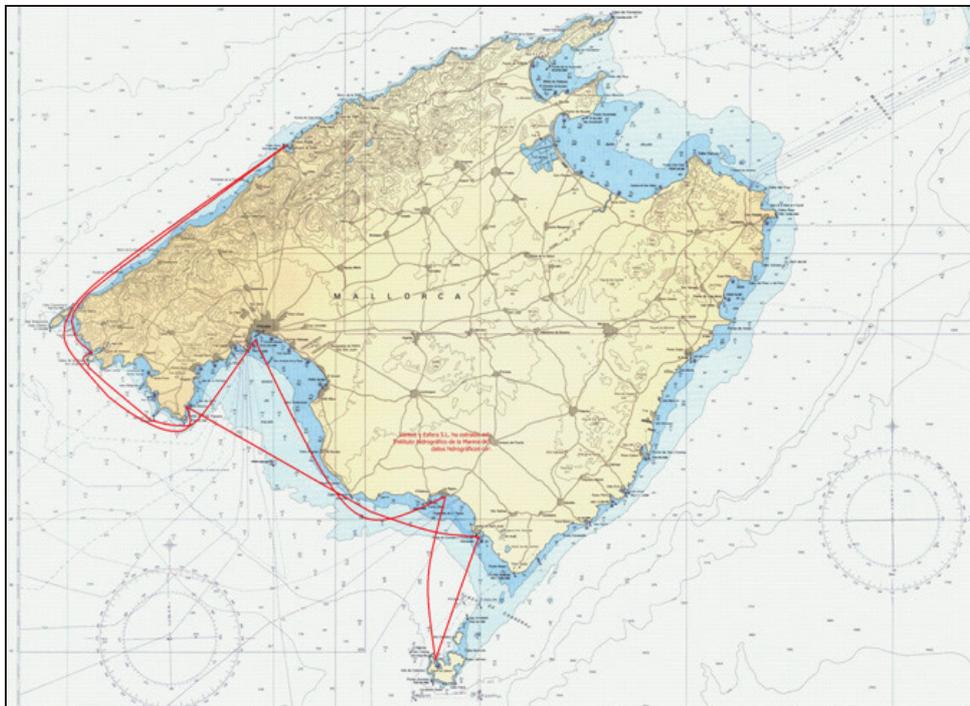




Passage Plan

ECC 2009 will take place out of Palma, Mallorca from 2nd May until 8th May 2009. The route, weather permitting, will be:

Day 0 Saturday 2 nd May	Palma, check out yachts, Welcome Party.
Day 1 Sunday 3 rd May	Palma - San Telmo
Day 2 Monday 4 th May	San Telmo - Soller (Plan B: Andraxt)
Day 3 Tuesday 5 th May	Soller - Portals Vells
Day 4 Wednesday 6 th May	Portals Vells - La Rapita
Day 5 Thursday 7 th May	La Rapita - Cabrera - San Jordi
Day 6 Friday 8 th May	San Jordi – Palma, Prize-giving party
Day 7 Saturday 9 th May	Palma, check-in yachts by mid-day



Distances are not given, as each leg will be via course marker buoys to make leg length suit the prevailing weather conditions.



Mooring Briefing

Palma de Mallorca - Saturday 2nd May

Harbour: Palma

VHF channel: 9

Réal Club Náutico de Palma Tel 971 726848

Puerto de Palma is a vibrant city with many fine restaurants, bars and clubs to explore. Try not to get lost..!

Palma is where ECC 2009 will start and finish. On Saturday May 2nd check-in with your charter company on their respective pontoon. Please ask the charter company for details of local services (fuel, water, showers etc). Due to distances involved in Palma we recommend this year using the provisioning services offered by Mallorcanautic.

Welcome party at 1930hrs at the RCNP (W) on the map below. Transfers from/to Club de Mar (1) will be by ECC RIBs or water taxi, or taxi-taxi!



