan Kruiniger, John Hall Hall, Michael Kuhn and Peter Bisschop) and a later vote to change the basis for selecting the new Commodore.



SAFETY

Please always remember:

ECC is a Fun Event

ButSAFETY ALWAYS COMES FIRST!

Skippers' responsibility

Whilst everyone involved in the organisation of ECC 2007 will do their utmost to make the event safe, each boat (i.e. skipper and crew) is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in this Log Book or anywhere else, reduces this responsibility.

It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.

The boat is required to hold adequate insurance against third party claims and is recommended to hold personal medical insurance which includes medical repatriation cover.

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the Engineering Challenge Cup racing. The organisers encompass everyone helping to run the race and the event, and include the Commodore, Organisation Committee, race committee, race officer and support vessels.

Emergency Calls by VHF

In general if a vessel is in difficulty, it is recommended that he calls the Commodore in the first instance on the Commodore Channel (see VHF Radio Procedures)). If any yacht makes a "Mayday", "PAN-PAN" or "PAN PAN Medico" call to the Turkish authorities, he is requested to also inform the Commodore.

First Aid & Medical Emergencies

A first aid unit is available within Fethiye Marina for minor accidents or injuries. In case of a major emergency an ambulance service will be at the Marina in less than 10 minutes.

Medical Assistance Telephone Numbers:

Ambulance	112
State Hospital	90 252 614 40 17
Esnaf Private Hospital	90 252 614 43 00



VHF Radio Procedures

<u>Channel</u>	<u>Purpose</u>	<u>Comment</u>
16	➤ Safety and Emergency	By telephone, dial 158 or +90 252 412 7722 (service is English speaking). This channel also announces forecasts and weather warnings.
71	➤ Fleet Instruction	Instructions from Commodore to ECC fleet and for radio checks. Also call-up channel for one ECC yacht to call another. Switch to working channel as soon as contact is made.
68	➤ Commodore	For ECC yachts to contact Commodore's Boat and working channel for when Commodore's yacht calls an ECC yacht on Fleet Instruction channel.
74, 75, 76, 77	➤ ECC yacht working channels	For conversations between ECC yachts after calling up on channel 71. Switch to one of these working channels as soon as contact is made.
74	➤ ECC support vessel and Water Taxi	If you want a lift ashore or back to your yacht call 74 "Water Taxi".
75	➤ Berthing instructions	After finishing the day's racing please listen to this channel for berthing instructions. You will be called in by Boat number using the call sign "Echo Charlie five" for example.
67	➤ Weather Forecast	Forecasts will be announced Ch 16
73	➤ Göçek - Port Göçek	Call sign "Port Göçek"
13	➤ Göçek - Municipal Marina	Call sign "Municipal Marina"
72	➤ Göçek - Skopea Marina	Call sign "Skopea Marina"
73.16	➤ Fethiye - Ece Marina	Call sign "Ece Marina"
88, 69, 06, 08	➤ Spare working channels	To be used if one of the assigned channels above is unusable, e.g. if blocked by other radio traffic.



	<p>Commodore's boat will monitor channels 71, 68, 74 and 16 during the day and channel 74 during the evening except when in a marina.</p> <p>ECC Fleet support vessels will monitor channels 74 and 16 during the day and channel 74 during the evening except when in a marina.</p> <p>ECC participants should monitor channel 71 from 09:00 until moored up or asleep, switching to channel 75 when requested for berthing instructions.</p>
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GPS

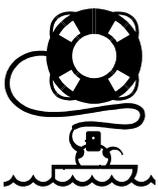
Please ensure that your GPS datum is set to "WGS 84", position format is set to "hddd° mm.mmm" and offset is set to "+03:00".

Lifejackets & harnesses



- Non Swimmers should wear lifejackets at all times when the boat is underway.
- If the boat is reefed, all crew should wear life jackets with harnesses and hook on.
- When using dinghies, we advise you to wear lifejackets. During the dinghy race lifejackets will be mandatory.
- In poor visibility all crew should wear lifejackets

Man Overboard



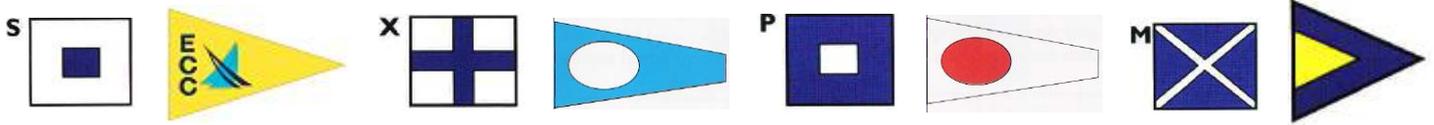
- Skippers should discuss Man Overboard and recovery procedures with their crew.
- Crews should practise MOB alternating the person in charge of the exercise.

