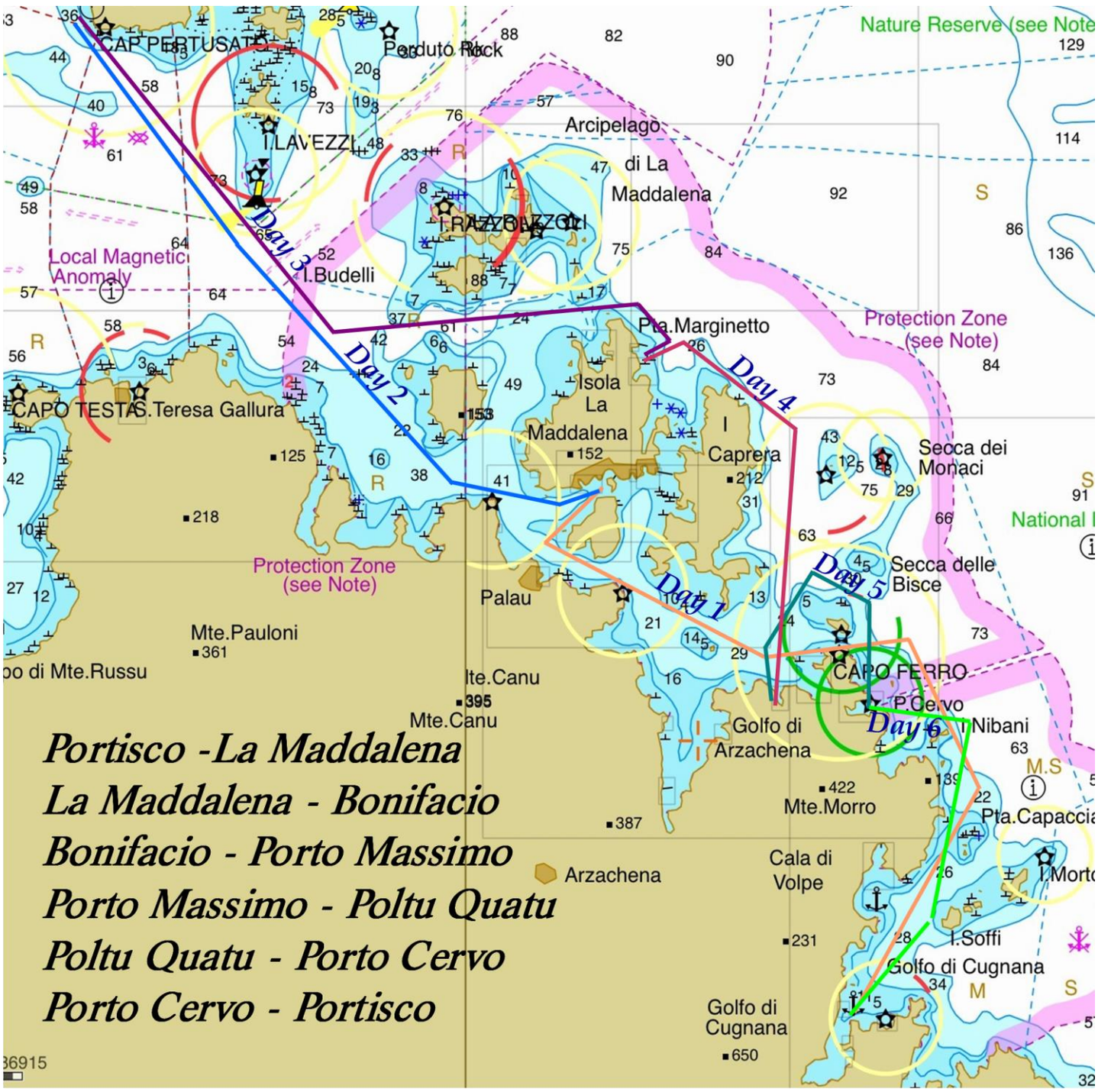
LOGBOOK

ENGINEERING CHALLENGE CUP 2018

25 YEARS ECC | CELEBRATED IN PORTISCO, SARDINIA


Nature Reserve (see Note
CAP PERTUSATO
Perduto Rock
I.LAVEZZI
Arcipelago
di La
Maddalena
I.RAZZOLI
I.Budelli
Local Magnetic
Anomaly
Day 3
Day 2
Day 4
Day 1
Day 5
Day 6
Pta.Marginetto
Protection Zone
(see Note)
CAPO TESTA
S.Teresa Gallura
Isola
La
Maddalena
I
Caprera
Secca dei
Monaci
Secca delle
Bisce
Protection Zone
(see Note)
Palau
Mte.Pauloni
Mte.Canu
Golfo di
Arzachena
CAPO FERRO
P.Cervo
I.Nibani
Mte.Morro
Pta.Capaccia
Cala di
Volpe
Arzachena
I.Soffi
Golfo di Cugnana
Golfo di
Cugnana
Portisco -La Maddalena
La Maddalena - Bonifacio
Bonifacio - Porto Massimo
Porto Massimo - Poltu Quatu
Poltu Quatu - Porto Cervo
Porto Cervo - Portisco

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Commodores Welcome

Dear ECC Friends,

Now that the Logbook is finished and the last steps of the ECC preparation have been completed, I can say: It was an exciting time. Maike and I have spent a lot of effort to organize an interesting Regatta week with nice events and High Point Yachting supported us a lot. So we are sure that you will remember this week for a long time to come. In October 2017 we had the possibility to look at the nicest places in our sailing areas and I must admit, I didn't know how beautiful Sardinia is. And so the choice to sail around Sardinia was a good one. But the decision to make Sardinia our destination this year required a lot of consideration. The organizational team, unfortunately only Maike and me, did not have an easy time deciding for or against possible sailing destinations, and in the end we used the exclusion principle to decide. Let's start with Turkey. For me Turkey is the nicest sailing destinations that I know. But we remember the political situation, where an attempted coup recently took place which led to thousands of people being arrested. It seemed problematic for us to go there and feel safe. Let's go one country to the west. Greece has to deal with the influx of immigrants, and at the time we were deciding, more and more inflatable boats with hundreds of immigrants were arriving. I don't want to meet a boat like that. Good seamanship requires helping, but even the aid organizations warn that in certain situations this can be dangerous for those trying to help. So we excluded Greece too. A country further west is Croatia. At this time the Kornati Cup is taking place in Biograd, so we didn't even receive an offer. We had just been to Split and it didn't seem like a good idea to go there again considering the terrible memories associated. Now on to Spain. Mallorca had made the most expensive offer, which is understandable given the strong demand. Thanks to Inkens help, the price was significantly reduced, so that Mallorca and Sardinia were at first glance comparable. Unfortunately, Mallorca had calculated three anchor nights, whereas Sardinia had all nights in harbour. And so the weather came into consideration. I believe all of us have learnt we cannot rely on good weather in May. That was strongly apparent in Croatia, where we had very strong winds. And the harbour fees for Mallorca, which would have cost between 60-80 Euros per night per boat even after good negotiations, were a possible cost risk we didn't want to take. So after all the exclusions, Sardinia was left. Whether the decision was wrong or right, we'll see. One thing we are certain of; global warming or whatever one wants to call the weather changes, doesn't guarantee us 25˚C and 10-12 Knots for seven days a week.

As you all know, three of our big sponsors have removed their financial support. The reasons for this are various, but that's the way it is. That fact is we have approximately 30.000 Euros less available. Because there is less willingness to support financially, we unfortunately have to reduce the event size to a manageable level. That this especially affects our current 25th anniversary does not need to be mentioned further. Finding sponsors in the future will also not get either, so we will have to reduce our expectations in the future accordingly. So, we are even happier that the company Bertsch Energie is supplying free beer for our Dingy Race in addition to the Gold sponsoring. High Point Yachting will donate the meat for the barbecue. With that we will certainly have a nice evening in Port Massimo.

But there are other events planned. Let yourselves be surprised.

Maike and I wish you and us in any case, a great sailing week with perfect winds and sunshine.

P.S. Our boat looks the best from the stern, so enjoy the view and don't overtake.

Admirals Welcome

Dear ECC friends,

This is the second time ECC has been staged in Sardinia. It is a fabulous venue that will delight you with its wonderful scenery, cuisine and ambience. It can be windy but hopefully it won't blow "hoolies" for the whole week like it did last time ECC came here with Commodore, Jan Bonset. As I write this, freak weather has covered whole area in snow, so be prepared for every scenario - hot, cold, wet, dry, windy and calm!

Berthold Schultz and Sasha King of High Point Yachting have worked hard to make the event as special as possible, particularly as it is the 25th time ECC has been contested. Maike Wohlers deserves special credit because, until last year, she had never sailed, yet she managed be part of the winning team in 2017 and ever since has been working hard as Berthold's second in command and vital link with Sasha King's organization, High Point Yachting. Following a competitive bidding process, High Point Yachting was appointed by Berthold Schulz to organize the event as they have done many times before. The charter company, Boomerang, has been involved by Sasha on many levels of the organisation and their continuous support and enthusiasm has been invaluable. The same applies to Sardinia Yachting Services as well.

On behalf of all participants, we, the ECC community, give huge thanks to Berthold Schultz, Sasha King, Boomerang and Sardinia Yachting Services for all they have done over the last year. They have planned our itinerary, with lovely overnight destinations and evening events, provided an excellent fleet of yachts, secured backup to fix things that go wrong, prepared this informative log book and much more besides. Thanks so much! We also thank all the sponsors, Bertsch, reflex, Jacobs, Tüv Süd, Osram, Pantaenius, Teicon, Stulz, Kaimann, Samson, MHPS, DefiStore, Saving Group, ETK-Moscow and High Point Yachting for their generosity.

ECC is your event and the team of Commodores aims to steer the event in the direction we think you want it to go. If any of you have any ideas for improvement, please let me or any other commodore know and we can discuss them at the Commodore's Meeting on Wednesday evening during ECC week. If you can't find me on boat 5 it is because this year I will be sailing with Lutz Weise on boat 55 (boat 5 is taking a gap year).

It seems obvious that we should be able to enjoy ECC week as our holiday with friends and industry colleagues in a wonderful, relaxed and safe environment. However, last year we got a harsh reminder of the need to always make a special effort on safety matters. Please make sure you are properly prepared and briefed and have a look at the safety suggestions in this year's Log Book. You are also encouraged to attend the safety sessions that take place before the Welcome Party. Inken Braunschmit and Luca Merlo have kindly offered to lead the sessions which should be both informative and fun. On the water, don't be afraid to discourage (ideally, forbid) your helmsman from over-aggressive moves that stretch the sailing rules and scare the hell out of other crews!

During the last year we lost two of our long-term, experienced and capable skippers in tragic accidents, one during ECC week and one on a delivery trip to store his yacht for the winter. Our thoughts and condolences go out to the friends and families of Jose Miguel Martinez and John J. Becker. This year's programme includes a new "Jose Miguel Martinez Trophy" for the winner of the first race. The trophy was generously donated by Arno Hemm and his crew to ensure Jose Miguel is remembered forever by the ECC. In his honour, I hope we can all aim to be as courteous and sportsman-like as he always was, especially on the water.

Stay safe and have fun,

John Hall Hall - ECC Admiral

March 2018

Our Supporting Team

La Scuola della Vela
sailing school

HIGH POINT YACHTING

Race Officer, Franco Pistone

Sasha

Eva

Dave

Boomerang
SARDINIA SAILING CHARTER

Sergio, assistant to the race officer and head of the support team:

Massimo
Cruising Charter

Mario
Yachting in Sardinia

Didi
Boomerang Charter

Gianni
Cagliari Sailing Charter

Local organisation support: Elise, Renato, Cristina

We are very grateful to our sponsors for their valuable contribution to the ECC 2018. Without their generous support, the organization of this event would be very difficult, if not impossible.

Please take a few minutes to go through the sponsors' presentations in this logbook and visit their websites.

	BERTSCH	Platinum	bertsch.at	P. 48
	reflex	Platinum	reflex.de	P. 63
	JACOBS	Platinum	jacobs.com	P. 60
	OSRAM	Gold	osram.com	P. 65
	TÜV Süd	Gold	tuev-sued.de	P. 67
	Endress + Hauser	Gold	endress.com	P. 69
	Teicon	Bronze	teicon-eng.com	P. 71
	Stulz	Bronze	stulz.de	
	Mitsubishi Hitachi Power Systems	Bronze	eu.mhps.com	P.37
	ETK MOSCOW	Bronze	etkmsk.ru	P. 58
	Saving Group	Bronze	savingroup.com	P. 46

SPONSORS

HIGH POINT YACHTING	High Point Yachting	highpointyachting.com	P. 54
PANTAENIUS Yacht Insurance	Pantaenius	pantaenius.de	P. 39
KAIMANN	Kaimann	kaimann.com	
SAMSON	Samson	samson.de	P. 41
DefiStore.de	DefiStore	defistore.de	P. 80
Cegelec	Cegelec	cegelec.de	
LPL Group	LPL Group	lplog.com	
VIGNE SURRAU	Surrau	vignesurrau.it	P. 44

History

The Engineering Challenge Cup (ECC) was founded by Arno Hemm in 1993. It involves friendly, competitive sailing between yachts representing companies associated with engineering. This 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 organized by a former chairman of the Austria Bakery Association, who celebrated his 50th birthday with friends 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 winner and was awarded a bottle of champagne. Crew members were Eugen Gotter (skipper), Lothar Hasenohrl, Jürgen Arnold, Peter Mueller, Rainer Wittrien and Arno Hemm. Most of this original crew is 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 organize the first ECC in 1994. So he did, and on Wednesday 28th April 1993 the ECC was born.

The number of participating yachts steadily grew, peaking in entry numbers in 2007 at 70 participants. This was more than seventeen times the number of the first ECC fleet of four boats in Mallorca/Spain 1994. It was about this time the Commodores took the conscious decision to reduce the size of the fleet, to make the event more manageable and to ensure its informal character endures. The ECC trophy was donated by the 1996 Commodore, Aad de Ruyter. The trophy is awarded every year to the newly appointed Commodore, who has the honour of having his crew's names added to the plinth and gets to keep the trophy for a year.

The Engineering Challenge Cup has been staged in Greece (Kos, Athens and Lavrion), Turkey (Marmaris, Kusadasi, Göcek and Bodrum), Croatia (Pula, Split and Biograd), Spain (Mallorca) and Italy (Elba and Sardinia).

In 2007 it was decided to form a committee to safeguard the key principles of the ECC. The previous commodores had voted for an Admiral to lead the committee and John Hall Hall was chosen as the first ECC Admiral. John honourably accepted the nomination.

In 2018 the ECC will be held in Portisco, Sardinia with around 360 crew members on 49 boats participating.

The following table summarizes the year, locations, number of participants and winners of previous ECC events:

Year	Location	Particip.	Winner
1994	Mallorca, Spain	4 yachts	Eugen Gotter, Voest Alpine
1995	Kos, Greece	6 yachts	Fred Greven, Raytheon
1996	Kusadasi, Turkey	10 yachts	Aad de Ruyter, John Brown
1997	Athens, Greece	19 yachts	Jan Kruiniger, Kvaerner
1998	Marmaris, Turkey	22 yachts	Eric Hamer, Fluor Daniel
1999	Mallorca, Spain	22 yachts	Heinz Baedorff, HBI
2000	Elba, Italy	24 yachts	John Hall Hall, Kvaerner
2001	Pula, Croatia	30 yachts	Peter Bisschop, ABB Lummus
2002	Athens, Greece	36 yachts	Carlos Moreno, Intecsa Uhde
2003	Mallorca, Spain	46 yachts	Michael Kuhn, Owens Corning
2004	Split, Croatia	53 yachts	Andreas Klein, Outokumpu Technology
2005	Biograd, Croatia	54 yachts	Peter Bisschop, ABB Lummus Global
2006	Lavrion, Greece	68 yachts	John Hall Hall, Foster Wheeler
2007	Gocek, Turkey	70 yachts	Pieter van Beuzekom, Hertel
2008	Bodrum, Turkey	70 yachts	Craig Warrender, CB&I UK
2009	Mallorca, Spain	62 yachts	Klaus Hütten, Lummus Novolen Technology
2010	Biograd, Croatia	57 yachts	David Boocock, Foster Wheeler
2011	Marmaris, Turkey	58 yachts	Kay Heinrichs, Ingenieurbüro Heinrichs
2012	Biograd, Croatia	53 yachts	Inken Braunschmidt, RWE Consulting GmbH
2013	Mallorca, Spain	58 yachts	Jan Bonset, The Firm
2014	Olbia, Italy	56 yachts	Jens Wilkens, LPL Projects + Logistics GmbH
2015	Biograd, Croatia	53 yachts	Oliver Tondorf, ,ALSTOM Power
2016	Gocek, Turkey	52 yachts	Francois Abiven, Jacobs Engineering
2017	Trogir, Croatia	61 yachts	Berthold Schulz

Participating Nationalities 1994-2018

Zimbabwe	Australia	Brazil	Poland	Austria	Portugal	Ireland	Hungary
Switzerland	Kazakhstan	Israel	Russia	France	Italy	UAE	England
Netherlands	Germany	Mexico	Scotland	USA	Sweden	Spain	Greece
South Africa	New Zealand	Belgium	Turkey	Canada	Denmark	Croatia	Ossetia

Commodores Cup

In 2000 Heinz Baedorff founded the Commodores Cup. All previous Commodores are entitled to participate in this special event held in parallel with the ECC.

For 2018 the following Commodores will be competing:

Arno Hemm	Berthold Schulz
Carlos Moreno	David Boocock
Francois Abiven	Inken Braunschmidt
Jan Bonset	Jens Wilkens
Kay Heinrichs	Klaus Hütten
Peter Bisshop	Pieter van Beuzekom

Previous winners of the Commodores Cup are:

Year	Winner	Year	Winner
2000	Martin Noordzij	2009	Eric Hamer
2001	Dennis Nunn	2010	Heinz Baedorff
2002	Dennis Nunn	2011	Pieter van Beuzekom
2003	Michael Kuhn / Arno Hemm	2012	Peter Bisschop
2004	John Hall Hall	2013	David Boocock
2005	Peter Bisschop	2014	Peter Bisschop
2006	John Hall Hall	2015	Peter Bisschop
2007	Eugen Gotter	2016	Peter Bisschop
2008	Peter Bisschop	2017	David Boocock

ECC Charter

The Engineering Challenge Cup (ECC) is intended as an annual multinational fun sporting event involving non-aggressive, nonprofessional 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 Mediterranean regions, meeting their people and enjoying their history and culture. Costs will be minimised so that employees at all levels may be able to participate.

