

Log Book



Engineering Challenge Cup
04th to 11th of May 2013



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Commodores Welcome to ECC 2013

04th May 2013

Palma de Mallorca

Spain

Dear Sailors,

Welcome to Palma de Mallorca where everything started and

Happy Birthday Engineering Challenge Cup!



20 years ago a success story started where the founders probably were not able to imagine, that 20 years later nearly 60 boats will come back to that place or even that the Commodore and her Organisation Crew would be all female. One of the first questions we had to think about was: What is the correct name of a female Commodore??? I expect some of you could make some nice proposals.....but we decided to make it a bit easier for you – to use "Commodore" again.

One question I got after last year's prize giving from one of the first participants since 1993: "Inken, how do I explain my 18 year old daughter that this event was won by a woman and an all-female crew?" ...This year his daughter is on one of the ECC boats. Regarding the imagination something similar is true for me: 20 years ago I had not even finished school and not a clue what an engineer is doing. But: I was already sailing and fortunately the way of this event crossed my own path in 2004. And now I know a lot more of the engineering business and the (sometimes) exiting jobs they are involved.....some of them I even call friends!

Winning this great event one year ago and therefore "winning" the obligation to organise still feels great and worth doing so. Yes, it is a lot of work and yes, you have to do it at nights and weekends. But having an unbelievable wonderful team as support, all former Commodores as a help and not to forget a good agent at the location or the sponsors supporting us: you can make it and this is now proven 20 times.

We had a fantastic week of ECC-sailing in Croatia organised by Kay Heinrichs and his crew last year. We enjoyed perfect races, we had a lot of fun at some amazing parties at beautiful and exiting locations – the AVEVA Party last year is definitely a hard benchmark for us but of course we will try - many thanks to AVEVA - this year to do so again.

To choose Mallorca for this year's ECC was obvious for us ... We had something in mind like "back to the roots", "where the ECC was born" or "how to party a 20th anniversary?". That again 58 crews decided to take part shows us that you either somehow feel the same about Palma de Mallorca or it simply doesn't matter where the ECC takes place you will join it anywhere :o)

We had some ideas for this year and we hope you will enjoy:

- We will try at least on two days (e.g. Sunday and Friday) to have 2 races a day and not only a single leg from "A to B". They will be either round some landmarks/ buoys or in an Olympic triangle format. Means: more racing and more fun!
- We will have three beautiful places for anchorage of which at least the first one has no restaurant or bar around. Means: more mingling with your crew and other crews on the water and during anchoring. This is an excellent chance to go "back to the roots" and think about the spirit of the beginning of the ECC.....Time to cook together with other crews, time for discussions, time to have more fun!
- We will have three nights in Palma de Mallorca: Saturday (Welcome Party at "Es Baluard"), Thursday ("Free Evening") and Friday (Prize Giving Party at "Finca Sa Font Seca"). Means: more time for more tapas bars or clubs and more fun!
- Not to forget: we will have two all ladies boats due to participation of Carmen Zellinger (wife of Carlos Moreno, sorry guys...) and her crew as one of 5 new eligible skippers this year and therefore means: another chance to have a female commodore again :o)

But all this would not have come true without the generous support from our sponsors. We found many enthusiastic and engaged people and generous companies who helped the ECC Organisation Committee to make this event happen again.

I also want to say **Thank You** to our ECC Admiral John Hall who was always our backup and available for us to assist us and to give his advice. Many thanks also especially to Kay Heinrichs and the crew of Klaus Hütten who help us a lot when – after the for us unforgettable Prize Giving Party in Biograd last years - we started to realise what it really means to "organise" an event like the ECC.....

With the team of Victor Llopis and Macarena Seoane from Mallorcanautic we found an excellent partner for the coordination and organisation of this event located in Palma de Mallorca. They know the ECC for some years now and have already worked together with the 2010 Commodore Craig Warrender. Their local knowledge and experience as organiser was a valuable help during the preparation of this year's ECC. They made our live much easier during the last months!



Victor Llopis Wintsch



Macarena Seoane



Denise Guerrero

As you all know this year we celebrate the 20th anniversary of the ECC. From the beginning a big thought was in our minds: What can we do and how can we celebrate this anniversary???

Thanks to the help of some of you from the ECC fleet we were able to collect some nice pictures that were taken during the last events and demonstrating part of the ECC's history. Our special thank goes to Klaus Huetten who promised to prepare something for the Welcome Party.

Last but not least: I have to thank my fantastic crew and please give me that space to introduce their great work and contribution (no special order):

Susanne: My "Vice-Commodore", Head of Finance, perfect Project Manager, always clear in messages

Frauke: Head of Marketing and Sponsoring, third brain for Inken and Susanne, Organisation talent

Antje: Head of Communication (Logbook and nice emails), resp. for the beautiful ECC shirts this year.

Silke: Head of Everything (was involved in Sponsoring, Goodies, Excel List Management ...)

Heike: Head of Internet Communication / IT, master of the division flags

Inken: Commodore, Motivator, Organiser, Head of the "ECC Project" (the one who said "yes" to organise the ECC in 2012).

Inken Braunschmidt

Commodore ECC 2013

Please, stay safe, have fun and enjoy yourself.
We look forward to seeing you in Palma de Mallorca

Welcome from the ECC Admiral

30th March 2013

Reading

UK

Dear Sailors,

Welcome to the 20th Engineering Challenge Cup, hosted by ECC's first female Commodore, Inken, and her ladies team after their well-deserved, overdue and extremely popular victory in Biograd last year. Our ears were ringing for days after that memorable prize-giving which marked the end of such a perfect

and well organised event that Kay Heinrichs and his team laid on for us. Thanks a million, guys, it was really great!

The ladies team have been working with quiet efficiency for the last year and we are set for another fantastic week, so a **huge thank you** to you, Inken and all your team and everyone else you have inspired to help you.

You may be wondering why Inken chose Mallorca for ECC 2013. The ECC was "born" on 28th April 1993 when Arno Hemm was "volunteered" to organise the first event a year later, and he picked Mallorca for all its obvious attractions. It seems only appropriate to go back there to celebrate the 20th "birthday" of ECC and Inken was especially happy to find Mallorcanautic keen to be involved again and tabling a competitive bid. Spain is rightly famous for parties and who can forget the experience we had there when Craig Warrender and his crew entertained us in 2009. If you missed it, this is your chance to find out just how great Mallorca can be. Inken and her team have lined up another relentless week of sun, sea, competition, relaxation, fine dining, music, partying and inevitable over-refreshment.

I would also like to thank the sponsors for their continued support. All the participants pay for the basics, but it is the sponsors who add the "icing on the cake", as it were. In exchange for their generosity, I ask that you please read their presentations later in the log book and consider each one as a potential business partner.

This last year has been the quietest yet in terms of the behind the scenes activities by commodores although we did have a flurry of votes on new skippers in June and July. We are pleased to welcome





Carmen Zellinger, Carsten Heise, Colin Ford, Dietmar Czerny, Gunnar Stein and Wolfgang Lübcke as a result. If you have an opinion that you think could improve the future of ECC, please let one of the commodores know before the meeting on Thursday.

Finally, I would like to remind everyone that sailing presents many opportunities for serious injuries and that all of us are responsible for ensuring none of them are taken. It is obviously better to concede a few seconds than it is to risk ruining a whole week or more for someone through injury. We may be on holiday, but we are not on holiday from safety.

Have a great week!

[John Hall Hall](#)

ECC Admiral
and skipper of Boat 5 (Faster Wheeler)

Welcome Note from Arno Hemm

25th April 2013

Incredible, unbelievable, what the fuck is this.... The ECC gets 20 already. Welcome all to the 20th anniversary of the Engineering Challenge Cup. It's amazing how fast the last 20 years passed by. Among all the participants celebrating the 20th ECC and gathering for one week at Majorca there is not one fellow sailor left who might remember such days in the Saronion Gulf around Athens in April 1993 where the idea was born to initiate a sailing event in the Mediterranean during spring time where people of engineering companies might have a relaxed and sporting week determined by daily sailing races, socialising parties and the unavoidable talks around business. It was expected that the weather should be warm and the wind blowing moderate till strong.



Now you all are celebrating the 20th anniversary of the conclusion of such idea. And I find it absolutely amazing that over the years the crowd has grown to regular close to 400 sailing enthusiastic friends here at Palma de Majorca where we spent our first ECC in 1994 with 20 participants on 4 yachts. Eugen Gotter, Dennis Nunn, Rainer Wittrien and myself were the skippers that time. Duncan McPhee, Peter Brueggeling, Peter Müller and Klaus Hütten were supporting the skippers as crew. In the meanwhile all these have been promoted to be skippers with their own crew and they are still among the ECC fleet or the ESC fleet. Since these days the enthusiastic crowd of the ECC participants grew year by year and reached 70 crews in peak.

While it was quite easy to come to the common conclusion that the ECC should be held in the southern part of Europe we have had long discussion regarding the aspects of limiting the number of participating crews and the sailing rules to be applied. The discussions of limiting the number of participants was stopped already years ago as we come to the conclusion that there is a natural limit for our event as the number of places and harbours which might cope with such a fleet is limited too.

By setting up the overall rules of the ECC we spent most attention to the two following aspects: The one was that this should not become a professional sailing event - means it should remain a fun and sun event where safety comes first and the individual sailing skills of each crew will be contributed. Secondly every employee of our companies should be able to participate irrespective of her/his

function and position within the company- means the overall budget was limited to 1.000 Euro per week in total. Hardly to achieve this target nowadays.