Crew Briefing

It is recommended that each skipper gives his crew a safety briefing as soon as possible and certainly before leaving the marina. All crew members should be aware of the locations of fire extinguishers, the first aid kit and flares. How the heads (toilets) are operated and made safe for rough weather are worth mentioning. Each skipper should make himself and the commodore aware of any medical conditions his crew has that would affect the crew members' safety (e.g. epilepsy, diabetes, heart conditions, etc.). Such information will be treated as confidential.

Doctors

If any participant is a medical doctor willing to be "on call" in case of an urgent need, please could he make himself known to the organisers.



NOTICE OF RACE AND SAILING INTRUCTIONS

General

ECC 2007 will take place out of Göçek in Turkey from 28th April until 5th May 2007. The route, weather permitting, will be Göçek, Gemiler, Fethiye, Wall Bay, Fethiye, Hillside and then back to Göçek.

The ECC 2007 regatta has a restricted entry, limited to those boats listed in this Log Book and who have paid the applicable ECC Fees. Late entries will only be permitted to replace a cancelled entry and with the approval of the Organisation Committee.

The ECC fleet will consist of seventy Bavaria yachts ranging in size from 42 to 50 feet and racing in two groups. The event will consist of 6 daily races (legs) with each entry having their worst result discarded. The overall ranking will be in order of lowest points score. The highest placed overall who has not previously been Commodore will be appointed the new Commodore and organiser of ECC in 2008.

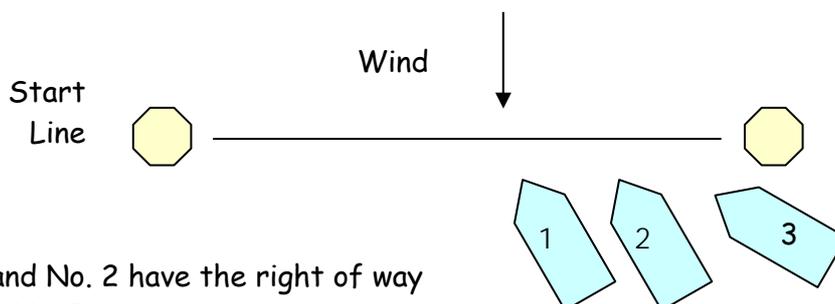
One leg will be chosen for the Commodore's Race in which previous Commodores will be ranked in addition to the normal results and the winner will be presented with the Commodore's Cup.

The time limit for each leg will be 17:30 unless an earlier time is specified by the Commodore.

ISAF Rules

ECC 2007 will be governed by the "Racing Rules of Sailing for 2005 - 2008" published by the International Sailing Federation (ISAF). Skippers should be acquainted with these rules.

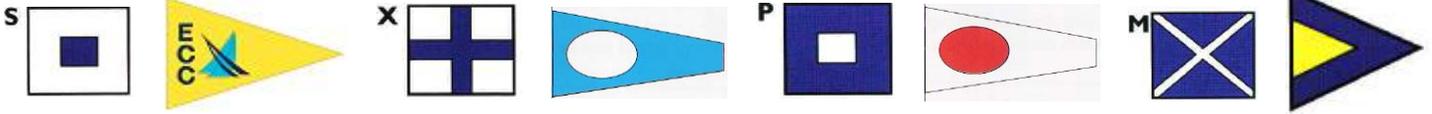
Special attention is drawn to the following typical situation for the start:



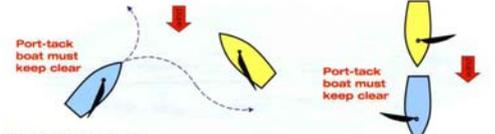
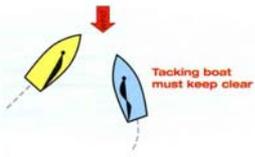
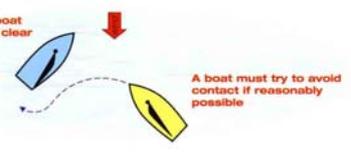
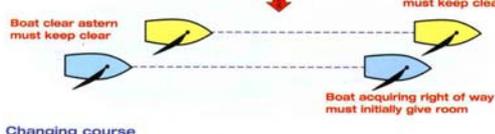
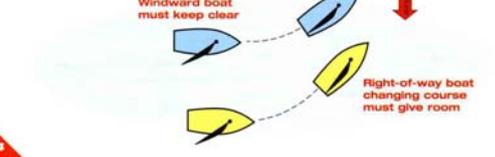
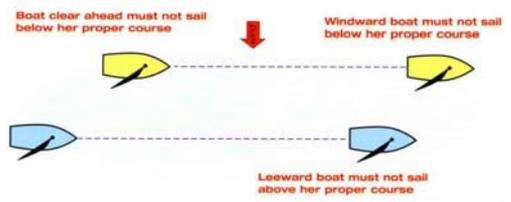
Boats No. 1 and No. 2 have the right of way against Boat No. 3 because:

- they are sailing on the down wind side
- they are sailing close-hauled to the start ("proper course")

As a result, Boat No. 3 must turn to starboard and approach the start again. Trying to force a passage past the starting mark is extremely risky (Boat No. 2 is not able to provide room because of Boat No. 1 which in turn may not see Boat No. 3 and may itself not be able to provide room due to other boats) and may lead to a very costly domino effect of multiple collisions. Any boat guilty of such an infringement will be ELIMINATED!!!!!!! (disqualified for the day).



Please also note the following which summarises the basic rules (yellow boat has right of way over the blue one):-

<p>Principles</p> <p>Sportsmanship, fair sailing and misconduct A fundamental principle of sportsmanship is that when you break a rule you will promptly take a penalty, which may be to retire. You must play fairly. If you do not, or bring the sport into disrepute, you may be penalized severely.</p> <p>Helping those in danger You must give all possible help to any person or vessel in danger.</p> <p>Decision to race Deciding whether it is safe for you to start or continue racing is for you alone, not for the people running the race.</p> 	<p>When boats meet</p> <p>A boat is on the tack, starboard or port, corresponding to her windward side. A boat's windward side is the side that is towards the wind (except when running by the lee).</p> <p>On opposite tacks The port-tack boat must keep clear.</p>  <p>On the same tack The boat to windward (if overlapped) or clear astern (if not overlapped) must keep clear.</p> 
<p>Tacking After a boat passes head to wind, she must keep clear of other boats until she is on a close-hauled course.</p>  <p>Avoiding contact A boat must avoid contact with another boat if reasonably possible.</p> 	<p>Acquiring right of way When a boat acquires right of way, she must initially give the other boat room to keep clear (unless she acquires right of way because of the other boat's actions).</p>  <p>Changing course When a right-of-way boat changes course, she must give the other boat room to keep clear.</p> 
<p>Proper course A boat's proper course is the course she would sail to finish as soon as possible in the absence of the other boat. A boat has no proper course before her starting signal.</p> <p>When boats are within 2 lengths of each other:</p> <ul style="list-style-type: none"> a a leeward boat that establishes an overlap from clear astern must not sail above her proper course while the overlap exists; b except on a beat to windward, a windward or clear ahead boat must not sail below her proper course if the other boat is steering a course to leeward. 	<p>Room at a mark or obstruction When boats are overlapped the outside boat must give the inside boat room to round or pass the mark or obstruction.</p> <p>If boats were overlapped when one of them comes within two lengths of a mark or obstruction (the two-length zone), the outside boat must continue to give room.</p>  <p>If a boat is clear ahead when she reaches the two-length zone, the boat clear astern must keep clear even if an overlap is established later unless the clear-ahead boat tacks.</p>