KEY PRINCIPLES

1. Each year ECC week will 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. In memory of Jose Miguel Martinez who lost his life on Day 1 of the 2017 event, a special Jose Miguel Martinez Trophy (pictured) will be awarded for the winner of the first race (normally a short one held on Day 1). This first race will involve all entries (Commodores and Non-Commodores) and will not count towards the results of the other two trophies. The purpose of the trophy, presented in 2017 by ECC founder, Arno Hemm and his crew, is

   1) To remember each year Jose Miguel Martinez who died while participating in ECC 2017 at Solta, Croatia
   2) To remind all participants that sailing is potentially dangerous, even for experienced skippers
   3) To be awarded to the winner of the first race each year.

3. The Commodores are (or were) Aad de Ruyter (1997), Andreas Klein (2005), Arno Hemm (1994), Berthold Schultz (2018), Carlos Moreno (2003), Craig Warrender (2009), David Boocock (2011), Dennis Nunn, Eric Hamer (1999), Eugen Gotter (1995), Francois Abiven (2017), Fred Greven (1996), Heinz Bädorff (2000), Inken Braunschmidt (2013), Jan Bonset (2014), Jan Kruiniger (1998), Jens Wilkens (2015), John Hall Hall (2001, 2007), Kay Heinrichs (2012), Klaus Hütten (2010), Michael Kuhn (2004), Oliver Tondorf (2016), Peter Bisschop (2002, 2006) and Pieter van Beuzekom (2008).

4. The Commodore will arrange daily Skippers' Briefings, publish daily results, organise a prize giving ceremony and appoint the winner of the Engineering Challenge Cup as the New Commodore. Results will be provided separately for the Jose Miguel Martinez trophy, Engineering Challenge Cup and for the Commodores Cup. The results are to be presented so that each participant can compare how he might have fared if he had been competing in the other event. The published results should include as a minimum for each yacht:- Boat Number, Skipper Name, Company, Yacht make/model, Class, TCF, Finish Time, Elapsed Time, Corrected Time and Position (rank).

5. The Commodore will be responsible for the following safety-related items:

   - Each Skippers' Briefing is to start with a Safety Moment, relevant to the risks of sailing.
   - Each skipper & co-skipper will be expected to possess an "International Certificate For Operators Of Pleasure Craft" or equivalent.
   - Crew lists will include contact details for each participant in case of emergency.
   - Each skipper will be reminded that he is responsible for the safety of his yacht and crew and nothing that is said by the organisers takes away from that responsibility.
   - The following documents will be put on the ECC Website and included within the Log Book:
     - ECC Charter Rev 16 (this document)
     - ECC Minutes No 10 2017

- ECC Emergency Response Plan Rev 2
- ECC List of Eligible Skippers for 2018
- ECC Risk Analysis Rev 1

- Implementation of the ECC Emergency Response Plan, including appointment and training of Incident Coordinators and ensuring crew lists include emergency contact(s) for each participant.
- Use of the "Y Flag" to mandate use of life-jackets may be imposed by the Race Officer at his discretion if he considers conditions dictate.
- If a Mayday is called before the race time limit by one of the ECC entries during a race, that race will be cancelled by the Race Officer and no results will be recorded.
- The procedures for mayday and pan-pan situations will be set out on a sticker to be issued by the organisers to each participating crew, who will be required to affix it in a visible location near the yacht's VHF radio.

6. The Commodore appointed at the end of ECC week will be responsible for organising the next ECC week and for issuing a "Log Book" electronically at least 4 weeks before the start of ECC week. He shall also prepare in advance and hand over an information pack to the next commodore during ECC week. The final accounts and transfer of all surplus money are to be provided to the new commodore within a month of the event finishing.

7. Trophies and medals will be awarded for the three highest positions in the Jose Miguel Martinez race, Engineering Challenge Cup and Commodore's Cup. The Commodore may also award additional trophies or medals such as for daily results, dinghy rowing race, etc.

8. The Commodore will appoint an appropriately experienced local professional team to assist him with assembling the fleet of yachts, obtaining accurate crew lists (with emergency contacts for each member of the crew), safety matters, local weather knowledge, deciding the routes, laying course marks, determining time correction factors, organising over-night berths and mooring up. TCFs will be published at least 24 hours before the first race. The Commodore will not be obliged to respond to a TCF challenge after the first race (unless associated with a clear error or a performance-altering change made after the TCFs were published).

9. Any eligible skipper that has participated in ECC Week will remain eligible for any future ECC Week if he has less than seven penalty points (see 12 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. For 2018 the figure agreed by the Committee is 55. 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 (without taking account of number of participations).

10. 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 2017 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 and ECC Fees will be refunded unless no replacement is found. The cancelling crew and Commodore will make every effort to find a replacement crew so that ECC Fees can be refunded. Replacement crews are not required to be skippered by an "eligible" skipper.

11. 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.

12. 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, or two points if responsibility is shared with another skipper. 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.

13. Resolution of any dispute is the sole responsibility of those involved. When a collision involving damage occurs, both parties are expected to exchange incident reports within 24 hours. A copy of each report is to be provided to the Commodore for record. Unless it is a clear-cut case with one innocent and one guilty party, both parties are expected to share the cost of any loss of deposit and thus share the penalty points (two each). If the parties cannot agree, each skipper is responsible for his own deposit in discussion with his charter company and each will receive 4 penalty points. The organisers, Commodore, Race Officer or ECC Committee member may offer an opinion, if requested, to assist with interpretation of the facts but responsibility for resolution of the dispute remains with the parties involved.

14. An ECC fee payable by each participant will be used as the deposit to secure the ECC fleet. 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. The ECC Fee for 2018 was agreed by the Committee as €110.

15. Sponsorship of the ECC is welcome in the spirit of the event and in accordance with normal standards of ethical business conduct. 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.

16. 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 not designed for that particular yacht or damaged). 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.

17. 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 4.
    - 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.

18. 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.

19. 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

July 2017

Fleet Safety

Please don't forget at any time: ECC is a FUN EVENT!

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 and voluntary available to the OC.

Responsibility for Safety

Whilst all involved in the organization of ECC 2018 will do their best to make the event safe, the responsibility for the safety of each yacht and her crew rests primarily with each skipper.

It is for the skipper to decide whether the boat is seaworthy and fit to sail even under the worst conditions to be expected. By going to sea, the skipper and crew acknowledge and confirm that the vessel is fit for those conditions and her crew is competent to sail and compete in them.

Each boat member (i.e. skipper and crew) is entirely responsible for their own safety, whether afloat or ashore, and the vessel's sea worthiness. Nothing, whether in this Logbook or in the safety procedures the committee may implement or communicated anywhere else - shall reduce this responsibility.

Crew Briefing

Skippers should give their crew a safety briefing as soon as possible and certainly before leaving the marina. All crewmembers should be aware of the locations of lifebelts, fire extinguishers, first aid kit and flares, how the heads (toilets) and holding tanks are operated, how to prepare for rough weather and how to use the gas supply safely. Each skipper should make him-/herself and the Commodore aware of any medical conditions his/her crew has, that would affect the crewmembers' safety (e.g. epilepsy, diabetes, heart conditions, etc.). Such information will be treated as confidential. Most importantly, the crucial importance of holding on to something solid so as not to fall overboard must be stressed!

Lifejackets & Harnesses

The wearing of lifejackets is ultimately a decision for skippers and crew but the following guidelines may be useful:

- Non-swimmers should wear lifejackets at all times when the boat is underway.
- For swimmers it is advised to wear lifejackets when leaving the cockpit although this may not be considered essential in very calm conditions.
- If the boat is reefed and/or the wind strength above force 4, all crew should wear lifejackets with harnesses and hook on, particularly when leaving the cockpit.
- When using dinghies, use of lifejackets is strongly recommended for non-swimmers, for swimmers they should be worn in poor visibility and after dark.

Man Overboard

It is important that each crewmember takes responsibility for ensuring he/she does not fall overboard. Nevertheless skippers should discuss Man Overboard [MOB] procedures and recovery with their crew. Crews should practice MOB recovery (using a floating object) several times, with different crewmembers in charge.

Defibrillator

Like in the past years, we will have a defibrillator on the OC-Boat. It will be sponsored by DefiStore.de, a German company which sells normally defibrillators.

DefiStore.de
Defibrillatoren • Erste Hilfe • Arbeitsschutz • Brandschutz & Notfallmanagement

The Racing

First and foremost, the ECC is a fun event and the racing should never be taken so seriously as to risk damage or injury to participants or boats. The International Sailing Federation (ISAF) Racing Rules of Sailing will govern the conduct of racing. **Skippers should be familiar with the basic rules and will be expected to comply with them.**

Key points to ensure safety and avoid collisions are:

1. When yachts on opposite tacks are on a converging course, the yacht on port tack should alter course in good time to make its intentions clear to the other yacht. Skippers should not attempt to pass the bows of a yacht that has right of way unless certain it can be done without risk of making the other vessel have to alter course..
2. When bearing away quickly in a strong wind, it is also usually necessary to let go the mainsheet at the same time. In strong or gusty winds, crews are advised not to jam the mainsheet at any time and to have a crew member dedicated to ensuring quick release to prevent a broach caused by a gust.
3. When two or more yachts are on the same track the leeward (down wind) yacht has right of way.
4. Do not cause another yacht to alter course unless it has room to do so.
5. Inside yachts having an overlap approaching a mark of the course are entitled to be given room at the mark.
6. The Race Officer will set the starting line as nearly as possible at right angles to the wind, so the whole of the line can be used without any disadvantage.

To avoid misunderstanding, a yacht is on the starboard tack when the boom is on the port side. The wind will usually be from the starboard side but this will not always be the case when running before the wind.

Weather

It should be noted that visual signs and methods of forecasting using clouds and barometer as it is usual in Northern Europe usually do not give the same indications in the Mediterranean.

It is common to see fast rising and fast falling barometer, with no resulting change in conditions. Similarly, cloud formations that would normally indicate rain or storms approaching, often clear in minutes, leaving blue skies. Sudden winds or squalls can appear very quickly without any warning whatsoever. The good news is that these unannounced changes are normally short-lived.

Emergency Telephone Numbers

The following emergency contacts are applicable for Sardinia.

European Emergency Number: 112
Medical Emergency: 118
Fire Emergency: 115
Police: 113
Maritime Rescue: 1530

There are more important or useful phone numbers in Appendix C.

Emergency Calls by VHF

In general, if a vessel is in difficulty, they should call the Commodore in the first instance on CH 71 (see VHF Radio Procedures). The official Emergency Channel 16 should only be used in an emergency.

Navigation

GPS is a useful aid to navigation but its accuracy should not be relied upon for pilotage. Charts, compass, echo sounder and a good lookout should be the primary methods in shallow or conned waters.

And finally…COLLISIONS

Quite simply these should be avoided at all times.

Race and sailing instructions

ECC 2018 will take place in the vincinity of Portisco, Sardinia, between 5th and 11th of May 2018. The route, always weather permitting, will be:

Portisco – La Maddalena – Bonifacio – Porto Massimo – Poltu Quatu – Porto Cervo – Portisco

Sailing Instructions

Sailing instructions will be published by the race officer at or before registration. The sailing instructions will expand on and may amend the following briefing.

Registration

Registration will take place in Portisco on Satruday 5th May from 12 noon to 4 pm prior to the welcome party, upstairs at Matt's restaurant.

Skipper Briefings

Skipper Briefings will be held every morning from the 6th to the 11th May to:

- Present the course for the day and hand out course sheets.
- Advise any amendments to the sailing instructions.
- Advise any special hazards or obstructions.
- Advise other instructions.
- Provide information on mooring and berthing at the destination port.

The default time for the daily briefing will be 9 am local time, unless otherwise announced.

Please ensure that each yacht is represented by the skipper or the co-skipper only, otherwise the group will be too large and some people will not be able to hear what is said.

ISAF Rules & ECC Amendments

ECC 2017 will be governed by the 'Racing Rules of Sailing 2017 – 2020' published by the International Sailing Federation (ISAF) (sailing.org/documents/racingrules). **Skippers should be familiar with these rules,** which are designed to ensure safe and fair racing and will form the basis of any decisions on protests.

When a yacht is not racing, the 'International Regulations for Prevention of Collisions at Sea' shall apply. A yacht is considered to be racing from when it begins to manoeuvre prior to starting a race until being clear of the finishing line after completing the race.

As damage to yachts is deemed unacceptable for this fun event, the race officer will decide whether the wind conditions are suitable for racing, taking into account the likelihood of the wind strengthening or easing, the extent of gusting and the wind direction relative to the direction of the course. The Commodore & Race Officer will review specific conditions on any day, or for any part of a day, with a view to implementing this recommendation. The Commodore & Race Officer may also recommend reefing when 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.

Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See ISAF rule 4, Decision to Race. The race committee, organizing committee and charter organizations 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 stipulated in their charter contract, or the equivalent. All crew should also have their own medical insurance covering offshore sailing and medical repatriation in Sardinia.

Advertising

The port and starboard bows and the stern areas of the participating yachts are reserved for our Gold Sponsors. No other hull advertising is to be placed on the stern or in front of the mast on any yacht participating in ECC 2017. Our 'Gold' and 'Silver' sponsors may fly their flags at any ECC 2017 event and all participants are positively encouraged to promote their companies by flying their flags in port.

Repairs

Yacht repair requirements will be listed by each skipper or his delegate and repairs will be coordinated by the team of High Point Yachting and the charter companies. 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. High Point Yachting, the charter companies, the Race Officer, Commodore or the ECC Organizing Committee shall 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.

Sails

Skippers should be aware that competitors may only use the mainsail and one foresail supplied with the boat. Use of spinnakers or other such sails is prohibited. It is also prohibited to use any kind of pole to hold out the foresail; this includes boathooks and the like. In addition to the use of sheets, sails may be held out directly by crewmembers, but not at the risk of falling overboard.

ECC Race Sailing Fleet and Commodore Sailing Fleet

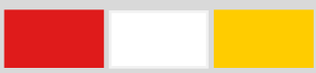
The ECC racing format will be by boat divisions racing in heats as shown in the table below. The ECC fleet will be split into four divisions, each division representing a class of similar designed boats. All Commodores boats are assigned to a fifth (yellow) division. Coloured division pennants will be handed out at check-in or the first skippers' briefing. The Division pennants shall be attached to the boat on the backstay.

Each day two divisions will be grouped in a heat to start together. So there will be two heats each day (one start for each boat). The composition of the heats will be constant for two days. After two days we will change the composition of the heats. The commodores will be ranked separately from the main ECC fleet and, although scored separately, will start with ECC heat 2, so that they are not sailing 'alone'.

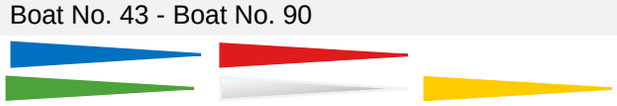
Races, Heats, Divisions

DIVISION	NUMBER OF BOATS
BLUE	10
GREEN	9
RED	9
WHITE	9
YELLOW	12

Starting Procedure

Time	Flags up ↑	Flags down ↓	VHF message (Example)
10 minutes before 1st start 20 minutes before 2nd start			10 minutes to 1st start for blue and green fleets
5 minutes before 1st start 15 minutes before 2nd start			5 minutes to start for blue and green fleets
4 minutes before 1st start 14 minutes before 2nd start			4 minutes to start for blue and green fleets
1 minutes before 1st start 11 minutes before 2nd start			1 minutes to start for blue and green fleets
At first start, 10 minutes before 2nd start			Start for blue and green, 10 minutes to start for red, white and yellow fleet
5 minutes before 2st start			5 minutes to start for red, white and yellow fleets
4 minutes before 2nd start			4 minutes to start for red, white and yellow fleets
1minutes before 2nd start			1 minutes to start for red, white and yellow fleets
At second start			That was the start for red, white and yellow fleet

Races / Heats ECC + Commodores Race

DAY 1 (SUN)	Start 1 Start 2	Boat No. 1 - Boat No. 40 Boat No. 43 - Boat No. 90
DAY 2 (MON)	Start 1 Start 2	
DAY 3 (TUE)	Start 1 Start 2	
DAY 4 (WED)	Start 1 Start 2	
DAY 5 (THU)	Start 1 Start 2	
DAY 6 (FRI)	Start 1 Start 2	

Scoring

The scoring system will be in compliance with Low Point System. The commodores fleet will be scored as separate division. Time on time handicap system will be used to calculate the rankings based on ORC club handicaps for 2018. Handicaps (TCF – time correction factors) will be announced as soon as possible on ECC website but no later than first meeting with skippers.

The WS rules will apply to scoring using the Low Point System in which the first placed scores one, second scores two and so on. The overall result combining the four divisions will be determined with the ranking based on each boat's total score after discarding the worst result. If less than four 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 the WS rules!

Ranking & Prizes

Medals - There will be daily and overall medals for the first three places of each boat division and for the first three finishers in the Commodore's Cup.

Engineering Challenge Cup – The perennial trophy will be awarded to the overall winner of the Engineering Challenge Cup that is passed on from Commodore to Commodore. And the top three ECC overall positions will receive medals.

New Commodore and organiser of the ECC 2018 will be the skipper with the lowest points over all four divisions competing for the Engineering Challenge Cup.

Commodores Cup - There will be a trophy and medals for 1st place overall and medals for 2nd and 3rd place overall. The Commodore's Cup trophy will be awarded to the commodore with the lowest points overall from the Commodores fleet and passed on from the last years' winner. The perennial trophy must be engraved and returned the following year.

Jose Miguel Martinez Race - A Trophy was generously provided by Arno Hemm and his crew, and will be awarded to the winner of a race to be held on the first day of ECC each year. The race will be open to Commodores and non-commodores and will not count towards the overall ranking of the Engineering Challenge Cup or Commodore's Cup.

Anchors

It is recommended that the anchors is 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.

Assisting Other Yachts

In the event that a Mayday is called by an ECC yacht in distress, the race will be cancelled by the race officer and, if possible, one of the organiser's boats will provide assistance. In addition, ECC yachts should offer assistance to the stricken yacht if well positioned and able to do so without putting themselves in danger. If a yacht requires assistance but the nature of the distress does not warrant a Mayday call, any yacht that provides assistance, will be entitled to position redress by appeal to the race Officer so that he neither gains nor loses from his decision to assist. The assisting Yacht's skipper should get a crewmember 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.

Organization Committee (OC -) Boat

There will be a large support vessel (Lagoon 450) serving as OC–boat. This boat will be the base and office for the OC's event support team and High Point Yachting team. It will be accompanied by two RIBs as fast support boats as well as the Race Committee Boat, another Lagoon 450.

All large fleet support boats will fly a yellow ECC flag. All RIBs will fly a High Point Yachting flag.

Race Committee and Race Committee Boat

Our Race Officer Franco Pistone and his team will lay the race starting and finishing lines, windward mark, signal the starting sequences, announce course changes, etc. and record race results at the finish.

Franco Pistone, Race Officer, supported by Sergio Contu

The Race Committee boat is a catamaran vessel (Lagoon 450), supported by a RIB. All competitors must respect the requests of Race Officer and his team on these vessels at all times, or else penalties may be applied.

