



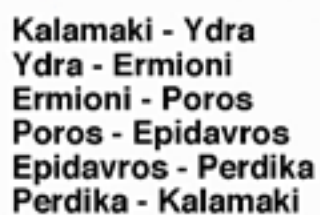
ECC SAILING

LOGBOOK

ENGINEERING CHALLENGE CUP **2019**

ECC 26 | CELEBRATED IN ATHENS, GREECE

ECC ATHENS 2019



ECC SAILING

LOGBOOK

ENGINEERING CHALLENGE CUP 2019

ECC 26 | CELEBRATED IN ATHENS, GREECE



CONTENTS

ECC 2019		LOCATION INFORMATION	24
ROUTE MAP	2	THE SARONIC GULF, GREECE	25
ADMIRAL'S WELCOME	4	AVERAGE WEATHER	25
COMMODORE'S WELCOME	5	PROVISIONING	25
COMMODORE'S TEAM	6	ITINERARY	25
SUPPORTING TEAM	7	SKIPPERS' BRIEFINGS	25
SPONSORS OF ECC 2019	8	ATHENS - ALIMOS MARINA	
INTRODUCTION TO THE ECC	9	AT KALAMAKI	26
HISTORY	9	YDRA (HYDRA)	27
PARTICIPATING NATIONALITIES		ERMIONI	28
1994-2019	9	POROS	29
ENGINEERING CHALLENGE CUP		PALAIA EPIDAVROS	30
LOCATIONS & WINNERS	10	PERDIKA (AIGINA)	31
COMMODORES CUP	11	KALAMAKI (ATHENS)	32
JOSE MIGUEL MARTINEZ TROPHY	11	CREW & SPONSOR PRESENTATION	33
ECC CHARTER	12	APPENDIX A: SKIPPER, BOAT	
KEY PRINCIPLES	12	& DIVISION INFORMATION	61
SAFETY	16	BY BOAT NUMBER	61
THE RACING	17	BY DIVISION	62
RACE & SAILING INSTRUCTIONS	18	BY SKIPPER	63
DIVISIONS & RACE STARTS	20	APPENDIX B: ECC RESULTS	64
STARTING PROCEDURE	21	APPENDIX C: SKIPPERS SAFETY	
		BRIEFING CHECKLIST	68
		APPENDIX D. IMPORTANT	
		PHONE NUMBERS & CHANNELS	70



WELCOME TO THE ECC ADMIRAL'S WELCOME

ENGINEERING CHALLENGE CUP 2019

ATHENS, GREECE

Dear ECC participants,

I hope your 2019 has got off to a good start and that, unlike me, you are not too badly affected by Brexit!

Looking back, I'm thinking what a fabulous event we had last year in Sardinia! Perfect sailing conditions all week, great racing and stunning evening events. Many thanks to Berthold Schultz as Commodore and to Sasha King of High Point Yachting, as head of the organising team, as well as their respective teams and many thanks also to all the sponsors who put the "icing on the cake" giving us those amazing social events and the much appreciated "goodies".

Martin Fordham and his team on Boat 24 dominated on the water throughout the 2018 event and, as he became the 25th Commodore, he must have wondered how he would match that. They got their heads down straight away and set about the organisation with a determination and urgency I had not witnessed before. Hats off to them! Top priority was to choose an organiser and venue and the process concluded with High Point Yachting being selected to stage the event out of Athens.

As you will realise reading the bulletins and this Logbook, we can look forward to a very special event and, on behalf of all participants, I would like to thank all our generous sponsors and Martin Fordham, Sasha King and their respective teams and everyone else involved in putting together this superb event for their hard work leading up to it and especially during the event itself.

The ECC Charter sets out the key principles for our event. The new Commodore follows those principles each year, but inevitably opinions vary about what participants may want. It is only by receiving specific feedback that we can push



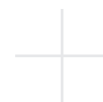
for changes to the way we shape our event to best match your preferences. If you have an improvement idea, suggest it to one of the Commodores and we will discuss it at our annual meeting on Thursday, 9th May.

ECC could develop in different directions ranging from an unlimited open event to a small elite club. Such scenarios bring very different up and downsides. Currently our approach is to limit membership to a level that ensures comprehensive and manageable organisation. Our course is not set in stone and it is up to you to shape the future as we wish by ensuring your wishes are fed back to us so that we can act on them.

Safety remains paramount and must not be compromised to get a better result, however tempting it may feel at particular moments. Remember that even a small accident can spoil the whole week, so please play fair, respect each other and have fun!

May the best team win,
All the best,

John Hall Hall
ECC Admiral



WELCOME TO THE ECC COMMODORE'S WELCOME

ENGINEERING CHALLENGE CUP 2019

ATHENS, GREECE



Dear ECC Friends,

It's May at last – ECC! Martin and the Organising Committee are looking forward to welcoming all our old and new friends to our 2019 Engineering Challenge Cup week of sailing and socialising this year in Greece.

Last May I thought I had been retired for nearly 3 years, but since then I feel I have been in full time employment working on the ECC matters, without the pay of course, and my wife wants to know when she can have me back, I think the "to do list" is growing!

My super crew have all been an integral part of the ECC Organising Committee (OC) this past year and you can put names to faces on the Commodore's Team page below.

It has been an exciting time and we have been well supported by the Admiral John and some of the Commodores as well as other ECC participants and we thank you all for that. We had some very competitive bids to support us with sailing out of Athens, Mallorca, Biograd and Ibiza and the final selection was very close. We would like to thank High Point Yachting, Nautic Group/ Mallorcanautic, Ilirija and Ibiza Regatta for their input and look forward to sailing with all of them in the future. HPY team are introduced on the Support team page including our race officer Vassilis who has been working with Alen Kustic on the handicapping.

In October a couple of the OC team made a route survey and had a great recce trip where we visited event harbours of Kalalmaki, Ydra, Ermioni, Poros, Epidavros and Perdika and some other harbours as well and met many local people who we will be dealing with over the week.



As you all probably know, getting sponsors has been difficult with the current world political/ industrial situation, Brexit issues etc. but we will have a great event and a big thank you to those that have sponsored. The OC team will be in Kalamaki from 2nd May to ensure everything is organised and look forward to seeing you there.

We think we have a great line-up with the yacht regatta and activities planned for this week so we hope you will enjoy them. We wish you a great week with perfect sailing, winds and sunshine. Be safe!

Martin Fordham
ECC Commodore

INTRODUCING THE COMMODORE'S TEAM



MARTIN FORDHAM

ECC ROLE: Commodore
Making it all happen!

BOAT 24 ROLE: Skipper,
helmsman.

Zeus. King of the gods and the sea...he who must be obeyed, fearsome athlete, also known as 'milk with two please.'



STEVE BELL

ECC ROLE: Racing rules

BOAT 24 ROLE: Tactician.

Apollo. God of knowledge. Can tie a bowline behind his back, hoist an asymmetric singlehanded whilst checking the cricket score.



NATALIE GORE

ECC ROLE: Planning, finance,
logbook

BOAT 24 ROLE: Boat manager, jib
winch.

Athena. Goddess of reason...she who must be obeyed and heavenly ability to look good in oilies.



RON WILLIAMSON

ECC ROLE: Logbook, crew lists

BOAT 24 ROLE: Jib winch.

Hermes. God of boundaries... including buoyed channels.



JUDY MOORE

ECC ROLE: Sponsorship

BOAT 24 ROLE: Jib winch.

Aphrodite. Goddess of beauty and protector of 'The kitty'.



HUGH PROUDMAN

ECC ROLE: ECC website,
Logbook, IT support

BOAT 24 ROLE: Co-skipper,
navigation, jib winch.

Dionysus. God of wine, fruitfulness and knowing when to drop the anchor.



MICK HUMPHRIES

ECC ROLE: Route planning,
Racing rules, dinghy race and
competitions

BOAT 24 ROLE: Mainsail trimmer,
Overall sail trim, Jokes and crew
morale.

Poseidon. King of the sea and
main sheet.



ANDREW GALLIVER

ECC ROLE: Assistant to Race
Officer

BOAT 24 ROLE:

Hades. God of the
Underworld... never heard of
him.

INTRODUCING THE SUPPORTING TEAM



SASHA KING

COMPANY:
High Point Yachting

ECC ROLE: Organizer,
ECC 2019



MARCO LOPEZ

COMPANY:
High Point Yachting

ECC ROLE:
Support Team Leader
(ECC 2016)



EVA STOUT

COMPANY:
High Point Yachting



DAVID DONNELLY

COMPANY:
High Point Yachting

ECC ROLE:
Support for Race Officer



DAVE HENDERSON

COMPANY:
High Point Yachting



HARRIS

COMPANY:
Nomicos Yachts



VASSILIS KASKOURAS

COMPANY:
Yacht Club of Greece

ECC ROLE:
Race Officer, ECC 2019

DENI VULETIC (ECC 2017)

GINO BAXHAKU

MICHALIS KATSIKIS

INTRODUCING THE SPONSORS OF ECC 2019

We are very grateful to our sponsors for their valuable contribution to the ECC 2019. 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.

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58

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60

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45

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54

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INTRODUCTION TO THE ECC

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 Austrian 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 first ECC took place in Mallorca/Spain in 1994 with a fleet of four boats.

The number of participating yachts grew steadily, peaking at 70 in 2007 which was more than seventeen times the number of the first ECC. It was about this time that the Commodores took the decision to reduce the size of the fleet, to make the event more manageable and to retain its informal character.

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 2019 the ECC will be held out of Athens, Greece with around 330 crew members participating on 48 boats.

PARTICIPATING NATIONALITIES 1994-2019

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

ENGINEERING CHALLENGE CUP LOCATIONS AND WINNERS

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



YEAR	LOCATION	PARTICIPANTS	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	Sardinia, 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
2018	Sardinia, Italy	49 yachts	Martin Fordham, Boat 24
2019	Athens, Greece	48 yachts	Yet to be decided....!!

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.