<p>On opposite tacks at a windward mark When boats are on opposite tacks, the basic rule applies: the port tack boat must keep clear. When a boat completes a tack within the two-length zone, and the other boat is fetching the mark, she must not force the boat astern to sail above close-hauled to avoid her, and if the boat astern gets an inside overlap the boat that tacked must give room.</p> <p>Part 2 rules 18.1(b) and 18.3</p> <p>Port-tack boat must keep clear</p>	<p>Room to tack at an obstruction When you are close-hauled and want to tack to avoid an obstruction, but cannot, you may hail for room. Before tacking you must give the hailed boat time to respond. The hailed boat must either tack as soon as possible, in which case you must also tack as soon as possible, or she must reply "You tack", in which case you must tack as soon as possible and she must give room. This rule does not apply at a starting mark surrounded by navigable water when boats are starting.</p> <p>Part 2 rule 19</p> <p>Hails "Room to tack"</p> <p>Must respond either by tacking, or hailing "You tack" and giving room</p>
<p>Turns penalties</p> <p>When you break a 'when boats meet' rule (Part 2), you may exonerate yourself by sailing well clear of other boats as soon as possible and making two complete turns, including two tacks and two gybes. When you take the penalty at or near the finishing line, you must sail completely to the course side of the line before finishing.</p> <p>When you touch a mark, you may similarly exonerate yourself by completing one turn as soon as possible.</p> <p>Part 4 rule 44.2 and Part 3 rule 31.2</p> <p>Sails well clear of other boats</p> <p>Port-tack boat broke rule 10</p> <p>Two complete turns</p> <p>Sails well clear of other boats</p> <p>Boat hits a mark</p> <p>One complete turn</p>	<p>Recalls At the starting signal, your boat must be completely on the pre-start side of the starting line. If it is not you must return and start correctly, keeping clear of boats that have started while you do so. If the race committee sees any part of a boat on the course side at the starting signal, it will display flag X (blue cross on a white background) and give a second sound signal.</p> <p>Part 3 rules 28 and 29 and Definitions Finish</p> <p>The race committee may recall all boats by displaying the "first substitute" flag (blue and yellow triangle) with two extra sound signals immediately after the starting signal.</p> <p>Sailing the course You must start, pass each mark on the required side in the correct order, and finish, so that a string representing your boat's wake after starting and until finishing would, when drawn taut, lie on the required side of each mark and touch each rounding mark. You may correct any errors to comply with this rule, provided you have not already finished.</p> <p>Finishing You finish when any part of your boat, crew or equipment in the normal position, crosses the finishing line in the direction of the course from the last mark (after completing any penalties you need to take as a result of breaking rules near the finishing line).</p>

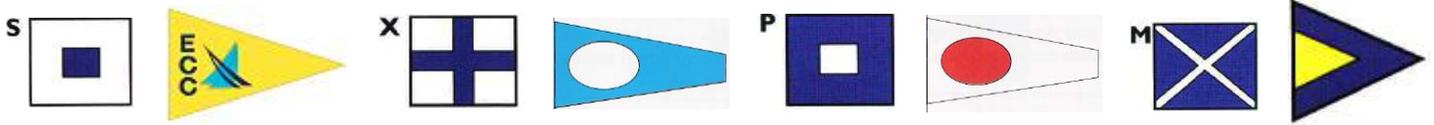
Courses and Changes to Sailing Instructions

Courses and any changes to sailing instructions will be presented at the daily skippers' briefings. Large orange buoys and natural or conspicuous objects such as fixed navigational marks will be used as course markers. Where possible the start, finish and course marks will be selected from the list of waypoints given at the end of this section so it is worth pre-loading these into your GPS (using WGS 84 datum!). Where possible all starts will be upwind and with the committee boat at the starboard end of the line. The finishing line will normally be between the Committee Boat and one of the ECC waypoints.

Start in two groups

Due to the number of yachts participating in ECC 2007 there will be two starts each day. The Group 1 start will be 10 minutes before the Group 2 start. Yachts involved in Group 2 should keep well clear of the starting line until the Group 1 fleet has cleared it. In the case of very light winds the Group 2 start may be delayed to ensure it is not affected by Group 1 yachts.

Pennants or other recognition signs will be handed out at check-in or the first skippers' briefing and shall be attached to the boat at the back stay.



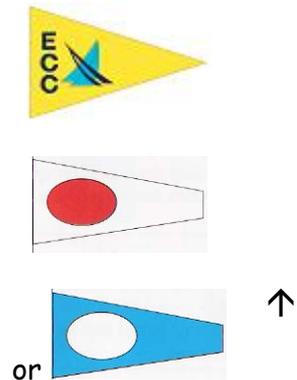
Start Procedure

The starting procedure for all starts (including delayed starts and re-starts after general recalls) will be as described below. Times shall be taken from visual signals and the absence of a sound signal shall be disregarded. Although not guaranteed, generally starts will be made using GPS time and will be on the hour or multiples of ten minutes later.