The first target could be met even accepting that the spinnakers are not allowed to be used and the challenging night sail had to be avoided. We often remember such ECC's where beside the daily races some extraordinary skills like swimming, running, rowing, history questionnaires were asked in-between such days. We will never forget the dance on the bubbling vulcan at the Nisiros island south of Kos.

It was by far more difficult to meet our second target and this finally let to the separation of some sailing fellows in 2000, which are celebrating the ECCO (Engineering Challenge Cup Overseas), across the oceans at the Caribbean, Australia, New Zealand shores and islands. We wish them all a happy and safe sailing.

The best idea of all refers to the question of how to organise such an event. At the early days of the ECC we were not aware how it was going to grow. Therefore it was a pleasure to take over the burden of organising the charter agencies and a few flight tickets. Immediately the decision was taken that the winner of the ECC shall organise the following once. I have to deny the rumours that it was me who established such rule after organising the first ECC. In the meanwhile organising the ECC means a big task. Most probably the reason can be charged to our Dutch John Brown and Kvaerner fellows who were supported mid-90th by here former sailing enthusiastic MD Aad de Ruyter and his employed engineers Jan Kruinger and Dennis Nunn to such an extent that it was understood as an internal challenge within the various John Brown crews to set up new bench marks on organisation skills and initiatives. There are rumours that the business of the JB Zoetermeer office suffers hard by setting up such kind of priorities. Even when other companies where able to take home the ECC-Admirals-Cup they tried harder to improve the recent organisation. Considering that most of us have a little idea only what belongs to such an organisation and how many check list items have to be watched and followed up I am proud on the present situation and organisation and like to thank all such crews and staff who have done a perfect job to keep the ECC running under perfect conditions. And that it works well is shown by the steadily increasing number of participants which can be considered as a sign that we are on the right track.

But the most important factor of the ECC are the participating crews themselves - its you all. Without you all there would be no ECC. It's all of you who keep the ECC alive and worth to spent a lot of money. Everybody should not only enjoy the daily atmosphere on board in a superb environment at sea and at the harbours but also is invited to improve the social aspects of this event. Looking through my ECC reports of the past two decades I counted participants coming from more than 20 different countries and representing more than 70 different companies. Means the ECC is recognized as a well-



known global sailing event and we are all part of it. Therefore let's take the opportunity and improve the networking, the communication and welcome the world of engineers and contractors meeting at Majorca these days for the 20th anniversary.

The skippers of the Engineering Sailing Cup and former ECC skippers, as Mike Theobald, Dennis Nunn, Duncan MacPhee, Lorenzo Ghelfi, Stefan Leuppi, Peter Müller, Walter Altegoer, Dirk Demtroeder, Eugen Gotter and myself like to wish the Engineering Challenge Cup a fantastic and splendid week at Majorca in Spain and wish that the 20th ECC will become an unforgettable event which we would like to remember all days long. Hopefully the wind will blow and the sun will shine and everybody shows up with a good mood. And remember - Safety first. We will have a great toast on the ECC while spending our sailing week at the Sardinian waters along Bonafacio and St. Magdalena searching for the foot prints of Lord Nelson and his crew.

Best regards to you all

Arno Hemm

One of the founders of the ECC and
Skipper of ESC and ECC

Sponsors

We are very grateful for our sponsors who have contributed to the success of the ECC 2013.

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

In 2013 the following companies helped us to set up a social calendar which enables a lot of mingling:

AVEVA	Gold*** Sponsor	www.aveva.com
Lindner Isoliertechnik	Silver Sponsor	www.lindner-group.com/is
TÜV SÜD Industrie Service	Silver Sponsor	www.tuev-sued.de
Bavaria Spain	Silver Sponsor	www.bavaria-spain.com
Endress + Hauser	Silver Sponsor	www.endress.com
Outotec	Silver Sponsor	www.outotec.com
Doosan Lentjes GmbH	Silver Sponsor	www.doosanlentjes.com
DDM	Bronze Sponsor	www.ddm.eu
Cegelec Contracting	Bronze Sponsor	www.cegelec.de
Yachticon	Bronze Sponsor	www.yachticon.de
Johnson Controls	Bronze Sponsor	www.varta-automotive.com

AVEVA is proud to sponsor the ECC regatta 2013

**Plant Design
for Lean
Construction**



**Sunshine, fair winds, good racing and fun
for all of us in Mallorca!**

AVEVA™
CONTINUAL PROGRESSION

Organisation Committee ECC 2013



Inken Braunschmidt

Commodore ECC 2013 and crew of Boat 34

Susanne, Silke, Heike, Frauke, Antje

Organisation Committee

ECC History

The 20th Engineering Challenge Cup

The Engineering Challenge Cup (ECC) was founded by Arno Hemm in 1993. It involves friendly, competitive sailing between yachts representing companies associated with engineering. This one-week event is held in spring every year in the Mediterranean with six daily events.

In April 1993, Arno's crew was invited to join the Cap Sunion Rally around the Gulf of Athens. This regatta was organized by a former chairman of the Austria Bakery Association, who celebrated his 50th birthday with friends from his sailing club of Atterlake, near Salzburg. Ten crews raced against each other and after four daily races Arno's boat became the overall winner and was awarded a bottle of champagne. Crew members were Eugen Gotter (skipper), Lothar Hasenohrl, Jürgen Arnold, Peter Mueller, Rainer Wittrien and Arno Hemm. Most of this original crew is still among our ECC friends. It was such a splendid experience and entertaining event that during the prize giving party at the Zeus temple at Cap Sunion they thought, "Why not every year?". This fantastic idea was unanimously agreed and Arno was delegated to organize the first ECC in 1994. So he did, and on Wednesday 28th April 1993 the ECC was born.



The number of participating yachts steadily grew, peaking in entry numbers in 2007 at 70 participants. This was more than seventeen times the number of the first ECC fleet of four boats in Mallorca/Spain 1994. It was about this time the Commodores took the conscious decision to reduce the size of the fleet, to make the event more manageable and to ensure its informal character endures.



The ECC trophy was donated by the 1996 Commodore, Aad de Ruyter. The trophy is awarded every year to the newly appointed Commodore, who has the honour of having his crew's names added to the plinth and gets to keep the trophy for a year.

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

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, Intecs 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	???

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 2013 the ECC will be held in Palma de Mallorca, Spain with around 360 crew members participating.

Participating Nationalities 1994-2013

Australia	England	Israel	Poland	Turkey
Austria	France	Italy	Russia	United Arab Emirates
Belgium	Germany	Kazakhstan	Scotland	USA
Canada	Greece	Mexico	South Africa	Zimbabwe
Croatia	Hungary	Netherlands	Spain	
Denmark	Ireland	New Zealand	Switzerland	

Welcome to 2 new nationalities in 2013: Trinidad und Latvia.

Commodores Cup

Heinz Baedorff founded the Commodores Cup in 2000. It is a trophy awarded to winner of the Commodore's Cup. All previous Commodores (or their stand-ins) are entitled to participate in this special event held in parallel with ECC.

For 2013 the following previous Commodores will be competing to win the Commodore's Cup: Andreas Klein, Carlos Moreno, Jan Kruiniger, John Hall Hall, Peter Bisschop, Pieter van Beuzekom, Klaus Hütten, David Boocock, Kay Heinrichs, Inken Braunschmidt and their crews.

Commodores are sailing together with the ECC participants in the same races but will be rated separately. So the winner of the Commodore's Cup 2013 will be the highest ranked participant after 6 races. Previous winners of the Commodores Cup are:



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

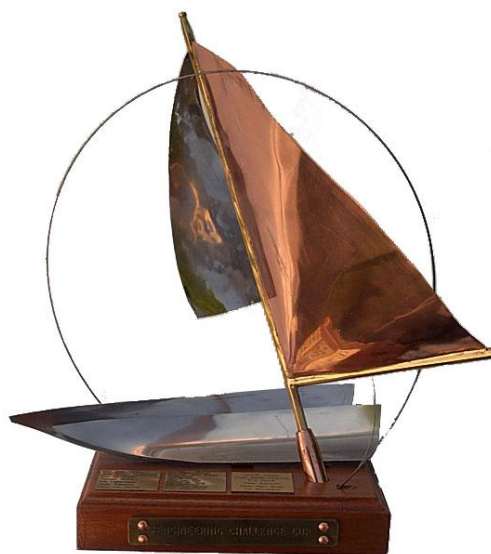
In 2010 after ten years of Commodores Cup sailing, Heinz Baedorff won the old trophy (see photo above) and kept it as he has written in the Deed Of Gift from 2000.

Generously he replaced it with this beautiful new one.



ECC Charter 2013

The Engineering Challenge Cup (ECC) is intended as an annual multinational fun sporting event involving non-aggressive, non-professional sailing with the focus on the social side. The participants are people who like sailing and have an association with the engineering and contracting business. ECC entails visiting different countries in the Mediterranean region, meeting their people and enjoying their history and culture. Costs will be kept low enough that employees at all levels should be able to afford to participate.