YEAR	WINNER	YEAR	WINNER
2000	Martin Noordzij	2010	Heinz Baedorff
2001	Dennis Nunn	2011	Pieter van Beuzekom
2002	Dennis Nunn	2012	Peter Bisschop
2003	Michael Kuhn / Arno Hemm	2013	David Boocock
2004	John Hall Hall	2014	Peter Bisschop
2005	Peter Bisschop	2015	Peter Bisschop
2006	John Hall Hall	2016	Peter Bisschop
2007	Eugen Gotter	2017	David Boocock
2008	Peter Bisschop	2018	Peter Bisschop
2009	Eric Hamer		

For 2019 the following Commodores will be competing:

Francois Abiven	Peter Bisschop
David Boocock	Martin Fordham
John Hall Hall	Carlos Moreno
Oliver Tondorf	

JOSE MIGUEL MARTINEZ TROPHY

In memory of Jose Miguel Martinez who lost his life on Day 1 of the 2017 event at Solta, Croatia.

Awarded to the winner of the first race involving all entries (Commodores and non-Commodores). The trophy was presented in 2017 by ECC founder, Arno Hemm and his crew to remember Jose Miguel Martinez and to remind all participants that sailing is potentially dangerous, even for experienced skippers.



YEAR	LOCATION	PARTICIPANTS	WINNER
2018	Sardinia, Italy	49 yachts	Martin Fordham, Boat 24



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 industries. 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

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 Commodores 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.

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 and crew.
3. To be awarded to the winner of the first race each year.

The Commodores are (or were):

YEAR	COMMODORE	YEAR	COMMODORE	YEAR	COMMODORE
1994	Arno Hemm	2003	Carlos Moreno	2012	Kay Heinrichs
1995	Eugen Gotter	2004	Michael Kuhn	2013	Inken Braunschmidt
1996	Fred Greven	2005	Andreas Klein	2014	Jan Bonset
1997	Aad de Ruyter	2006	Peter Bisschop	2015	Jens Wilkens
1998	Jan Kruiniger	2007	John Hall Hall	2016	Oliver Tondorf
1999	Dennis Nunn, Eric Hamer	2008	Pieter van Beuzekom	2017	Francois Abiven
2000	Heinz Bädorff	2009	Craig Warrender	2018	Berthold Schultz
2001	John Hall Hall	2010	Klaus Hütten	2019	Martin Fordham
2002	Peter Bisschop	2011	David Boocock		

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/she might have fared if he/she had been competing against the other Divisions.

The published results should include as a minimum for each yacht: Boat Number, Skipper Name, Company, Yacht make/model, Class, Time Correction Factors (TCF), Finish Time, Elapsed Time, Corrected Time and Position (rank).

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 Logbook:

- ECC Charter Rev 17 (this document)
- ECC Minutes No 11 2018
- ECC List of Eligible Skippers for 2019

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.

The Commodore appointed at the end of ECC week will be responsible for organising the next ECC week and for issuing a "Logbook" 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.

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

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).

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 2019 the figure agreed by the Committee is 52. 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).

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. Until a replacement crew is found the cancelling crew will remain liable for ECC Fees. Every effort will be made to find a replacement crew so that ECC Fees can be waived or returned. Replacement crews are not required to be skippered by an "eligible" skipper.

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.

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.

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.

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 2019 was agreed by the Committee as €110.

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.

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.

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.

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.

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

February 2019



SAFETY

PLEASE DON'T FORGET AT ANY TIME: THE 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 or she make himself/herself known to the OC.

RESPONSIBILITY FOR SAFETY

Whilst all involved in the organization of ECC 2019 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 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 seaworthiness. Nothing, whether in this Logbook or in the safety procedures that the committee may implement or communicate 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 lifejackets & harnesses, 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 & HARNESSSES

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.

DEFIBRILLATORS

We will have a defibrillator in the ECC fleet. The location will be advised in the Skippers' Briefing.

Note: For emergency telephone numbers and VHF channels, please see Appendix D on the back page of this logbook.



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 World Sailing (WS) 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 & avoid collisions are:

1. A yacht is considered to be racing from the preparatory signal.
2. 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.
3. 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.
4. When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.
5. When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.
6. Do not cause another yacht to alter course unless it has room to do so.
7. Inside yachts having established and

maintained an overlap outside three boat lengths from mark of the course are entitled to be given room at the mark.

8. 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, 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 barometers, 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.

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 confined waters.

And finally, COLLISIONS: Quite simply these should be avoided at all times.

RACE & SAILING INSTRUCTIONS

ECC 2019 WILL TAKE PLACE IN THE VICINITY OF ATHENS, GREECE,
BETWEEN 4TH AND 10TH OF MAY 2019. THE ROUTE (WEATHER PERMITTING) WILL BE:
KALAMAKI (ATHENS) – YDRA – ERMIONI – POROS – EPIDAVROS – PERDIKA (AIGINA) - KALAMAKI

SAILING INSTRUCTIONS

Supplementary Sailing Instructions (SSIs) may be published by the Race Officer at or before Registration or during the Skippers' Briefing(s).

The SSIs will expand on and may amend the following:

REGISTRATION

Registration will take place in Kalamaki on Saturday 4th May from 1200 to 1600 prior to the welcome party.

SKIPPER'S BRIEFINGS

Skippers' Briefings will be held every morning from the 5th to the 10th 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 09:00 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.

WS RULES & ECC AMENDMENTS

ECC 2019 will be governed by the 'Racing Rules of Sailing 2017 – 2020' published by the World Sailing (WS) (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' (IRPCS) shall apply. A yacht is considered to be racing from four minutes before the start of a race until being clear of the finishing line after completing the race. The IRPCS regulations shall also apply from sunset until sunrise even if the boats are still racing.

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 recommend reefing when risk of damage to the overall fleet is considered excessive. However, as always, it will be the responsibility of each skipper to decide when and whether to reef.

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 WS RRS 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 from Greece.

ADVERTISING

The port and starboard bows and the stern areas of the participating yachts are reserved for our Titanium Sponsors. No other hull advertising is to be placed on the stern or in front of the mast on any yacht participating in ECC 2019. Our 'Titanium', 'Platinum' and 'Gold' sponsors may fly their appropriate sized flags at any ECC 2019 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 will 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.

ANCHORS

It is recommended that the anchor 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.

BERTHING, MOORING & ANCHORING

Berthing operation will be coordinated by one or more of the ECC support vessels as explained in the Skippers' Briefing 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.

ECC RACE SAILING FLEET AND COMMODORES' SAILING FLEET

The first race will be the Jose Miguel Martinez Trophy where the fleet will be divided in to two starts. The first start will consist of the smaller boats: Bavaria 41s, 45s and 46s. The second start will consist of the larger boats and the Commodores: Bavaria 51s and 56s, plus the Commodores in Sun Odyssey 449s.

The start procedure for this race will be reviewed with the daily SIs at the first Skippers' Briefing.

In the subsequent Engineering Challenge Cup races, the racing format will be by boat divisions racing in different starts as shown in the tables below. The ECC fleet will be split into four divisions. 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.

The fleet will race in divisions – blue, green, red, white and yellow, where two divisions will be grouped in the first start together and the other three divisions will be grouped in the second start. So, there will be two starts each race.






















The composition of the races will ensure that every boat will race against every other division at least once (depending on the number of races). The Commodores (yellow division) will be ranked separately from the main ECC fleet and, although scored separately, will start with ECC Race 2, so that they are not sailing 'alone'.

DIVISIONS AND RACE STARTS






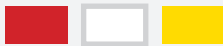



TABLE 1 - DIVISIONS

DIVISION	DIVISION PENNANT	NUMBER OF BOATS
1 (BLUE)	BLUE	11
2 (GREEN)	GREEN	10
3 (RED)	RED	10
4 (WHITE)	WHITE	10
5 (YELLOW)	YELLOW	7

TABLE 2 - RACE STARTS

RACE 1	START 1	THE SMALLER BOATS: BAVARIA 41, 45 & 46		
	START 2	THE LARGER BOATS: BAVARIA 51 & 56 PLUS THE COMMODORES IN SUN ODYSSEY 449		
RACE 2	START 1			
	START 2			
RACE 3	START 1			
	START 2			
RACE 4	START 1			
	START 2			
RACE 5	START 1			
	START 2			
RACE 6	START 1			
	START 2			
RACE 7	START 1			
	START 2			

STARTING PROCEDURE

TIME	FLAGS UP	FLAGS DOWN	SOUND SIGNALS	VHF MESSAGE (EXAMPLE)
10 MINUTES BEFORE 1 ST START				10 MINUTES TO 1ST START FOR BLUE AND GREEN FLEETS (OTHER FLEETS KEEP CLEAR)
5 MINUTES BEFORE 1 ST START			SHORT HORN	5 MINUTES TO START FOR BLUE AND GREEN FLEETS (OTHER FLEETS KEEP CLEAR)
4 MINUTES BEFORE 1 ST START			SHORT HORN	4 MINUTES TO START FOR BLUE AND GREEN FLEETS (OTHER FLEETS KEEP CLEAR)
1 MINUTE BEFORE 1 ST START			LONG TERM	1 MINUTE TO START FOR BLUE AND GREEN FLEETS (OTHER FLEETS KEEP CLEAR)
AT FIRST START, 10 MINUTES BEFORE 2 ND START			SHORT HORN	START FOR BLUE AND GREEN, 10 MINUTES TO START FOR RED, WHITE AND YELLOW FLEET
5 MINUTES BEFORE 2 ND START			SHORT HORN	5 MINUTES TO START FOR RED, WHITE AND YELLOW FLEETS
4 MINUTES BEFORE 2 ND START			SHORT HORN	4 MINUTES TO START FOR RED, WHITE AND YELLOW FLEETS
1 MINUTE BEFORE 2 ND START			LONG TERM	1 MINUTE TO START FOR RED, WHITE AND YELLOW FLEETS
AT SECOND START			SHORT HORN	THAT WAS THE START FOR RED, WHITE AND YELLOW FLEET

Note: The colours of the divisions in the table above are indicative only. The correct order of the starts for each race is shown in Table 2 - Race Starts on page 20 above.

SCORING

The first race, the Jose Miguel Martinez Trophy, will be scored with the time on time handicap based on ECC handicaps for 2019. The remaining races for the ECC scoring system will be in compliance with RRS – Appendix A Low Point System. The Commodores' fleet will be scored as a separate division. Time on time handicap system will be used to calculate the rankings based on ECC handicaps for 2019. Handicaps (TCF – time correction factors) will be announced as soon as possible on ECC website but no later than the first Skippers' Briefing.