San Telmo - Sunday 3rd May

Harbour: Mooring
VHF channel: 9

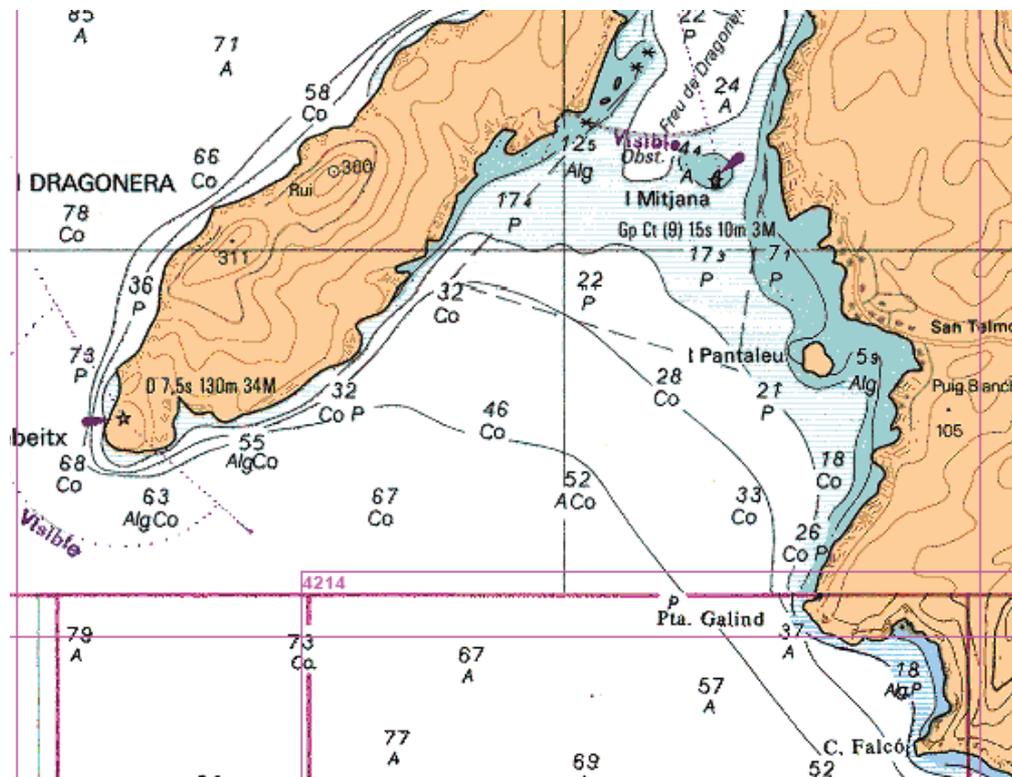
Location: 39° 34'. 5 N
02° 20'. 6 E

A pleasant bay with sandy beaches and a few buildings. Views of Pantaleu island and Dragonera in the distance. Dragonera also provide protection from NW and W swells.

Dip (swim) potential for the brave!

No showers, water. Some shopping and restaurants...though this is intended to be a nature stop to help chill out and slow down and take possibility of enjoying a meal aboard if you wish.

Skippers briefing at café ashore (for skippers only please due to space limitations).