KEY PRINCIPLES

- 1 Each year ECC week will take place and involve 6 days of sailing around timed courses between overnight destinations. The week will score non-Commodores and Commodores separately in the Engineering Challenge Cup and in the Commodore's Cup respectively. Participants in the Engineering Challenge Cup may be racing in two or more fleets, whereas all participating Commodores will be in the same fleet.
- 2 The Commodores are Aad de Ruyter (1997), Andreas Klein (2005), Arno Hemm (1994), Carlos Moreno (2003), Craig Warrender (2009), David Boocock (2011), Dennis Nunn, Eric Hamer (1999), Eugen Gotter (1995), Fred Greven (1996), Heinz Bädorff (2000), Inken Braunschmidt (2013), Jan Kruiniger (1998), John Hall Hall (2001, 2007), Kay Heinrichs (2012), Klaus Hütten (2010), Michael Kuhn (2004), Peter Bisschop (2002, 2006) and Pieter van Beuzekom (2008).
- 3 The active ECC Commodore will publish daily results, organise a prize giving ceremony and appoint the winner of the Engineering Challenge Cup as the New Commodore.
- 4 The new Commodore will be responsible for organising the next ECC week and for handing over an information pack to the next commodore. If possible, this should be by CD during ECC week, except the final accounts which should follow within a month of the event finishing.
- 5 Trophies and medals will be awarded for the three highest positions in the Engineering Challenge Cup and in the Commodore's Cup. The Commodore may also award additional trophies or medals such as for daily results, dinghy rowing race, etc.
- 6 The Commodore will appoint a local professional team to assist him with assembling the fleet of yachts, safety matters, local weather knowledge, deciding the routes, laying course marks,

determining time correction factors, organising over-night berths and mooring up. The professional team will have relevant experience. TCFs will be published 24 hours before the first race and the Commodore will not be obliged to respond to a TCF challenge after the first race (unless associated with a performance change that occurred after the TCFs were published).

- 7 Any skipper that has participated in ECC week as an entry's skipper will be eligible for any future ECC week if he has less than seven penalty points (see 8 below). The Committee will decide during ECC week on the maximum number of boats that can enter in the next year. This will be based on the trends from previous years and will not be more than in the previous year until the target of 40 is reached when it will remain at 40. If more than the agreed maximum wish to enter, priority will be given on the basis of the number of times an entry has participated, with previous Commodores having automatic right to participate. After ranking in order of participations, the band cut by the agreed limit will be selected by lottery. The order for choosing boats will also be decided by lottery but without taking account of number of participations.

New skippers will be approved by the ECC Committee on a case-by-case basis taking account of previous association with ECC and/or the Engineering Industry. New skippers will not be approved until the number participating would otherwise be below 40. 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 2013 List of Eligible Skippers. A crew may enter without their eligible skipper a maximum of three times, after which they must "retire" or their eligibility will be withdrawn. 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.

- 8 Any skipper who is found to have caused a collision which results in loss of all or part of his insurance deposit will be given four penalty points for each such incident. His tally will reduce by two points for each year without earning such points. No skipper will be allowed to enter while his points tally is more than six. A record of all skippers involved in collisions in which penalty points are awarded will be maintained by the Committee.
- 9 The Commodore may impose an ECC fee payable by each participant to contribute towards organisation costs. All income and expenditure associated with organising ECC will be accounted for and any surplus will be passed to the new Commodore promptly after ECC week.

- 10 Sponsorship of the ECC is welcome in the spirit of the event. It may be used to provide appropriate gifts normally carrying the ECC logo, to pay for entertainment of participants during ECC week or to reduce participating costs.
- 11 The Commodore will arrange charter deals for all entrants via his appointed agent. Each entrant is required to charter his yacht through the agent and use the standard equipment supplied (e.g. sails are only to be replaced by the agent and only if they are unusable or damaged). The agent will be asked to supply boats with clean hulls. Any entrant who wishes to clean his hull will be allowed to do so at any time during ECC week and is not required to inform the Race Officer. The Commodore will include this in the Sailing Instructions for the event.
- 12 The ECC Committee (led by the ECC Admiral and made up of Commodores who participated in the most recent ECC event) will:
 - Hold an Annual General Meeting (AGM) during ECC week.
 - Approve deviations from and changes to these principles.
 - Maintain a record of the event's history and development.
 - Approve the new Commodore if he is not appointed in accordance with paragraph 3.
 - Approve the date for ECC week taking account of key industry events (trade fairs, etc). ECC week will normally be held between late April and mid-May to avoid high season prices.
 - Approve the location for ECC week which will be in Mediterranean waters, to take advantage of the warm climate and normally moderate winds.
 - Approve any new skippers and maintain a list of eligible skippers and their penalty points.
 - Maintain a record of ECC Committee votes.Where required, the above will be achieved by majority vote of the Committee.
- 13 The fleets will comprise mono-hull yachts typically used for holiday charters (i.e. not fast racing boats) and in the approx 38-50 foot range. Spinnakers will not normally be allowed.
- 14 These principles were first developed in discussions involving the Commodores participating in ECC week in 2006 in Greece (Andreas Klein, Arno Hemm, Carlos Moreno, Dennis Nunn, Eugen Gotter, Jan Kruiniger, John Hall Hall, Michael Kuhn and Peter Bisschop). They are updated annually following the Committee meeting during ECC.

John Hall Hall

April 2013

Fleet Safety Briefing

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

Doctors

If any participant is a medical doctor willing to be "on call" in case of an urgent need, please could he make himself known to the organisers. Beside this we have our Race Officer Chimo who is a medical doctor.

Responsibility for Safety

Whilst all involved in the organisation of ECC 2013 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 fit to sail in the conditions in which she will find herself. By going to sea, the skipper and crew acknowledge and confirm that the vessel is fit for those conditions and her crew is competent to sail and compete in them.

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

Crew Briefing

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

Lifejackets & Harnesses

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

- Non-swimmers should wear lifejackets at all times when the boat is

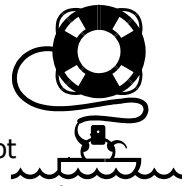


underway.

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

Man Overboard

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



Defibrillator

Like last year a defibrillator will be available. It will be located on the Race Committee Boat.

Thank you to Ralf Braune for bringing it to Mallorca and to provide it to us.

Braune + Partner
Project Management 

The Racing

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

Key points to ensure safety and avoid collisions are:

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

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

Weather

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

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

Emergency Telephone numbers

The following emergency contacts are applicable for Spain.

Emergency medical:	112
Emergency fire:	080
Police:	091
National Rescue coordination	900 202 202
centre at sea:	

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

Emergency Calls by VHF

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

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.

Notice of Race & Sailing Instructions

ECC 2013 will take place in the bay of Palma de Mallorca, Spain between 5th and 10th of May 2013. The route, weather permitting, will be:

Bay of Palma – Illetes - Sa Ràpita – Porto Colom – Sant Jordi– Bay of Palma.

Skippers Meeting & Registration

Registration will take place on Saturday 4th May in Palma de Mallorca from **18.30 to 20.00 hrs** prior to the Welcome Party at "Es Baluard".

Skippers Meeting 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.
- Hand out the daily prizes and result sheets for the preceding day.

The default time for the daily briefing will be **09:30 hr 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.

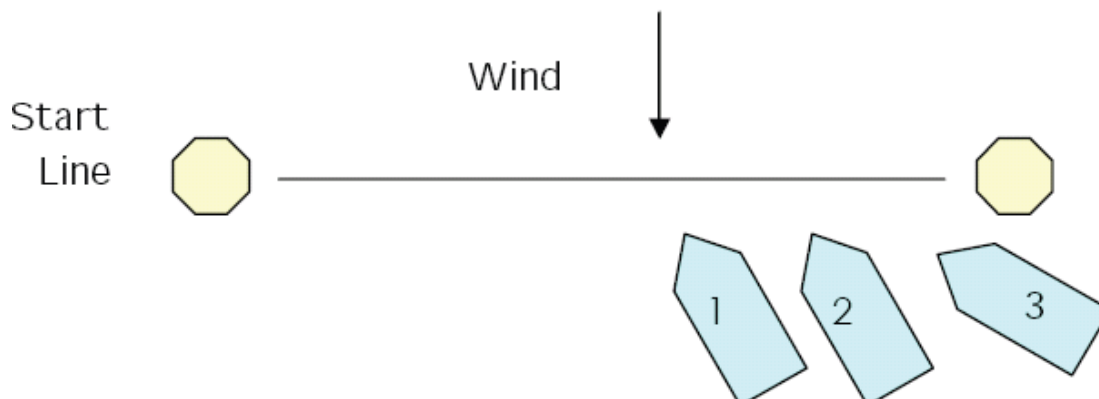
Meeting Points:

Sunday, May 5th:	Café Darsena, at Paseo Marítimo
Monday, May 6th:	Illetas bay at the beach, transfer with 2 RIB's will be arranged
Tuesday, May 7th:	Cantina, at Puerto de la Ràpita
Wednesday, May 8th:	HPC, Porto Colom
Thursday, May 9th:	At Sant Jordi, Café at Carrer Gabriel Roca, details will follow
Friday, May 10th:	Bar Pesquero, at la Lonja (seaside)

ISAF Rules & ECC Amendments:

ECC 2013 will be governed by the "Racing Rules of Sailing 2013 - 2016" published by the International Sailing Federation (ISAF) (www.sailing.org/documents/racing-rules.php). 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.