Protests

The tradition of the ECC is that protests are generally avoided. They should only be made in the case of a serious infringement that results in a real disadvantage to the protesting yacht. Any protest should be made in an amicable spirit and the yacht subject to protest should not contest it unreasonably.

A skipper intending to lodge a protest must do so as soon as practicable after the incident by calling the Race Officer on VHF. He will try to resolve the issue immediately and if appropriate will apply a penalty to the offending yacht, usually by requiring it to make a 360˚ turn. A yacht undertaking such a penalty must ensure it does not interfere with other yachts in the race while doing so.

If necessary the Race Officer will form a protest committee to make a decision using the applicable ISAF rules. Decisions of the protest committee will be final and binding.

Berthing, Mooring and Anchoring

Berthing operation will be coordinated by one or more of the ECC support vessels as explained in the Skippers Meeting in the morning. 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. Yachts are expected to berth in the order in which they crossed the finishing line. Please make a note of the yachts in front of you at the finish and make sure you allow them ahead of you in the queue.

Radio (VHF) Communication

Please ensure your radio is on as soon as you return to your boat after the skipper briefing each day and keep it on the Fleet Instruction VHF channel 71. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. Every year at least one yacht leaves his VHF transmitting accidentally and this blocks the frequency for other traffic, so please check occasionally to make sure it is not you!

The radio channels used are listed on page 21 of this logbook.

Radio (VHF) Check Procedure

Shortly after the first skippers' meeting, a radio check will be made on the Fleet Instruction Channel 71. The Commodore's Boat will call all boats in the sequence of their ECC numbers. When everything goes well, the radio check will only be done on the first day, otherwise every day again until everybody checks in timely.

If you have any reason to doubt your radio, please feel free to request a radio check at any time on the Fleet Instruction Channel 71.

VHF Radio Procedures

CHANNEL	SUBJECT	EXPLANATION
73	Race Officer Boat	The Racer officer will provide information for racing. All ECC yachts should monitor channel 73 from a 9.00h until entering the harbour at the end of the day. Yachts asking for clarification on matters concerning the racing should call the race officer on channel 71. This channel will be used for radio check. The Commodore also monitor Channel 71
72	Working Channel ECC Yacht	
68	Weather Report	English and Italian
69	Berthing Instructions	After finishing the day's racing, please listen to this channel for berthing instructions.
16	Safety and Emergency	Any yacht in difficulties is asked to contact the Commodore and race officer on channel 73 in the first instance. If the yacht finds it necessary to make a MAYDAY or PAN PAN call, it is also requested to inform the Commodore and race officer if possible. When using channel 16 for calling always switch to a working channel after initial contact. If it is possible, have the channel 16 always as a second listening channel.

General Information about Sardinia

Sardinia is the second largest island in the Mediterranean Sea with an area of 24,100 km² and a population of 1,653 million people. Politically it belongs to Italy and its distance from the mainland of Italy in the east is about 202 km. In the north of Sardinia is the French Island Corsica located. Its distance is 12 km or 6.5 nM. Including the small islands around Sardinia, its coast length is about 1,848.6 km. The mountain 'Punta La Marmora' is with 1,834 m the highest one on the island.

The sailing area of the ECC 2018 is located in the north of the island, in the area Costa Smeralda. The name was given by Karim Aga Khan, who bought with a few other investors big areas of the north and developed it with luxury hotels for the rich ones of this world. The airport in Olbia was built on his initiative, too.

The average temperature in May is about 16.5 °C but it might go up to 35 °C. The water temperature is approximately 17 °C and there are 5 rainy days and 9.2 h sunshine.

The Mistral blows on the west coast of Sardinia and gets 2 to 3 Boufor stronger through the street of Bonifacio. On the east coast blows the Tramontana from southeast. The sailing area of the ECC 2018 is well protected from the small islands in the north of Sardinia.

The starting point, the 'Marina die Portisco', is located 20 km north of Olbia. It has been modernized in the last years and got a good infrastructure. But the supermarket is very small and you should consider to visit one of the bigger markets on the way from Olbia to Portisco if possible. Some of the charter companies offer an option of ordering provisions on line. You will be informed about on your Charter Information sheet sent by Sasha and Eva of High Point Yachting. When planning your shopping, please keep in mind that the itinerary includes some days without an access to a shop:

Saturday – Shopping in Portisco or Olbia

Sunday – Shopping in La Maddalena town

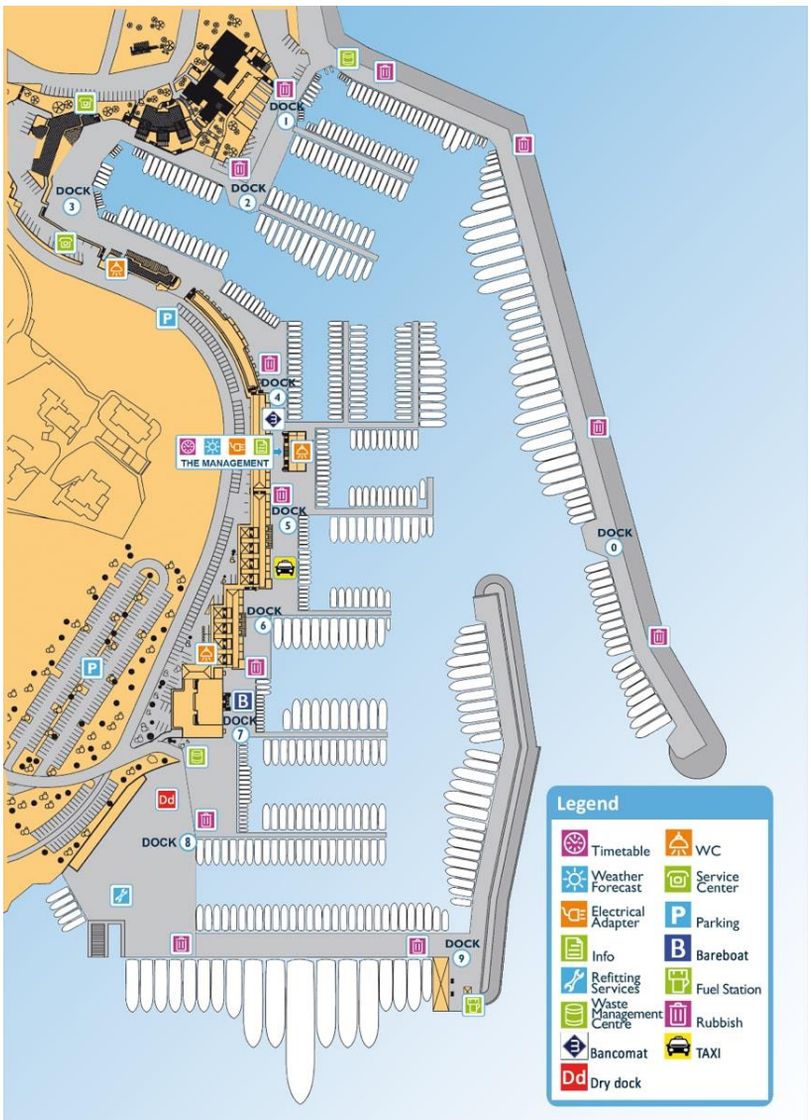
Monday – Shopping in Bonifacio

Tuesday – There is no shop in Porto Massimo (we aim to have BBQ in the evening with all crews providing simple side dish to be served on the pontoons). We are planning to provide fresh bread for the fleet in the morning.

Wednesday – There is no shop in Poltu Quatu. We are planning to provide fresh bread for the fleet in the morning.

Thursday - There is no shop in Porto Cervo. We are planning to provide fresh bread for the fleet in the morning.

Portisco – Welcome Party – 05th May 2018



About the place

Marina

Coordinates: 41°02'06.0"N 9°31'27.5"E
VHF: 69
Berths 589
Max Loa: 90 m
Max Draught: 10 m
Services: electricity, Water, Fuel, WiFi, ISPS

Shopping

Small supermarket in the marina opened in the morning and usually from 4 pm

Evening

Welcome party in the restaurant area of the marina.

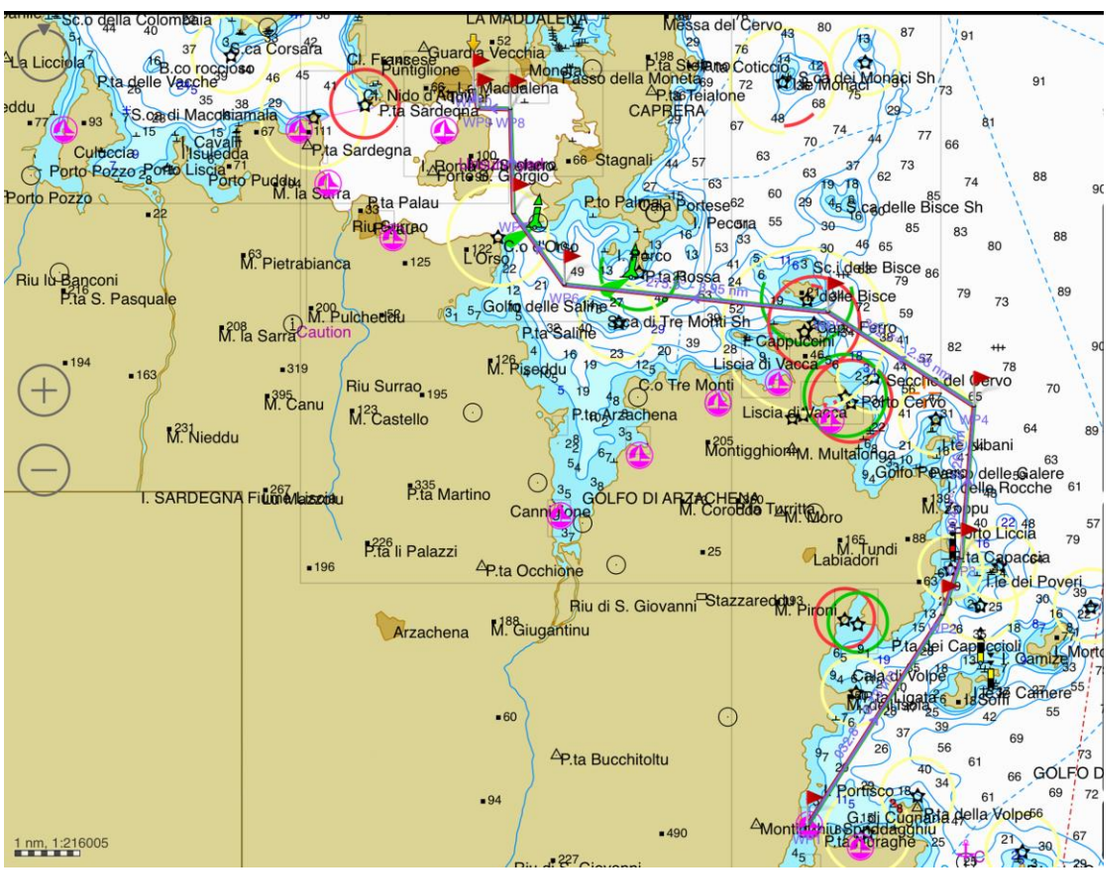
Start: 7.30 pm

Skippers Briefing

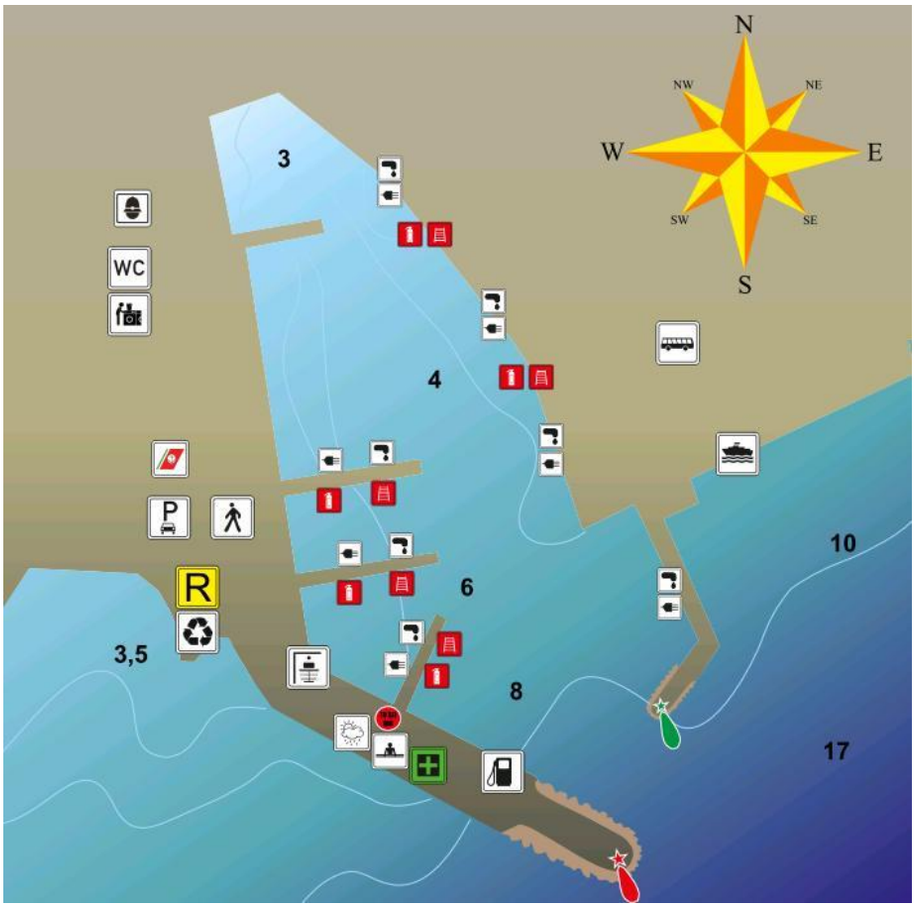
8.30 am at restaurant AQUA MARINE (Sunday, 6th) for the Jose Miguel Martinez Race

JJM Race

The distance to La Maddalena is about 18 nM. The first part of the distance will be for training. After that we will have the JMM race to La Maddalena and want to be in the marina latest at 5 pm.



La Maddalena (Cala Gavetta) – Day One – 06th May 2018



About the place

La Maddalena Marina is also known as Cala Gavetta or Porto Turistico Comunale di Cala Gavetta and it is hosted by the town and municipality with the same name, in the northern side of the island of Sardinia, in the province of Olbia-Tempio. It is the largest town in the Maddalena archipelago, which is a group of 62 islands. It is 52 km² big and there are living around 12,000 people. The Island of Santo Stefano, the Piazza Umberto I, the city walls and the residence of Giuseppe Garibaldi are some of the main attractions in the area. The old town is simply fascinating and amazes through its simplicity and the well-preservation of old, authentic buildings.

Marina

Coordinates: 41° 12' 38.390" N 9° 24' 15.271" E
VHF: 74
Berths: 170
Max Loa: 60 m
Max Draught: 6 m.
Services: Electricity, Water, Fuel

Shopping

There are a number of supermarkets and smaller specialised shops in La Maddalena, ideal for stocking up.

Mooring

All boats will be moored in the town marina. Mooring instructions will be given at skippers briefing in the morning.

Evening

This evening there is no organized event. But there is a number of great local restaurants and bars in La Maddalena! Please visit them and show them our appreciation for their warm welcome.

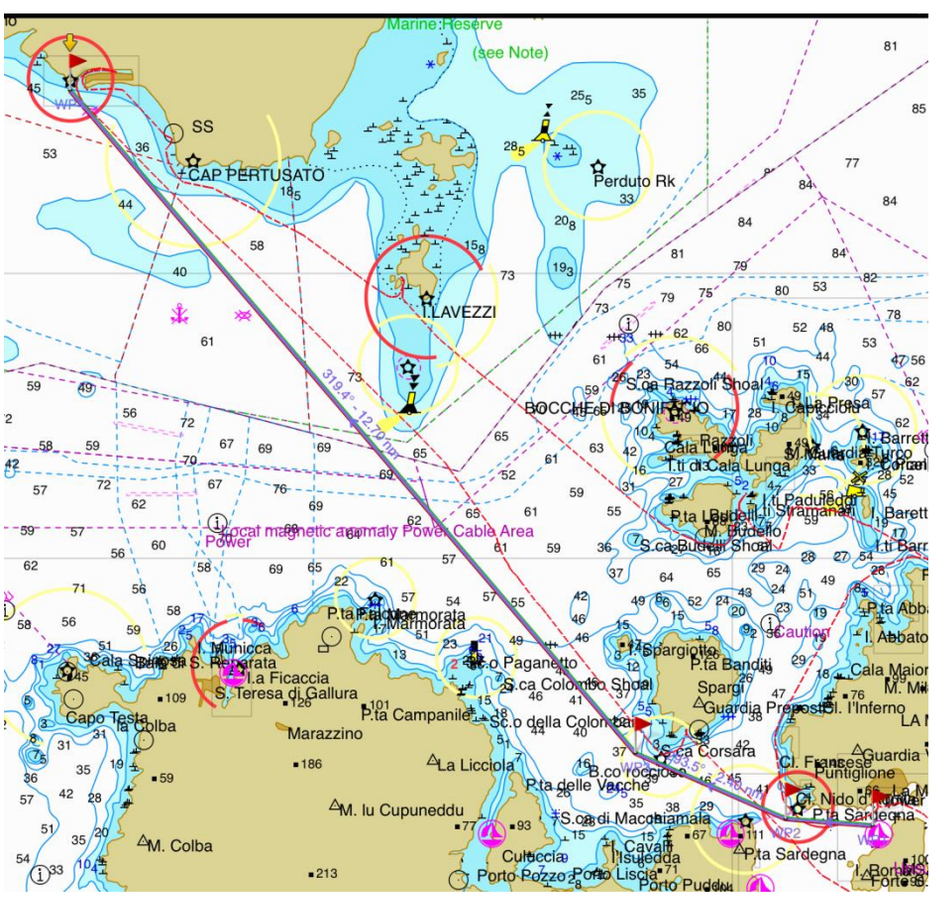
Skippers Briefing

La Bomboniera at 9.00 am for the

REFLEX RACE

Reflex Race

The strait of Bonifacio is famous for its winds. But it is well worth entering Bonifacio from the sea, the view is just spectacular! And anyway, sailing without winds is boring. With this in mind we will hopefully have a nice race and a great evening in this fascinating town. If we arrive early enough, we recommend a walk around the old town and the outside walls.



Bonifacio – Day Two – 07th May 2018

About the place

Bonifacio is a nice, old town behind the walls at the top of the cliffs. There are a lot of nice souvenir shops, restaurants and boutiques. The way up to the town is sportive, but there is also the possibility to go up by bus.

The marina is safe with all wind directions and there will be a lot of traffic from touristic boats which will get less in the evening.