Puerto de Sóller - Monday 4th May

Harbour: Raft up or Anchor
 VHF channel: 09

Location: 39° 47'. 7 N
 02° 41'. 6 E

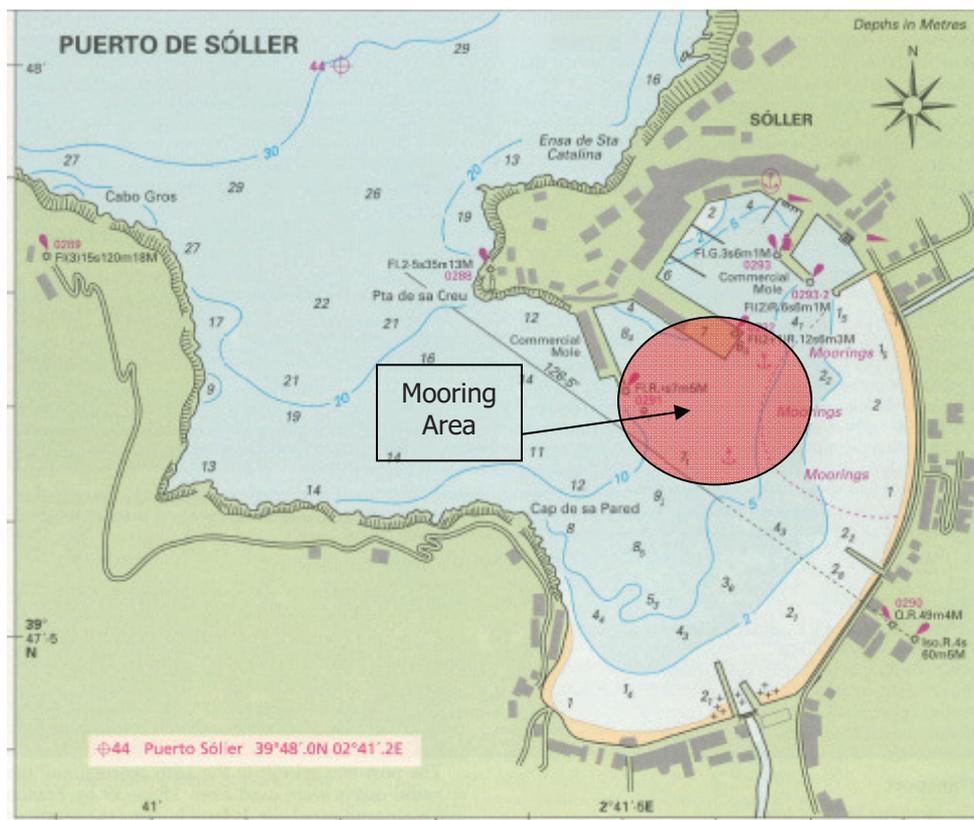
Until recently Sóller on the Western coast of Mallorca was separated from the rest of the island by a mountainous barrier with a railway and a winding path the only of means of access. Today access by car has been made easier with the construction of a toll road. The town, serviced by a tram, has a main square full of terraces and life. The sheltered harbour and marina are surrounded by hills dotted with French architecture buildings making it a pleasant scene.

Some showers ashore.

Groceries, restaurants, shops.

We are still trying to arrange water and power at the time of writing these notes. We will advise at skippers briefing of status.

Fuel if necessary.



Note: In case of Plan B a separate sheet may be produced for Pto. Andratx and handed out at the Skippers' Briefing.

Portals Vells - Tuesday 5th May

Harbour: Anchoring
 VHF channel: 9

Location: 39°28'. 4 N
 02°31'. 5 E

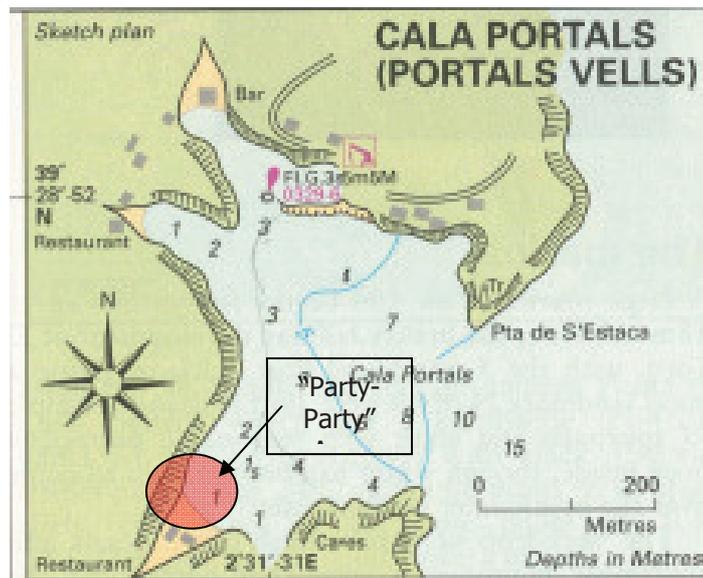
About 4kms south of Magalluf, in a secluded spot, is the beach of Portals Vells. Sa Caleta de Portals Vells is approximately 100m wide and 20m long and fairly flat. The water is calm and good for snorkelling. The surrounding area is thick with pine trees. To the left are the ruins of the Moro tower, built 1580.

Since this is a small anchorage please have ready your spare anchor / kedge at the stern should we need to use it.

There is an excellent restaurant on the beach, the seafood dishes being superb. There is another restaurant if you follow the road round and up to the left.

Location for ECC sponsored party ashore as illustrated below.

No showers, water, fuel or shopping...bliss!



