

Notice of Race and Racing Instructions

General

ECC 2008 will take place out of Bodrum in Turkey from 3rd May until 9th May 2008. The route, weather permitting, will be Bodrum, Turgutreis, Yalikavak, Iasos, back to Yalikavak, Gümüşlük and back to Bodrum.

The ECC 2008 regatta has a restricted entry, limited to those boats listed in this Log Book and who have paid the applicable ECC Fees. Late entries will only be permitted to replace a cancelled entry and with the approval of the Organisation Committee.

The ECC fleet will consist of seventy Bavaria yachts ranging in size from 42 to 50 feet and racing in two groups. The event will consist of 6 daily races (legs) with each entry having their worst result discarded. The overall ranking will be in order of lowest points score. The highest placed overall who has not previously been Commodore will be appointed the new Commodore and organiser of ECC in 2009.

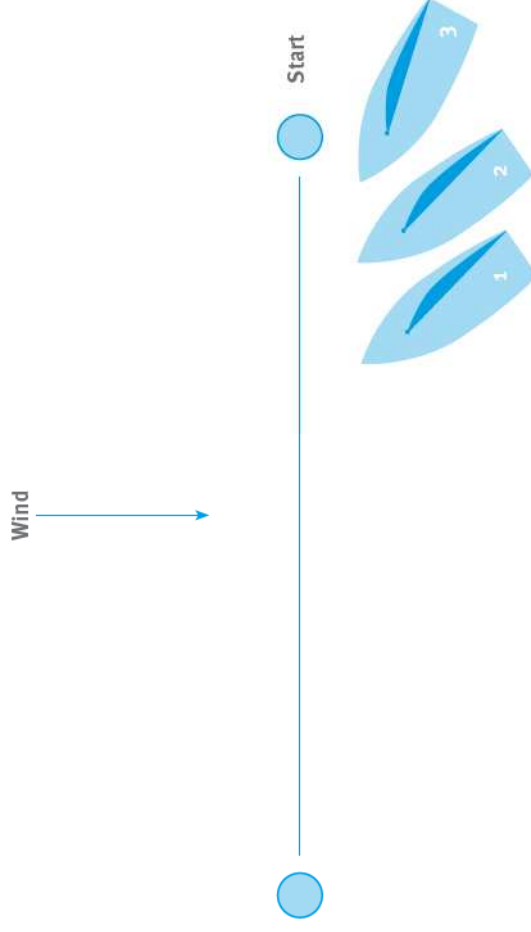
One leg will be chosen for the Commodore's Race in which previous Commodores will be ranked in addition to the normal results and the winner will be presented with the Commodore's Cup.

The time limit for each leg will be 18:00 unless a different time is specified by the Commodore.

ISAF Rules

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

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



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

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

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

Any boat guilty of such an infringement will be ELIMINATED!!!!!! (disqualified for the day).

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

1.1.10 to 1.1.11 only

When boats meet

A boat is on the tack, leeward or port, corresponding to her windward side. A boat's windward side is the side that is towards the wind (except when tacking by the lee).

On opposite tacks
The port tack boat must give way.

On the same tack
The boat to leeward or astern of the other boat must give way.

1.1.12 to 1.1.13 only

Principles

Superiority, fair sailing and responsibility
An individual principle of responsibility to that other boat does not exist unless there is a collision risk. The right of way rule is only a guide to help you decide what to do.

Keeping things in change
You must give of priority to any person or object.

Decisions by race
Deciding whether it is safe for you to pass is your responsibility. You must give of priority to any person or object.

1.1.14 to 1.1.15 only

Tacking
A boat tacking must give way to the boat on the other tack and she is on a starboard course.

1.1.16 to 1.1.17 only

Accepting right of way
A boat who must give way to the other boat must in fact give clear way to the other boat, right or wrong of the other boat's actions.

Changing course
When a boat is on the other tack (change course), she must give the other boat room to keep clear.

1.1.18 to 1.1.19 only

Prevent obstruction
A boat who is on the other tack must not be able to keep clear in the absence of the other boat. A boat has no particular responsibility for preventing obstruction.

1.1.20 to 1.1.21 only

Prevent obstruction
A boat who is on the other tack must not be able to keep clear in the absence of the other boat. A boat has no particular responsibility for preventing obstruction.