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 in each start. The overall result combining the four divisions will be determined with the ranking based on each boat's total score after discarding the worst score. 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). If a tie still remains, this shall be broken by the result of the last time they raced together. Equal results will remain as equal for positions outside the top five places.

RANKING & MEDALS

Medals will be awarded for the first three places of each Daily Race 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. The trophy is passed on from the current Commodore to the overall winner, who will become the new Commodore for the next year. The top three ECC overall positions will receive medals.

New Commodore and organiser of the ECC 2020 will be the skipper with the lowest points overall four divisions competing for the 2019 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 Commodores 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 the 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.

ORGANIZATION COMMITTEE (OC) BOAT

There will be a large support vessel 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. 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 Vassilis Kaskouras 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.

The Race Committee catamaran will be supported by two RIBs. 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 and shall advise the other party. They must try to resolve the issue immediately and if appropriate the offending yacht shall take a penalty, 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, a protest committee will be assembled to make a decision using the applicable WS rules. Decisions of the protest committee will be final and binding.

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 she neither gains nor loses from her 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.

RADIO (VHF) COMMUNICATION

Please ensure your radio is on as soon as you return to your boat after the Skippers' Briefing each day and keep it on the **ECC yachts Working Channel**. 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!

RADIO (VHF) CHECK PROCEDURE

Shortly after the first Skippers' Briefing, a radio check will be made on the ECC yachts Working Channel.

The Commodore's boat will call all boats in the sequence of their ECC numbers. If everything goes well on the first day it will not be repeated. Otherwise it will be repeated each day until everybody checks-in in a timely manner. If you have any reason to doubt your radio, please feel free to request a radio check at any time on the ECC yachts Working Channel.

THE RADIO CHANNELS USED ARE LISTED IN APPENDIX D ON THE BACK PAGE OF THIS LOGBOOK.





LOCATION INFORMATION

THE SARONIC GULF, GREECE

The Saronic islands are situated in the Gulf of the same name, between Attica and Argolis, and have a Mediterranean climate, with mild, moderately rainy winters and hot, sunny summers.

They are, in order of size: Salamis (the largest and only a short distance from Athens), Aegina, Hydra, Poros, Spetses, Dokos, and Angistri.

AVERAGE WEATHER

Temperatures in May average from a minimum of 14 to a maximum of 24 centigrade.

The strong Meltemi winds (blowing in the Aegean Sea from the North) do not usually affect the Saronic Gulf and the Peloponese east coast.

The prevailing winds blow from North to North East, its strength is usually about force 3-4. Around Methana peninsula and Anghistri island and the approaches of Epidavros, Korfos the wind is normally less, while in the area of Poros and Hydra and Dokos islands it can be a bit windier.



A FEW TIPS:

Mobile phones / 4G

There is excellent 4G coverage in the Saronic Gulf and many of the yachts are equipped with wi-fi based on 4G networks. However, if you intend to use a lot of data during the ECC you may want to bring a 4G hub with you.

The Spelling of place names

As we all know, the Greek language has its own alphabet. Place names are written on most maps and charts in both Greek and Latin script.

This on its own can be a source of

confusion. However, when place names are translated into Latin script, there is considerable variability in spelling. For example, the names "Hydra", "Idra", "Idhra" and "Ydra" all refer to the same place - "Υδρα"!

We haven't worked-out a rule to prevent confusion (or disagreement), so our tip is just to be careful and check – at least twice – when reading charts, guidebooks, etc.

Mooring

As mentioned in Bulletin 5, mooring at quays and pontoons in the Saronic Gulf is a bit different from some other locations visited by the ECC.

Only a few harbours have lazy lines installed on the quays, which means that stern-to mooring is carried-out using anchors. Long anchor scopes are required – 30-40 meters in some places. This means that it is almost inevitable that neighbouring yachts will lay their chains over each other – meaning that the yacht that arrived last needs to leave first.

Care and cooperation will be essential for the ECC fleet, particularly in the smaller locations such as Ydra and Perdika.

SHOWERS, TOILETS & WATER SUPPLIES

As mentioned in Bulletin 5, the shore facilities – such as water, power, toilets and showers - are not readily available in most of the locations that we will be visiting. The Commodore's team were able to enjoy our recce visit using just the water supply on our boat, and we think that the ECC fleet will be able to achieve this as well – if crews set out with the right expectations.

PROVISIONING

INITIAL BOAT PROVISIONING with Yachtness - www.store.yachtness.com/?ref=highpoint

You are invited to provision your yacht via this group. They are reliable, will be looking after ECC well and they are also our partners for the welcome party! We would seek your support, please contact them directly.

For anyone wishing to buy their own food on arrival at Kalamaki, there are several supermarkets in Kalamaki. However, none is in easy walking distance of the Marina and anyone needing to buy anything substantial is encouraged to take a taxi to and from the supermarket. Your charter company will be able to help to arrange this.

ITINERARY

When planning your shopping, please keep in mind that the itinerary includes some locations where there will be only few / small shops:

Day	Date	Evening Location	Shopping available at Evening Location
0	Saturday 4th May	Kalamaki	Extensive shopping
1	Sunday 5th May	Ydra	Small supermarkets
2	Monday 6th May	Ermioni	Small supermarkets
3	Tuesday 7th May	Poros	Extensive shopping
4	Wednesday 8th May	Epidavros	Small supermarkets
5	Thursday 9th May	Perdika	Tiny shops
6	Friday 10th May	Kalamaki	Extensive shopping

SKIPPER'S BRIEFINGS

The Skippers' Briefings will be at 09:00 each day, except for Sunday 4th May, when it will be at 08:30.

The locations of the Briefings are shown in the information below for each harbour we visit. If the details for a Briefing are not shown the venue will be advised at the previous day's Skippers' Briefing.



ATHENS

ALIMOS MARINA AT KALAMAKI

DAY 0: SATURDAY 4TH MAY 2019



MARINA

Alimos Marina is located South West of Athens 15 km from the city centre, 8 km South of Piraeus port and 30 km from El. Venizelos International Airport. It is served by a dense transportation network of Trams, Buses and Taxis, with stations 500 meters from the Marina.

TOWN

Alimos is a municipality to the south of Athens. It was formed by amalgamating two settlements, the suburban seaside town of Kalamaki, and the inland community of Trachones.

Alimos is directly inland from the Marina and is reached by crossing the tram tracks and the busy main road. It is a bustling suburb with many shops, bars, hotels and restaurants.

WELCOME PARTY FORMAT HOSTED BY YACHTNESS



Welcome drink on arrival at 19.30

- Buffet type evening meal with a selection of Greek dishes
- Two drinks per person:
vouchers will be provided
to be used by 21.30
choice between wine, beer, soft drinks
- All other drinks available at the bar

COORDINATES: 37°54.7' N 23°42.1' E
(entrance to the harbour)

VHF: 71

SERVICES: Electricity, Water, Fuel.
Limited toilets and showers.

SHOPPING: Banks, supermarkets, Car rental,
Pharmacy, hairdressing, laundry

RESTAURANTS

In the marina:

1. Dia Noche Restaurant
 2. Skipper's Yacht 'n Roll Bar
- Outside: multiple within walking distance
1. Ellados Eikones

EVENING ARRANGEMENTS:

WELCOME PARTY

Ellados Eikones Restaurant, Alimos Marina
www.elladoseikones.gr
Time: 19:30 – Saturday 4th May
Distance from Marina: 200m

SKIPPERS' BRIEFING SUNDAY MORNING: KALAMAKI

Skipper's Yacht 'n Roll Bar
(Located near the area marked "Hard standing" on the Alimos Marina chartlet in this Logbook) 08:30

YDRA (HYDRA)

DAY 1: SUNDAY 5TH MAY 2019



The voyage to Ydra involves crossing the Piraeus Traffic Separation Scheme (TSS). In the interests of safety, we therefore propose that the first part of the voyage will be undertaken as free sailing / motoring, in other words NOT racing. This will also enable the crews to become familiar with their yachts. Skippers are reminded that the TSS should be crossed at 90 degrees to the direction of the shipping.

The race start line will be positioned once the TSS has been crossed, and closer to Nisos Ydra.

Details will be given at the Skippers' Briefing.

Ydra is a must-see destination when sailing in the Saronic Gulf.

The inhabitants still rely on donkeys to transport everything from food to fridges along the cobbled streets; the only mechanised transport being a rubbish cart. The busy harbour is ringed with restaurants and gift shops selling everything from cheap souvenirs to highly priced designer goods and artworks. Yet step into the streets behind the front and the town has typical Greek charm.

MOORING

As you can see, it is a small harbour and it will be a squeeze to get all the ECC boats in! Extensive rafting will be required.

Please follow the instructions you will be given and be ready to move your fenders and your anchor as necessary. Leaving the next morning will be STRICTLY in reverse order of mooring so as to minimize the risk of tangled anchors!



COORDINATES: 37°21.2' N 23°27.9' E
(entrance to the bay)

VHF: No harbour VHF channel is available.

SERVICES: There may be water available on the quay on the northern side of the harbour. Otherwise water is available from a tanker although the quality may be poor.

SHOPPING: Small supermarkets, many tourist and gift shops.

RESTAURANTS: There are numerous restaurants in Ydra on the southern side of the harbour and in the back streets.

EVENING ARRANGEMENTS: There are no formal arrangements in Ydra. This is a great opportunity to explore the town and chose from one of the many authentic local restaurants.

Perhaps you might like to climb the hill on the north western side of the harbour to watch the sunset.

SKIPPER'S BRIEFING MONDAY MORNING: YDRA

The Pirate Bar located close to the compass rose on the Ydra chart-let above 09:00

ERMIONI

DAY 2: MONDAY 6TH MAY 2019



Ermioni is a small seaside town on the eastern coasts of Peloponnese, in the region of Argolis. Constructed on the hill slopes around a beautiful port, this town has revived over the last few decades.

The place has been continuously inhabited, at least since the times of Homer. During the classical era it was well known for its agriculture and shipbuilders, and also for the production of *porphyra*, an important red dye extracted from molluscs. This dye was used for the colouring of army uniforms including those of Alexander the Great.