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



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

Boat No. 3 is the windward boat and shall keep clear of a leeward boat; and Boat Nos 1 and 2 are sailing close-hauled to the start ("proper course").

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

Courses and Changes to Sailing Instructions

Courses and any changes to sailing instructions will be presented at the daily skippers' briefings, and via the fleet channel 71. Large yellow buoys will be used as course markers as well as natural or conspicuous objects such as fixed navigational marks. Where necessary the start, finish and course marks will be selected from the list of waypoints given at the end of the logbook, so it is worth pre-loading these into your GPS (using WGS 84 datum).

Where possible all starts will be upwind and with the committee boat at the starboard end of the line. The finishing line will be between the Committee Boat and one of the ECC race marks or waypoints.

Start in two groups

Due to the number of yachts participating in ECC 2013 there will be two starts each day.

Group 1 will start 10 minutes before Group 2. Yachts involved in Group 2 shall keep well clear of the starting line until the Group 1 fleet has cleared it. In the case of very light winds the Group 2 start may be delayed, to ensure it is not affected by Group 1 yachts.

Pennants or other group recognition signs, if not in the bags handed over to you already will be handed out at the first skippers briefing, and shall be attached and made visible to all yachts at the yachts backstay.

Starting Procedure

The starting procedure for all starts (including delayed starts and re-starts after general recalls) will be as described below.

Times shall be taken from visual signals and the absence of a sound signal shall be disregarded. Although not guaranteed, generally starts will be made using GPS time and will be on the hour or multiples of ten minutes later.

Before the warning signal, group pennants indicating the color corresponding to the groups that will take the start (red, blue, green, white and/or yellow) will be hoisted.

Warning.

5 minutes before the start, the ECC pennant will be hoisted on the Race Committee boat and one short sound signal will be made.

A corresponding confirmation message will be made on the Fleet

Instruction VHF channel

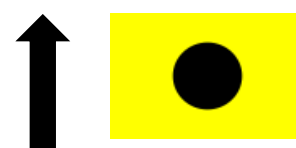
(e.g. **"Warning signal Group 1. 5 minutes to start."**).



Preparatory. 4 minutes before the start, the flag "India" will be hoisted on the Race Committee boat and one short sound signal will be made.

A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. **"Preparatory signal Group 1. 4 minutes to start."**).

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

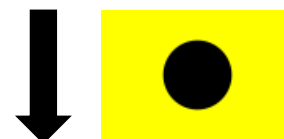


One-minute. 1 minute before the start, the flag "India" will be lowered on the Race Committee boat and one long sound signal will be made.

A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. **"One minute to start Group 1."**).

During this time, no boats can cross the line until the start signal. If any boat crosses the line before the start signal,

she must return rounding either end of the start line.



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

Starting. Upon the start, the ECC and Group pennants will be lowered on the Race Committee Boat and one short sound signal will be made. A corresponding confirmation message will be made on the Fleet Instruction VHF channel (e.g. **"That was the start of Group 1 in 5 minutes, warning signal Group 2."**).



Recall Procedures

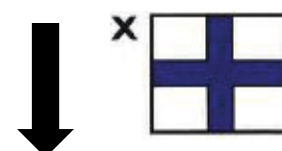
a) Individual Recall Procedure

If any yacht is on the course side (OCS) of the start line when the start signal is made or during the previous minute, the flag "X" will be hoisted on the Race Committee boat and a second short sound signal will be made. A corresponding confirmation message indicating the numbers of the OSC yacht(s) will be made on the Fleet Instruction VHF channel.

The OCS yachts(s) must return and start rounding either end of the start line, and keeping clear of any other boats that have started.



When all OCS yachts have cleared the line, the flag "X" will be removed on the Race Committee Boat. Any yacht that does not cross the start line correctly will suffer a 15-place penalty or more if considered that more than 15 places were gained.



b) General Recall Procedure

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

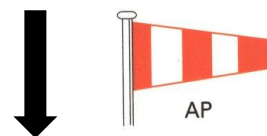


1 Minute before the new five minutes warning signal, i.e. 6 minutes before the new start, the flag "First Substitute" will be removed on the Race Committee Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel.



Delayed Starts

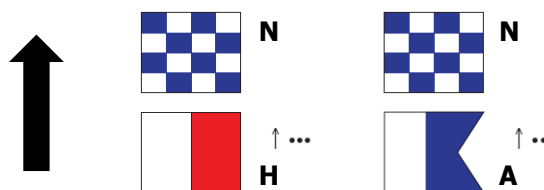
In case of a delayed start, the flag "AP" will be hoisted on the Race Committee Boat and a short sound signal will be made. A corresponding confirmation message indicating the new start time will be made on the Fleet Instruction VHF channel.



1 Minute before the new five minutes warning signal, i.e. 6 minutes before the new start, the flag "AP" will be removed on the Race Committee Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel.

Abandoned Leg

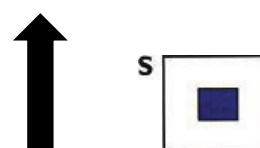
In case of an abandoned leg, the flag "N" will be hoisted on the Committee Boat. A corresponding confirmation message will be made on the Fleet Instruction VHF channel. If flag "N" is hoisted alone, return to the starting area and if hoisted over flags "H" or "A" listen for instructions on Fleet instruction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



Shortened Leg

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

A Committee Boat will be in position to record finishers, and will be flying a blue flag 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).

Finishing Procedure

The finishing line will be communicated either in the skipper's briefing, or during the event via the Fleet Instruction VHF channel. The finish line may be altered at any time by the Race Committee, and in one end of the finishing line there will be a committee boat with a blue flag hoisted.

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

At the time limit, ECC yachts that have not already finished should do so by recording their GPS positions on the declaration form using WGS 84 datum recorded at the specified time using GPS time. Note: using the correct datum and accurate time is important for accurate results. Please also record the number of the ECC boat immediately in front of and behind you.

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

Penalties

ISAF rules apply!

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

Turn penalties should be done at the first opportunity where you will not get in anyone else's way to complete the maneuver. Alternatively, if you may be innocent, a scoring penalty may be taken in accordance with Rule 44.3.

Please note this on your declaration. A yacht's penalty score, if applied, shall be the score for the place worse than her actual finishing place by 15 places or the same as the last finishing yacht, whichever is the best result.

Protests

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

Scoring

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

Appendix A of the ISAF rules will apply to scoring using the Low Point System. The overall result combining the two fleets will be determined with the ranking based on each boat's total score after discarding the worst result. If there are equal positions in the top five places overall, each boat's race scores shall be listed in order of best to worst, and at the point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). Equal results will stand for positions outside the top five places. If there is still a tie refer to ISAF A8.2 or start believing the conspiracy theory!

Advertising

The stern of the participating yachts are reserved for ECC 2013 "Gold" sponsor AVEVA. Our "Gold" and "Silver" sponsors may fly their flags with limited sizes of 2.0 m at any ECC 2013 event and all participants are positively encouraged to promote their companies by flying their flags in harbors on their yacht.

Berthing, Mooring and Anchoring

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

ECC Fleet and Commodores Fleet

The ECC fleet racing format will be by boat divisions racing in heats as shown in the table below.

The ECC fleet will be separated into 4 divisions (red, green, white, blue). The Commodores fleet are assigned to a 5th yellow division. Each boat will be assigned to a division and this will be fixed for the whole event. Coloured Division Pennants will be handed out at check-in or the first Skippers Meeting. The Division pennants shall be attached to the boat on the back stay.

Each day two divisions will be grouped in a heat to sail against each other. So there will be two heats per day (one start for each boat). The composition of the heats will be constant for two days. After two days we will change the composition of the heats.

The commodores will be ranked separately from the main ECC fleet. The commodores, although scored separately, will normally sail with ECC heat 2 – so that they are not sailing "alone".

This will give the sailors the possibility to race against each other as well as against the commodores and should make the racing as fair and competitive as possible.

Ranking & Prizes

Medals - There will be daily prizes for the first three places for ECC Fleet Heat 1 and ECC Fleet Heat 2. There will also be medals for the first three finishers in the Commodore's Cup.

Engineering Challenge Cup – There will be three trophies awarded this year to the overall winner of the Engineering Challenge Cup (ECC); firstly the perennial trophy that is passed on from Commodore to Commodore, and secondly a gifted trophy that the winner can keep.

There will be special prizes sponsored **by Yachticon** this year for the first tree crews. Be surprised. The new Commodore and organiser of ECC 2014 will be the skipper with the lowest points overall.

Commodores Cup

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

ECC Sprit Award

The ECC Sprit Award will be awarded to the boat, or individual, who in the opinion of the Organisation Committee, demonstrates the most social ECC spirit over the course of the week.

Anchors, Spinnakers, and Damage Prevention at the Start

Anchors are to be stowed in the anchor locker, or somewhere else inboard, of the boat from before the start until after the finish of each ECC sailing leg. Spinnakers, cruising chutes and jib poles are not allowed for the ECC event. Other equipment, such as boat-hooks are also not allowed to be used like jib poles.

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

Skippers Meeting

A Skippers Meeting will be held every morning, for details see above.

VHF Communication / Radio Check Procedure

The radio check will **only be done on the first day**. Shortly after the Skippers Meeting, the radio check will be made on the Fleet Instruction **VHF Channel 71**. 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 03 calling "Echo Charlie zero three - radio check - over". The next boat EC 05 will go on with "Echo Charlie zero five – radio check – over" and this sequence will continue until the last boat has responded (EC 90). If the next ECC 2013 yacht does not proceed with the radio check within 5 seconds, then the following ECC 2013 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. If you have any reason to doubt your radio, please feel free to request a radio check at any time on the Fleet Instruction Channel 71. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.