Marina

Coordinates: 41° 12' 38.390" N 9° 24' 15.271" E
VHF: 09
Berths: 170
Max Loa: 60 m
Max Draught: 6 m.
Services: Electricity, Water, Fuel

Shopping

There are a number of supermarkets and smaller specialised shops in Bonifacio. Please sock well on this day, as we will not have an access to a shop until Friday afternoon in Portisco.

Remember to bring a side dish tomorrow in Porto Massimo for the BBQ.

Mooring

All boats will be moored up in the town marina. Mooring instructions will be given at the skippers briefing.

Evening

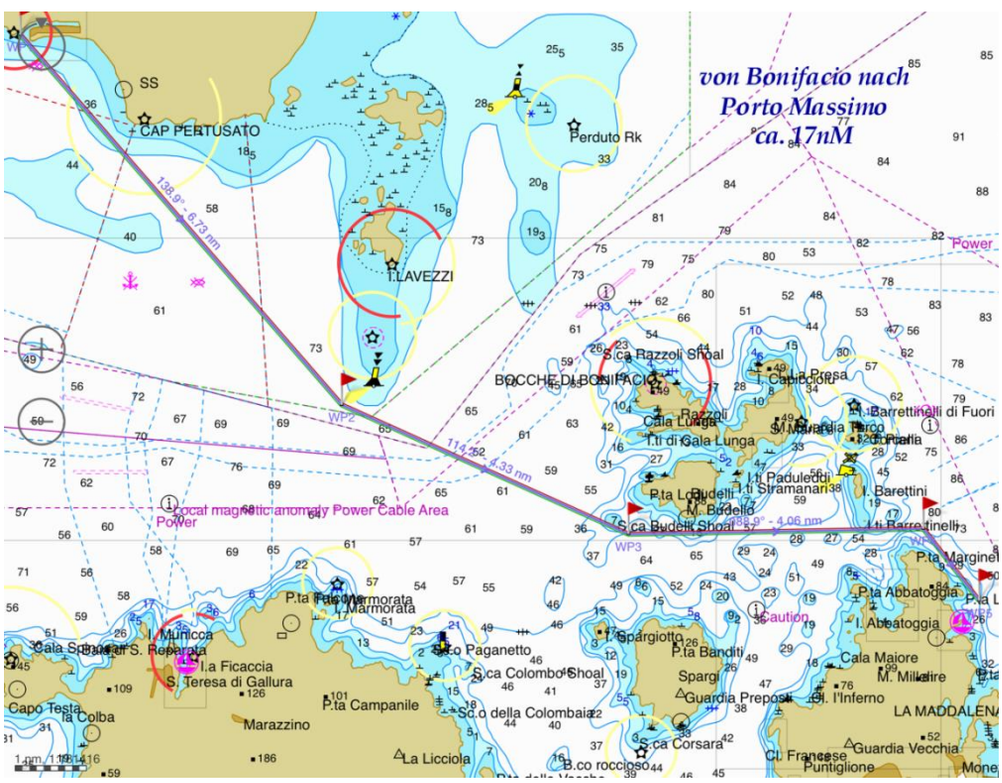
The evening is free for everyone to enjoy this fantastic town. Walk up to the old part and choose one of many restaurants for dining. The choice is also good by the sea, but the view is less spectacular.

Skippers Briefing

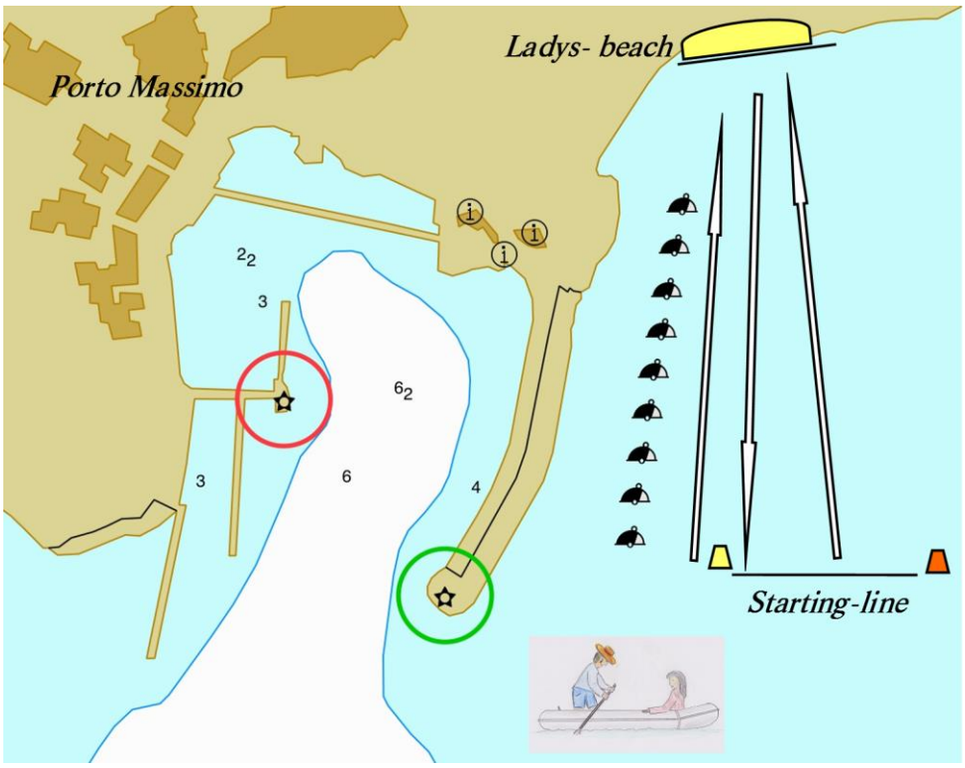
At l'Escale Bar (close to the marina office) at 9.00h for the

BERTSCH RACE

Bertsch Race



Porto Massimo – BBQ Night with Dinghy Race – 08th May 2018



About the place

Porto Massimo is a very small marina. To get everyone in as quickly as possible, everyone should wait outside until they are called in. Please make sure you stay in the order of your finish time. If you do not respect this, you might end up at the back of the queue.

We plan to have our dinghy race here. Bertsch is bringing beer for this day. After the race we will have a BBQ night on the peer. High Point Yachting is bringing the meat and we would like to ask you all to bring a side dish from each boat to contribute to the big buffet feast. The plan is to have a good time together.

Marina

Coordinates: 41°15'29.4"N 9°25'38.9"E
VHF: 09
Berths: 150
Max Loa: 50 m
Max Draught: 3.5 m
Services: Electricity, Water

Mooring

All boats will be moored in Porto Massimo marina. Please wait outside the marina until you're called in, it is very small.

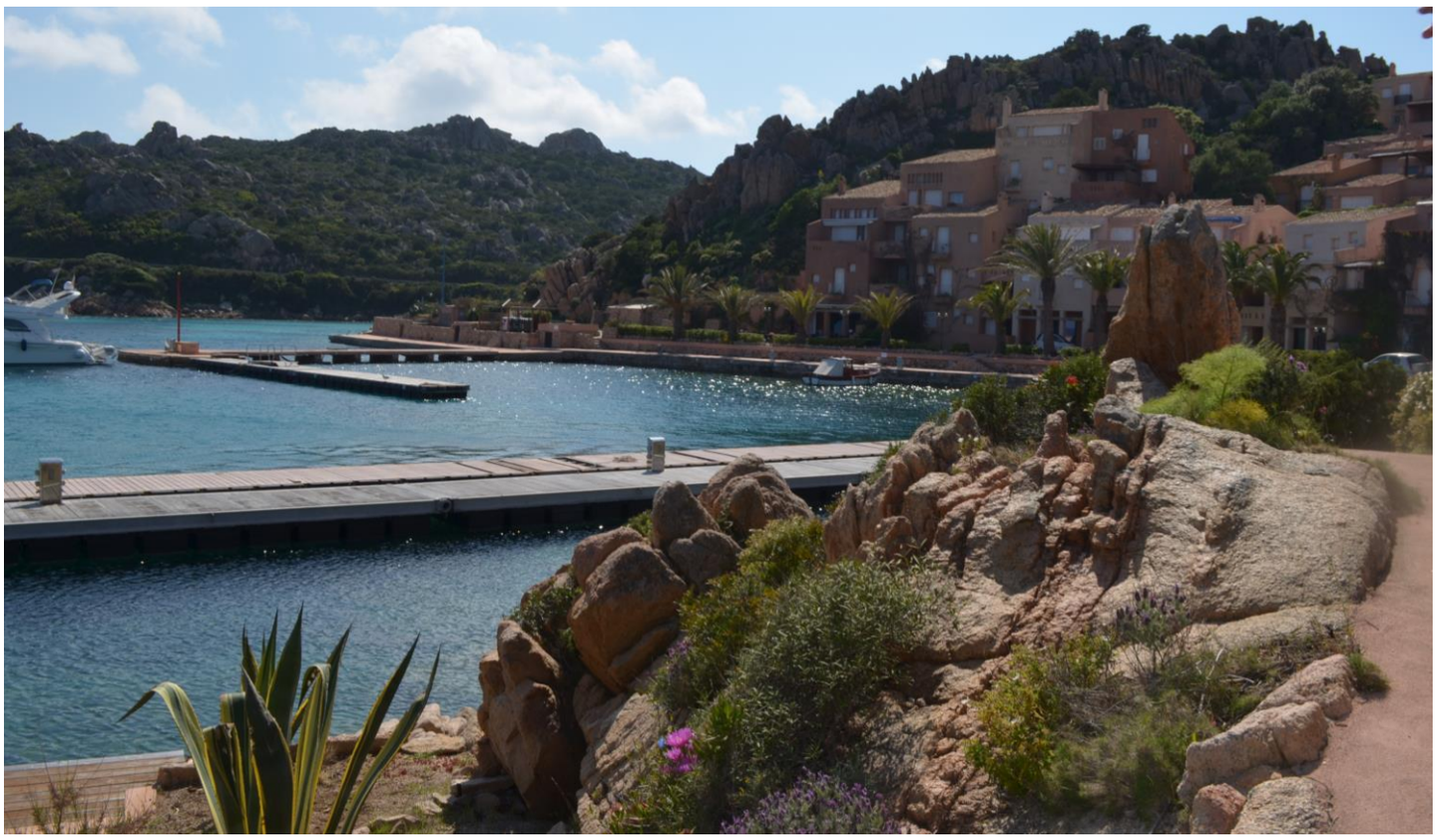
Evening

Dinghy race "Italian style" with beer by Bertsch and BBQ night with meat by High Point Yachting and a **side dish buffet by the crews**!

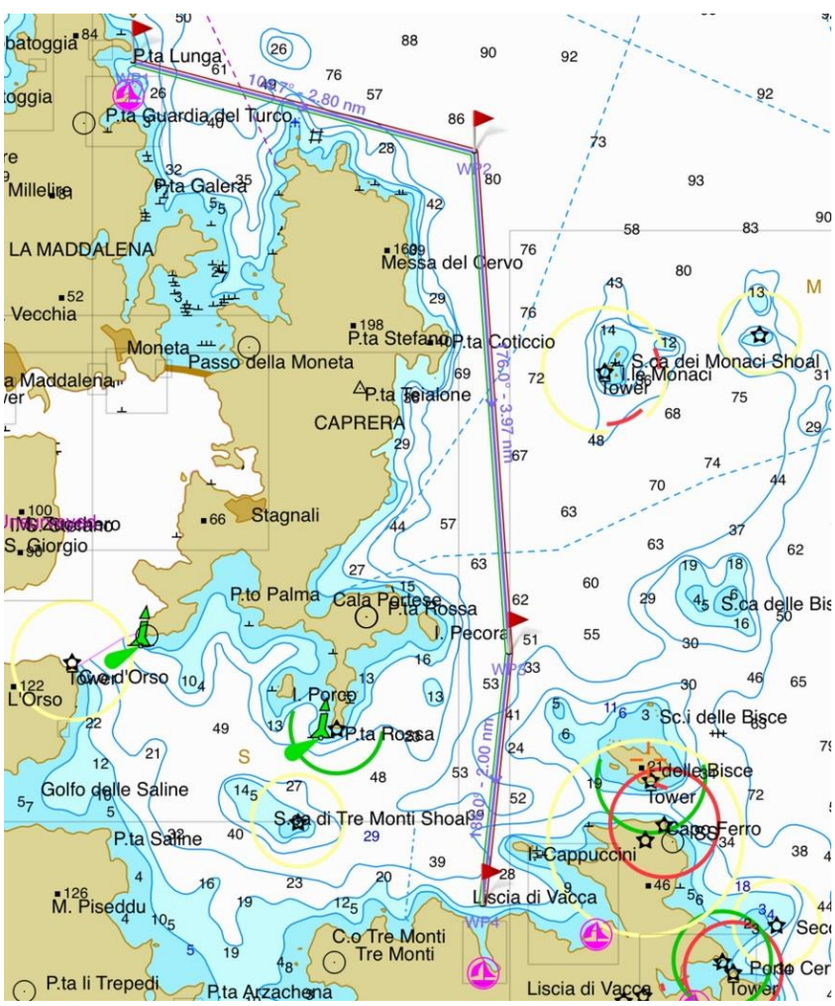
Skippers Briefing

To be confirmed for the

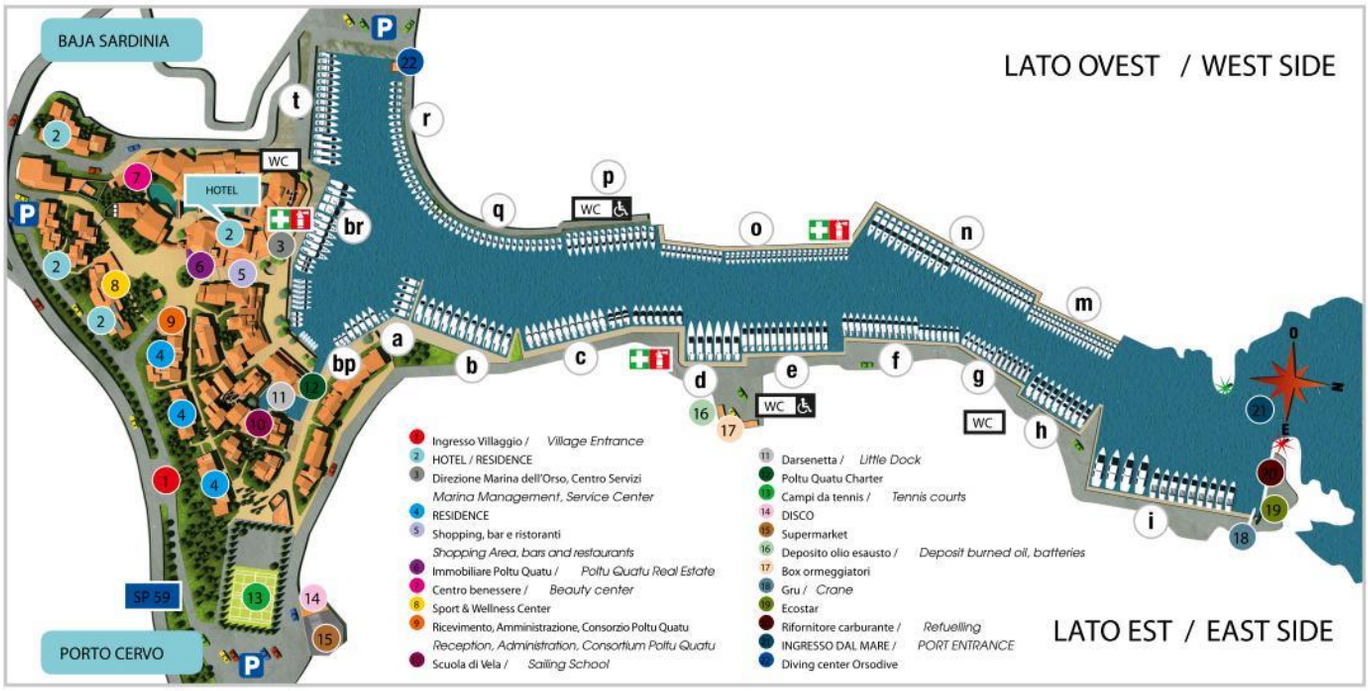
JACOBS RACE



Jacobs Race


P.ta Lunga
P.ta Guardia del Turco
P.ta Galera
LA MADDALENA
Messa del Cervo
Vecchia
Moneta
Passo della Moneta
P.ta Stefano
P.ta Coticcio
S.ca dei Monaci Shoal
I.le Monaci
Tower
P.ta Tegialone
CAPRERA
Stagnali
S. Giorgio
P.to Palma
Cala Portese
P.ta Rossa
I. Pecora
Tower d'Orso
L'Orso
I. Porco
P.ta Rossa
Sc.i delle Bisce
Golfo delle Saline
S.ca di Tre Monti Shoal
P.ta Saline
I. Cappuccini
Liscia di Vacca
M. Piseddu
C.o Tre Monti
Tre Monti
P.ta li Trepedi
P.ta Arzachena
Liscia di Vacca
WP2
WP3
WP4
2.80 nm
3.97 nm
2.00 nm

Poltu Quatu – Day Four – 09th May 2018



About the place

Marina

Coordinates: 41°08'12.9"N 9°29'45.3"E
VHF: 09
Berths: 305
Max Loa: 50 m
Max Draught: 3 m
Services: electricity, Water, Fuel, WiFi

Mooring

All boats will be moored in Poltu Quatu marina.