Ermioni has two harbours – one in the bay to the north, and a larger one to the south (also known as “Mandrakia”). Although the sea passage between the two is about 1.5nm, it’s a quick walk of about 200m through the pretty back streets.

MOORING

The ECC fleet is expected to moor in the southern (Mandrakia) harbour – along the harbour wall near the selection of tavernas. This will be confirmed at the Skippers’ Briefing.



COORDINATES: 37°22.8' N 23°15.6' E
(entrance to the bay)

VHF: No harbour VHF channel is available.

SHOPPING: This busy little town provides all the facilities you would expect including chemists, excellent bakeries, banks with ATMs and various general stores. There’s a small hypermarket within walking distance.

RESTAURANTS: Many – in both the northern and southern harbours

EVENING ARRANGEMENTS: There are no formal arrangements for our visit to Ermioni. This could be an ideal location to visit other crews and/or have a meal overlooking the sea at sunset!

Judging of the Hat Competition will take place before dinner.

SKIPPER'S BRIEFING

TUESDAY MORNING: ERMIONI

Venue to be advised later. 09:00

POROS

DAY 3: TUESDAY 7TH MAY 2019



A popular retreat for Athenians, the island retains its "Greek-ness", with a range of traditional restaurants, a fish market, and selection of small shops. The town is built on a hillside, so for some superb views, take a walk to the clock tower which overlooks the bay!

MOORING

The island of Poros is separated from the mainland by a channel a few hundred metres across. We will be approaching Poros from the south east. Take note of the small islands and rocks on the approach to the channel. Once in the channel, be aware that the southern side is shallow, and you can easily ground. Watch your depth!

We expect that the ECC fleet will be mooring along the harbour wall to the north-west of the Clock tower (See the chartlet below) although this will be confirmed at the Skippers' Briefing in Ermioni.



COORDINATES: 37°21.2' N 23°27.9' E
(south-eastern entrance to the channel)

VHF: No harbour VHF channel is available.

SERVICES: Water and electricity are available in Poros although these need to be connected for each boat via harbour authorities.

SHOPPING: There's a good range of shops, including a couple of excellent cake shops.

RESTAURANTS: There are plenty of restaurants that offer everything from kebabs to pizzas.

EVENING ARRANGEMENTS: Self-funded meal at Oasis Tavern in Poros, seated as boat crews.

Please notify the Organising Committee at registration or the Race Committee boat by Monday evening if you wish to join us.

SKIPPERS' BRIEFING WEDNESDAY MORNING: POROS

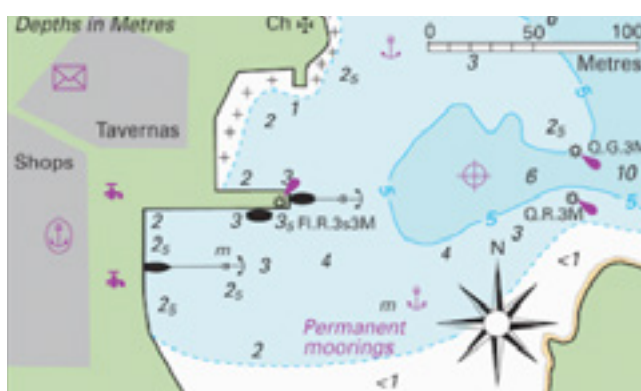
Venue to be advised later. 09:00

This will be the last opportunity to refill with water before Kalamaki on Friday.

Many boats will be anchoring for the next two nights.

PALAIA EPIDAVROS

DAY 4: WEDNESDAY 8TH MAY 2019



Epidavros is a pleasant little town and offers several restaurants and shops supplying basic provisions, as well as a couple of excellent bakeries and a small beach.

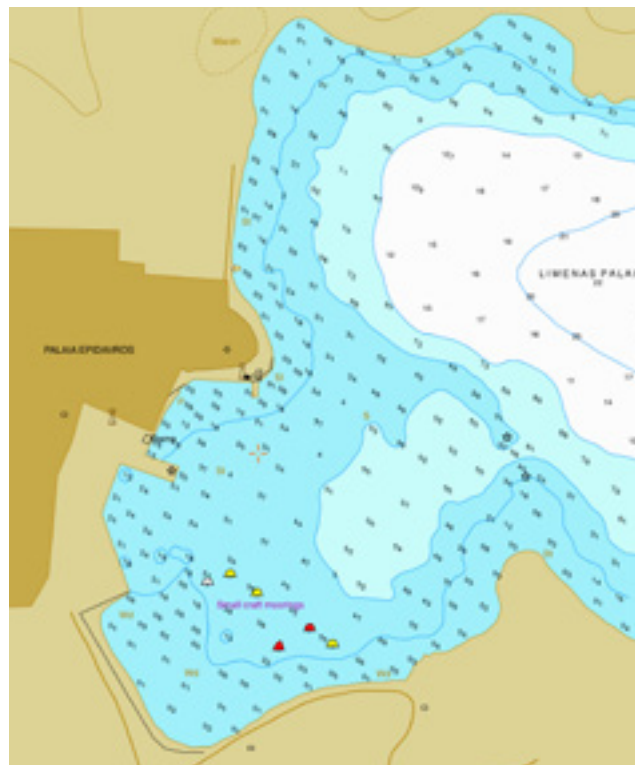
EPIDAVROS WILL BE THE LOCATION OF THE ECC 2019 DINGHY RACE.

For those not participating in the Dinghy Race, our stay in Epidavros provides an opportunity to visit the impressive Epidaurus theatre, which dates from 4BC. It is beautiful and features remarkable acoustics. It is about 10 km from Palaia Epidavros. If you wish to visit the theatre, you may be able to get a taxi in Palaia Epidavros, but it will probably be more reliable to arrange transport via Nicole and Lorella at sailingandlandtoursgreece@gmail.com.

MOORING

The ECC fleet will be distributed at Epidavros. Approximately a third of the fleet will be able to moor against the Quay and the harbour wall – that extends south from the Quay for about 100 meters. The remainder of the fleet will anchor in the bay to the north-east of the Quay.

Note: Be aware of the limited entrance to the harbour. There are port and starboard marks at 37°38.28' N 23°09.71' E (centre of gate).



COORDINATES: 37°38.3' N 23°10.1' E
(entrance to the bay)

VHF: No harbour VHF channel is available.

SERVICES: There will be limited supplies of electricity and water.

SHOPPING: Shops supplying basic provisions, as well as a couple of excellent bakeries.

RESTAURANTS: There are numerous restaurants in Epidavros, both overlooking the course of the dinghy race and also facing the harbour wall where some of the fleet will moor.

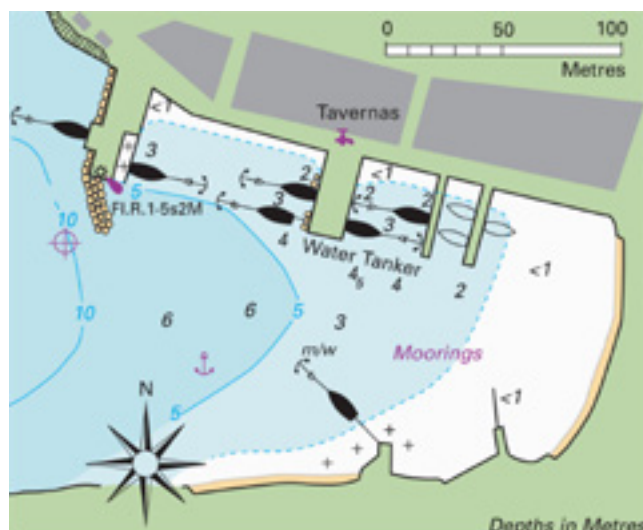
EVENING ARRANGEMENTS: Dinghy race

SKIPPER'S BRIEFING
THURSDAY MORNING: EPIDAVROS

Venue to be advised later. 09:00

PERDIKA (AIGINA)

DAY 5: THURSDAY 9TH MAY 2019



Perdika village enchants many visitors with its simple charm. It is a small fishing village set in a pretty little bay. The traditional fish tavernas, modern cafés & bars are situated on a raised terrace above the small harbour and these are what attract the day visitor whether from Athens or the town of Aegina.

It is claimed that this is the best place on the island to come and enjoy a fish dinner overlooking the peaceful bay and Moni island beyond. The old town has the characteristics of the Aegean Sea-style of white square houses and narrow streets.

MOORING

Perdika is going to be another tight squeeze for the ECC fleet. A small number of boats will be able to moor against the quays, but most will need to anchor in the bay and come ashore in dinghies. It is worth it!

The berths on the quays are vulnerable to wash from passing ferries, despite the fact these pass so far out to sea - they will usually be out of sight before the wash reaches the harbour. Keep your yacht well off the quays and ensure your anchor is well in.

If berthing on the seaward quay, watch out for underlying rocks at the quay edge. **There is one spot near the end of the quay where these are particularly prominent yet nearly every day, someone comes in late, fails to wonder why in the busy harbour this spot has been left empty and smacks their rudder on the rocks!** They're really easy to see – you just have to look!



COORDINATES: 37°41.4' N 23°27.0' E
(entrance to the bay)

VHF: No harbour VHF channel is available.

SERVICES: Limited supplies of electricity, water and fuel.

SHOPPING: There is a small supermarket, a few smaller shops, kiosk, and bakery.

EVENING ARRANGEMENTS: There are no formal arrangements but Perdika is famous for its excellent small seafood restaurants.

Why not use this opportunity to team up with another crew to share a meal together?

The ECC will fill the entire village so please ensure that we return their hospitality!

COMMODORES' MEETING
THURSDAY EVENING: PERDIKA

Saronis Restaurant, Perdika 17:30

SKIPPER'S BRIEFING
FRIDAY MORNING: PERDIKA

Venue to be advised later - 09:00

KALAMAKI (ATHENS)

DAY 6: FRIDAY 10TH MAY 2019



Refuelling is via a mini-tanker delivery at the dock.

Please note that some charter companies are offering prepay deals for the fuel at a fixed rate to avoid queues and delays on Friday.



COORDINATES: 37°54.7' N 23°42.1' E
(entrance to the harbour)

VHF: 71

SERVICES: Electricity, Water, Fuel.
Limited toilets and showers.