- **Warning.** 10 minutes before the start, the ECC pennant plus the Group pennant (1 or 2) will be hoisted on the Commodore's Boat and one short sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. "That was the ten minute signal for ECC Group 1"). A 5 minute warning will also be given by VHF.

Provisional Group assignments (to be confirmed) will be:

- Group 1 - Bavaria 46c and larger
- Group 2 - Bavaria 44 and smaller

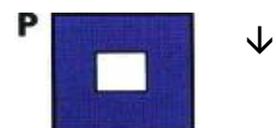
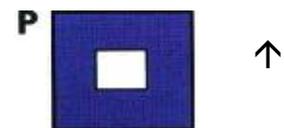


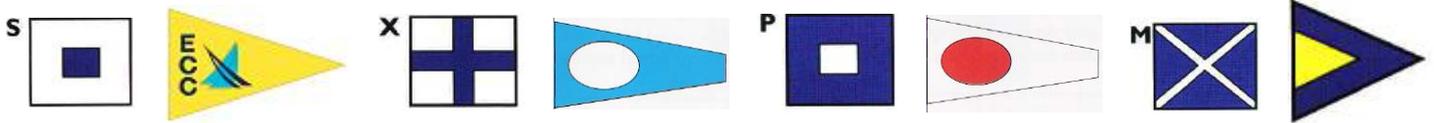
- **Preparatory.** 4 minutes before the start, the flag "P" will be hoisted on the Commodore's Boat and one short sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. "That was the preparatory signal indicating four minutes to the start for ECC Group 1").

All ECC yachts must have their engines turned off before this signal is made for their Group or face a 360° turn penalty.

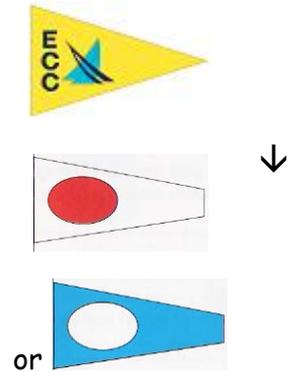
- **One-minute.** 1 minute before the start, the flag "P" will be lowered on the Commodore's Boat and one long sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. "That was the signal indicating one minute to the start of ECC Group 1").

- **Pre-start.** 10 seconds before the start, the Commodore's Boat will start the countdown on the Fleet Instruction VHF channel.





- **Starting.** Upon the start, the ECC and Group pennants will be lowered on the Commodore's Boat and one short sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. "That was the start of ECC Group 1 and the 10 minute warning signal for ECC Group 2").



Recall Procedures

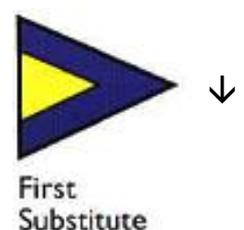
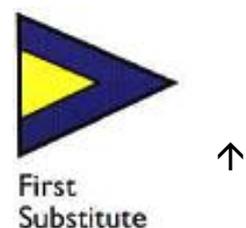
Individual Recall Procedure

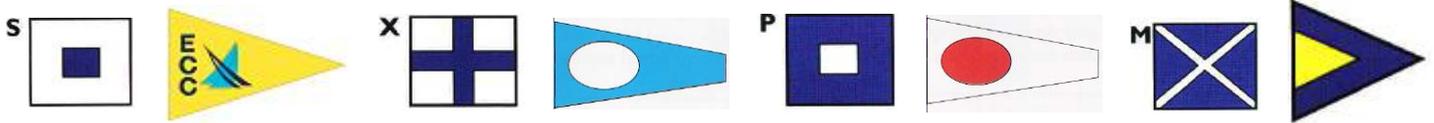
- If any yacht is on the course side (OCS) of the start line when the start signal is made, the flag "X" will be hoisted on the Commodore's Boat and a second short sound signal will be made. A corresponding confirmation message indicating the numbers of the OSC yacht(s) will be made on the Fleet Instruction VHF channel. The OCS yachts(s) must return and start correctly, keeping clear of any other boats that have started.
- When all OCS yachts have cleared the line, the flag "X" will be removed on the Commodore's Boat.
- Any yacht that does not cross the start line correctly will suffer a 15 place penalty or more if considered that more than 15 places were gained.