Assisting Other Yachts

If a yacht is in difficulty and requires assistance it will be given, if possible, by one of the organiser's boats. If that is not possible a participating yacht 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.

Disclaimer of Liability

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

Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover as stipulated in their charter contract, or the equivalent. All crew should also have their own medical insurance covering offshore sailing and medical repatriation in Spain.

Prevention of Collision

When a yacht is not racing, the 'International Regulations for Prevention of Collisions at Sea' shall apply.

A yacht is considered to be racing from when it begins to maneuver prior to starting a race until clear of the finishing line after completing the race.

As damage to yachts is deemed unacceptable for this fun event, it was resolved by the ECC Committee in 2008 to recommend that races should not start, if the wind speeds are in excess of 20 knots. The Commodore & Race Officer will review specific conditions on any day, or for any part of a day, with a view to implementing this recommendation. The Commodore & Race Officer may also recommend reefing when excessive risk of damage to the overall fleet is considered excessive, though this is not mandatory. For ECC, rule 44.1 is changed such that the Two-Turns Penalty is replaced by a One-Turn Penalty.

Repairs

Yacht repair requirements will be listed by each skipper or they delegate and repairs will be coordinated by the team of Mallorcanautic and the charter companies. Mallorcanautic, the charter companies, the Race Officer, Commodore or the ECC Organising 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.

Race Committee and Race Committee Boat

The Race Officer 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.



Chimo
(Race Officer)



Aida
(Race Officer Team)

The **Race Committee boat** is expected to be a catamaran, it will be indicated by the blue ECC 2013-event-flag.

There will probably also be a second vessel carrying the event support team and other **support boats** (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. All fleet support boats will fly an ECC pennant and ECC stickers on the bows.

Races, Heats, Divisions

ECC 2013 Sailing						
ECC Race per day: 1-2				ECC Heats per day: 2		
Divisions: 4 Divisions for the ECC regatta : red, green, white, blue 1 Division for Commodores yellow Yachts will fly a division colour pennant on their backstay						
ECC Fleet					Commodores Fleet	Total
Boat Type	Red Division	Green Division	White Division	Blue Division	Yellow Division	
Small	4	4	4	3	-	15
Medium	4	5	5	6	-	20
Large	4	3	3	3	10	23
Totals	12	12	12	12	10	58

Races / Heats ECC + Commodores Race		No. of boats	
Day 1, heat 1	red + green	24	
Day 1, heat 2	white + blue + yellow	24	+ 10 (if possible)
Day 2, heat 1	white + blue	24	
Day 2, heat 2	red + green + yellow	24	+ 10 (if possible)
Day 3, heat 1	red + white	24	
Day 3, heat 2	green + blue + yellow	24	+ 10 (if possible)
Day 4, heat 1	green + blue	24	
Day 4, heat 2	red + white + yellow	24	+ 10 (if possible)
Day 5, heat 1	red + blue	24	
Day 5, heat 2	green + white + yellow	24	+ 10 (if possible)
Day 6, heat 1	green + white	24	
Day 6, heat 2	red + blue + yellow	24	+ 10 (if possible)
Normally there will be: 1-2 races per day for each heat announced in the Skippers meeting, on Friday 1-2 Olympic triangle in the bay of Palma de Mallorca. First start for Heat 1, second start for Heat 2. Commodores will start with Heat 2 every day.			

VHF Channels Guide/ Procedures

Keep all VHF communications short and relevant. The VHF channels for ECC 2013 are:

Channel	Subject	Explanation
10	Weather	Weather prognosis Palma is being broadcasted 07:35H, 10:35h, 15:35 and 20:35h (UTC)
08/73	Working channel ECC yachts	For general conversation ship to ship.
9	Marinas	For contact to Marinas
16	Safety and Emergency, Calling	<p>Any yacht in difficulties is asked to contact the Commodore & Race officer on channel 71 in the first instance. If a yacht finds it necessary to make a MAYDAY or PAN PAN call, it is also requested to inform the Commodore and Race Officer if possible.</p> <p>When using channel 16 for calling, always switch to a working channel after initial contact.</p> <p><u>Emergency Telephone Numbers:</u></p> <p>Ambulance: 112</p> <p>Fire: 080 (Palma)/ 085 (outside Palma)</p> <p>Police: 062 / 032</p>
71	Race Officer Boat	<p>The Race Officer will provide information and instructions for racing. All ECC yachts should monitor channel 71 from 09:30 hr until entering the harbour at the end of the day. Yachts asking for clarification on matters concerning the racing should call the Race Officer on channel 71. This channel will be used for the radio check.</p> <p>The Commodore will also monitor Channel 71.</p>
72	Berthing instructions ECC working channel	<p>After finishing the day's racing please listen to this channel for berthing instructions. You will be called in by boat number.</p> <p>for fleet support, RIB's and berthing assistance</p>

Commodore's crew will monitor channels 71 and 16 during the day. ECC Fleet support vessels will monitor channels 72 and 16 during the day and channel 71 during the evening except when in a marina. ECC participants should monitor channel 71 from 09:30 hr until moored.

General Information about Spain

Mallorca

International dialing code: 00 34 971 XXX. Standard time zone: CET = GMT + 1 hour.

Mallorca, part of the Balearic Islands comprising Mallorca, Menorca, Ibiza and Formentora has a population of 633,000. The island measures 62 miles (100 km) east to west and 47 miles (75 km) north to south.

Mallorquin is the language spoken by the native islanders, which is a dialect of Catalan, and many locals also speak English or German.

Palma de Mallorca

In the south of Mallorca lies Palma, the capital of the Balearics. Palma is a large sophisticated city with half of the population of Mallorca. Palma is an important maritime center and is also the summer base to large numbers of yachts and large "gin palaces." Shops in Palma are open from 1000 to 2200 with a siesta between 14.00 & 17.00 hrs.

Transfer Palma de Mallorca Airport (PMI) - Palma de Mallorca City / Marinas

Small groups can use taxis but they have a maximum capacity of 4 persons. Mini-buses can be arranged for larger groups. Taxi 1-4 persons – 20 - 25 Euros, 15 minutes to Palma. It is not necessary to pre-book a taxi. Minibus can be arranged, several providers are on the market. 1-4 persons 35 Euros, 5-7 persons 60 Euros, 8-12 persons 95 Euros, 13-20 persons 123 Euros. 15 minutes to Palma.

There is also a No 1 bus (public transport) from the airport, which stops at many of the Marinas, costs 2,50 Euros per person.

Marina Area

The ECC charter yachts will be berthed in the following marina areas, dependant on your Charter Company. Please see also Chart on page 43.

1. MBS Charter, Aigua Charter, Latitude Charter, K.P. Winter; BBMED, CSY, Charter Mallorca are located in the Marina Naviera Balear at the Paseo Maritimo, in front of the hotel Tryp Bellver.
2. Muelle de San Pedro: Cruesa, located at the pier by the entrance of the Real Club Náutico Palma, in the social building.
3. Viva, Platinum Charter, Latitud Cero and Nautikonrad are at La Lonja Marina Charter

4. Sun Charter: Real Club Nautico Palma. You must go inside the Club Náutico, passing a gate, at the very end of the pier.

NB. As yachts and Charter Companies may change locations from now to the day of boarding and because from 2nd till 12th Maya Boat Show will be held in Palma, Mallorcanautic will indicate the exact location of your yacht prior to your arrival.

Outside the marinas in Palma there are plenty of large supermarkets only a short taxi ride away. Probably the most convenient is Carrefour, in the Porto Pi shopping centre, which is located at the end of the Paseo Marítimo.

It is also possible to have a shopping list order delivered from El Corte Inglés (major department store in Spain), direct to your yacht. Mallorcanautic will offer you this service.

Water is available on the berths and is widely available; fuel can be purchased from many marinas in the cruising area.

Nightlife in Palma

Palma is one of the best places on Mallorca for nightlife. You will find an ample offering of restaurants, bars and discotheques. The nightlife buzzes all night long and all year round.

Casco Antiguo – Palma's historical center: In Palma's **Casco Antiguo**, the historical centre with its charming narrow lanes, there are many pubs, local restaurants and fashionable bars. Most of the traditional restaurants are located here and it is the perfect place to start your tour of Palma's nightlife.

Around **Paseo Mallorca** there are a large number of tapas and cocktail bars and also Cellers (cave) restaurants serving traditional Mallorcan dishes.

La Lonja & Paseo Marítimo: One of the busiest places in Palma is Sa Llotja (**La Lonja**). Pubs and bars here tend to get very packed and things wind down around 1 or 2am. From "**Calle Apuntadors**" to 'Placa Drassana' to 'Carrer you are surrounded by Spanish, Irish and English pubs offering a wide range of music from flamenco to jazz and blues. Officially the bars in this areas close at 2am, but it is common for some to remain open till 3 or 4am. Then everyone heads to the Passeig Maritim (**Paseo Marítimo**), where the drinking and dancing continues. Bars and discos stay open till at least 5 or 6am. **Paseo Marítimo** offers a large number of tapas bars elegant and sophisticated bars, discotheques and locals, with live performances of jazz, swing and blues. Most bars and clubs are located in **Av De Gabriel Roca** e.g. Shamrock, Templo Buddha, Abraxas, Tito's or Pasha and in **Santa Catalina**, e.g. Cuba Bar, Havanna Bar and Iden Cafe.