1.1.22 to 1.1.23 only

Prevent obstruction
A boat who is on the other tack must not be able to keep clear in the absence of the other boat. A boat has no particular responsibility for preventing obstruction.

1.1.24 to 1.1.25 only

Return to back or an obstruction
If you are on the other tack, you must give way to the boat on the other tack. If you are on the other tack, you must give way to the boat on the other tack. If you are on the other tack, you must give way to the boat on the other tack.

1.1.26 to 1.1.27 only

Turns penalties

When you make a turn, you must give way to the boat on the other tack. If you are on the other tack, you must give way to the boat on the other tack. If you are on the other tack, you must give way to the boat on the other tack.

1.1.28 to 1.1.29 only

Principles

Precedence
At the starting signal, your boat must be completely on the other side of the starting line. If it is not your boat's turn to start, you must give way to the boat on the other tack. If you are on the other tack, you must give way to the boat on the other tack.

Starting line
The starting line is the line between the starting line and the starting line. The starting line is the line between the starting line and the starting line.

1.1.30 to 1.1.31 only

Prevent obstruction
A boat who is on the other tack must not be able to keep clear in the absence of the other boat. A boat has no particular responsibility for preventing obstruction.

Courses and Changes to Sailing Instructions

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

Start in two groups

Due to the number of yachts participating in ECC 2008 there will be two starts each day. The Group 1 start will be 10 minutes before the Group 2 start. Yachts involved in Group 2 should keep well clear of the starting line until the Group 1 fleet has cleared it. In the case of very light winds the Group 2 start may be delayed to ensure it is not affected by Group 1 yachts.

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

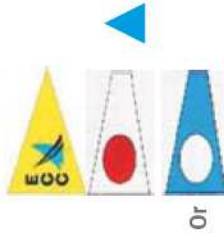
Start Procedure

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

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

Provisional Group assignments (to be confirmed) will be:

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



Or

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

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

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

Pre-start 10 seconds before the start, the Committee Boat will start the countdown on the Fleet Instruction VHF channel.

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

Recall Procedures

Individual Recall Procedure

If any yacht is on the course side (OCS) of the start line when the start signal is made, the flag "X" will be hoisted on the Committee Boat and a second short sound signal will be made. A corresponding confirmation message indicating the numbers of the OSC yacht(s) will be made on the Fleet Instruction VHF channel. The OCS yacht(s) must return and start correctly, keeping clear of any other boats that have started.



When all OCS yachts have cleared the line, the flag "X" will be removed on the Commodore's Boat.

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

General Recall Procedure

In case of a general recall of one of the ECC 2008 fleets, the flag "First Substitute" will be hoisted on the Committee Boat and two short sound signals will be made. A corresponding confirmation message indicating the new start time will be made on the Fleet Instruction VHF channel.



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

Delayed Starts

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



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



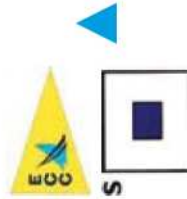
Abandoned Leg

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



Shortened Leg

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



The Committee Boat will be in position to record finishers, and will be flying the ECC pennant and the flag “S”.

Change of Course

In case of a change of course, the new coordinates or waypoints will be communicated via the Fleet Instruction VHF channel (before the start or during a leg). The Committee Boat will be in position at a mark of the course and will be flying the ECC pennant and the flag “M”.



Finishing Procedure

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

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

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

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

Penalties

Two 360° turns are to be taken promptly after an ECC 2008 yacht has broken a rule in “Part 2 – When Boats Meet” of the applicable ISAF rules. For other infringements a single 360° turn shall be made. Turn penalties should be done at the first opportunity where you will not get in anyone else’s way when doing it. Alternatively, if you may be innocent, a scoring penalty may be taken in accordance with Rule 44.3. Please note this on your declaration. The boat’s penalty score, if applied, shall be the score for the place worse than her actual finishing place by 15 places or the same as the last finishing yacht, whichever is the best result.

Protests

Please remember, we are here to have fun, not to spend time in protest meetings! In the unlikely event that a protest is deemed necessary, the Commodore will form a protest committee (min 1 person). An ECC 2008 yacht wishing to protest shall inform the skipper of the other ECC 2008 yacht and complete a protest form (not provided) with all relevant details of the incident. The protest committee will make a decision using the applicable ISAF rules.