General Recall Procedure

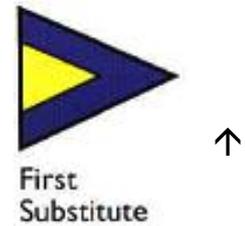
- In case of a general recall of one of the ECC 2007 fleets, the flag "First Substitute" will be hoisted on the Commodore's Boat and two short sound signals will be made. A corresponding confirmation message indicating the new start time will be made on the Fleet Instruction VHF channel.
- 1 Minute before the new 10 minutes warning signal (i.e. 11 minutes before the new start), the flag "First Substitute" will be removed on the Commodore's Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel.



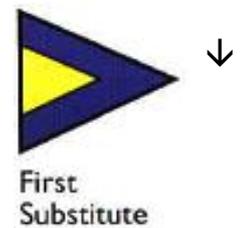


Delayed Starts

- In case of a delayed start, the flag "First Substitute" will be hoisted on the Commodore's Boat and a short sound signal will be made. A corresponding confirmation message indicating the new start time will be made on the Fleet Instruction VHF channel.

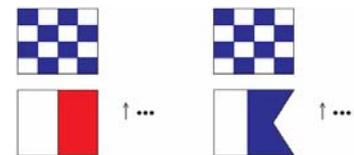


- 1 Minute before the new 10 minutes warning signal (i.e. 11 minutes before the new start), the flag "First Substitute" will be removed on the Commodore's Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel.



Abandoned Leg

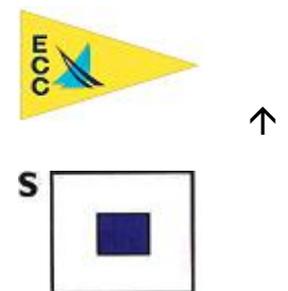
In case of an abandoned leg, the flag "N" will be hoisted on the Commodore's Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel. If flag "N" is hoisted alone, return to the starting area and if hoisted over flags "H" or "A" listen for instructions on Fleet instruction VHF channel. If you are unable to receive the information by VHF or other means either follow the rest of the fleet, or head for the marina at Fethiye.

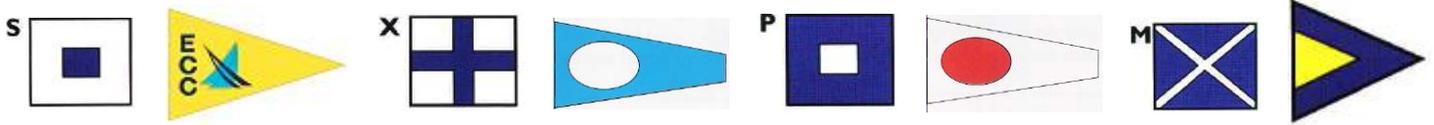


Shortened Leg

In case of a shortened leg, the new finish coordinates or waypoints will be communicated via the Fleet Instruction VHF channel.

The Commodore's Boat will be in position to record finishers, and will be flying the ECC pennant and the flag "S".

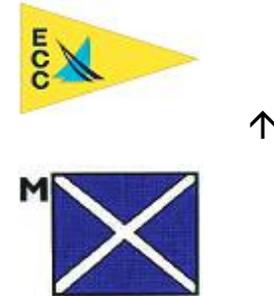




Change of Course

In case of a change of course, the new coordinates or waypoints will be communicated via the Fleet Instruction VHF channel (before the start or during a leg).

The Commodore's Boat will be in position at a mark of the course and will be flying the ECC pennant and the flag "M".



Finishing Procedure

The finishing line will be communicated either in the skipper meeting or during the event via the Fleet Instruction VHF channel. The finish line may be altered at any time by the Organising Committee.

If the Commodore's Boat is not in place, ECC yachts should finish by rounding the final mark, recording their own time on the declaration form and noting the boat numbers of ECC yachts in front and behind.

At the time limit, ECC yachts that have not already finished should do so by recording their GPS positions on the declaration form using WGS 84 datum recorded at the specified time using GPS time. Using the correct datum and accurate time is important for accurate results. Pressing "MOB" on your GPS at the specified time is a good way to do this. Please also record the number of the ECC boat immediately in front of and behind you.