Puerto de la Rápita - Wednesday 6th May

Harbour: Mooring, with many rafted up.
VHF channel: 9
 Club Náutico de la Rápita Tel 971 640001

Location: 39° 21' 7 N
 02° 57' 4 E

Puerto de la Rápita is a large and modern artificial yacht harbour with more than 450 berths and excellent facilities, situated at the northwest end of the long Playa del Trench. For those interested in ancient history and archaeological remains, this area is littered with interesting 'finds' such as Capicorp Vey (a prehistoric village), Sollerich (a burial cave) and Son Herue (a Bronze Age burial site). Puerto de la Rápita is a favourite departure point for Isla de Cabrera, 13 miles to the south and the marina staff are happy to help visitors apply for the necessary permit.

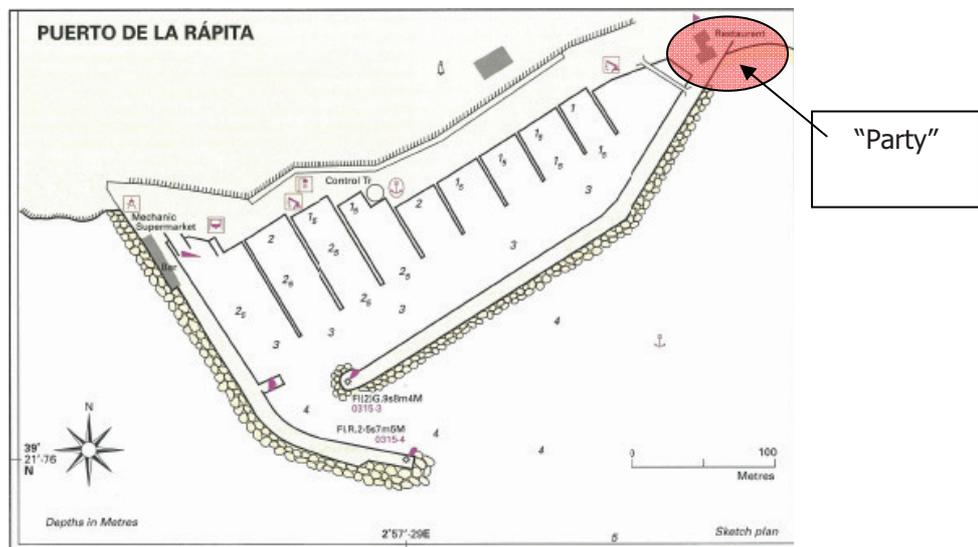
Some boats will have their own mooring, while others will be able to raft up alongside.

Shore power available for some, fuel and water refilling opportunity for some. Some showers.

Small supermarket.

Charity Ticketed Party planned for in Restaurante at Club Nautico.

We have arranged for permitted access to the Isla Cabrera National park for ECC yachts. Details regarding access will be provided at skippers' briefing.



San Jordi - Wednesday 6th May

Harbour: Anchoring
VHF channel: 9

Location: 39°19'.0 N
03°00'.0 E

San Jordi is a resort built almost purely with location in mind. Centred on an old port, which has been upgraded into a marina for mostly small traditional boats, it has walking access to some astoundingly beautiful natural beaches.

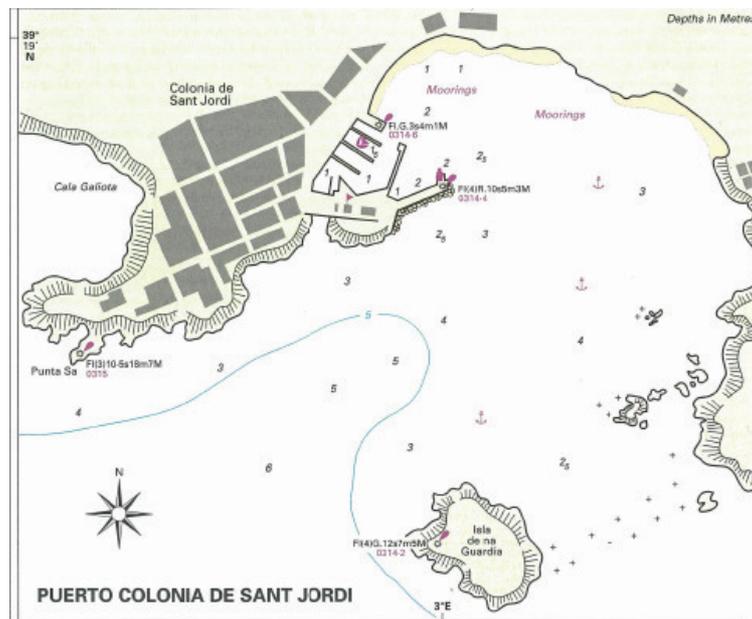
To the East starts the marine reserve, which extends to the island of Cabrera. To the West is the virgin beach of Es Trenc with its deep dunes. The town itself is comprised of hotels, apartments and houses, scattered with bars and restaurants. A location for people who love to discover beaches and stay on them into the night.