Scoring

The day’s results will be published at the following day’s skippers briefing. The results will be based on the time sailed corrected by the applicable Time Correction Factor (TCF) or, in the event that the time limit has been reached, based on the corrected distance completed “along the track”.

Appendix A of the ISAF rules will apply to scoring using the Low Point System. The overall result combining the two fleets will be determined with the ranking based on each boat’s total score after discarding the worst result. If there are equal positions in the top five places overall, each boat’s race scores shall be listed in order of best to worst, and at the point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). Equal results will stand for positions outside the top five places.

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

Advertising

The port and starboard bows of the participating yachts are reserved for ECC 2008 main sponsor and the stem areas of the participating yachts are reserved for our Main and Gold Sponsors. No further hull advertising is to be placed at any yacht participating in ECC 2008. Our "Gold" and "Silver" sponsors may fly their flags with limited sizes of 2.0 m at any ECC 2008 event and all participants are positively encouraged to promote their companies by flying their flags in harbours on their yacht.

Berthing

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

Prizes

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

Anchors / Spinnakers

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

At the start one crewmember has to be stand-by on each side of the boat to prevent touching any part of the yacht. Spinnakers, cruising chutes and jib poles are not allowed for the ECC 2008 events. Other equipment, such as boat-hooks are also not allowed to be used like jib poles.

Skippers Briefings

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

Committee Boat

The Committee Boat will be the Gulet "Piccolo", and will be easily identified by a large yellow ECC flag as well the starting flags and other conspicuous markings.

Support Boats

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

Radio Check / VHF Procedure

Shortly after the first skippers' meeting, a radio check will be made on the Fleet Instruction Channel. Please ensure your radio is on as soon as you return to your boat after the briefing and keep it on the Fleet Instruction VHF channel. After initiation by the Committee Boat, the radio check will start with EC 01 calling "Echo Charlie zero one - radio check - over". Boat number two will respond with "Echo Charlie zero two - radio check - over" and this sequence will continue until the last boat has responded. If the next ECC 2008 yacht does not proceed with the radio check within 5 seconds, then the following ECC 2008 yacht shall continue with its radio check. The Commodore's Boat will monitor the entire radio check procedure and will contact the missing yachts by other means if required.

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

Assisting Other Yachts

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

Waypoint listing ECC 2008

nr	N	E	nr	N	E
1	36.59.80	27.26.40	12	37.09.00	27.15.80
2	37.00.20	27.24.80	13	37.09.60	27.21.50
3	36.59.60	27.25.40	14	37.10.80	27.21.40
4	36.59.20	27.23.10	15	37.08.60	27.24.00
5	36.57.00	27.18.50	16	37.09.00	27.29.30
6	36.58.80	27.15.20	17	37.11.80	27.31.00
7	37.00.60	27.10.60	18	37.13.50	27.31.60
8	37.00.80	27.14.60	19	37.13.50	27.30.00
9	37.08.00	27.11.80	20	37.14.50	27.28.00
10	37.06.00	27.15.60	21	37.15.00	27.23.30
11	37.06.60	27.15.20	22	37.09.00	27.13.00

Itinerary & Route 2008

Saturday 3rd May	Meet in Bodrum. Welcome Party
Sunday 4th May	Bodrum to Turgutreis
Monday 5th May	Turgutreis to Yalikavak
Tuesday 6th May	Yalikavak to lasos
Wednesday 7th May	lasos to Yalikavak
Thursday 8th May	Yalikavak to Gümüşlük
Friday 9th May	Gümüşlük to Bodrum, Prize-giving party
Saturday 10th May	Check out yachts by midday

Distances are not given as each leg will be via course marker buoys to make leg length suit the prevailing weather conditions, generally 15-25 nm.



Yalikavak - Monday May 5 & Wednesday May 7

Harbour Port Bodrum Yalikavak Marina
VHF channel 72-16, call sign: "Port Bodrum Yalikavak"

Location 36°06'57 N
 27°17'00 E

We will come here two times (May 5th + May 7th).
 At the first night we will have an evening party at the harbour.
 The second night we have no special arrangements planned.
 There are shops, bars, a restaurant and a supermarket at the harbour. In the village, (5 minutes walk) there are more restaurants, bars and shops.

It is good to store your boat here on May 5th, because in the next harbour, lasos, you can't get much.



lasos - Tuesday May 6

Harbour Only one harbour in Gulf of Güllück, north of the Bodrum Peninsula
Location 37°16'37 N
 27°34'98 E
VHF channel 16

In lasos we will have a pontoon bbq with local fish after a big leg of sailing.