For more restaurants and bars see next page.



1. Rest. La Bodeguilla. Nice wine and tapas restaurant.
C/ Sant Jaume 3. Tel. +34 971 718 274
2. Rest. Tast Club. Very nice tapas restaurant and bar with a very good atmosphere and quite chic. C/ Sant Jaume 6. Tel. +34 971 710 150
3. Rest. Japonice. One of the best sushi restaurants in town.
C/ Union 2. Tel. +34 971 404 060
4. Rest. Forn de Sant Joan. Great mallorcan restaurant by La Lonja.
C/ Sant Joan 4. Tel. +34 971 728 422
5. Rest. Ribello. Great italian restaurant with a long and sophisticated menu.
C/ Apuntadores 11. Tel. +34 971 729 130
6. Rest. Caballito de Mar. Well known for its fabulous fish and seafood.
Pso. Sagrera 5. Tel. +34 971 721 074
7. Rest. La Boveda. Most famous tapas restaurant in Palma.
C/ Boteria 3. Tel. +34 971 714 863

FOR DRINKS

- A. Puro Hotel. Trendy place for drinks. C/ Montenegro 12
- B. Nicolas. Local bar for drinks. Plaça Mercat 18
- C. Jazz Voyeur Club. Small place with live jazz music. C/ Apuntadores 5.
- D. Abaco. Old palace with classical music. C/ Sant Joan 1
- E. Pesquero. Great terrace overlooking the old fishing harbour. Pso. Maritim,
Moll de La Lonja s/n

(Very) Basic Spanish Vocabulary ☺

English

Good Morning
Good Day
Yes
Good Evening
No
Good Night
Good
Thank you
Very good
Please
Bill / Receipt
Excuse me
Beer
I am
White Wine
I would like
Red Wine
Where?
Coffee
When?
Water
Who?
1 - 2 - 3
How much?
4 - 5 - 6
Do you speak English?
7 - 8 - 9 - 10

Spain

Buenas dias
Buenas dias
Sí
Buenas tardes
No
Buenas noches
Bien
Gracias
Muy bien
Por favor
La cuenta
Discúlpeme
Cerveza
Yo soy
Vino blanco
Quisiera
Vino tinto
Dónde?
Café
A qué hora?
Agua
Quién?
Un-dos-tres
Cuánto es?
cuatro-cinco-seis
Hablas inglés?
siete-ocho-nueve-diez



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Itinerary ECC 2013

ECC 2013 will take place at Palma de Mallorca, Spain from 4th of May until 11th of May 2013.

The route, weather permitting, will be:

Saturday 4th May:

Palma

Registration, check in yachts, Welcome Party

Sunday 5th May, leg 1:

Palma – Illetas

Bay, boats go for anchor, no restaurant / bars

Monday 6th May, leg 2:

Illetas – Puerto de la Rápita

Harbour, Boats are moored at a pontoon, restaurants, bars available

Tuesday 7th May, leg 3:

Puerto de la Rápita – Porto Colom

Bay, Boats go for a mooring, some are moored at a pontoon, restaurants, bars available
AVEVA Party in HPC

Wednesday 8th May, leg 4:

Porto Colom – Sant Jordi

Bay, Boats go for anchoring (not possible to enter the harbour, too shallow for any boat)

Thursday 9th May, leg 5:

Sant Jordi – Palma

Harbour, Boats are moored at a pontoon, restaurants, bars available

Friday 10th May, leg 6:

Bay of Palma

Harbour, Boats are moored at a pontoon,
Prize giving party, busses start at the harbour

Saturday 11th May:

Palma (check out yachts)

Time to say Goodbye!

Harbours & Bays

Saturday, 4th May - Palma de Mallorca

Harbour: Several Marinas
Location: 39° 34' N / 2° 38' E
VHF channel: 9

Palma is where ECC 2013 will start and finish. On Saturday May 4th check-in with your charter company, all skippers will be advised one week before checking in where each yacht berth is since the Palma Boat Show is taking place on this weekend when we arrive and many yachts will be moved from their charter bases berths. Please ask the charter company for details of local services (fuel, water, showers etc.). Due to distances involved in Palma we recommend this year using the provisioning services offered by Mallorcanautic.



Puerto de Palma shelters several yachting facilities, most called marinas even if only a pontoon. Set in a huge bay, it is one of the largest collective yachting centers in the Mediterranean, with berthing for several thousand yachts.

Registration of ECC participants and payment of outstanding ECC Fees from 18.30 hr until 20.00 hr at entrance of Es Baluard Museo, Plaça Porta Santa Catalina, 10, 07012 Palma

Welcome Party at 19.30 hrs at Es Baluard Museo: Tapas and Drinks will be served.



SKIPPERS MEETING on Sunday will take place at Café Darsena, at Paseo Marítimo.

Marina Palma de Mallorca



- 1. Marina Naviera Balear** - MBS, Aigua Charter, Latitude Charter, K.P. Winter, BBMED, CSY, Charter Mallorca
- 2. Real Club Nautico de Palma** - Sun Charter
- 3. La Lonja Marina Charter** - Viva, Platinum Charter, Latitud Cero, Nautikonrad
- 4. Muelle de San Pedro** - Cruesa

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S5 El Corte Ingles

GAS STATIONS

- GS1 Club Nautico**
GS2 STP

MEETING POINTS

- Darsena
Es Baluard

Sunday, 5th May, Leg 1: Palma de Mallorca – Illetas

Harbour: Anchoring in the Illetas Bay

Location: 39° 32' N / 2° 35' E

VHF channel: -

Electricity/ Water: not available

Showers/ Facilities: not available

Restaurants/ Bars: very rare

Supermarket: not available



Illetas is situated **at 1,2 nautical miles from Club de Vela Cala Nova**. This anchorage is made up of Cala Comtessa, Cala Brogit and Es Fortí. The name is given by the small islands that can be seen from the coast, with the nearby Illot de sa Caleta.

Cala Comtessa is 200 meter long and 50 meter wide.

Anchoring: The marine and underwater conditions are good for anchoring boats in front of this sandy area, which is open to the winds from the northeast-east-southeast, the ground is sandy with some seaweed and the depth ranges from three to five metres. Thanks to Island la Caleta and the Island el Paso it is protected from all winds from S to W. We recommend accessing the creek leaving the Island la Caleta by our port side.

Once anchored, we recommend touring the coast in dinghy or snorkel.

We recommend dinner on board, as there is only the Hotel /Restaurant Bendinat with excellent international cuisine, where you need to make reservation T. +34 971 675 725 due to limited space.

Illetas



SKIPPERS MEETING on Monday will take place at the beach, see map. Transfer with 2 RIB's will be arranged.

Monday, 6th May, Leg 2: Illetas – Puerto de la Rápita

Harbour: Mooring, with many rafted up.

Location: 39° 21.7 N - 02° 57.4 E.

VHF channel: 9

Club Náutico de la Rápita Tel 971 640001

Electricity / Water: shore power available for some, fuel and water refilling opportunity for some yachts

Showers / Facilities: some showers available

Supermarket: small supermarket

Restaurants / Bars: Two restaurants in walking distance: Great fish and seafood at restaurant Ca'n Pep (Av. Miramar 30, Tel. +34 971640102) and Restaurant Club Nautico.