Small marine museum open until 1800.

No showers ashore, sorry!

Fuel and water refilling availability - unlikely.

Free night to enjoy a restaurant meal out.





Palma de Mallorca - Friday 8th May.

Harbour: Palma
VHF channel: 9

Location: 39° 33'. 5 N
02° 38'. 0 E

Location for Party is Son Termes (in case you miss the bus!)

All done! – On to the Prize Giving Party...

Fuel and water on your pontoon or as advised by your charter company.

Party – You MUST be at point "B" below or "1" for Club de Mar 1900 (sharp!) for bus departure.

Saturday leaving - Check out from the yachts on Saturday 9th May will be by mid-day.

You will find out how to get to and from Palma Airport, and details of all the ECC events in the General Information section of this logbook.

In the event that you miss the bus to Son Termes, get a taxi; it is about 20 minutes out of Palma.





Notice of Race

Skippers' Briefings

The default time for the briefing will be **0830 ECT**, unless otherwise announced, at the places designated at the prior briefing, or for the first day of racing at the Welcome party.

Registration

Registration for racing shall be in accordance with the ECC Charter rules above.

Eligibility and Entry

The ECC 2009 regatta has a restricted entry due to over subscription and the perceived need to reduce the overall size of the fleet.

Entries for 2009 are limited to those eligible skippers listed in this Logbook, who have paid the applicable ECC Fees, and have met the other applicable entry requirements. An entry form shall be signed by the eligible skipper, containing words such as 'I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.'

Late entries will be permitted to replace a cancelled entry only with the approval of the Commodore, generally in accordance to the ECC Rules on Eligibility stated above in the ECC Charter, and depending on circumstances as deemed appropriate by the ECC Admiral or ECC Commodores Committee.

Classification

The ECC fleet will consist of approximately **sixty yachts ranging in size from - 38 to 50 feet** LOA competing in two groups. Yachts entering must be endorsed by the Commodore to be considered eligible for competition in the ECC and Commodores Cup races.

Measurements

All yachts have been pre-selected by the Race Committee and endorsed by the Commodore, to ensure measurements are as fair as possible under the circumstances. These have been provided under trust by each sub-charter company. If any skipper wishes to challenge Time Correction Factors, they are able to put their case forward to the Commodore for consideration prior to races commencing.

Advertising

Boats may be required to display advertising chosen and supplied by the Organising Committee. Boats may also carry their own advertising and battle flags in the spirit of friendly competition.

Race Committee and Race Committee Boat

The Commodore will form a Race Committee for each day of racing that will lay the race starting and finishing lines, windward mark, signal the starting sequences, announce course changes, etc. and record race results as necessary to administer the race to determine respective placings for each race day. The make-up of the Race Committee may vary from day to day at the discretion of the Commodore.

The Race Committee boat will be a catamaran and will be supported by Race Committee support boats (RIBs). All competitors must respect the requests of Race officers on these



vessels at all times, or else penalties may be applied. Application of penalties will be at the discretion of the Commodore.

Radio (VHF) Communication

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

The Courses

Each race courses will be announced by the Race Committee either at the skippers briefing, or no less than 10 minutes prior to racing commencing (by VHF).

Obstructions

Obstructions or areas designated as 'obstructions' may be announced either during skippers' briefings, or as deemed necessary on the course by the Race Committee. It remains the skipper's responsibility however to be mindful of normal navigation precautions and nothing in any announcement designating obstructions can be taken to imply reduced responsibility of a boat to keep safe.

Race Format

The ECC event will consist of six (6) races or 'legs', with the ECC trophy awarded to the lowest scoring entry after consideration of allowable discards.

One of the six legs will be chosen by the Commodore for the Commodore's Cup Race in which previous Commodores will be ranked in addition to the ECC scores and the winning Commodore will be presented with the perennial Commodore's Cup. A permanent award may also be awarded. The time limit for ending each leg will be 18:00 unless the Commodore specifies a different time.