Be aware of the harbour entrance: Keep about 15-20 metres W of the Byzantine tower in the water to pass through the entrance where there are 9-metre depths. Look at your map and plotter to find the right way in.

lasos is a little undiscovered place with 2 restaurants, a small supermarket and a hairdresser.

On the other side of the harbour there is a very nice place with many ruins from the Tempel of Zeus, the city wall, the agora and a small theatre, the theatre proper and parts of the land wall for the city. This is absolutely worth a visit!



Gümüşlük - Thursday May 8

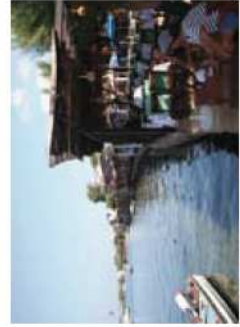
Harbour No harbour, a bay
VHF channel 16

Location 37°02'96 N
27°13'72 E

Gümüşlük is a tranquil undiscovered fishing village. This will be an anchorage overnight.

In the evening we have no arrangements planned. There are several (fish)restaurants right at the bay, to be reached by dinghy.

You can have a nice walk (through the water!) to Rabbit Island. From there you will have a nice view over the Bay and the sea. Worth a visit!



Sponsors

We are very grateful for our sponsors who have contributed to the success of the ECC 2008. Special thanks is to be given to Hertel, our main sponsor for 2008!

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

The sponsors for ECC 2008 are:

Hertel	MAIN SPONSOR ECC 2008	www.hertel.com
Aveva	Gold package + evening	www.aveva.com
The Firm IPCM	Bronze package	www.the-firm.nl
Sterling SIHI	Gold package	www.sterlingsihi.com
Sulzer Chemtech Ltd.	Silver package	www.sulzerchemtech.com
ILF Beratende Ingenieure GmbH	Bronze package	www.iff.com
Worley Parsons	Silver package	www.worleyparsons.com
IMO Merseburg GmbH	Silver package + special	www.imo-anlagenmontagen.de
Cegelec Contracting GmbH	Silver package	www.cegelec.de
Lindner Industrial Insulation	Bronze package	www.lindner-iso.de
Mainwind	Bronze package	www.mainwind.nl
PMI	Silver package	www.pmi-gmbh.de
Bouwmeester Van Leeuwen	ECC design work	www.bouwmeestervanleeuwen.nl
Kavaklidere	Wines ECC week	www.kavaklidere.com
Efes	Beer ECC week	www.efesbev.com
Adriatic Holidays Organisation		www.adriaticholidaysonline.com
Mammoet	Bronze package	www.mammoet.com
Dr. Braune & Partner	Silver package	www.pmsolutions.de
Flinter	Special package	www.flinter.nl
LPL	Silver package	www.lplog.de
Visser & Smit Hanab STAR B.V.	Silver package	www.vshanab.nl
AE&E	Gold package	www.aee.co.at
DDM	Silver package	www.ddm-bv.com
Outotec	Silver package + special	www.outotec.com
Non-stop	Skipperbags	www.nonstopreclame.nl
Intergraph	Silver package	www.intergraph.com

Perform, Deliver, Improve



For many years now, Hertel has been a passionate supporter and competitor in the annual Engineering Challenge Cup Race. The sporting character and the chance to meet with relations in a relaxed way makes the ECC a unique event and each year it lives up to the expectations.

Last year our team had the honour to win this challenging cup. As things are evolving, there is always an opportunity to improve. We feel very honoured to be able to be the ECC's first main sponsor and are happy to contribute to the introduction of the communication centre. And of course we are very much committed to making a big success of the welcome and prize giving parties! Today Hertel constructs, maintains, modifies and dismantles

plants and installations in the (petro) chemical, oil & gas, power and process industries. We serve the defence & offshore industry by offering specialised technical containerised solutions and temporary living quarters.

Each day over 7500 highly motivated and qualified employees enrich our customer's business by safely offering total service solutions. Hertel is committed to perform, deliver & improve any service that we offer.



hertel.com

AVEVA is proud to sponsor
the ECC Regatta 2008

We wish you sunshine and fair winds!



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design and engineering lifecycle solutions*

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CONTINUAL PROGRESSION

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