Evening

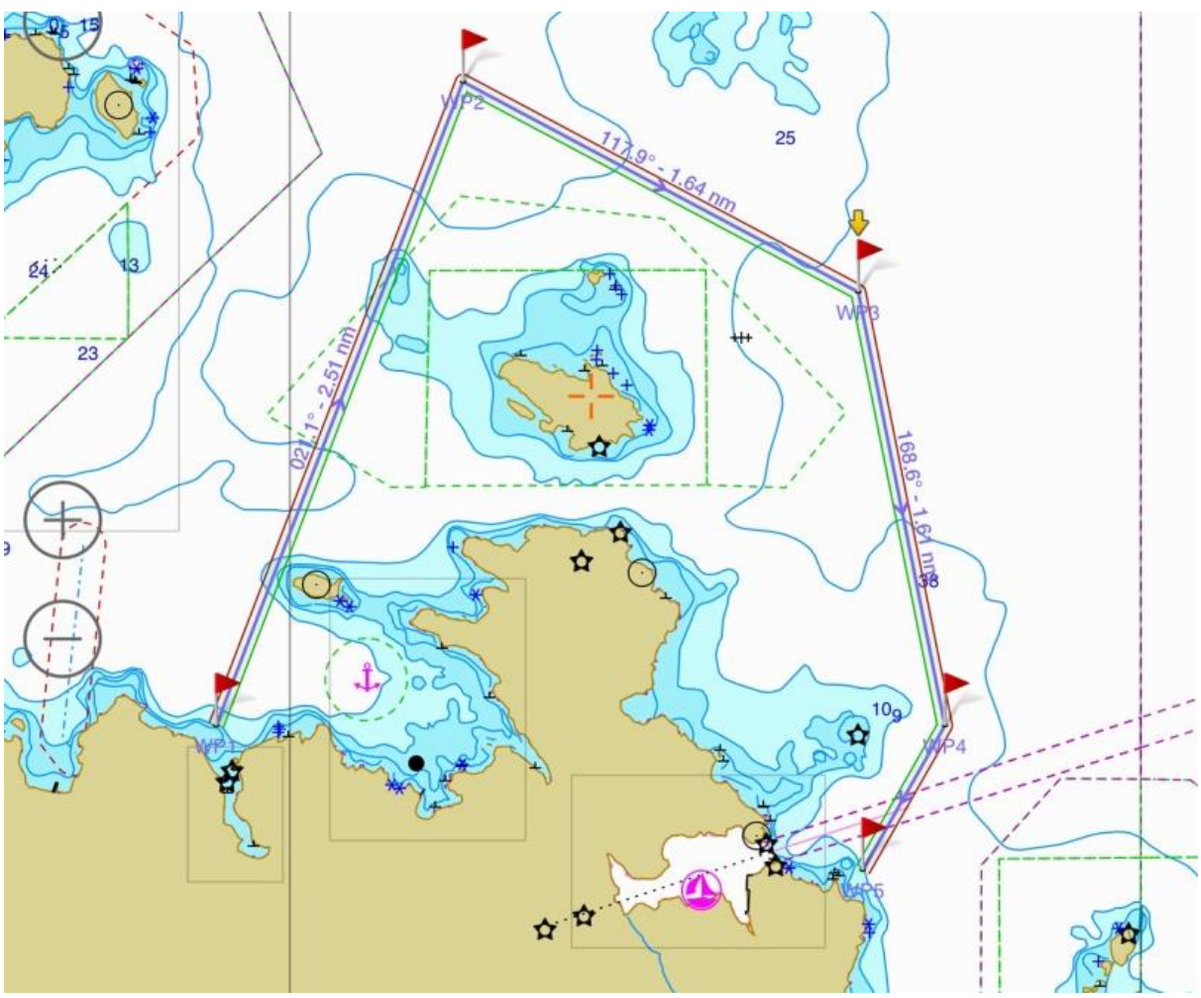
This will be an open evening but a great opportunity for the crews to socialize, invite each other for a meal or drinks.

Skippers Briefing

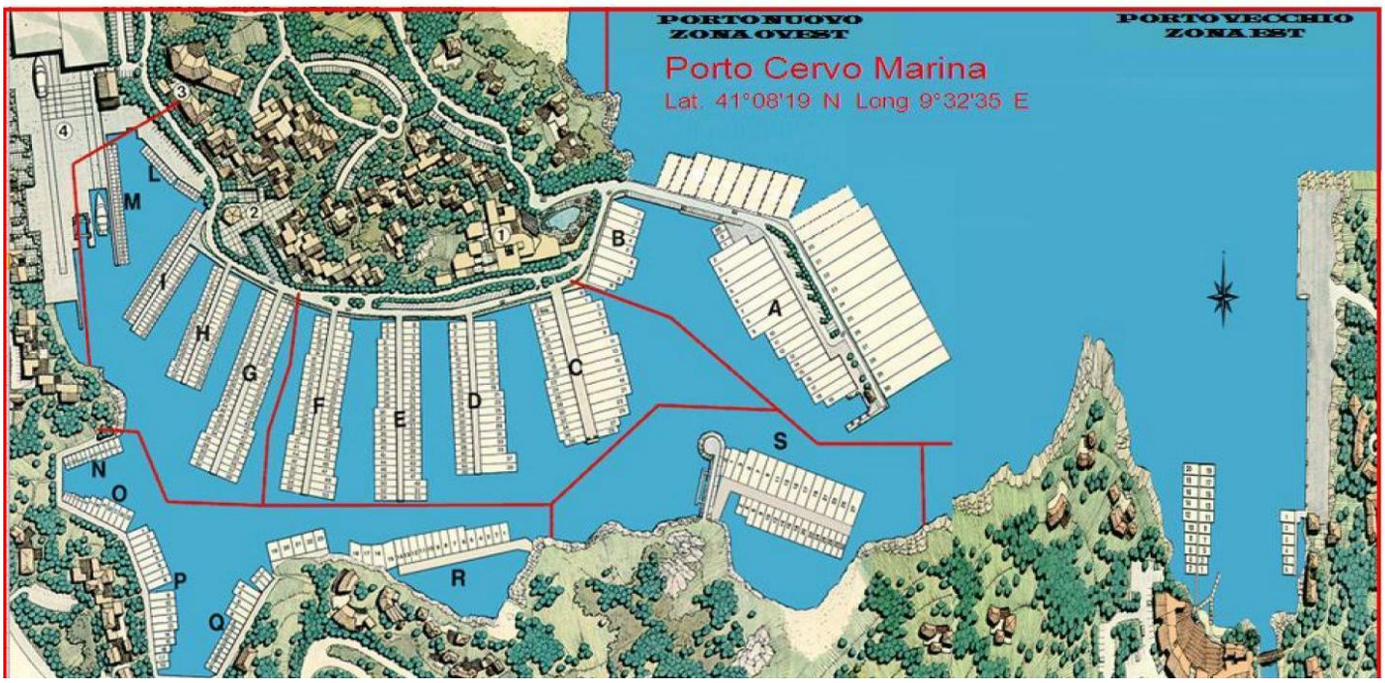
To be confirmed for the

OSRAM RACE

Osram Race


WP2
117.9° - 1.64 nm
WP3
021.1° - 2.51 nm
168.6° - 1.61 nm
WP1
WP4
WP5
25
24
13
23
10
9

Porto Cervo – Anniversary Party – 10th May 2018



About the place

Marina

Coordinates: 41°08'03.9"N 9°31'38.7"E
VHF: 09
Berths: 700
Max Loa: 110 m
Max Draught: 6 m
Services: Electricity, Water, Fuel, ISPS, WiFi

Mooring

All boats will be moored in Porto Cervo marina.

Evening

25th anniversary party

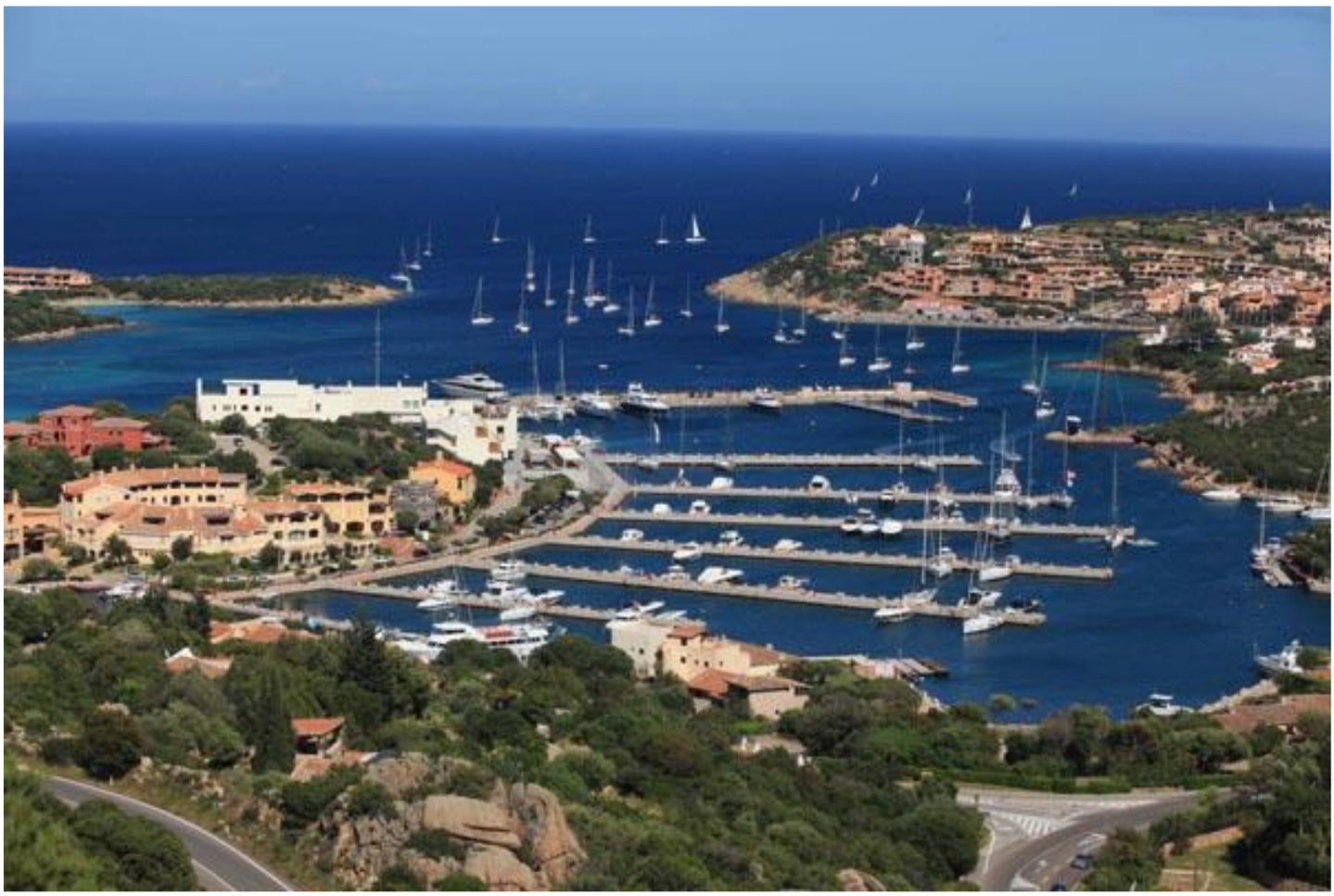
A big thank you to SURRAU vinery for offering to supply the wine for our 25th anniversary party! You will be in for a real treat!

Skippers Briefing

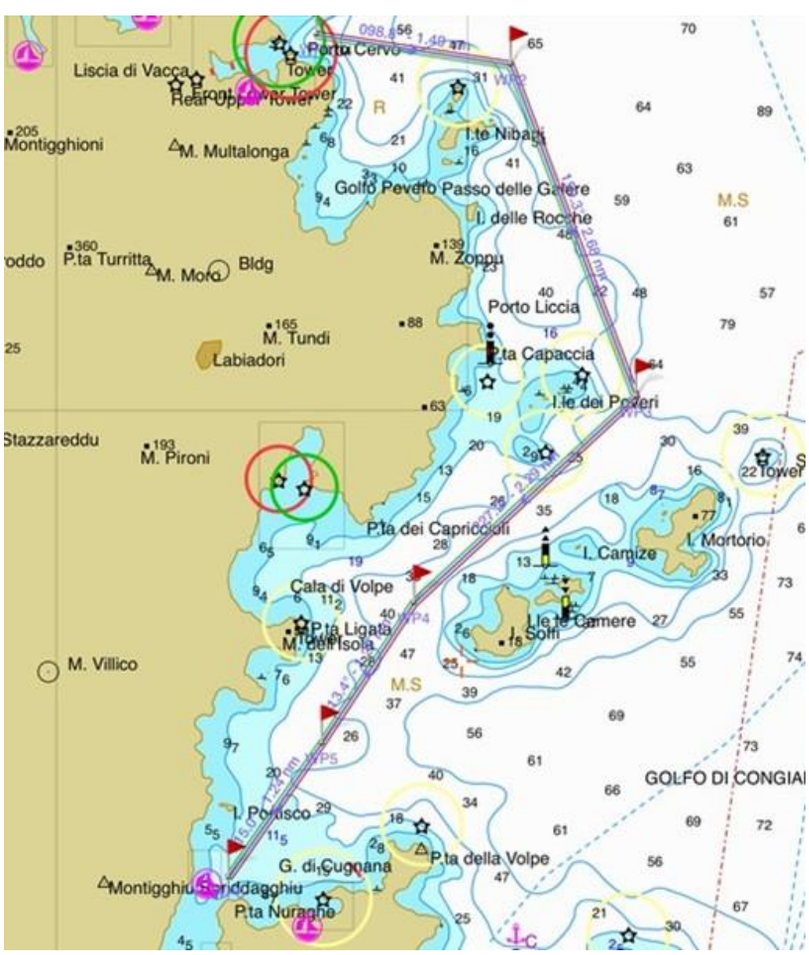
At the Nelson's Bar at 9.00h for the

VIGNE SURRAU RACE

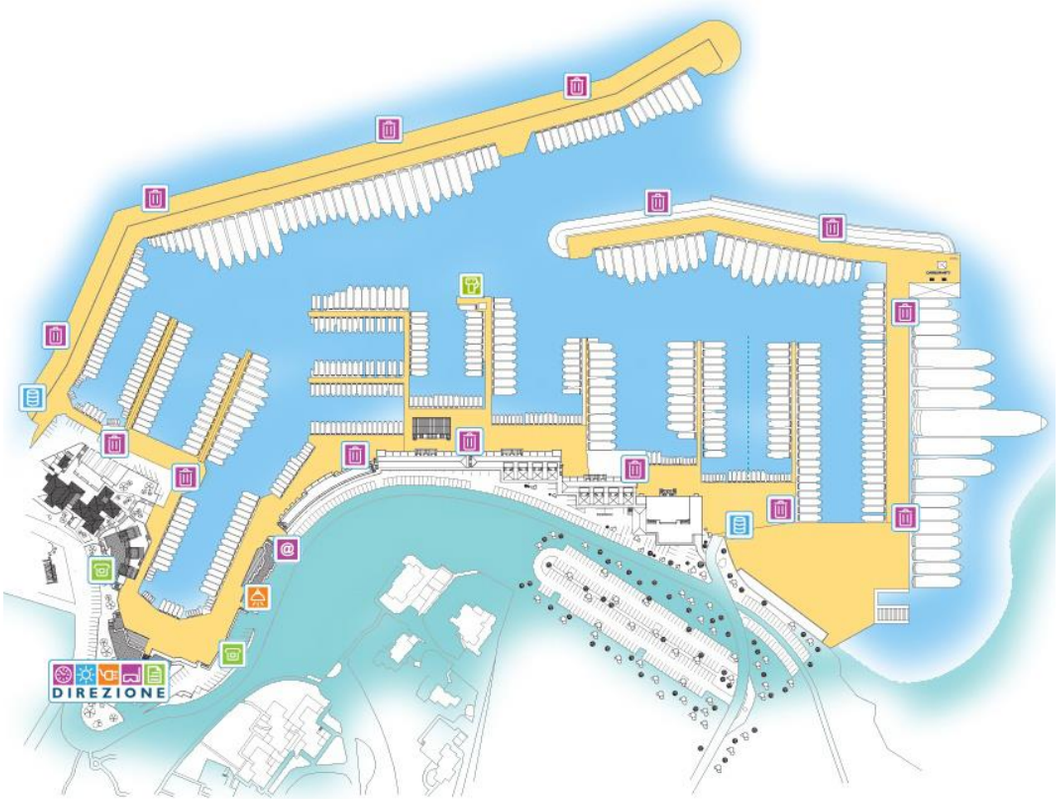
Again, we have arm wrists for every evening event. Please wear them to the parties that the staff of the restaurants sees you belong to the ECC.



Vigne Surrau Race



Portisco – Pricegiving Party – 11th May 2018



Marina

Coordinates: 41°02'06.0"N 9°31'27.5"E
VHF: 69
Berths 589
Max Loa: 90 m
Max Draught: 10 m
Services: electricity, Water, Fuel, WiFi, ISPS

Mooring

The boats that have space in Portisco will return to the same places after refueling. They will be helped by their charter companies. North Sardinia Sail boats will go back to Cala dei Sardi next door.

Shopping

Small supermarket in the marina opened in the morning and usually from 4 pm

Evening

Prize giving party will start at 19.30hrs at the restaurants area of Marina di Portisco. We look forward to announcing the new winner!

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EC 04 | CHRIS JORDAN | INTRUVENE