Scoring

The scoring system is as follows:

The event will consist of six (6) races or legs, with each entry having her worst result discarded.

A minimum of five (5) races are required to be completed to constitute a series. When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.

When six (6) races have been completed, a boat's series score will be the total of her race scores excluding her worst score (her discard).

The overall ranking will be in order of lowest points score. The lowest score overall, who has not previously been Commodore, will be appointed the new Commodore and organiser for ECC 2010.

Penalty System

Collision Damage: Collision at Sea Regulations shall always apply unless otherwise stated in the Sailing Instructions in this Logbook.



Racing rules(s) will be changed as follows:

As the damage to yachts is deemed unacceptable for this fun event, it was resolved by the ECC Committee in 2008 to recommend that races should not start if the wind speeds are in excess of 20 knots. The Commodore will review specific conditions on any day, or for any part of a day, with a view to implementing this recommendation. The Commodore may also recommend reefing when excessive risk of damage to the overall fleet is considered excessive, though this is not mandatory.

For ECC, rule 44.1 is changed such that the Two-Turns Penalty is replaced by a One-Turn Penalty.

Protests

A Protest Committee will be formed at the discretion of the Commodore, and will be formed by a minimum of one Protest Officer, as may be delegated by the Commodore. Decisions of the protest committee will be final as provided in rule 70.5.

Mooring, Berthing, and Anchoring

Following arrival at the Venue, for the following day's mooring and berthing, information will be presented at skippers' briefings each morning prior to racing commencing.

Due to the sensitivity of some marine areas in Mallorca, anchoring will be permitted in only designated areas. In particular, restrictions apply to access and mooring in the Cabrera National Park. Anchoring in specific areas is not allowed. Overnight stays will only be permitted with the approval of the Commodore, once the appropriate permission has been obtained from the National Park authority.

Repairs

Yacht repair requirements will be listed by each skipper or their delegate and repairs will be coordinated by Victor Llopis of Mallorcanautic or his delegate. In general, each sub-charter company will service their own yachts. It is intended that sufficient resources be available to service most repairs, so that sailors are able to race every day to obtain a qualifying score.

Mallorcanautic and indeed the Commodore or ECC Organising Committee, will not be held responsible in any way for repair needs beyond their control or outside the ability of their sub-charter companies to carry out repairs. Sub-charter companies will endeavour to carry out all repairs reasonable under individual circumstances.

Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See ISAF rule 4, Decision to Race. The race committee, organising committee and charter organisations will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Insurance

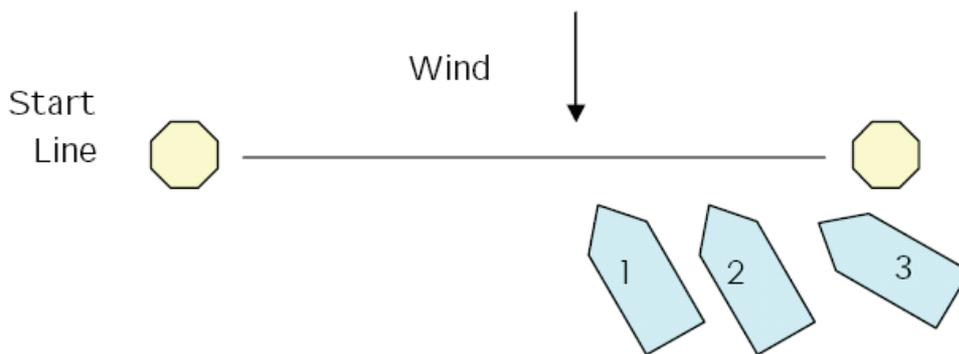
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover as stipulated in their charter contract, or the equivalent.

Sailing Instructions

ISAF Rules

ECC 2009 will be governed by the "Racing Rules of Sailing 2009 - 2012" published by the International Sailing Federation (ISAF) (www.sailing.org). Skippers should be acquainted with these rules as these are to be enforced precisely with no leniency.

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:

- Boat No. 3 is the *windward boat* and *shall keep clear of a leeward boat*; and
- Boat No.s 1 and 2 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.

New Rules for 2009-2012

So what's new in the 2009-2012 rules? Changes to the new rules are probably the most significant since 1997. None the less, they won't hugely change the way we sail around the course all that much.