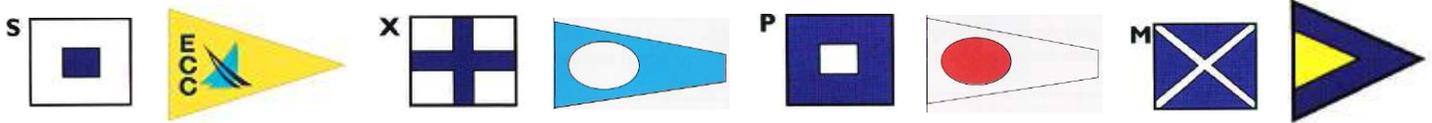
To confirm your safe arrival, please either contact the Commodore by VHF or hand in your declaration form as soon as possible after tying up at the overnight location.

Penalties

Two 360° turns are to be taken promptly after an ECC 2007 yacht has broken a rule in "Part 2 - When Boats Meet" of the applicable ISAF rules. For other infringements a single 360° turn shall be made. Turn penalties should be done at the first opportunity where you will not get in anyone else's way when doing it. Alternatively, if you may be innocent, a scoring penalty may be taken in accordance with Rule 44.3. Please note this on your declaration. The boat's penalty score, if applied, shall be the score for the place worse than her actual finishing place by 15 places or the same as the last finishing yacht, whichever is the best result.

Protests

Please remember, we are here to have fun, not to spend time in protest meetings! In the unlikely event that a protest is deemed necessary, the Commodore will form a protest committee (min 1 person). An ECC 2007 yacht wishing to protest shall inform the skipper of the other ECC 2007 yacht and complete a protest form (not provided) with all relevant details of the incident. The protest committee will make a decision using the applicable ISAF rules.



Scoring

The day's results will be published at the following day's skippers briefing. The results will be based on the time sailed corrected by the applicable Time Correction Factor (TCF) or, in the event that the time limit has been reached or if the race is stopped due to lack or excess of wind, based on the corrected distance completed "along the track".

Appendix A of the ISAF rules will apply to scoring using the Low Point System in which the first placed scores 1, second scores two and so on. For ECC, boats that do not finish will also be ranked immediately below the finishers and according to their "corrected distance sailed".

The overall result combining the two fleets will be determined with the ranking based on each boat's total score after discarding the worst result if three or more races are held. If less than three races are held, there will be no discards. If there are equal positions in the top five places overall, each boat's race scores shall be listed in order of best to worst, and at the point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). Equal results will remain as equal for positions outside the top five places.

If there is still a tie refer to ISAF A8.2 or start believing the conspiracy theory!

Advertising

The port and starboard bows and the stern areas of the participating yachts are reserved for our Gold Sponsors. No hull advertising is to be placed on the stern or in front of the mast on any yacht participating in ECC 2007. Our "Gold" and "Silver" sponsors may fly their flags at any ECC 2007 event and all participants are positively encouraged to promote their companies by flying their flags in harbours and at all ECC 2007 events.

Berthing

Berthing will be co-ordinated by one or more of the ECC support vessels as explained in the Skippers' Briefing. Berthing instructions will be given on the VHF channel assigned for berthing Instructions (see Safety section, VHF Radio Procedures).

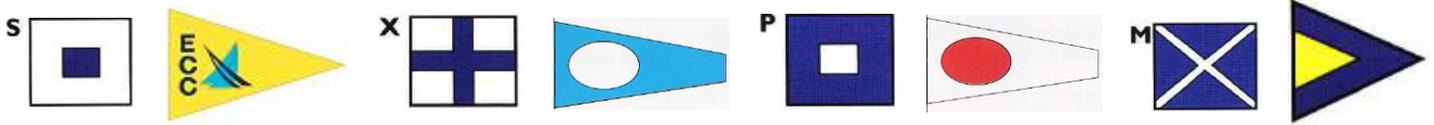
Prizes

There will be daily prizes for the top three finishers in both groups and for the top three in the Commodore's Cup. Trophies will be awarded to the top five overall finishers and the winner of the Commodore's Cup. The two permanent trophies (Engineering Challenge Cup and Commodore's Cup) will be handed to the new Commodore and the winner of the Commodore's Cup respectively, who shall have the trophies engraved and returned next year.

Anchors / Spinnakers

Anchors are to be stowed in the anchor locker or somewhere else inboard of the boat from before the start until after the finish of each ECC sailing leg.