EC 06	TOM BECKER	JOHN BECKER INGENIEURE

EC 08 | ALLARD DE VOS KLOOTWIJK

EC 11 | BASTIAAN TIMMER | LEICA GEOSYSTEMS AG

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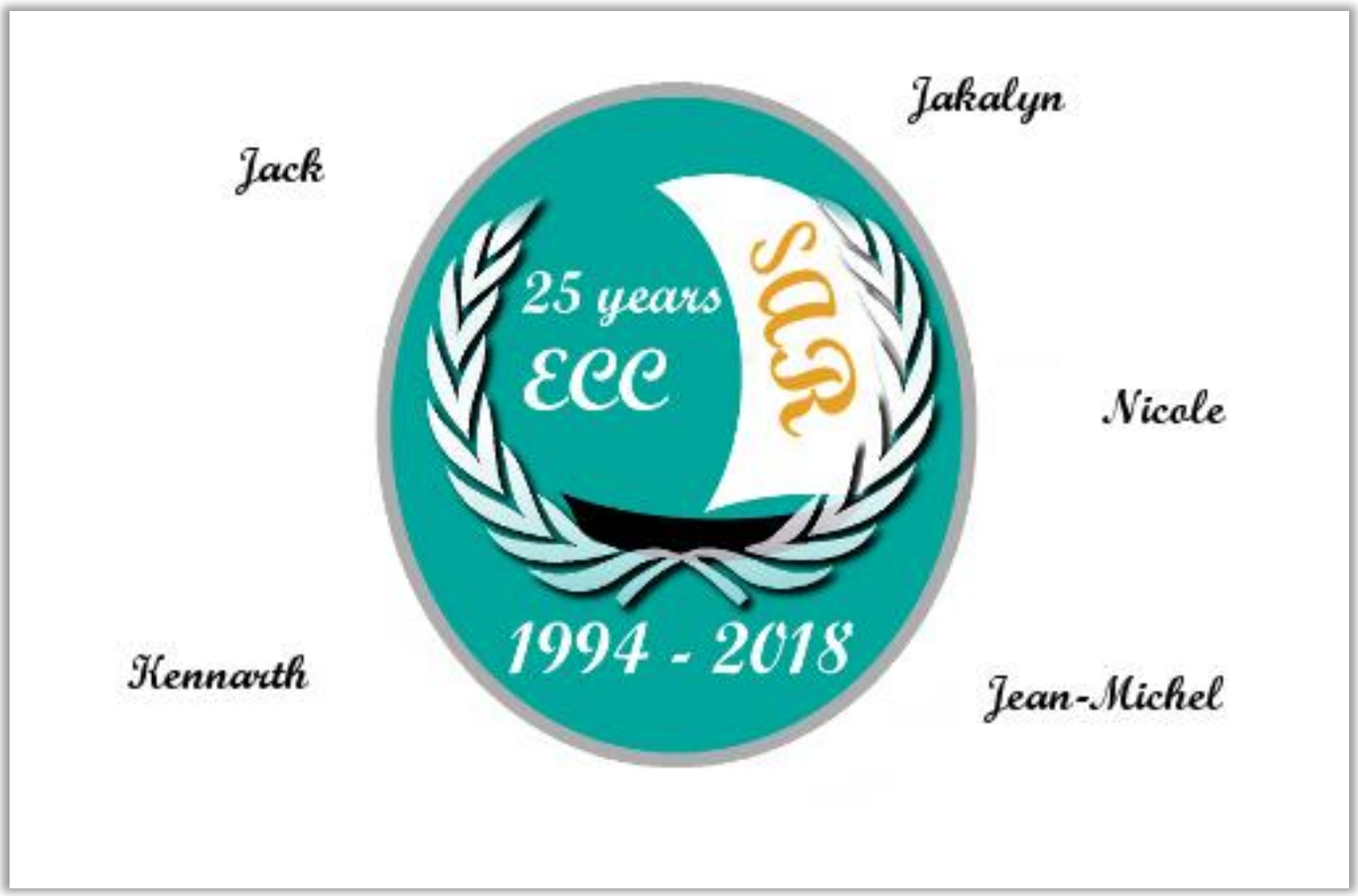
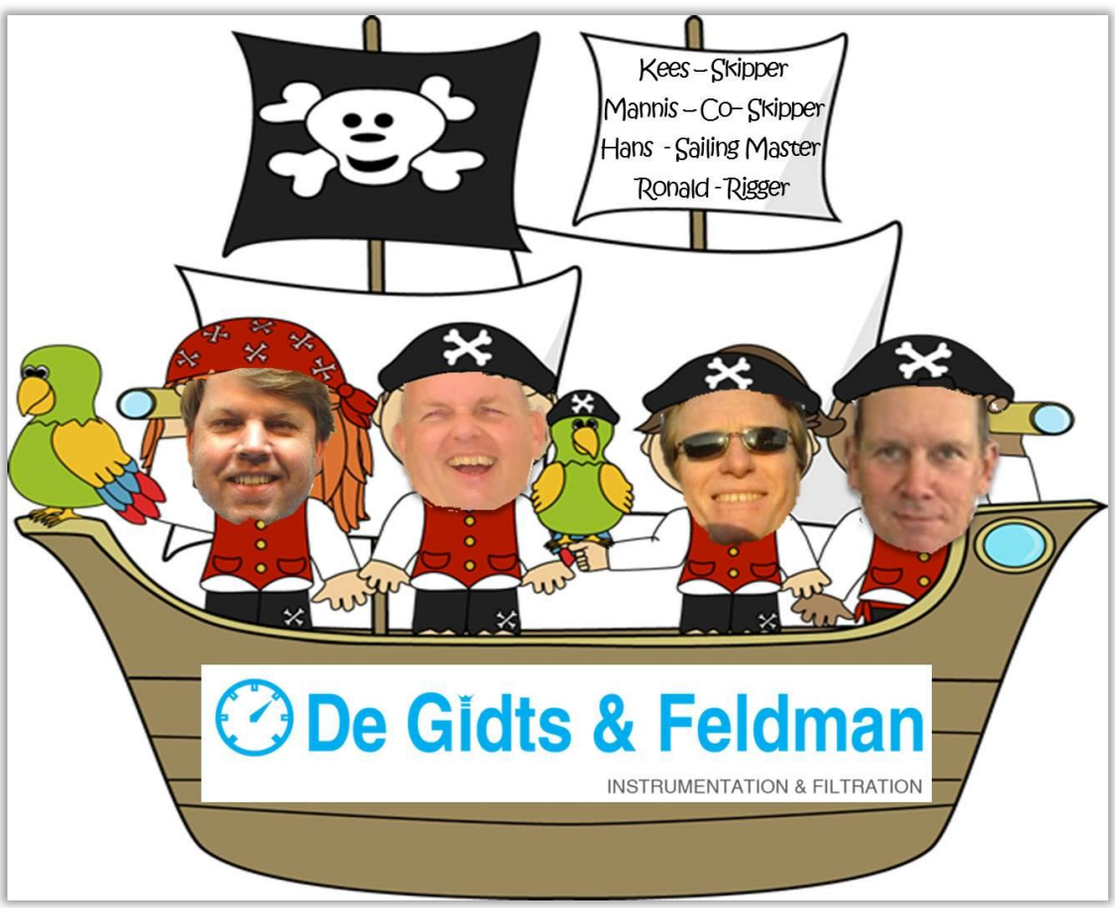
EC 16	JACK BARNSTON	



EC 18	KEES BACKER	DE GIDTS FELDMAN BV



EC 20	ADRIAN SCHERVAN	THYSSENKRUPP UHDE CHLORINE ENGINEERS

EC 21	JAN-GERD VAN SENDEN	SPIE

EC 22	DIRK DEMTROEDER

EC 24 | MARTIN FORDHAM

TEAM WITH NO NAME – Boat 24

ECC 2018 Sardinia

Hugh Proudman Co-Skipper

Martin Fordham Skipper

Natalie Allen

Ron Williamson

Steve Bell

Judy Moore

Mick Humphries

EC 27 | ROLAND LOCHER | OMYA

EC 28	STEFAN NUFER	TRIPLAN TECHNOLOGY GMBH

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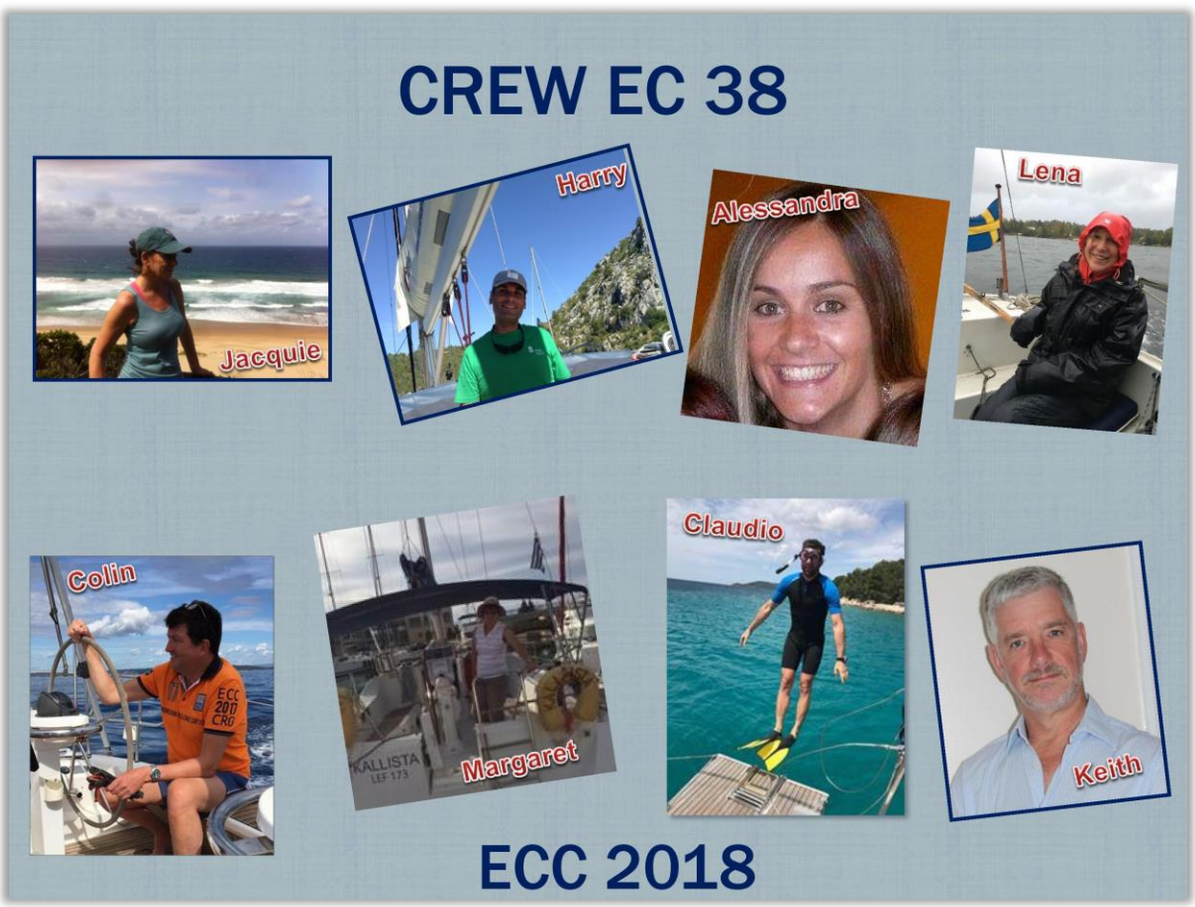
EC 33	GILLES CAPRARI	GCTRONICS

EC 34	INKEN BRAUNSCHMIDT	HALMA PLC

EC 35	ANGELO OTTAVIANI	NUTECH ENGINEERING

EC 36	CARLOS MORENO	INTECSA – INDUSTRIAL

EC 38	JACQUIE MILNE	

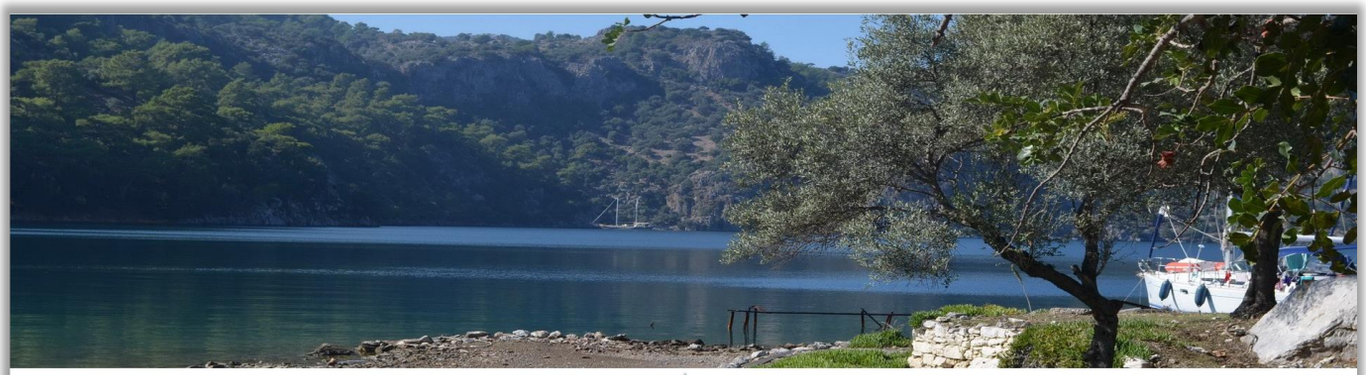


EC 39	KAY HEINRICHS	INGENIEURBÜRO HEINRICHS

EC 40	RONNY VAN BAAL	SKY-ACCESS BV

EC 43	ROBERT WINIA	UOP – HONEYWELL

EC 47	DAVID BOOCOCK	



HIGH POINT YACHTING

We are celebrating 10 years of High Point YachtFests this year, with an event in Turkey, 22 – 29 September, out of Gocek. You are welcome to join us!
We would also like to introduce a winter edition of the same event:

Hight Point YachtFest in the Caribbean!

2 - 9 March 2019
We will be sailing on catamarans in one of the most beautiful seas in the world. Join us for the Caribbean edition of HPYF.

First HPYF winter edition in the Caribbean will be 2 - 9 March 2019, starting and ending in Tortola, British Virgin Islands. The fleet will consist of the 38ft - 45ft catamarans.

'This year we are celebrating ten years of the HPYF sailing event in the Mediterranean; ten years in which I have accumulated some of my greatest memories. We have visited beautiful countries and have had some exciting sailing. We have become competitive in preparing the most delicious meals for each other as well as racing against each other. It has been such fun. We have made friends for life and we all come back year after year. In fact, we love it so much we're going to start a winter edition in the Caribbean! The first one will be in the British Virgin Islands, 2 - 9 March 2019. Please, join us!'

Sasha King

For more information about participating in the HPYF Caribbean regatta and to book your catamaran, contact us any time:
sasha@highpointyachting.com
Office: +44 (0)1865339481 Mobile: +44 (0)7961451505

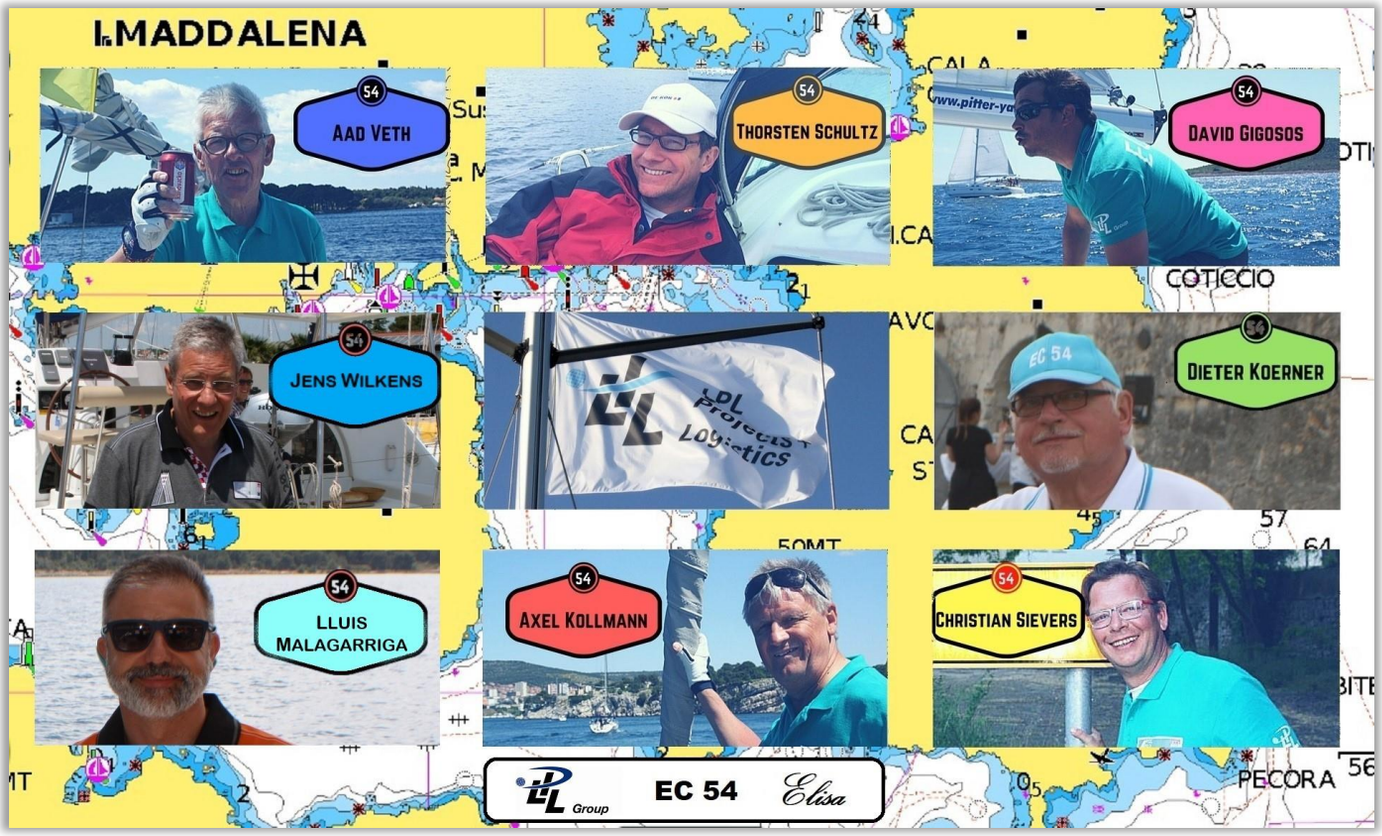
EC 48 | KLAUS HÜTTEN

EC 50 | PETER BISSCHOP | CB&I

EC 51 | JAN VAN MIDDELKOOP | GMB

EC 53 | DAVID THOMSON | AVEVA

EC 54	JENS WILKENS	LPL PROJECTS & LOGISTICS GMBH



EC 55	LUTZ WEISE	CEGELEC SPACE

EC 57	RUDI SEIBT	INGENIEURGRUPPE MÜNCHEN EG

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EC 63	ROY SNOEKS	PRIMAPLAN

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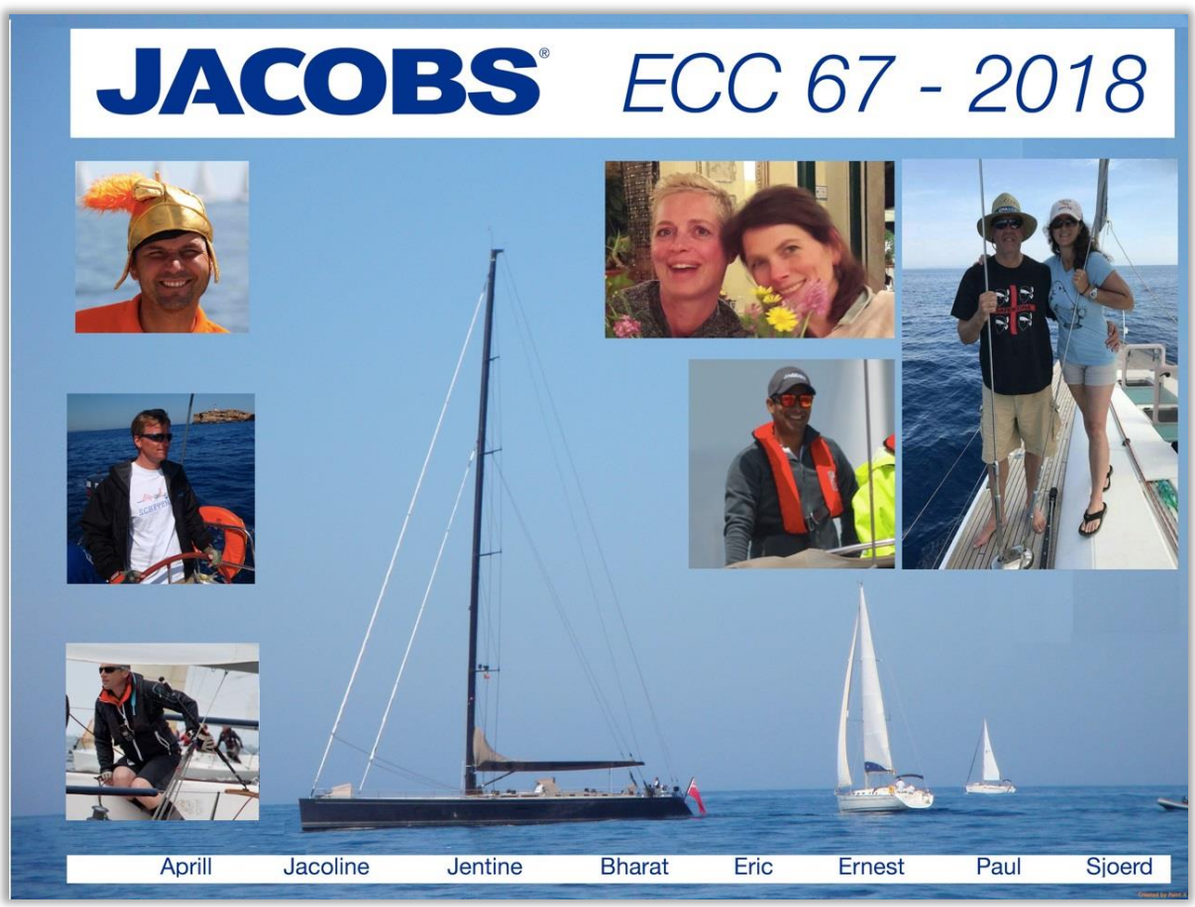