The most significant change is in Section C, at Marks and Obstructions. This section has been substantially redrafted.

The old rule 18 was easily the most complex. Now it has been completely rewritten to form two new rules: New Rule 18 - Mark-Room, governing when boats meet at a mark and New Rule 19, governing when a boat needs room to pass an obstruction.

It is very clear and unambiguous which rule applies in pretty much any situation. Potential conflict between rules in Section C and other rules has been reduced, if not eliminated. This makes the new rules significantly easier to understand and easier to learn.

Zone – zone area around a mark is a significant change. The old definition '**two-length Zone**' has been **replaced** by **three hull lengths** of the boat nearer to the mark.



Courses and Changes to Sailing Instructions

Courses and any changes to sailing instructions will be presented at the daily skippers' briefings, and via the fleet channel 72. Large yellow buoys will be used as course markers as well as natural or conspicuous objects such as fixed navigational marks. Where necessary the start, finish and course marks will be selected from the list of waypoints given at the end of the logbook, 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 be between the Committee Boat and one of the ECC race marks or waypoints.

Start in two groups

Due to the number of yachts participating in ECC 2009 there will be two starts each day. Group 1 will start 10 minutes before Group 2. Yachts involved in Group 2 shall 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 group recognition signs, if not in the boxes sent to you already will be handed out at the first skippers briefing, and shall be attached and made visible to all yachts at the yachts backstay.

Starting 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 blue or yellow will be hoisted on the Race Committee 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"**).



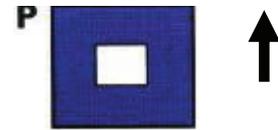
Group assignments (to be confirmed) are as designated in the ECC 2009 Entrants Table at the front of this Logbook, in principal these are:

- Group 1 – 45' and larger
- Group 2 – 44' and smaller

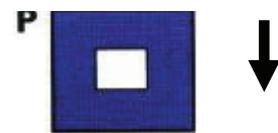


Preparatory. 4 minutes before the start, the flag "P" will be hoisted on the Race Committee boat and one short sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. **"That was the preparatory signal indicating four minutes to the start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

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



One-minute. 1 minute before the start, the flag "P" will be lowered on the Race Committee 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 Race Committee 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 Race Committee 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 Race Committee 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 yacht(s) must return and start rounding either end of the start line, and 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 Race Committee Boat.

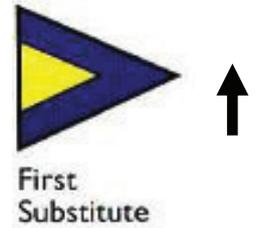
Any yacht that does not cross the start line correctly will suffer a 15-place penalty or more if considered that more than 15 places were gained.



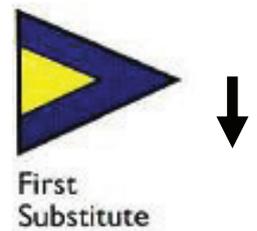


General Recall Procedure

In case of a general recall of one of the ECC fleets, the flag "First Substitute" will be hoisted on the Race Committee 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.

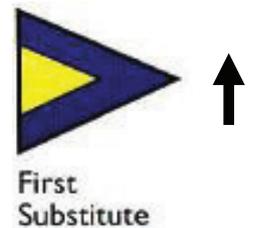


1 Minute before the new 10 minutes warning signal, i.e. 11 minutes before the new start, the flag "First Substitute" will be removed on the Race Committee Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel.



Delayed Starts

In case of a delayed start, the flag "First Substitute" will be hoisted on the Race Committee 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 Race Committee 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 Committee 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.

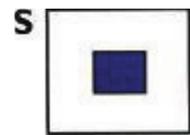




Shortened Leg

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

The Committee 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 Committee 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's briefing, or during the event via the Fleet Instruction VHF channel. The finish line may be altered at any time by the Race Committee.

If the Race Committee 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. Note: using the correct datum and accurate time is important for accurate results. 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 race declaration form as soon as possible after anchoring/mooring up at the overnight location.

Penalties

ISAF rules apply –

For the ECC, however, rule 44.1 is changed so that the Two (2) 360° turn Penalty is replaced by the Single (1) 360° turn Penalty, including for "Part 2 – When Boats Meet".

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 to complete the manoeuvre.



Alternatively, if you may be innocent, a scoring penalty may be taken in accordance with Rule 44.3.