EVENING ARRANGEMENTS:

19:30 PRIZE-GIVING PARTY

Yacht Club of Greece (YCG), Piraeus, Athens

Dress code: Long trousers may be required for guests seated in the Club Room.

Transfers: Buses organised by YCG will take us to and from Piraeus.

Transfer time: approx 20 mins - dependent on traffic.

EC04 CHRIS JORDAN

INTRUENE

intruvene®

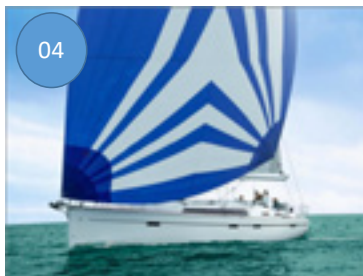
CREATING PERFORMANCE

SKIPPER



Chris Jordan

04



CO-SKIPPER



Peter de Wit

CREW



Hennie Vollenbroek



Wim van Leeuwen

CREW



Jeroen van As

EC05 JOHN HALL HALL

ACTEMIUM - CEGELEC



06

EC06 TOM BECKER

JOHN BECKER INGENIEURE



TOM BECKER
(SKIPPER)

KLAUS BOTH

TIM OLE KÖSTER

FLORIAN MASSANTE
(CO-SKIPPER)

08

EC08 ALLARD DE VOS KLOOTWIJK

ENGICON GELDORF

BOAT 08



Allard (Skipper)

Tonno (Co-Skipper)

Pieter

Erik

Richard

Laurens

Bastiaan

EC11 BASTIAAN TIMMER

LEICA GEOSYSTEMS AG



EC14 JOHAN CNOSSEN

THYSSENKRUPP



16

EC16 JACK BARNSTON



18

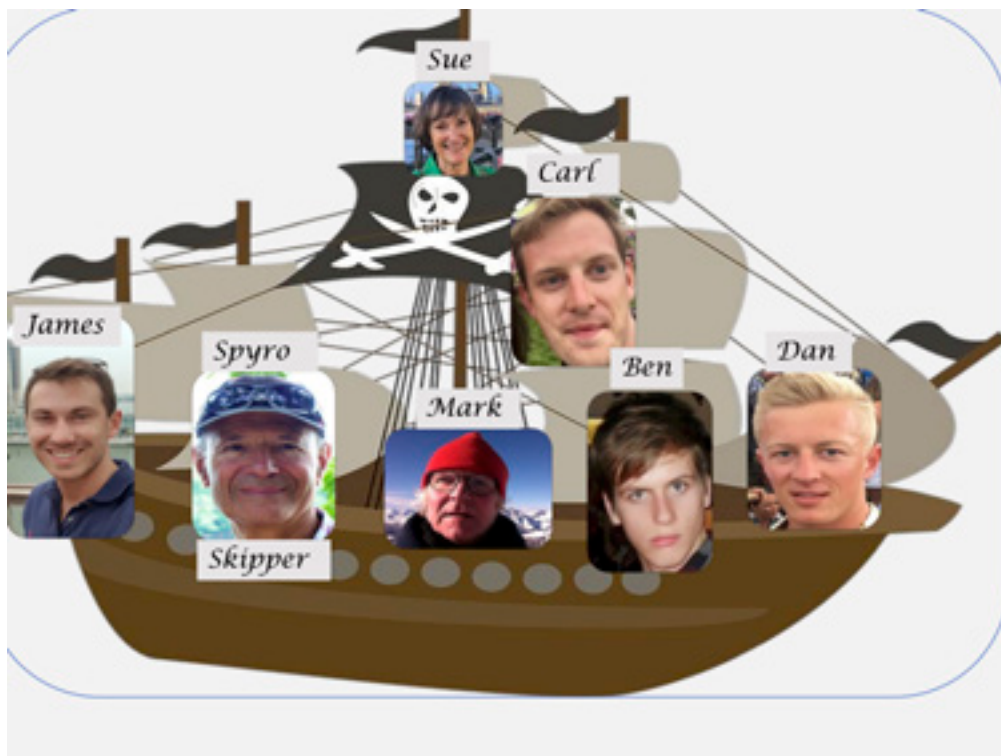
EC18 KEES BAKKER

DE GIDTS & FELDMAN BV



EC19 SPYRO SOROTOS

19



EC20 ADRIAN SCHERVAN

THYSSENKRUPP UHDE CHLORINE ENGINEERS

20



21 EC21 JAN-GERD VAN SENDEN

VIJVERBERG



22 EC22 DIRK DEMTROEDER

JOELSCHER WATER AND INFRASTRUCTURE ME



EC23 OLIVER TONDORF

23

Boat 23



Skipper - Oliver



Navigation - Frank



Co-Skipper - Joe



Crew - Ralph



Crew - Reiner



Crew - Rolf



Crew - Dietmar

EC24 MARTIN FORDHAM

THE CREW WITH NO NAME

24

TEAM WITH NO NAME – Boat 24

ECC 2019 Athens



Hugh Proudman Co-Skipper



Martin Fordham Skipper



Natalie Allen



Andy Galliver



Ron Williamson



Steve Bell



Judy Moore



Mick Humphries

25

EC25 SIEB MEIJER

INTRUVENE



Sieb Meijer

25



Jan Bonset



André Schoute



Patricia Osseweijer



Kees van Aarle



Jan Boertien



Luc Landius

27

EC27 ROLAND LOCHER

OMYA



EC28 STEFAN NUFER

TRIPLAN TECHNOLOGY GMBH



EC33 GILLES CAPRARI

GCTRONICS



35

EC35 ANGELO OTTAVIANI

NUTECH ENGINEERING & JPS



36

EC36 CARLOS MORENO

INTECSA INDUSTRIAL



EC38 JACQUIE MILNE



EC40 RONNY VAN BAAL

SKY-ACCESS BV



41

EC41 JAKLYN JAMES

FLUOR



43

EC43 ROBERT WINIA

K5 SAVING





HIGH POINT YACHTING

Our first winter edition of High Point YachtFest (HPYF), in the British Virgin Islands was in March, and it was a great success!

We have been running this friendly and fun event for the last 10 years on the Mediterranean and this was the first winter edition of the event. The idea was to replicate the experience we have on the Med, but in a different, beautiful Caribbean setting.

We gather people who enjoy sailing, visiting places and different cultures. We create a 'platform' for them to socialise, have fun, enjoy time and meals together. We race and have fun competing. We support each other and make friends.

In the Caribbean, we used catamarans. The BVI offer a great selection of islands, constant winds and warm temperatures. The area has come up a long way since the hurricanes last year, but it will take time to fully recover. We want to carry on supporting them.



**HPYF Caribbean March 2020 dates will be announced soon.
You are welcome to join us!**

Mediterranean HPYF will take place 28th September – 5 October 2019, in Cagliari, Sardinia!



'For Sardinia's wild side, head south!' So that's where we are heading to for our 11th High Point Yacht Fest! We will be sailing out of Cagliari, a town with a thousand years of history and as many delicious flavours.

This area will soon be hosting the opening stage of the America's Cup World Series. We are on the right sailing ground!

For more information about how to join the event please contact Sasha!

'It is about a certain magic I guess, our sailing event HPYF. If you are lucky to be drawn to it, you'll experience such fun and camaraderie that happiness will have a whole new dimension. We are under its spell forever, that's for sure!'

Sasha King



For more information about participating in the HPYFs in the Caribbean and on the Mediterranean, please contact:
sasha@highpointyachting.com Mobile: +44 (0)7961451505



47 EC47 DAVID BOOCOCK



50 EC50 PETER BISSCHOP

MCDERMOTT



EC 50



2019-team



Alex Ruiter



Peter Bisschop



Huib Manders



Ernst-Jan Beukers

EC51 JAN VAN MIDDLEKOOP

GMB



EC53 DAVID THOMSON

AVEVA

Boat 53



Andrey



David



Roland



Blanka



Inna



Elvira



Dmitry



Michael

54

EC54 CHRISTIAN SIEVERS

LPL PROJECTS LOGISTICS GMBH



YACHTNESS®

EC57 RUDI SEIBT

INGENIEURGRUPPE MÜNCHEN EG

57



EC59 THOMAS SCHWENDER

BASF ENGINEERING

59



63

EC63 ROY SNOEKS

IMPERIUM PROJECT CONTROL



64

EC64 CHRISTIAN HEPFER

TEAM CHEMGINEERING



EC67 ERIC VAN TEYLINGEN

EXYTE CE GMBH

67

Boat 67
exyte



EC68 FRANCOIS ABIVEN

INOX PARTNERS

68





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Our customers are international operators and energy companies, engineering contractors and design specialists.

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PARTNER AND FRIENDS – TOGETHER WE ARE STRONGER

“MAY YOU ALWAYS HAVE WIND IN YOUR SAILS AND A HAND-WIDTH OF WATER UNDER YOUR KEEL“

69

EC69 RAINER PHILIP

TEICON PM PIPING



EC70 PIETER HADJIDAKIS

PETROQUIP



EC75 MICHAEL PLEUSER

OSRAM GMBH



EC77 JUAN VACUS

GREENSIGHT CONSULTING



drivepersonnel
TRANSPORT & LOGISTICS SPECIALISTS

EC78 EMILIANO BOCCALETTI

BELLELI ENERGY CPE



EC79 DIETER KENKENBERG

IB KENKENBERG - BAUSTATIK + TRAGWERKSPLANUNG



80

EC80 GIORGIO MORABITO

K5 SAVING



82

EC82 COLIN FORD

MCDERMOTT



EC84 DIETMAR CZERNY

CLIMAPLAN



EC85 STEFFEN BREITER

STULZ SFB



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EC89 MALTE STROHM

VDE



EC112 DR JOACHIM WEIMER

TEAM AIOLOS



TEAM AIOLOS



APPENDIX A:

SKIPPER, BOAT & DIVISION INFORMATION

BY BOAT NUMBER

No.	Skipper	Gr.	Model	Size	Boat Name	Charter Company
4	CHRIS JORDAN	L	Bavaria Cruiser	51	EKAVI	NOMICOS
5	JOHN HALL HALL	C	Sun Odyssey	449	KALLIZOI II	ATHENIAN YACHTS
6	TOM BECKER	S	Bavaria Cruiser	41	PARMENION	NOMICOS
8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	DALIAN	NOMICOS
11	BASTIAAN TIMMER	M	Bavaria Cruiser	46	REA	JF YACHTS
14	JOHAN CNOSSEN	L	Bavaria Cruiser	51	SEA WONDER I	NAUTICA CHARTER
16	JACK BARNSTON	M	Bavaria Cruiser	46	LINA	NOMICOS
18	KEES BAKKER	L	Bavaria Cruiser	56	ANASA	NOMICOS
19	SPYRO SOROTOS	M	Bavaria Cruiser	46	DELOS	NOMICOS
20	ADRIAN SCHERVAN	M	Bavaria Cruiser	46	CHRYSANTHY	NAUTICA CHARTER
21	JAN-GERD VAN SENDEN	L	Bavaria Cruiser	51	LEONIDAS III	NOMICOS
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARGEO IX	NOMICOS
23	OLIVER TONDORF	C	Sun Odyssey	449	GENESIS	JF YACHTS
24	MARTIN FORDHAM	C	Sun Odyssey	449	AIRBENDER	NAUTICA CHARTER
25	SIEB MEIJER	L	Bavaria Cruiser	51	LINA	NOMICOS
27	ROLAND LOCHER	M	Bavaria Cruiser	46	ARTEMIS	ISTION
28	STEFAN NUFER	M	Bavaria Cruiser	46	SOFIA	NOMICOS
33	GILLES CAPRARI	M	Bavaria Cruiser	46	MARGARITA	NOMICOS
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	46	SOFIA II	NOMICOS
36	CARLOS MORENO	C	Sun Odyssey	449	FORTUNATA	ATHENIAN YACHTS
38	JACQUIE MILNE	M	Bavaria Cruiser	46	ROZERINA	JF YACHTS
40	RONNIE VAN BAAL	M	Bavaria Cruiser	45	ECLIPSE	HERMES
41	JAKALYN JAMES	S	Bavaria Cruiser	41	ERATO	NOMICOS
43	ROBERT WINIA	L	Bavaria Cruiser	51	WINDSEEKER	NOMICOS
47	DAVID BOOCOOCK	C	Sun Odyssey	449	SIESTA	ATHENIAN YACHTS
50	PETER BISSCHOP	C	Sun Odyssey	449	CELENA III	ATHENIAN YACHTS
51	JAN VAN MIDDELKOOP	M	Bavaria Cruiser	46	VERONICA	NOMICOS
53	DAVID THOMSON	M	Bavaria Cruiser	45	ELISE	NOMICOS
54	CHRISTIAN SIEVERS	S	Bavaria Cruiser	41	ANTIGONI	NOMICOS
57	RUDI SEIBT	M	Bavaria Cruiser	46	NICOLAOS	NAUTICA CHARTER
59	THOMAS SCHWENDER	L	Bavaria Cruiser	56	MINOAS	NOMICOS
63	ROY SNOEKS	M	Bavaria Cruiser	45	PRIAMOS	NOMICOS
64	CHRISTIAN HEPFER	M	Bavaria Cruiser	46	EFI	NOMICOS
67	ERIC VAN TEYLINGEN	L	Bavaria Cruiser	51	KONSTANTINOS II	NOMICOS
68	FRANCOIS ABIVEN	C	Sun Odyssey	449	MARIA I	ATHENIAN YACHTS
69	RAINER PHILIPP	L	Bavaria Cruiser	51	QUING DAO	NOMICOS
70	PETER HADJIDAKIS	L	Bavaria Cruiser	51	GUARDA CHE LUNA	PELAGOS
75	MICHAEL PLEUSER	L	Bavaria Cruiser	56	SEA FLOWER	NOMICOS
77	JUAN VACAS	M	Bavaria Cruiser	45	SEA MELODY	NOMICOS
78	EMILIANO BOCCALETTI	L	Bavaria Cruiser	56	SEAREX	NOMICOS
79	DIETER KENKENBERG	L	Bavaria Cruiser	51	RAMNOUS	NOMICOS
80	GIORGIO MORABITO	L	Bavaria Cruiser	51	LEONIDAS IV	NOMICOS
82	COLIN FORD	M	Bavaria Cruiser	46	OCEANOS	HERMES
84	DIETMAR CZERNY	L	Bavaria Cruiser	51	APPOLON	NOMICOS
85	STEFFEN BREITER	M	Bavaria Cruiser	45	ANNA MARIA	ISTION
86	WOLFGANG LUBCKE	S	Bavaria Cruiser	41	ROXANI	NOMICOS
89	MALTE STROHM	M	Bavaria Cruiser	46	VERONICA II	NOMICOS
112	JOACHIM WEIMER	L	Bavaria Cruiser	51	VINNI	NOMICOS

APPENDIX A:

SKIPPER, BOAT & DIVISION INFORMATION

BY DIVISION

No.	Skipper	Gr.	Model	Size	Boat Name	Charter Company
4	CHRIS JORDAN	L	Bavaria Cruiser	51	EKAVI	NOMICOS
8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	DALIAN	NOMICOS
20	ADRIAN SCHERVAN	M	Bavaria Cruiser	46	CHRYSANTHY	NAUTICA CHARTER
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARGEO IX	NOMICOS
27	ROLAND LOCHER	M	Bavaria Cruiser	46	ARTEMIS	ISTION
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	46	SOFIA II	NOMICOS
43	ROBERT WINIA	L	Bavaria Cruiser	51	WINDSEEKER	NOMICOS
63	ROY SNOEKS	M	Bavaria Cruiser	45	PRIAMOS	NOMICOS
78	EMILIANO BOCCALETTI	L	Bavaria Cruiser	56	SEAREX	NOMICOS
86	WOLFGANG LUBCKE	S	Bavaria Cruiser	41	ROXANI	NOMICOS
6	TOM BECKER	S	Bavaria Cruiser	41	PARMENION	NOMICOS
14	JOHAN CNOSSEN	L	Bavaria Cruiser	51	SEA WONDER I	NAUTICA CHARTER
25	SIEB MEIJER	L	Bavaria Cruiser	51	LINA	NOMICOS
38	JACQUIE MILNE	M	Bavaria Cruiser	46	ROZERINA	JF YACHTS
57	RUDI SEIBT	M	Bavaria Cruiser	46	NICOLAOS	NAUTICA CHARTER
59	THOMAS SCHWENDER	L	Bavaria Cruiser	56	MINOAS	NOMICOS
64	CHRISTIAN HEPFER	M	Bavaria Cruiser	46	EFI	NOMICOS
70	PETER HADJIDAKIS	L	Bavaria Cruiser	51	GUARDA CHE LUNA	PELAGOS
77	JUAN VACAS	M	Bavaria Cruiser	45	SEA MELODY	NOMICOS
89	MALTE STROHM	M	Bavaria Cruiser	46	VERONICA II	NOMICOS
16	JACK BARNSTON	M	Bavaria Cruiser	46	LINA	NOMICOS
19	SPYRO SOROTOS	M	Bavaria Cruiser	46	DELOS	NOMICOS
28	STEFAN NUFER	M	Bavaria Cruiser	46	SOFIA	NOMICOS
40	RONNIE VAN BAAL	M	Bavaria Cruiser	45	ECLIPSE	HERMES
41	JAKALYN JAMES	S	Bavaria Cruiser	41	ERATO	NOMICOS
75	MICHAEL PLEUSER	L	Bavaria Cruiser	56	SEA FLOWER	NOMICOS
79	DIETER KENKENBERG	L	Bavaria Cruiser	51	RAMNOUS	NOMICOS
80	GIORGIO MORABITO	L	Bavaria Cruiser	51	LEONIDAS IV	NOMICOS
82	COLIN FORD	M	Bavaria Cruiser	46	OCEANOS	HERMES
84	DIETMAR CZERNY	L	Bavaria Cruiser	51	APPOLON	NOMICOS
11	BASTIAAN TIMMER	M	Bavaria Cruiser	46	REA	JF YACHTS
18	KEES BAKKER	L	Bavaria Cruiser	56	ANASA	NOMICOS
21	JAN-GERD VAN SENDEN	L	Bavaria Cruiser	51	LEONIDAS III	NOMICOS
33	GILLES CAPRARI	M	Bavaria Cruiser	46	MARGARITA	NOMICOS
51	JAN VAN MIDDELKOOP	M	Bavaria Cruiser	46	VERONICA	NOMICOS
53	DAVID THOMSON	M	Bavaria Cruiser	45	ELISE	NOMICOS
54	CHRISTIAN SIEVERS	S	Bavaria Cruiser	41	ANTIGONI	NOMICOS
67	ERIC VAN TEYLINGEN	L	Bavaria Cruiser	51	KONSTANTINOS II	NOMICOS
69	RAINER PHILIPP	L	Bavaria Cruiser	51	QUING DAO	NOMICOS
85	STEFFEN BREITER	M	Bavaria Cruiser	45	ANNA MARIA	ISTION
112	JOACHIM WEIMER	L	Bavaria Cruiser	51	VINNI	NOMICOS
5	JOHN HALL HALL	C	Sun Odyssey	449	KALLIZOI II	ATHENIAN YACHTS
23	OLIVER TONDORF	C	Sun Odyssey	449	GENESIS	JF YACHTS
24	MARTIN FORDHAM	C	Sun Odyssey	449	AIRBENDER	NAUTICA CHARTER
36	CARLOS MORENO	C	Sun Odyssey	449	FORTUNATA	ATHENIAN YACHTS
47	DAVID BOOCOCK	C	Sun Odyssey	449	SIESTA	ATHENIAN YACHTS
50	PETER BISSCHOP	C	Sun Odyssey	449	CELENA III	ATHENIAN YACHTS
68	FRANCOIS ABIVEN	C	Sun Odyssey	449	MARIA I	ATHENIAN YACHTS

APPENDIX A:

SKIPPER, BOAT & DIVISION INFORMATION

BY SKIPPER

No.	Skipper	Gr.	Model	Size	Boat Name	Charter Company
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8	ALLARD DE VOS KLOOTWIJK	L	Bavaria Cruiser	51	DALIAN	NOMICOS
35	ANGELO OTTAVIANI	M	Bavaria Cruiser	46	SOFIA II	NOMICOS
11	BASTIAAN TIMMER	M	Bavaria Cruiser	46	REA	JF YACHTS
36	CARLOS MORENO	C	Sun Odyssey	449	FORTUNATA	ATHENIAN YACHTS
4	CHRIS JORDAN	L	Bavaria Cruiser	51	EKAVI	NOMICOS
64	CHRISTIAN HEPFER	M	Bavaria Cruiser	46	EFI	NOMICOS
54	CHRISTIAN SIEVERS	S	Bavaria Cruiser	41	ANTIGONI	NOMICOS
82	COLIN FORD	M	Bavaria Cruiser	46	OCEANOS	HERMES
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53	DAVID THOMSON	M	Bavaria Cruiser	45	ELISE	NOMICOS
84	DIETMAR CZERNY	L	Bavaria Cruiser	51	APPOLON	NOMICOS
79	DIETER KENKENBERG	L	Bavaria Cruiser	51	RAMNOUS	NOMICOS
22	DIRK DEMTROEDER	L	Bavaria Cruiser	51	MARGEO IX	NOMICOS
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51	JAN VAN MIDDELKOOP	M	Bavaria Cruiser	46	VERONICA	NOMICOS
112	JOACHIM WEIMER	L	Bavaria Cruiser	51	VINNI	NOMICOS
14	JOHAN CNOSSEN	L	Bavaria Cruiser	51	SEA WONDER I	NAUTICA CHARTER
5	JOHN HALL HALL	C	Sun Odyssey	449	KALLIZOI II	ATHENIAN YACHTS
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69	RAINER PHILIPP	L	Bavaria Cruiser	51	QUING DAO	NOMICOS
43	ROBERT WINIA	L	Bavaria Cruiser	51	WINDSEEKER	NOMICOS
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63	ROY SNOEKS	M	Bavaria Cruiser	45	PRIAMOS	NOMICOS
57	RUDI SEIBT	M	Bavaria Cruiser	46	NICOLAOS	NAUTICA CHARTER
25	SIEB MEIJER	L	Bavaria Cruiser	51	LINA	NOMICOS
19	SPYRO SOROTOS	M	Bavaria Cruiser	46	DELOS	NOMICOS
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85	STEFFEN BREITER	M	Bavaria Cruiser	45	ANNA MARIA	ISTION
59	THOMAS SCHWENDER	L	Bavaria Cruiser	56	MINOAS	NOMICOS
6	TOM BECKER	S	Bavaria Cruiser	41	PARMENION	NOMICOS
86	WOLFGANG LUBCKE	S	Bavaria Cruiser	1	ROXANI	NOMICOS

APPENDIX B: ECC RESULTS

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	2018	Eligible	Participations
Boats Competing		4	6	10	19	22	22	24	30	36	47	52	56	65	71	70	59	59	58	52	57	55	53	51	61	49	163	
Aad de Ruyter			2	1	11	5																					Y	4
Aad Veth														6	7												N	2
Adrian Schervan	20																	44	32	42	17	26	36	27	25	28	Y	9
Al Goethe						10	2									22											Y	3
Alfred Friedacher																									48		N	1
Allard de vos Klootwijk	8								18	20	26	34	16	29	12	51	47	15	6	15	10	6	32	4	10	7	Y	18
Andreas Klein	10										5	1	C	34	19	59	41	C8		C8	C10	C9					Y	11
Angelo Ottaviani	35															26	28	4	19	8	9	12	13		12	35	Y	10
Anthony Spilman	72																						6	8			Y	2
Antonio Cascio												31															Y	1
Armin Schleussinger	81						15			25	8	21	7	60	42				42		47	40	39				Y	11
Arno Hemm	1	3	3	3	13	12	18	3	16	29	CC	4	25	14	37	16									C4	C8	Y	17
Ashley Brydges	65													37	62	43	57	48	47		42	31					Y	8
Bart Otto																6	6										Y	2
Bastiaan Timmer	11												38	24	27	64	8	25	10	3	21	20	4	26	2	30	Y	14
Ben Smulders							7	8																			Y	2
Bernhard Bonk							8																				Y	1
Bernhard Fuhr	66								29	23						65		43				48					Y	5
Bernd Langanke	13																36	26	37		46						Y	4
Berthold Schultz	74													41	40	12	49	30	31					20	1	C.C1	Y	9
Bob McDowell	45					22	6					43	53				9	42	27		27	5					Y	9
Bruce Douglas	53													57		50		40	15	38	44		16	30			Y	8
Carlos Moreno	36								19	1	C	15	12	15	41	34	45	C9	C5	C6	C8	C4	C4	C10		C7	Y	17
Carlos Santa-Olalla	44										31	53	54				54	45	34	6	45	44					Y	9
Carmen Zellinger	87																				24	35		36	33		Y	4
Carsten Heise	88															39		34	25		36	32	25	25	41		Y	8
Cees Klijnsmit (d)								21	11	4							38	10									N	5
Chris Jordan	4									36	13	17	49	5		40		6	11	34		15	29	5	42		Y	13
Christian Hepfer	64												50	31	47	46	30	24									Y	6
Christoph Schulte											34																Y	1
Christian Sievers	54																								23		Y	1
Claus Biernoth												9															Y	1
Claus Witterstein																55											N	1
Colin Ford	82																		49	39	5	27	30	39	24		Y	7
Craig Warrender	60													8	17	1	C,37		C9								Y	5
Daan van Heereveld					7																						Y	1
David Boocock	47										9	7	2	10	3	21	14	1	C,C7	C5	C1		C2	C5	C1	C2	Y	15
Dave Brewster	30																					18	38	31	6	34	Y	5
David Henson								18		30						52											Y	3
David Marchant																23											N	1
David Miller	73											29	45				56	41	46	37	22	36					Y	8
David Thomson	53			6																						20	Y	2
Dennis Nunn		4	4	9	6		11	11	7,CC	10,CC	10	5	17	66	21	19		C10									Y	15
Dennis van Gelder							10																				Y	1
Denny Alting																								40			N	1
Dieter Kenkenberg	79																								34	11	Y	2
Dietmar Czerny	84																			13	3	25	22	28	5	18	Y	7
Dionisio D'Auria	20											37	34	49	53	58	33										N	6

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	2018	Eligible	Participations
Boats Competing		4	6	10	19	22	22	24	30	36	47	52	56	65	71	70	59	59	58	52	57	55	53	51	61	49	163	
Dirk Demtroeder	22								27	19	32	35	30	65	25	47	51	46	41	33	20	37	33	41	21	14	Y	18
Dirk Piechowiak	42																					29	11	22			Y	3
Dumrul Ozgun												36															Y	1
Duncan MacPhee			5	10	10	9	18	17	5	14	40	19	26	54	35												Y	13
Eddie Craighill								5		6																	Y	2
Emilio Boccaletti	78																										Y	0
Emilio Bolla															61				24								N	2
Eric Hamer (d)					17	1	C	15							CC	2,CC	C2	C2									N	8
Eric Payne							18																				Y	1
Eric Van Teylingen	67																						14		18	2	Y	3
Ernst Jan Huijbers	15			2	4	2		12														4					Y	5
Eugen Goetter		1	C,6	8		11						28	52	40	11,CC	33											Y	9
Francisco Martinez											28																Y	1
Francois Abiven	68																27	22	29					1	C,CS	C9	Y	6
Fred Bouter									17	11																	Y	2
Fred Greven			1	3	8	2	5																				Y	5
Frederico Denora									16	17																	N	2
Gerd Pruss								22																			Y	1
Gian Tramontano						2																					Y	1
Gilles Caprari	33																17	8	35	23	34	11	18	3	14	3	Y	10
Giorgio Morabito	80						10	2	10										33	20	8	2	9	29	16	9	Y	11
Giovanni Massone													43														Y	1
Gonzalo Chapatte											44																Y	1
Guido Rosenkranz	7									14	25	27	13	36	45	31	18										Y	8
Gunnar Stein	61																			14	38			38			Y	3
Gunther Fruhwirth																		43									N	1
Gunter Holub													3					5									N	2
Gus Johnson											26																Y	1
Han Peeters															69												N	1
Han Verbrugge	17																		20	10	19						Y	3
Hans Schubert					5																						Y	1
Hans-Jurgen Manke											39																Y	1
Heinz Baedorff	1				16	6	1	C	3		4	2	10		18	36	19	C1									Y	12
Helms van der Vegte					19	19																					Y	2
Helmuth Schurig									22	15	7	47	37	37	51	35											N	8
Ian Simpson	41																	47	9	36	30	28					N	5
Ingo Schock																									49		Y	1
Inken Braunschmidt	34											41	6	17	32	30		31	22	1	C4	C8	C7	C9	C10	C3	Y	14
Jack Barnston	16								11	24	12	16	9		16	56	25	23	14	21	16					33	Y	13
Jacque Milne	38																						37	35	40	36	Y	4
Jak James																									36		N	1
Jan Bonset	3										45	23	36	4	30	11	11	14	44	17	1	C2	C8	C8	C2	C9	Y	16
Jan Gerd van Senden	21														39	20	20		3	18	29	10	5	7	39	25	Y	11
Jan Kruiniger	18				1	17	9	13	8	17	20	22	42	36	44	53	23	C7	C6	C9	C7	C10	C11	C11			Y	20
Jan van Middelkoop	30												29	60	38	52	45	11				34	20	23	27	30	Y	11
Jan van Rijn						15																					Y	1
Jean Pierre Adam						8																					Y	1
Jens Wilkens	RET													23	10	5	22	2	28	9	14	1	C6		C4	Y	11	
Jim Schultz	38												39	60	43	7	40	21									Y	6
Joachim Weimer	112																										Y	0
Jochen Freytag													19	31					21		39						N	4
Johan Beekman	4																									8	N	1
Johan Cnossen	14																					30	28	11	38		Y	4