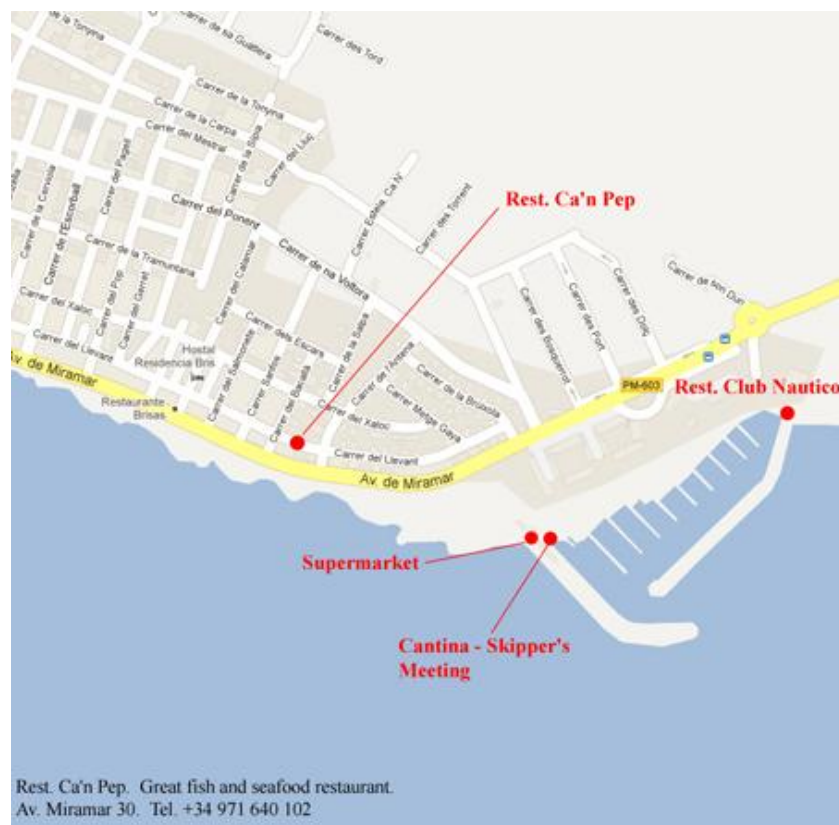
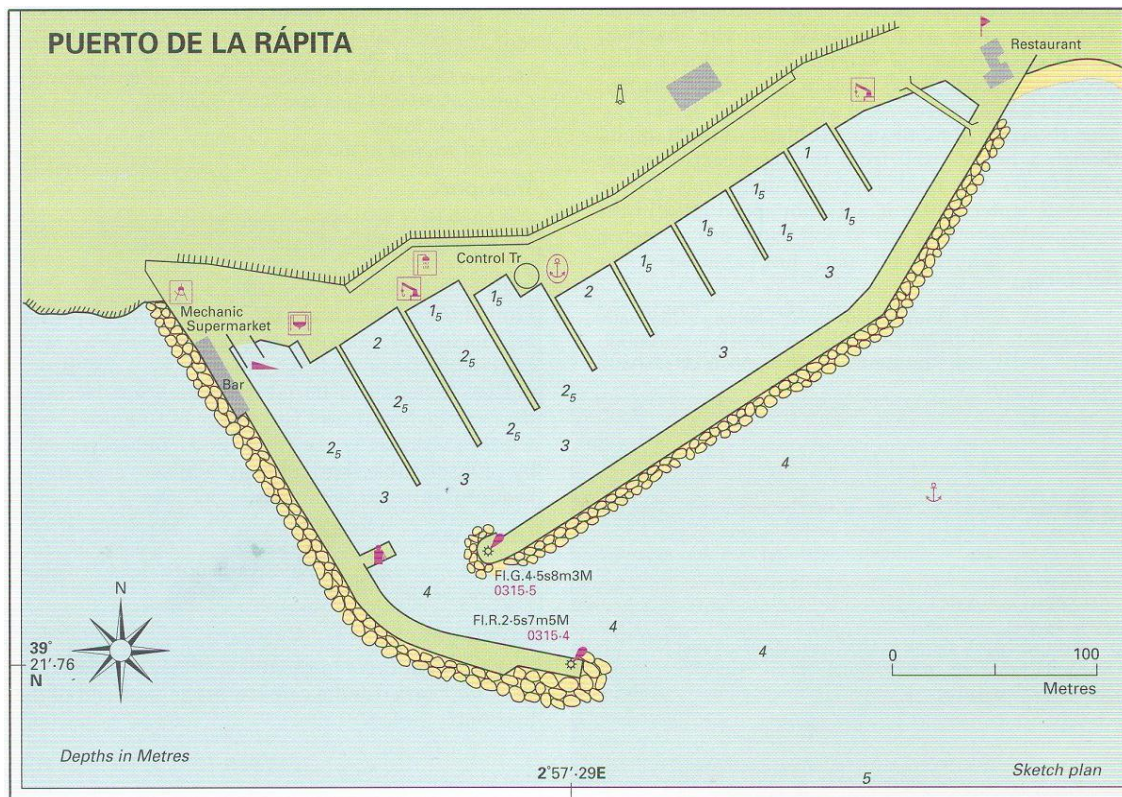
Puerto de la Rápita is a large and modern artificial yacht harbour with more than 470 berths and excellent facilities, situated at the northwest end of the long Playa del Trench. It is easy to enter and offers a good protection once inside, though a heavy swell from southeast or south could make the final approach dangerous due to shoaling water.

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



SKIPPERS MEETING on Tuesday will take place at the "Cantinetta", see map.

Marina Puerto de la Rápita



Tuesday, 7th May, Leg 3: Puerto de la Rápita – Porto Colom

Harbour: Mooring buoys and floating pontoon and Port Authority moorings, see map

Location: 39° 25.4 N - 03° 15.8 E

VHF channel: 9

Tel: 971824683 e-mail: port.portocolom @ portsib.es

Electricity / Water: partly available

Showers / Facilities: available

Restaurants / Bars: available, very nice ones, directly at the harbour-promenade

Supermarket: available



Located at the east coast, is one of the most important and attractive natural harbours of the island.

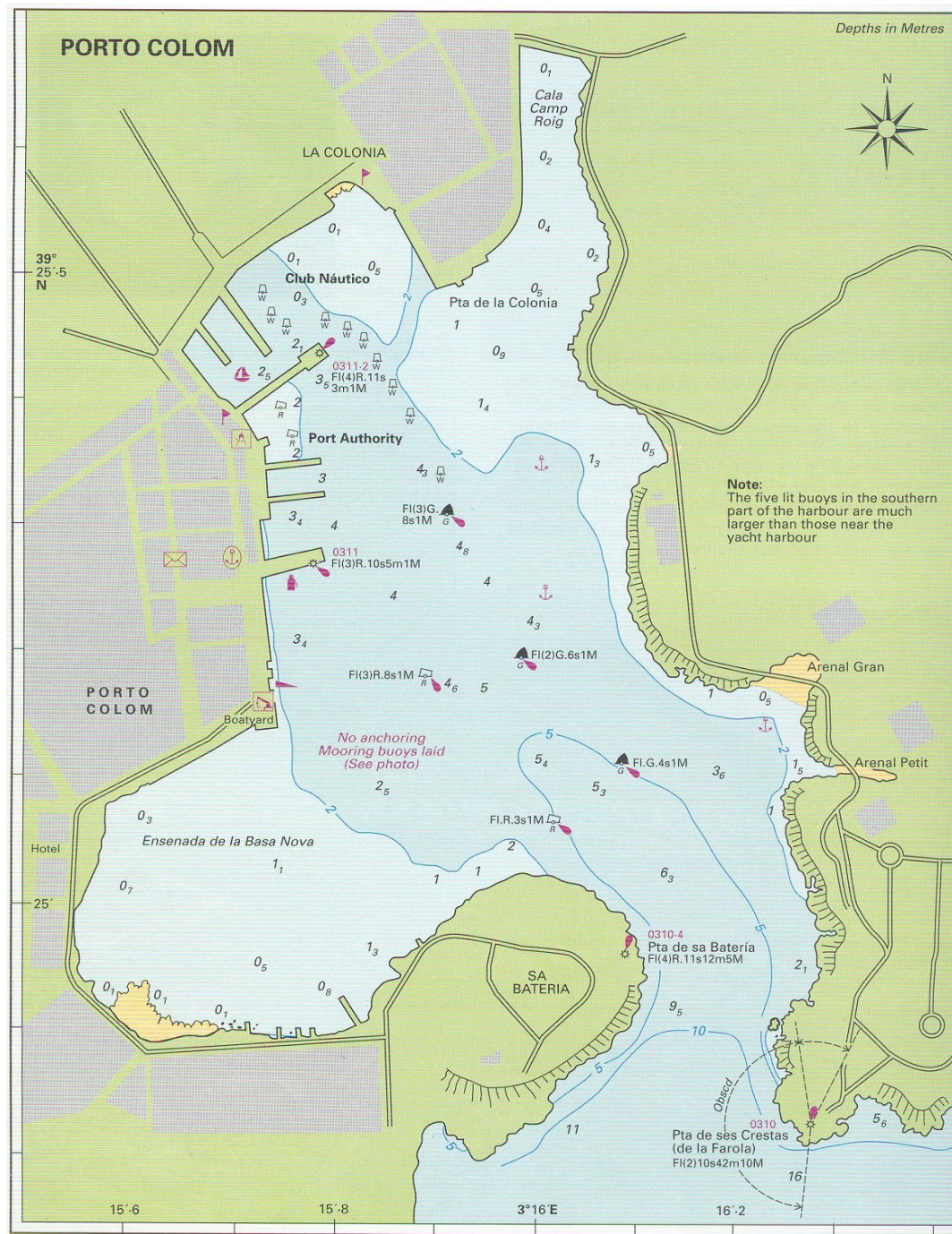
It has 200 moorings managed by the Port Authority, of which 38 are for boats in transit. Plus the 252 moorings managed by the NC Portocolom operating in the northwest corner of the harbour. Furthermore in summer time 2 pontoons for visitors are installed. With many more mooring buoys laid south of the port, anchoring is now technically prohibited, though many yachts do still anchor. We can also anchor to the east, respecting the marked way for access to the port and for transit of fishing boats.



Wine testing: Diego Detlef Hein from Porto Colom Nautic invites all ECC sailors for a free Majorcan wine testing event. From 18 to 20 hrs at Pescadors, 22.

