

ECC Charter - 2012

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 Each year ECC week will take place and involve 6 days of sailing around timed courses between overnight destinations. The week will score non-Commodores and Commodores separately in the Engineering Challenge Cup and in the Commodore's Cup respectively. Participants in the Engineering Challenge Cup may be racing in two or more fleets, whereas all participating Commodores will be in the same fleet.
- 2 The Commodores are Aad de Ruyter (1997), Andreas Klein (2005), Arno Hemm (1994), Carlos Moreno (2003), Craig Warrender (2009), David Boocock (2011), Dennis Nunn, Eric Hamer (1999), Eugen Gotter (1995), Fred Greven (1996), Inken Braunschmidt (2013), Heinz Bädorff (2000), Jan Kruiniger (1998), John Hall Hall (2001, 2007), Kay Heinrichs (2012), Klaus Hütten (2010), Michael Kuhn (2004), Peter Bisschop (2002, 2006) and Pieter van Beuzekom (2008).
- 3 The active ECC Commodore will publish daily results, organise a prize giving ceremony and appoint the winner of the Engineering Challenge Cup as the New Commodore.
- 4 The New Commodore will be responsible for organising the next ECC week and for handing over an information pack to the next commodore. If possible, this should be by CD during ECC week, except the final accounts which should follow within a month of the event finishing.
- 5 Trophies and medals will be awarded for the three highest positions in the Engineering Challenge Cup and in the Commodore's Cup. The Commodore may also award additional trophies or medals such as for daily results, dinghy rowing race, etc..
- 6 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. TCFs will be published 24 hours before the first race and the Commodore will not be obliged to respond to a TCF challenge after the first race (unless associated with a performance change that occurred after the TCFs were published).
- 7 Any skipper that has participated in ECC Week as an entry's skipper will be eligible for any future ECC Week if he has less than seven penalty points (see 8 below). The Committee will decide during ECC week on the maximum number of boats that can enter in the next year. This will be based on the trends from previous years.. If more than the agreed maximum wish to enter, priority will be given on the basis of the number of times an entry has participated, with previous Commodores having automatic right to participate. After ranking in order of participations, the band cut by the agreed limit will be selected by lottery. The order for

choosing boats will also be decided by lottery but without taking account of number of participations.

New skippers will be approved by the ECC Committee on a case-by-case basis taking account of previous association with ECC and/or the Engineering Industry. An eligible skipper may "retire" by passing his eligibility to his established co-skipper. Such a "retirement" will be approved by the Committee and will be irreversible. See Attachment 1 for the 2012 list of Eligible Skippers. A crew may enter without their eligible skipper a maximum of three times. Non-eligible skippers who advise of their wish to participate before the entry list closes will be put on a waiting list on first-come-first-served basis. Cancellations made after entry list closure will be offered to those on the waiting list in order.

Within a month of the ECC event each year, new skippers may be proposed by a Commodore giving reasons for recommending their addition to the eligible skippers list. This is to address a concern that the eligible skippers are an ageing group and that new blood is required.

- 8 Any skipper who is found to have caused a collision which results in loss of all or part of his insurance deposit will be given four penalty points for each such incident. His tally will reduce by two points for each year without earning such points. No skipper will be allowed to enter while his points tally is more than six. A record of all skippers involved in collisions in which penalty points are awarded will be maintained by the Committee.
- 9 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 promptly after ECC Week.
- 10 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, to pay for entertainment of participants during ECC week or to reduce participating costs. Provision of sponsorship is not a justification for allowing a non-eligible skipper to enter.
- 11 The Commodore will arrange charter deals for all entrants via his appointed agent. Each entrant is required to charter his yacht through the agent and use the standard equipment supplied (e.g. sails are only to be replaced by the agent and only if they are unusable or damaged). The agent will be asked to supply boats with clean hulls. Any entrant who wishes to clean his hull will be allowed to do so at any time during ECC week and is not required to inform the Race Officer. The Commodore will include this in the Sailing Instructions for the event.
- 12 The ECC Committee (led by the ECC Admiral and made up of Commodores who participated in the most recent ECC event) will:-
 - Hold an annual general meeting (AGM) during ECC Week .
 - Approve deviations from and changes to these principles.
 - Maintain a record of the event's history and development.
 - Approve the new Commodore if he is not appointed in accordance with paragraph 3.
 - 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, to take advantage of the warm climate and normally moderate winds.
 - Approve any new skippers and maintain a list of eligible skippers and their penalty points.
 - Maintain a record of ECC Committee votes.

Where required, the above will be achieved by majority vote of the Committee.

- 13 The fleets will comprise mono-hull yachts typically used for holiday charters (i.e. not fast racing boats) and in the approx 38-50 foot range. Spinnakers will not normally be allowed.
- 14 These principles were first developed in 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). They are updated annually following the Committee meeting during ECC.

John Hall Hall

October 2012