Spinnakers, cruising chutes and jib poles are not allowed for the ECC 2007 events. Other equipment, such as boat-hooks are also not allowed to be used like jib poles.



Skippers Briefings

Skippers briefings will be held every morning to confirm the course for the day, to advise of any special hazards or other matters or instructions and to hand out the daily prizes and result sheets for the preceding day. Please ensure that each yacht is represented by the skipper or co-skipper only as otherwise the group will be too large and some people will not be able to hear what is said.

Committee Boat

The Committee Boat will normally be yacht No 5, the Commodore's Boat, and will be easily identified by a large yellow ECC flag as well the starting flags and other conspicuous markings. On the day of the Commodore's race, yacht No 5 will be competing, so the Committee Boat will be another similar sized yacht displaying the same identifications.

Support Boats

In addition to the Commodore's Boat (No 5), the ECC fleet will be supported by a Bavaria 50 or similar, a "Parachute" boat and on occasions other RIB's etc as required to assist with berthing and to work as a water taxi. All fleet support boats will fly an ECC pennant and ECC stickers on the bows.

Radio Check / VHF Procedure

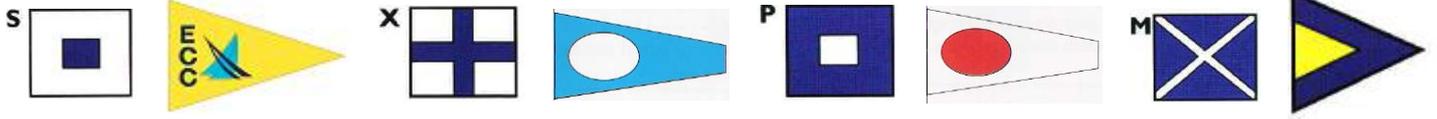
Shortly after the first skippers' meeting, a radio check will be made on the Fleet Instruction Channel. Please ensure your radio is on as soon as you return to your boat after the briefing and keep it on the Fleet Instruction VHF channel.

After initiation by the Commodore's Boat, the radio check will start with EC 01 calling "Echo Charlie zero one - radio check - over". Boat number two will respond with " Echo Charlie zero two - radio check - over" and this sequence will continue until the last boat has responded. If the next ECC 2007 yacht does not proceed with the radio check within 5 seconds, then the following ECC 2007 yacht shall continue with its radio check. The Commodore's Boat will monitor the entire radio check procedure and will contact the missing yachts by other means if required.

The radio check will only be done on the first day. If you have any reason to doubt your radio, please feel free to request a radio check at any time on the Commodore VHF channel.

Assisting Other Yachts

If a yacht is in difficulty and requires assistance it will be given, if possible, by one of the organisers' boats. If that is not possible a participating yacht may (should) assist. Any such yacht will get a position redress for that day based on the Race Officer's decision aimed at the participant neither gaining nor losing from his decision to assist. The assisting Yacht's skipper should get a crew member to note position, time, names of yachts in front and behind at the time racing was abandoned. This data will be taken into account when deciding on the redress position.



Waypoint Listing

ECC 01	N36 43.930	E28 56.780	ECC 15	N36 34.038	E28 49.502
ECC 02	N36 44.080	E28 57.030	ECC 16	N36 32.576	E29 00.585
ECC 03	N36 44.180	E28 55.800	ECC 17	N36 32.440	E29 03.640
ECC 04	N36 44.110	E28 56.180	ECC 18	N36 31.920	E29 04.220
ECC 05	N36 43.680	E28 56.030	ECC 19	N36 31.660	E29 06.900
ECC 06	N36 43.750	E28 55.320	ECC 20	N36 37.670	E28 45.800
ECC 07	N36 42.820	E28 55.710	ECC 21	N36 39.270	E28 53.400
ECC 08	N36 41.330	E28 53.790	ECC 22	N36 39.700	E28 52.310
ECC 09	N36 40.380	E28 59.270	ECC 23	N36 39.230	E29 05.780
ECC 10	N36 40.362	E29 01.264	ECC 24	N36 38.766	E29 05.140
ECC 11	N36 38.860	E28 54.920	ECC 25	N36 38.860	E29 03.910
ECC 12	N36 37.710	E28 53.890	ECC 26	N36 39.188	E29 02.624
ECC 13	N36 36.320	E28 57.450	ECC 27	N36 33.400	E29 01.810
ECC 14	N36 35.910	E29 01.370			