EC 68	FRANCOIS ABIVEN	INOX PARTNERS

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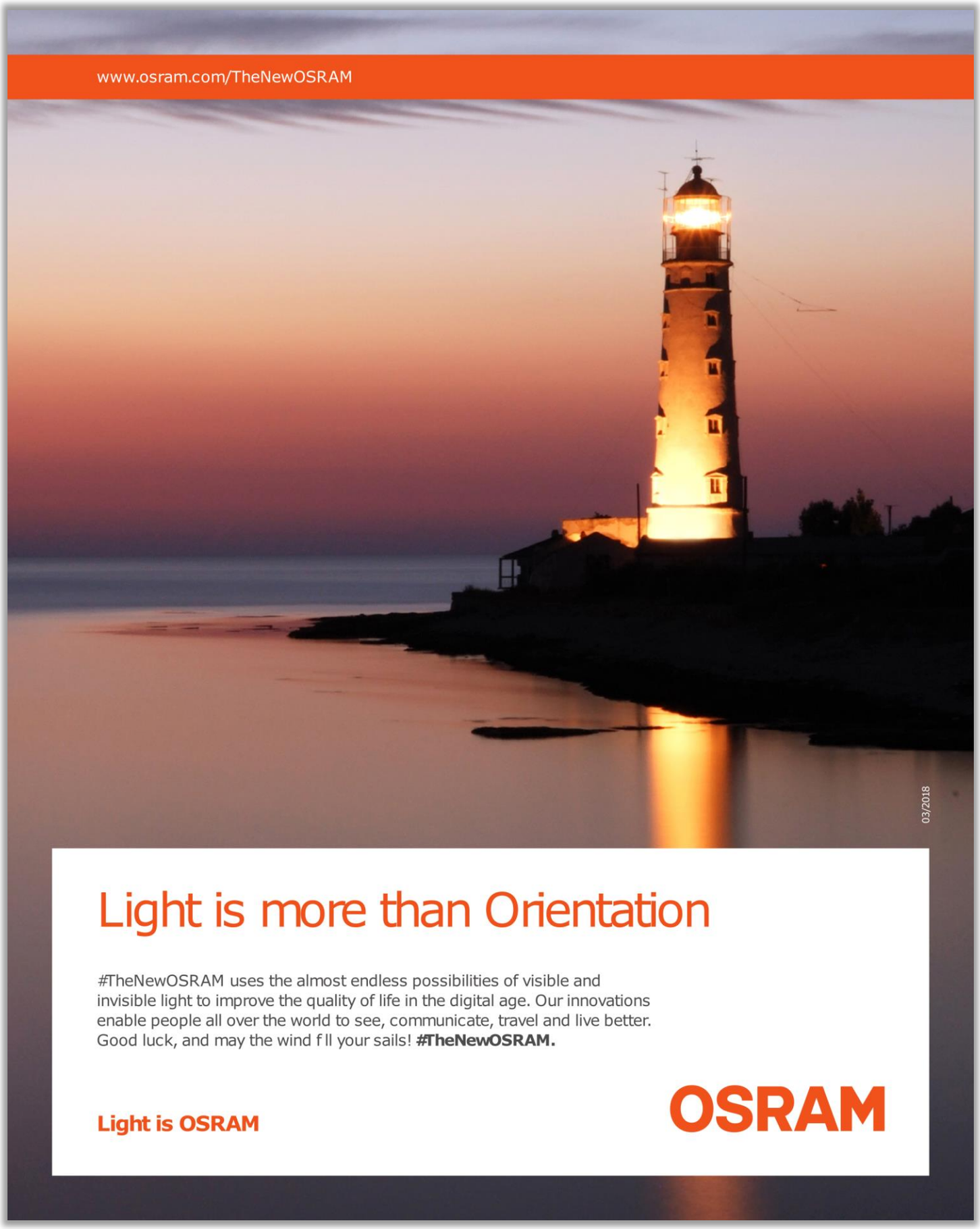
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"May yOu al ways havE wINd IN yOuR sail s aNd a haNd-wIdTh Of waTER uNdER yOuR kEEl "

By boat number

No	Skipper	Gr.	Model	Size	Boat Name	Charter Company
1	ARNO HEMM	C	Bavaria Cruiser	46	ALBIREO	NSS
2	MARTIN SCHMOELDERS	L	Bavaria Cruiser	51	SILKWAVE	CAGLIARI SAILING
3	JAN BONSET	C	Bavaria Cruiser	46	MASUA	CAGLIARI SAILING
4	JOHAN BEEKMAN	L	Bavaria Cruiser	51	PEVERO	CAGLIARI SAILING
6	TOM BECKER	S	Dufour	412	DOMI	BOOMERANG
8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	MEDITERRANEA	CAGLIARI SAILING
11	BASTIAAN TIMMER	M	Dufour	460	TOPSY	YACHTING IN SARDINIA/ SUN CHARTER
16	JACK BARNSTON	M	Dufour	460	BARBARA	BOOMERANG
18	KEES BAKKER	L	Bavaria Cruiser	51	ASTRA	CRUISING CHARTER
20	ADRIAN SCHERVAN	L	Dufour	512	KAL'E MORU	CAGLIARI SAILING
21	JAN GERD VAN SENDEN	L	Dufour	512	ELEONORA	BOOMERANG
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARI PINTAU	CAGLIARI SAILING
24	MARTIN FORDHAM	M	Bavaria Cruiser	45	ANNACHIARA	SAILING SICILY
27	ROLAND LOCHER	M	Dufour	460	AT LAST	YACHTING IN SARDINIA/ SUN CHARTER
28	STEFAN NUFER	M	Dufour	460	RUBIA	YACHTING IN SARDINIA
30	DAVE BREWSTER	L	Bavaria Cruiser	50	ZAURAK	CRUISING CHARTER
31	PIETER VAN BEUZEKOM	C	Bavaria Cruiser	46	SADIRA	CRUISING CHARTER
32	LUCA GIONCHETTA	S	Dufour	412	GAVI	BOOMERANG
33	GILLES CAPRARI	L	Bavaria Cruiser	51	PAN DI ZUCCHERO	CAGLIARI SAILING
34	INKEN BRAUNSCHMIDT	C	Bavaria Cruiser	46	ALUDRA	NSS
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	47	CHIRONE	CRUISING CHARTER
36	CARLOS MORENO	C	Bavaria Cruiser	46	TUERREDDA	CAGLIARI SAILING
38	JACQUIE MILNE	M	Dufour	460	SENNORA	YACHTING IN SARDINIA
39	KAY HEINRICHS	C	Bavaria Cruiser	45	TIMI AMA II	CAGLIARI SAILING
40	RONNIE VAN BAAL	L	Oceanis	55	NOEMI	BOOMERANG
43	ROBERT WINIA	L	Sun Odyssey	509	SECRET LOVE	YACHTING IN SARDINIA/ SUN CHARTER
47	DAVID BOOCOCK	C	Bavaria Cruiser	46	NO NAME YET	CRUISING CHARTER
48	KLAUS HUETTEN	C	Bavaria Cruiser	46	VITTORIA	SAILING SICILY
50	PETER BISSCHOP	C	Bavaria Cruiser	46	FENICE	CRUISING CHARTER
51	JAN VAN MIDDELKOOP	L	Dufour	500	KOSI	YACHTING IN SARDINIA/ SUN CHARTER
53	DAVID THOMSON	M	Oceanis	45	ALNAIR	NSS
54	JENS WILKENS	C	Bavaria Cruiser	46	ELISA	SAILING SICILY
55	LUTZ WEISE	L	Bavaria Cruiser	51	NORA	SAILING SICILY
57	RUDI SEIBT	M	Oceanis	45	PEGASUS II	NSS
59	THOMAS SCHWENDER	M	Sun Odyssey	439	LOUISIANA	YACHTING IN SARDINIA/ SUN CHARTER
62	LUCA MERLO	S	Dufour	412	FRANCESCA II	BOOMERANG
63	ROY SNOEKS	L	Sun Odyssey	509	CATERINA	BOOMERANG
67	ERIC VAN TEYLINGEN	L	Dufour	520	GREENLEAF	YACHTING IN SARDINIA
68	FRANCOIS ABIVEN	C	Bavaria Cruiser	46	MALADROXIA	CAGLIARI SAILING
69	RAINER PHILIPP	L	Jeanneau	54	DAY DREAM	YACHTING IN SARDINIA/ SUN CHARTER
74	BERTHOLD SCHULZ	C	Bavaria Cruiser	45	HYDRA	CRUISING CHARTER
75	MICHAEL PLEUSER	L	Bavaria Cruiser	51	ZEDARON	CRUISING CHARTER
77	JUAN VACAS	M	Dufour	460	SONIA	BOOMERANG
79	DIETER KENKENBERG	S	Dufour	412	VANESSA	BOOMERANG
80	GIORGIO MORABITO	L	Bavaria Cruiser	51	POTA POTA	CAGLIARI SAILING
84	DIETMAR CZERNY	L	Jeanneau	53	ANITA	EUROPE SAIL
85	STEFFEN BREITER	M	Oceanis	45	ALFA CENTAURI I	NSS
86	WOLFGANG LUBCKE	M	Oceanis	43	ICHNUSSA	BOOMERANG

89	MALTE STROHM	M	Oceanis	43	LIBRA	NSS

By Group

No	Skipper	Gr.	Model	Size	Boat Name	Charter Company
4	JOHAN BEEKMAN	L	Bavaria Cruiser	51	PEVERO	CAGLIARI SAILING
6	TOM BECKER	S	Dufour	412	DOMI	BOOMERANG
18	KEES BAKKER	L	Bavaria Cruiser	51	ASTRA	CRUISING CHARTER
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARI PINTAU	CAGLIARI SAILING
30	DAVE BREWSTER	L	Bavaria Cruiser	50	ZAURAK	CRUISING CHARTER
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	47	CHIRONE	CRUISING CHARTER
40	RONNIE VAN BAAL	L	Oceanis	55	NOEMI	BOOMERANG
62	LUCA MERLO	S	Dufour	412	FRANCESCA II	BOOMERANG
84	DIETMAR CZERNY	L	Jeanneau	53	ANITA	EUROPE SAIL
85	STEFFEN BREITER	M	Oceanis	45	ALFA CENTAURI I	NSS
8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	MEDITERRANEA	CAGLIARI SAILING
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69	RAINER PHILIPP	L	Jeanneau	54	DAY DREAM	YACHTING IN SARDINIA/ SUN CHARTER
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77	JUAN VACAS	M	Dufour	460	SONIA	BOOMERANG
79	DIETER KENKENBERG	S	Dufour	412	VANESSA	BOOMERANG
89	MALTE STROHM	M	Oceanis	43	LIBRA	NSS
2	MARTIN SCHMOELDERS	L	Bavaria Cruiser	51	SILKWAVE	CAGLIARI SAILING
11	BASTIAAN TIMMER	M	Dufour	460	TOPSY	YACHTING IN SARDINIA/ SUN CHARTER
20	ADRIAN SCHERVAN	L	Dufour	512	KAL'E MORU	CAGLIARI SAILING
38	JACQUIE MILNE	M	Dufour	460	SENNORA	YACHTING IN SARDINIA
43	ROBERT WINIA	L	Sun Odyssey	509	SECRET LOVE	YACHTING IN SARDINIA/ SUN CHARTER
55	LUTZ WEISE	L	Bavaria Cruiser	51	NORA	SAILING SICILY
57	RUDI SEIBT	M	Oceanis	45	PEGASUS II	NSS
59	THOMAS SCHWENDER	M	Sun Odyssey	439	LOUISIANA	YACHTING IN SARDINIA/ SUN CHARTER
80	GIORGIO MORABITO	L	Bavaria Cruiser	51	POTA POTA	CAGLIARI SAILING
21	JAN GERD VAN SENDEN	L	Dufour	512	ELEONORA	BOOMERANG
24	MARTIN FORDHAM	M	Bavaria Cruiser	45	ANNACHIARA	SAILING SICILY
27	ROLAND LOCHER	M	Dufour	460	AT LAST	YACHTING IN SARDINIA/ SUN CHARTER
32	LUCA GIONCHETTA	S	Dufour	412	GAVI	BOOMERANG
33	GILLES CAPRARI	L	Bavaria Cruiser	51	PAN DI ZUCCHERO	CAGLIARI SAILING
53	DAVID THOMSON	M	Oceanis	45	ALNAIR	NSS
63	ROY SNOEKS	L	Sun Odyssey	509	CATERINA	BOOMERANG
67	ERIC VAN TEYLINGEN	L	Dufour	520	GREENLEAF	YACHTING IN SARDINIA
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31	PIETER VAN BEUZEKOM	C	Bavaria Cruiser	46	SADIRA	CRUISING CHARTER
34	INKEN BRAUNSCHMIDT	C	Bavaria Cruiser	46	ALUDRA	NSS
36	CARLOS MORENO	C	Bavaria Cruiser	46	TUERREDDA	CAGLIARI SAILING
39	KAY HEINRICHS	C	Bavaria Cruiser	45	TIMI AMA II	CAGLIARI SAILING
47	DAVID BOOCOCK	C	Bavaria Cruiser	46	NO NAME YET	CRUISING CHARTER
48	KLAUS HUETTEN	C	Bavaria Cruiser	46	VITTORIA	SAILING SICILY
50	PETER BISSCHOP	C	Bavaria Cruiser	46	FENICE	CRUISING CHARTER
54	JENS WILKENS	C	Bavaria Cruiser	46	ELISA	SAILING SICILY

68	FRANCOIS ABIVEN	C	Bavaria Cruiser	46	MALADROXIA	CAGLIARI SAILING
74	BERTHOLD SCHULZ	C	Bavaria Cruiser	45	HYDRA	CRUISING CHARTER

By Skippers

No	Skippers	Gr.	Model	Size	Boat Name	Charter Company
20	ADRIAN SCHERVAN	L	Dufour	512	KAL'E MORU	CAGLIARI SAILING
8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	MEDITERRANEA	CAGLIARI SAILING
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	47	CHIRONE	CRUISING CHARTER
1	ARNO HEMM	C	Bavaria Cruiser	46	ALBIREO	NSS
11	BASTIAAN TIMMER	M	Dufour	460	TOPSY	YACHTING IN SARDINIA/ SUN CHARTER
74	BERTHOLD SCHULZ	C	Bavaria Cruiser	45	HYDRA	CRUISING CHARTER
36	CARLOS MORENO	C	Bavaria Cruiser	46	TUERREDDA	CAGLIARI SAILING
30	DAVE BREWSTER	L	Bavaria Cruiser	50	ZAURAK	CRUISING CHARTER
47	DAVID BOOCOCK	C	Bavaria Cruiser	46	NO NAME YET	CRUISING CHARTER
53	DAVID THOMSON	M	Oceanis	45	ALNAIR	NSS
79	DIETER KENKENBERG	S	Dufour	412	VANESSA	BOOMERANG
84	DIETMAR CZERNY	L	Jeanneau	53	ANITA	EUROPE SAIL
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARI PINTAU	CAGLIARI SAILING
67	ERIC VAN TEYLINGEN	L	Dufour	520	GREENLEAF	YACHTING IN SARDINIA
68	FRANCOIS ABIVEN	C	Bavaria Cruiser	46	MALADROXIA	CAGLIARI SAILING
33	GILLES CAPRARI	L	Bavaria Cruiser	51	PAN DI ZUCCHERO	CAGLIARI SAILING
80	GIORGIO MORABITO	L	Bavaria Cruiser	51	POTA POTA	CAGLIARI SAILING
34	INKEN BRAUNSCHMIDT	C	Bavaria Cruiser	46	ALUDRA	NSS
16	JACK BARNSTON	M	Dufour	460	BARBARA	BOOMERANG
38	JACQUIE MILNE	M	Dufour	460	SENNORA	YACHTING IN SARDINIA
3	JAN BONSET	C	Bavaria Cruiser	46	MASUA	CAGLIARI SAILING
21	JAN GERD VAN SENDEN	L	Dufour	512	ELEONORA	BOOMERANG
51	JAN VAN MIDDELKOOP	L	Dufour	500	KOSI	YACHTING IN SARDINIA/ SUN CHARTER
54	JENS WILKENS	C	Bavaria Cruiser	46	ELISA	SAILING SICILY
4	JOHAN BEEKMAN	L	Bavaria Cruiser	51	PEVERO	CAGLIARI SAILING
77	JUAN VACAS	M	Dufour	460	SONIA	BOOMERANG
39	KAY HEINRICHS	C	Bavaria Cruiser	45	TIMI AMA II	CAGLIARI SAILING
18	KEES BAKKER	L	Bavaria Cruiser	51	ASTRA	CRUISING CHARTER
48	KLAUS HUETTEN	C	Bavaria Cruiser	46	VITTORIA	SAILING SICILY
32	LUCA GIONCHETTA	S	Dufour	412	GAVI	BOOMERANG
62	LUCA MERLO	S	Dufour	412	FRANCESCA II	BOOMERANG
55	LUTZ WEISE	L	Bavaria Cruiser	51	NORA	SAILING SICILY
89	MALTE STROHM	M	Oceanis	43	LIBRA	NSS
24	MARTIN FORDHAM	M	Bavaria Cruiser	45	ANNACHIARA	SAILING SICILY
2	MARTIN SCHMOELDERS	L	Bavaria Cruiser	51	SILKWAVE	CAGLIARI SAILING
75	MICHAEL PLEUSER	L	Bavaria Cruiser	51	ZEDARON	CRUISING CHARTER
50	PETER BISSCHOP	C	Bavaria Cruiser	46	FENICE	CRUISING CHARTER
31	PIETER VAN BEUZEKOM	C	Bavaria Cruiser	46	SADIRA	CRUISING CHARTER
69	RAINER PHILIPP	L	Jeanneau	54	DAY DREAM	YACHTING IN SARDINIA/ SUN CHARTER
43	ROBERT WINIA	L	Sun Odyssey	509	SECRET LOVE	YACHTING IN SARDINIA/ SUN CHARTER
27	ROLAND LOCHER	M	Dufour	460	AT LAST	YACHTING IN SARDINIA/ SUN CHARTER
40	RONNIE VAN BAAL	L	Oceanis	55	NOEMI	BOOMERANG
63	ROY SNOEKS	L	Sun Odyssey	509	CATERINA	BOOMERANG
57	RUDI SEIBT	M	Oceanis	45	PEGASUS II	NSS
28	STEFAN NUFER	M	Dufour	460	RUBIA	YACHTING IN SARDINIA
85	STEFFEN BREITER	M	Oceanis	45	ALFA CENTAURI I	NSS