APPENDIX B: ECC RESULTS

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	2018	Eligible	Participations
Boats Competing		4	6	10	19	22	22	24	30	36	47	52	56	65	71	70	59	59	58	52	57	55	53	51	61	49	163	
John Hall Hall	5							1	C	13	36	3,CC	5	1,CC	C	18	16	C6	C3	C4	C6	C5	C9	C4	C8		Y	18
John J Becker (d)	6									18	37	13	8	8	26		42	12	36	5	26	7	8	21	17		N	15
Jörg Falkenberg											15				5												Y	2
Jörg Heppert												38	31		55												Y	3
Jos van der Heijden	40														4				33	43		43					Y	4
Jose Miguel Martinez	52										33	49	47	3	31	13	9	16	18	22	15	9	3	16	51		N	15
Jozef Rief														67													Y	1
Juan Vacas	77																								13	32	Y	2
Juergen Fleischhauer	29												32	10	33	66	55				31	31					Y	7
Julian Tickner	46										42	51		52	64	69	51	32	7	16	11	14					Y	11
Jürgen Ruge	58										22	39	11		14	37		13	5		12	3	19				Y	10
Kay Heinrichs	39											52	21	19	13	10	4	7	1	C,C3	C3	C6	C5	C6	C9		Y	14
Klaus Altergoer					21				28		18	33	51		66	68											Y	7
Klaus Huetten	48			5		15				12		10	35	29		3	1	C4	C8	C7	C9	C7	C10	C3	C7	C5	Y	17
Klaus Naschinski														54													Y	1
Kees Bakker	18																								43	23	Y	2
Leo Eggink						13			11																		Y	2
Lorenzo Ghelfi										8	27	6	15	46	57	44											Y	7
Louis Krijger	62													2	20	27	11		2	4							Y	6
Luca Gionchetta	32																							24	44	24	Y	3
Luca Merlo	62										19	20		26												12	Y	4
Lutz Weise	55								13						#										47	6	Y	4
Malte Stroh	89																				41	39	17	14	8	17	Y	6
Marc Seele	39																									14	N	1
Marta Villena																							27				N	1
Martin Adler					2					2																	Y	2
Martin Fordham	24									5	21	12	23	15	56	25	5	36	13	27	13	16	2	13	7	1	Y	17
Martin Lovelace														28	59	48	58										N	4
Martin Noordzij						14	3	4,CC	4																		Y	4
Martin Peter																			40								N	1
Martin Schmoelders	2									21	25	50	33	60	49	57	18	17		19		17	12		26	10	Y	14
Matthias Muenker								6	6	28																	Y	3
Mel Pugh									21	9																	Y	2
Michael Kuhn											1	C															Y	2
Michael Lange																		29	48	26							N	3
Michael Pfeuse	75																								22	26	N	2
Michael Schultes	37													21	46	31	15		30								Y	5
Michiel Roohe									2																		Y	1
Mike Theobald						16	7	9	26	3	14	14	20	8	14												Y	10
Nigel Evans				3					20																		Y	2
Nigel Green														59	34	41	53										Y	4
Nils Boegborn	9				9	13	21													7	2				4		Y	6
Norbert Schock							9	26	34	16	32				54	65	59	38									N	9
Oliver Huth	71																		12								Y	1
Oliver Tondorf	23					17	16			27	6	11	20	47	6	24		9	38		33		1	C,C7			Y	14
Patrick Heini												40	18	7	50	38	48	19	39								N	8
Patrick Weckes	76																										Y	0
Peter Bisschop	50				13				1	C,7	2	18	1,CC	C	2	4,CC	3	C3	C4	C1	C5	C1	C1	C1	C6	C1	Y	19
Peter Bruggeling					7																						Y	1
Peter Jansen	49													22	67	42	39	20	8	32	35	45	26				Y	10
Peter Mueller					15	18	4	19	23	32	30	44	24	43	48	63											Y	12
Peter v. Rhoo (d)				7	11				20	24																	N	4
Peter Witt									15	33																	Y	2

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	2018	Eligible	Participations
Boats Competing		4	6	10	19	22	22	24	30	36	47	52	56	65	71	70	59	59	58	52	57	55	53	51	61	49	163	
Philip Young									25																		Y	1
Phillip Moppett							11	23																			Y	2
Pieter Hadjidakis	70													43	28	32	43	49				13	7	37	32		Y	9
Pieter van Beuzekom	31													18	1	C,2	7	C5	C1	C2	C2	C3	C3	C2	C3	C6	Y	13
Rainer Klapper	90																				32	42	24	32			Y	4
Rainer Philipp	69																							12	50	5	Y	3
Rainer Witrien		2																									Y	1
Ralf Braune	26									35	29	8	46	64	9	54	32	37	45	40	4	43	35	10	19		Y	16
Ralf Ludwig														31	68												Y	2
Rob Schultinge (d)														10	15	17											N	3
Rob Veth	63																								29	N	1	
Robert Jan Dubbeldam											11																Y	1
Robert Winier	43																							34	29	37	Y	3
Roland Locher	27																			25	25	23	23	19	20	16	Y	7
Rolf Ambrassat	83										48	48							23	28	7		15	40	45		Y	8
Ronny Steiber																									37		N	1
Ronny van Baal	40																								31	38	Y	2
Roy Mitchell										22	38																Y	2
Roy Snoeks	63									3	24	30				15	29	3	4					2	46		Y	9
Rudi Seibt	57													41	45	29	49	39	17	29	18	21	31	17	9	21	Y	13
Seib Meijer	25																										Y	0
Sjoerd Jan Ribberink																											Y	0
Spyro Sorotos	19																			35		24	21	9			Y	4
Steffen Breiter	85																								35	18	N	2
Stefan Leuppi											43	27	22	51	58	67											Y	6
Stefan Nufer	28																						42	33	3	27	Y	4
Stephen Clapham											35	45	40	57	61	9											Y	6
Stephane Neuveglise	53																26							30			N	2
Susanne Rieck																	35										N	1
Sven Illig	25																					33					Y	1
Teun Noordam																60											N	1
Tom Becker	6																								4	Y	1	
Thomas Schwender	59													37	24	8	11	27		12	6	22	10	6	11	21	Y	12
Thoralf Kickuth	12																21	28	16	2		46			28		Y	6
Tony Porter										31																	Y	1
Tony Veldhuis														48													Y	1
Ulrich Hachmann																				43							N	1
Urban Monsch											41																Y	1
Uwe Gutzmer													44		22	23											N	3
Uwe Petersen	28												41	34	60	49	24			41	40	38					N	8
Uwe Schwaninger																											Y	0
Vladimir Voskovic													38	24	29	28											N	4
Walter Weber					17	20		14																			Y	3
Wieger Engbrenghof											23	24															Y	2
Wilfried Sagasser	56													56	63	62	33	35	26	30	28	19	34				Y	10
Willem Rauwenhoff													13	27													N	2
Wim van Dijk							13																				Y	1
Wolfgang Lubcke	86																			44	37	41	41	18	15	12	Y	7
Wolfgang Wichert																			24								N	1
Wolfram Wirth													28														Y	1
Zelco Katunaric													4														Y	1

APPENDIX C:

SKIPPERS SAFETY BRIEFING CHECKLIST

A TYPICAL CHECKLIST TO HELP SKIPPERS BRIEF THEIR CREW ON SAFETY ISSUES PRIOR TO THE EVENT LOCATION AND OPERATION OF KEY EQUIPMENT

- 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 auto pilot 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. 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 which is on the sticker by radio. The ECC operating channels are shown in Appendix D on the back page of this logbook.
- Flares: Location and when / how to use.
- 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 system: Each crew member to know where the gas isolation valve is located, and the importance of isolating gas when not in use.
- Hull valves / sea cocks: 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 sank 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.
- Toolkit: 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.

RIGGING CHECKS

- Gooseneck: check condition.
- Bottle screws: check they are secure and have split pins that are not protruding / taped over (risking cuts).

REMINDER TO CREW MEMBERS OF SAFETY PROCEDURES & INFORMATION

- 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.
- Never put a foot or hand between 2 boats – always use a fender instead.
- Hatches: Close and batten hatches before leaving harbour.
- Sea cocks: Close sea cocks before leaving harbour.
- 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.
- Flailing ropes in strong wind: keep clear of flailing ropes / sails / booms and how to bring under control safely.
- 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.

THE FOLLOWING CAN BE PRACTICED ON THE WATER PRIOR TO THE FIRST RACE

- Engine operation / Basic Manoeuvring for the crew.
- Autopilot: Demonstrate autopilot use.
- Demonstrate key knots and explain when to use them.

- 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.
- Location: Practice reading and recording latitude / longitude while motoring.

EXPLAIN THE RISKS OF MOB AND THE PROCEDURE IN THE EVENT THAT SOMEONE DOES GO OVERBOARD

Practice Man Overboard drill:

- Skipper to demonstrate retrieving a fender - after first checking that a sudden change in the direction of his/her yacht will not threaten other yachts.
- Each crew member should repeat the exercise without the skipper being involved.
 - One crew member should act as a spotter – to do nothing but point at the MOB until they are back on board.
 - Use MOB Button on VHF / Chart plotter if available.
 - Crew to note the latitude / longitude where the MOB occurred.
 - Have someone issue a VHF Mayday call - without pressing transmit, of course.
 - Practice Dan-buoy deployment.
- Discuss how to recover MOB from the water.

EMERGENCY INFORMATION

- Remind crew members about the Emergency phone numbers and VHF channels and other safety information contained in the Logbook.
- Encourage crew members to read and sign this Logbook Safety Briefing.

APPENDIX D:

IMPORTANT PHONE NUMBERS & CHANNELS

PLEASE FIND BELOW THE SAFETY NUMBERS FOR GREECE:

Phone number	Service
112	European Emergency Number
166	Medical Emergency
199	Fire Emergency
100	Police
108	Coast Guard / Maritime Rescue

PLEASE FIND BELOW THE VHF CHANNELS THAT WILL BE USED FOR THE ECC.

Channel	Subject	Explanation
73	Race Officer Boat	The Racer officer will provide information for racing. All ECC yachts should monitor channel 73 from 0900 hours until entering the harbour at the end of the day.
	Race Committee	
	Working Channel	Yachts asking for clarification on matters concerning the racing should call the race officer on this channel which will also be used for radio checks.
	ECC yachts Working Channel	
72	Reserve Channel	The Commodore will also monitor this channel
25	Weather Report for Saronic Gulf	English and Greek
86	Weather Report	English and Greek
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.
		The reason for this is that many of the ECC fleet will probably be close-by and will probably be able to provide assistance more quickly than the public rescue services. If the yacht finds it necessary to make a Mayday or Pan-Pan call, it is also requested that they 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.