Please note this on your declaration. A yacht'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). A yacht wishing to protest another shall inform the skipper of the other 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. The Protest Committee decision will be final.

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, based on the corrected distance completed "along the track".

Appendix A of the ISAF rules will apply to scoring using the Low Point System. 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 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 stand 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 of the participating yachts are reserved for ECC 2009 main sponsor and the stern areas of the participating yachts are reserved for our Gold Sponsor.

Our "Gold" and "Silver" sponsors may fly their flags with limited sizes of 2.0 m at any ECC 2009 event and all participants are positively encouraged to promote their companies by flying their flags in harbours on their yacht.

Berthing, Mooring and Anchoring

Berthing will be co-ordinated by one or more of the ECC support vessels as explained in the Skippers' Briefing on the day. Berthing instructions will be given on the VHF channel assigned for berthing Instructions, please refer to the VHF Channels Guide on the back of the logbook.

Prizes

Medals – this year, as in previous years– there will be daily medals for the top three finishers in both of the ECC group races. There will also be medals for the first three finishers in the Commodore's Cup.

Engineering Challenge Cup – There will be two trophies awarded this year to the overall winner of the Engineering Challenge Cup (ECC); firstly the perennial trophy that is passed on



from Commodore to Commodore, and secondly a gifted trophy that the winner can keep. This year the gifted trophy has generously been sponsored by CB&I (UK)

Commodore's Cup – This year there will be similar to the ECC awards be two trophies awarded for the Commodores Cup champion; the perennial trophy that must be engraved and returned the following year, and a gifted trophy. The gifted trophy this year has generously been sponsored by CB&I (UK).

Most Improved Award - Following on from last years introduction of the Most Improved Skipper. This year, again, Hertel's perennial 'Most Improved Skipper' award will be awarded to the skipper that attains the highest increase in rankings compared to last years results.

ECC Sprit Award

A new introduction, the ECC spirit award will be awarded to the boat, or individual, who in the opinion of the Organising Committee, demonstrates the most social ECC spirit over the course of the week.

Anchors, Spinnakers, and Damage Prevention at the Start

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 event. Other equipment, such as boat-hooks are also not allowed to be used like jib poles.

At the start one crewmember has to be stand-by on each side of the boat with a roving fender to prevent touching and damage to any part of the yacht.

Skippers Briefings

Skippers briefings will be held every morning to confirm the course for the day, to advise of any special hazards or to provide notice of any other instructions and information. The results of the previous days racing and daily medal awards will also be presented at the briefings, as well as handing out of daily and cumulative result sheets.

Please ensure that the representation by the skipper, or co-skipper, only represents each yacht as otherwise the group will be too large and some skippers will not be able to hear important information.

Committee Boat

For 2009 the Race Committee Boat will be –a catamaran, and will again as in previous years, be identified by a large yellow ECC flag, as well the starting flags and other conspicuous markings.

Support Boats

In addition to the Race Committee boat, the ECC fleet will be supported by a RIB or similar boat and on occasions other RIB's as required to assist with berthing and to work as a water taxi. All fleet support boats will fly an ECC pennant where able.

Radio Check / VHF Procedure

Shortly after each 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 Committee 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 2009 yacht does not proceed with the radio check within 5 seconds, then the following ECC 2009 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 in any case been 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.



Sponsors Presentations

We are very grateful for our sponsors who have contributed to the success of ECC 2009.

Special thanks are to be given to CB&I, our Main Sponsor for 2009, who has provided funding for the Welcome Party, Prize Giving Party, Medals and overall organisation!

Please take a few minutes to go through the sponsors' presentations within and visit their websites. Remember, without the sponsors ECC would not be what it is today.

The sponsors for ECC 2009 are:

CB&I	Main Sponsor ECC 2009	http://www.cbi.com/
Aveva	Gold Package + evening	http://www.aveva.com/
LPL Projects + Logistics	Silver Package + gift	http://www.lplog.de/
Outotec	Silver Package + special	http://www.outotec.com/
DDM	Silver Package	http://www.ddm-bv.com/
Cegelec Contracting GmbH	Bronze Package	http://www.cegelec.de/
HSP	Bronze Package	http://www.hsp.co.uk/
Oceanworld	Skippers bags	http://www.oceanworld.co.uk/
Petrovalves		
Picotec		