APPENDIX B: ELIGIBLE SKIPPERS 2018

59	THOMAS SCHWENDER	M	Sun Odyssey	439	LOUISIANA	YACHTING IN SARDINIA/ SUN CHARTER
6	TOM BECKER	S	Dufour	412	DOMI	BOOMERANG
86	WOLFGANG LUBCKE	M	Oceanis	43	ICHNUSSA	BOOMERANG

Skipper	Boat No	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Eligible
		1	0	2	7	7	8	9	15	17	20	21	22	31	31	32	23	19	21	21	19	21	22	22	26	68
Aad de Ruyter			2	1	11	5																				Y
Aad Veth														6	7											N
Adrian Schervan	20																	44	32	42	17	26	36	27	25	Y
Al Goethe						10	2									22										Y
Alfred Friedacher																									48	N
Allard de vos Klootwijk	8								18	20	26	34	16	29	12	51	47	15	6	15	10	6	32	4	10	Y
Andreas Klein	10										5	1	C	34	19	59	41	C8		C8	C10	C9				Y
Angelo Ottaviani	35															26	28	4	19	8	9	12	13		12	Y
Anthony Spilman	72																						6	8		Y
Antonio Cascio												31														Y
Armin Schleussinger	81						15			25	8	21	7	60	42				42		47	40	39			Y
Arno Hemm		3	3	3	13	12	18	3	16	29		4	25	14	37	16									C4	Y
Ashley Brydges	65													37	62	43	57	48	47		42	31				Y
Bart Otto																6	6									Y
Bastiaan Timmer	11												38	24	27	64	8	25	10	3	21	20	4	26	2	Y
Ben Smulders							7	8																		Y
Bernhard Bonk							8																			Y
Bernhard Fuhr	66								29	23					65		43				48					Y
Bernd Langanke	13																36	26	37		46					Y
Berthold Schultz	74													41	40	12	49	30	31					20	1	Y
Bob McDowell	45					22	6					43	53				9	42	27		27	5				Y
Bruce Douglas	53													57		50		40	15	38	44		16		30	Y
Carlos Moreno	36								19	1	C	15	12	15	41	34	45	C9	C5	C6	C8	C4	C4	C10		Y
Carlos Santa-Olalla	44										31	53	54				54	45	34	6	45	44				Y
Carmen Zellinger	87																				24	35		36	33	Y
Carsten Heise	88															39		34	25		36	32	25	25	41	Y
Cees Bakker																									43	N
Cees Klijnsmit (d)								21	11	4							38	10								N
Chris Jordan	4									36	13	17	49	5		40		6	11	34		15	29	5	42	Y
Christian Hepfer	64												50	31	47	46	30	24								Y
Christoph Schulte											34															Y
Christian Sievers																									23	N
Claus Biernoth												9														Y
Claus Witterstein																55										N
Colin Ford	82																		49	39	5	27	30	39	24	Y
Craig Warrender	60													8	17	1	C,37		C9							Y
Daan van Heereveld					7																					Y
David Boocock	47										9	7	2	10	3	21	14	1	C,C7	C5	C1		C2	C5	C1	Y
Dave Brewster	30																					18	38	31	6	Y
David Henson								18		30					52											Y
David Marchant															23											N
David Miller	73											29	45				56	41	46	37	22	36				Y
David Thomson				6																						Y
Dennis Nunn		4	4	9	6		11	11	7	10	10	5	17	66	21	19		C10								Y
Dennis van Gelder								10																		Y
Denny Alting																							40			N
Dieter Kenkenberg																									34	Y
Dietmar Czerny	84																			13	3	25	22	28	5	Y
Dionisio D'Auria	20											37	34	49	53	58	33									N
Dirk Demtroeder	22								27	19	32	35	30	65	25	47	51	46	41	33	20	37	33	41	21	Y
Dirk Piechowiak	42																					29	11	22		Y

APPENDIX B: ELIGIBLE SKIPPERS 2018

Skipper	Boat No	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Eligible
		1	0	2	7	7	8	9	15	17	20	21	22	31	31	32	23	19	21	21	19	21	22	22	26	68
Dumrul Ozgun												36														Y
Duncan MacPhee			5	10	10	9	18	17	5	14	40	19	26	54	35											Y
Eddie Craighill								5		6																Y
Emilio Boccaletti																										Y
Emilio Bolla																61				24						N
Eric Hamer (d)					17	1	C	15									2	C2	C2							N
Eric Payne							18																			Y
Eric Van Teylingen																							14		18	Y
Ernst Jan Huijbers	15			2	4	2		12														4				Y
Eugen Goetter		1	C,6	8		11						28	52	40	11	33										Y
Francisco Martinez											28															Y
Francois Abiven	68																27	22	29					1	C,C5	Y
Fred Bouter									17	11																Y
Fred Greven			1	3	8	2	5																			Y
Frederico Denora										16	17															N
Gerd Pruss								22																		Y
Gian Tramontano						2																				Y
Gilles Caprari	33																17	8	35	23	34	11	18	3	14	Y
Giorgio Morabito	80						10	2	10										33	20	8	2	9	29	16	Y
Giovanni Massone													43													Y
Gonzalo Chapatte											44															Y
Guido Rosenkranz	7										14	25	27	13	36	45	31	18								Y
Gunnar Stein	61																			14	38			38		Y
Gunther Fruhwirth																		43								N
Gunter Holub													3					5								N
Gus Johnson												26														Y
Han Peeters															69											N
Han Verbrugge	17																		20	10	19					Y
Hans Schubert					5																					Y
Hans-Jurgen Manke											39															Y
Heinz Baedorff	1				16	6	1	C	3		4	2	10		18	36	19	C1								Y
Helms van der Vegte					19	19																				Y
Helmuth Schurig									22	15	7	47	37	37	51	35										N
Ian Simpson	41																	47	9	36	30	28				Y
Ingo Schock																									49	Y
Inken Braunschmidt	34											41	6	17	32	30		31	22	1	C4	C8	C7	C9	C10	Y
Jack Barnston	16								11	24	12	16	9		16	56	25	23	14	21	16					Y
Jacquie Milne	38																						37	35	40	Y
Jak James																									36	N
Jan Bonset	3										45	23	36	4	30	11	11	14	44	17	1	C2	C8	C8	C2	Y
Jan Gerd van Senden	21														39	20	20		3	18	29	10	5	7	39	Y
Jan Kruiniger	18				1	17	9	13	8	17	20	22	42	36	44	53	23	C7	C6	C9	C7	C10	C11	C11		Y
Jan van Middelkoop	51												29	60	38	52	45	11				34	20	23	27	Y
Jan van Rijn						15																				Y
Jean Pierre Adam						8																				Y
Jens Wilkens	54													23	10	5	22	2	28	9	14	1	C6			Y
Jim Schultz	38												39	60	43	7	40	21								Y
Jochen Freytag													19	31					21		39					N
Johan Cnossen	14																					30	28	11	38	Y
John Hall Hall	5							1	C	13	36	3	5	1	C	18	16	C6	C3	C4	C6	C5	C9	C4	C8	Y
John J Becker (d)	6									18	37	13	8	8	26		42	12	36	5	26	7	8	21	17	N
Jörg Falkenberg											15				5											Y
Jörg Heppert												38	31		55											Y
Jos van der Heijden	40														4			33	43		43					Y
Jose Miguel Martinez	52										33	49	47	3	31	13	9	16	18	22	15	9	3	16	51	N

Skipper	Boat No	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Eligible
		1	0	2	7	7	8	9	15	17	20	21	22	31	31	32	23	19	21	21	19	21	22	22	26	68
Jozef Rief														67												Y
Juan Vacas																									13	N
Juergen Fleischhauer	29												32	10	33	66	55			31	31					Y
Julian Tickner	46										42	51		52	64	69	51	32	7	16	11	14				Y
Jürgen Ruge	58										22	39	11		14	37		13	5		12	3	19			Y
Kay Heinrichs	39											52	21	19	13	10	4	7	1	C,C3	C3	C6	C5	C6	C9	Y
Klaus Altergoer						21			28		18	33	51		66	68										Y
Klaus Huetten	48			5		15				12		10	35	29		3	1	C4	C8	C7	C9	C7	C10	C3	C7	Y
Klaus Naschinkski														54												Y
Kees Bakker	18																									Y
Leo Eggink							13		11																	Y
Lorenzo Ghelfi										8	27	6	15	46	57	44										Y
Louis Krijger	62													2	20	27	11		2	4						Y
Luca Gionchetta	32																							24	44	Y
Luca Merlo											19	20		26												Y
Lutz Weise	55								13						#										47	Y
Malte Strohm	89																				41	39	17	14	8	Y
Marta Villena																							27			N
Martin Adler					2					2																Y
Martin Fordham	24									5	21	12	23	15	56	25	5	36	13	27	13	16	2	13	7	Y
Martin Lovelace														28	59	48	58									N
Martin Noordzij						14	3	4	4																	Y
Martin Peter																			40							N
Martin Schmoelders	2									21	25	50	33	60	49	57	18	17		19		17	12		26	Y
Matthias Muenker								6	6	28																Y
Mel Pugh									21	9																Y
Michael Kuhn											1	C														Y
Michael Lange																		29	48	26						N
Michael Pleuser																									22	N
Michael Schultes	37													21	46	31	15		30							Y
Michiel Roohe									2																	Y
Mike Theobald							16	7	9	26	3	14	14	20	8	14										Y
Nigel Evans					3				20																	Y
Nigel Green														59	34	41	53									Y
Nils Boegborn	9				9	13	21													7	2				4	Y
Norbert Schock								9	26	34	16	32			54	65	59	38								N
Oliver Huth	71																		12							Y
Oliver Tondorf	23						17	16		27	6	11	20	47	6	24		9	38		33		1	C,C7		Y
Patrick Heini												40	18	7	50	38	48	19	39							N
Peter Bisschop	50				13				1	C, 7	2	18	1	C	2	4	3	C3	C4	C1	C5	C1	C1	C1	C6	Y
Peter Bruggeling						7																				Y
Peter Jansen	49													22	67	42	39	20	8	32	35	45	26			Y
Peter Mueller					15	18	4	19	23	32	30	44	24	43	48	63										Y
Peter v. Rhoon (d)				7	11			20	24																	N
Peter Witt									15	33																Y
Philip Young									25																	Y
Phillip Moppett							11	23																		Y
Pieter Hadjidakis	70													43	28	32	43	49				13	7	37	32	Y
Pieter van Beuzekom	31													18	1	C,2	7	C5	C1	C2	C2	C3	C3	C2	C3	Y
Rainer Klapper	90																				32	42	24	32		Y
Rainer Philipp	69																							12	50	Y
Rainer Witrien		2																								Y
Ralf Braune	26									35	29	8	46	64	9	54	32	37	45	40	4	43	35	10	19	Y
Ralf Ludwig														31	68											Y
Rob Schultinge (d)														10	15	17										N

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Skipper	Boat No	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Eligible
		1	0	2	7	7	8	9	15	17	20	21	22	31	31	32	23	19	21	21	19	21	22	22	26	68
Robert Jan Dubbeldam											11															Y
Robert Winier	43																							34	29	Y
Roland Locher	27																			25	25	23	23	19	20	Y
Rolf Ambrassat	83											48	48						23	28	7		15	40	45	Y
Ronny Steiber																									37	N
Ronny van Baal	40																								31	Y
Roy Mitchell										22	38															Y
Roy Snoeks	63									3	24	30				15	29	3	4					2	46	Y
Rudi Seibt	57													41	45	29	49	39	17	29	18	21	31	17	9	Y
Sjoerd Jan Ribberink																										Y
Spyro Sorotos	19																			35		24	21	9		Y
Stefan Breiter																									35	N
Stefan Leuppi											43	27	22	51	58	67										Y
Stefan Nufer	28																						42	33	3	Y
Stephen Clapham											35	45	40	57	61	9										Y
Stephane Neuveglise	53																26							30		N
Susanne Rieck																	35									N
Sven Illig	25																					33				Y
Teun Noordam																60										N
Thomas Schwender	59													37	24	8	11	27		12	6	22	10	6	11	Y
Thoralf Kickuth	12																21	28	16	2		46			28	Y
Tony Porter										31																Y
Tony Veldhuis														48												Y
Ulrich Hachmann																				43						N
Urban Monsch											41															Y
Uwe Gutzmer													44		22	23										N
Uwe Petersen	28												41	34	60	49	24			41	40	38				N
Vladimir Voskovic													38	24	29	28										N
Walter Weber					17	20		14																		Y
Wieger Engbrenghof											23	24														Y
Wilfried Sagasser	56													56	63	62	33	35	26	30	28	19	34			Y
Willem Rauwenhoff													13	27												N
Wim van Dijk							13																			Y
Wolfgang Lubcke	86																			44	37	41	41	18	15	Y
Wolfgang Wichert																			24							N
Wolfram Wirth													28													Y
Zelco Katunaric													4													Y

A typical checklist to help Skippers brief their crew on Safety issues onshore prior to the event:

- Personal equipment - Non slip deck shoes, Gloves, Waterproofs, Life jackets
- Life-jacket & Harness - Each crew member allocated a life-jacket, adjusted to fit & kept it in their cabin. The benefits of bringing your own self inflating jacket to the event (instead of bulky charter boat ones)
- Dan buoys - How to use.
- Engine - Each crew member to be capable of starting and operating the engine unassisted. Instruct all crew that engine must be in neutral (or off) to ensure prop is not rotating if near a casualty in the water.
- Auto pilot - Explain how to turn off autopilot and how easily it can be accidentally engaged and appear that the steering has jammed.
- Emergency Steering - Know where to find and how to use emergency steering system. Do a trial fitting. Check for obstructions in its arc of operation.
- Location - Each crew member to be capable of finding out the Latitude and Longitude coordinates of the yacht. If this requires an instrument, he must also know how to switch that instrument on and to the correct screen. Best to have two separate methods. Also know where the Man Over Board Button is and how to re set it. Know bearings are from (not to) distinctive objects (if not using co-ordinates).
- VHF Radio - Each crew member to be capable of calling a mayday on the VHF. Each crew member to know the correct wording (on back of Logbook and sticker by radio).
- Boom awareness. Not just the person on deck, but all crew is responsible for preventing a crew member from being in the danger zone, especially down-wind. Note that the mainsheet area is another risk area on some yachts.
- Boom Preventer – how to rig a preventer rope to minimise the danger of an accidental Gibe.
- Topping Lift - Make sure everyone understands when the topping lift is to be used and not to release it if there is no mainsail to hold the boom up.
- Gas Safety - Each crew member to know where the gas isolation valve is located. The importance of isolating gas when not in use.
- Hull Valves - Each crew member to know where hull penetrations are, how to isolate and location of bungs. Particularly speed sensor position as it is not unknown for these to be cleaned and replaced incorrectly. An ECC yacht sunk that way!
- Fire Extinguishers - Locate and check fire extinguishers and fire blanket. Know which ones are suitable for different fire types. Know how to deal with fire in engine compartment.
- Man Over Board – General briefing, including how to get man overboard back on board. Horizontally, if the casualty is unwell or has been in the water more than a few minutes. Awareness of perils of secondary drowning. Secondary drowning is caused by fluid collecting in the lungs that causes an inflammatory reaction.
- First Aid Kit Know where first aid kit is located. Check contents.
- Tool Kit - Know where tool kit is located. Check contents. Know where to find spare shackles, etc.
- Water Tanks - Know how to use the different water tanks and switch between them.
- Gooseneck - Check Condition.
- Rigging bottle screws are secure and have split pins that are not protruding / taped over (risking cuts).
- Winch Safety - How to use a winch safely, without risk to fingers. Use of Gloves to avoid burns and how to prevent fast releases that could catch a limb.
- On deck, always have a hand holding on to the boat. Use a double harness if outside the cockpit in rough weather, and ensure there is always one part attached.
- Demonstrate key knots and explain when to use them.
- Never put a foot or hand between 2 boats – always use a fender instead
- Batten hatches / close sea cocks at sea
- Flares - location and when / how to use.
- Emergency No's and Other Safety Info in Log Book
- Read the Log Book Safety Briefing

The following can be practiced on the water prior to the first race:

- Engine operation / Basic Manoeuvring for the crew
- Autopilot - Demonstrate autopilot use.
- Unfurling/hoisting, reefing and furling/lowering main and head sails without skipper involvement. Skipper to check all actions are safe, e.g. avoiding boom swing area, holding on, no lines released out of control, etc.
- Flailing Ropes in strong wind – keep clear of flailing ropes / sails / booms and how to bring under control safely.
- Location - To practice ability to record Latitude / Longitude accurately, while motoring.
- Man overboard drills practice.
    - Skipper to demonstrate with and without engine (after first checking sudden change in
- Direction will not threaten other yachts).
    - Each crew member to practice using a fender with engine and without skipper involved.
    - Two spotters do nothing but point at the fender until back on board.
    - Two crew to note the latitude / longitude. MOB Button on VHF / Chart plotter if available.
- Explain importance if someone goes overboard.
    - Practice Dan-buoy deployment.
- Have someone issue Mayday (without pressing transmit, of course).

Important Phone Numbers

Phone Number	Case
112	European Emergency Number
118	Medical Emergency
115	Fire Emergency
113	Police
1530	Maritime Rescue

CHANNEL	SUBJECT	EXPLANATION
73	Race Officer Boat	The Racer officer will provide information for racing. All ECC yachts should monitor channel 73 from a 9.00h until entering the harbour at the end of the day. Yachts asking for clarification on matters concerning the racing should call the race officer on channel 71. This channel will be used for radio check. The Commodore also monitor Channel 71
72	Working Channel ECC Yacht	
68	Weather Report	English and Italian
69	Berthing Instructions	After finishing the day's racing, please listen to this channel for berthing instructions.
16	Safety and Emergency	Any yacht in difficulties is asked to contact the Commodore and race officer on channel 73 in the first instance. If the yacht finds it necessary to make a MAYDAY or PAN PAN call, it is also requested to inform the Commodore and race officer if possible. When using channel 16 for calling always switch to a working channel after initial contact. If it is possible, have the channel 16 always as a second listening channel.