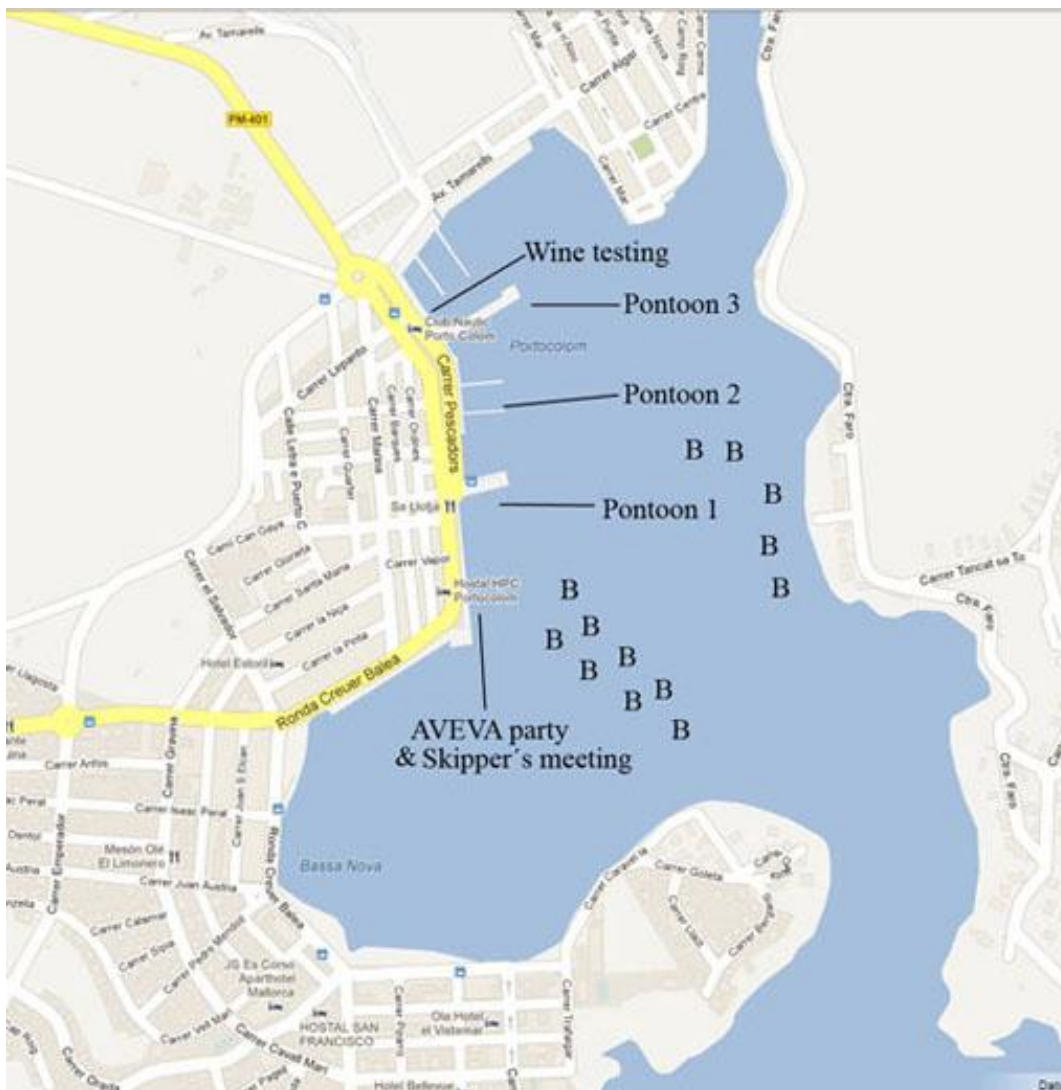
The **AVEVA Party** will take place at HPC and starts at 20.00 hr.





SKIPPERS MEETING on Wednesday will take place at HPC, see map.

Mooring in Porto Colom



Mooring:

- Pontoon 1 & 2 are for all boats under 47'. Pontoon 3 still to be confirmed, since availability will depend on how many others non-ECC boats they will have.
- Buoys marked as B will be for all boats over 47' (included). Porto Colom is not deep enough for these boats, and pontoons are for boats under 47' only
- THE MOORING FOR EVERY BOAT WILL BE INDICATED AS THEY ENTER THE HARBOUR.



Wednesday, 8th May, Leg 4: Porto Colom – Sant Jordi

Harbour: Anchoring (no possible to enter the harbour, too shallow for any boat)

Location: 39° 19´. 0 N - 03° 00´. E

VHF channel: 9

Electricity / Water: no available

Showers / Facilities: no showers ashore, sorry!

Restaurants / Bars: available, very nice ones in town

Supermarket: available



Colonia de Sant Jordi is a former fishing colony and belongs to the municipal district of Ses Salines, which is located in the south east corner of Mallorca between Santanyi and Campos and owes its name to the thousand year old salt flats which were already used by the Romans. As in the time of the Phoenicians around 600 BC,

the white gold is extracted from the pink coloured lagoons of the salt gardens even today. The Salinas de Llevant reach far inland. The narrow canals, which never seem to end, present an impressive panorama. Framed by salt-tolerant plants, the Halophytes, a uniquely structured landscape has evolved and is the habitat of more than 150 species of birds. Part of the municipality of Ses Salines was designated a protected nature reserve of special scenic interest by the Balearic government.

All in all, excursions in the immediate vicinity are well worthwhile, and best of all on bicycles, which can be hired everywhere in the area. On these trips it is also possible to discover other quite lonely beaches which otherwise can only be reached on foot. The fantastic peaceful beaches, all surrounded by nature reserves, are among the biggest attractions of Colonia de Sant Jordi. Here one of the most paradisiacal areas of natural beauty within the ecological system of Mallorca can be explored. To the west of Colonia de Sant Jordi, adjoining it, there is the longest nudist beach on the island, Es Trenc. Extensive pine tree forests frame the beaches, which are also listed as protected nature reserves. The coastal area with its rocky islands, unspoilt fine sandy beaches and its lush vegetation is bathed by crystal clear water.

Directly on the harbour promenade of Colonia de Sant Jordi – the harbour was formerly that of Campos – numerous restaurants and cafes invite you to spend some time enjoying local food and especially the freshly caught fish dishes. Whoever hires a car can reach many beautiful towns nearby such as Santanyi, Campos, Ses Salines, Cala D'or and Cala Figurera.

Marina Sant Jordi



SKIPPERS MEETING on Thursday will take place at Café at Carrer Gabriel Roca, see map.

Thursday, 9th May, Leg 5: Sant Jordi – Palma

Harbour: Several Marinas
Location: 39° 34' N / 2° 38' E
VHF channel: 9

All yachts will moor at their port bases. This information will be given to you when checking in.
Fuel and water on your pontoon or as advised by your charter company.
Please plan some time to do the refueling of your yacht on Thursday evening or Friday morning!
No event is planned, so you get the chance to explore the city of Palma with its nice restaurants and bars.
For information please see 'general information'.

SKIPPERS MEETING on Friday will take place at Bar Pesquero at Lonja.



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Friday, 10th May, Leg 6: Bay of Palma

Harbour: Several Marinas
Location: 39° 34' N / 2° 38' E
VHF channel: 9

All yachts will moor at their port bases. This information will be given to you when checking in.
Fuel and water on your pontoon or as advised by your charter company.

Please plan some time to do the refuelling of your yacht on Thursday evening or Friday morning or afternoon!

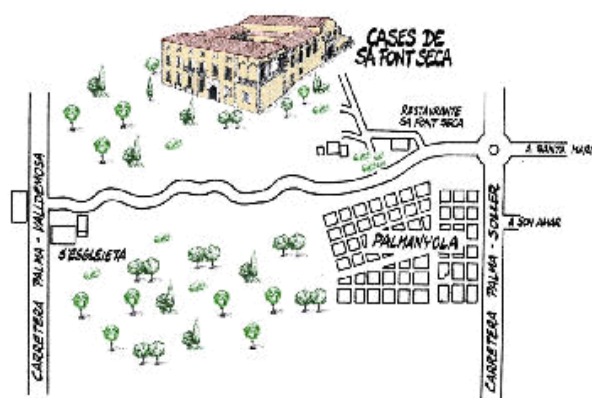
In the bay of Palma de Mallorca the races will be organised as 2 triangle courses.



Prize Giving Party:

Location for the Prize Giving Party is **Finca Sa Font Seca** (in case you miss the bus call Macarena!)
You **MUST** be at point "A" or at point "B" (see map) for bus departure. Details will be announced during the Skippers Meeting.

In case you miss the bus to Finca Sa Font Seca get a taxi to Avenida Sa Font Seca, 707110 Buñola, it is about 20 minutes out of Palma.



Saturday leaving:

Check out from the yachts on Saturday 11th May will be by mid-day.

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

Social Calendar

- Saturday 4th May:** 18.30 hr: Registration of ECC participants at entrance of "Es Baluard"
19.30 hr: Welcome Party, Es Baluard Museo, Plaça Porta Santa Catalina, 10, 07012 Palma
- Monday, 6th May:** 19.00 hr: "Beer at the Pier" sponsored by Doosan at Club Nautico in La Rapita
- Tuesday, 7th May:** 18.00 – 20.00 hr: Wine testing: Diego Detlef Hein from Porto Colom Nautic invites all ECC sailors for a free Majorcan wine testing event, at Pescadors, 22.
20.00 hr: **AVEVA Party**, HPC, Porto Colom
- Thursday, 9th May:** Dinghy Race, after Skippers Meeting, notice of race for the Dinghy race will be announced in the Skippers Meeting
- Friday, 10th May:** 20.00 hr: **Prize Giving Party**, Finca Sa Font Seca, Avenida Sa Font Seca, 707110 Buñola



Crew Presentations ECC 2013

EC 03 – Jan Bonset – [The Firm IPCM](#)



Jan Bonset
Skipper



Sieb Meijer
co-skipper



Bert van de Zanden



Jan Boertien



Hennie Vollenbroek



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co-skipper



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Stan Wullems

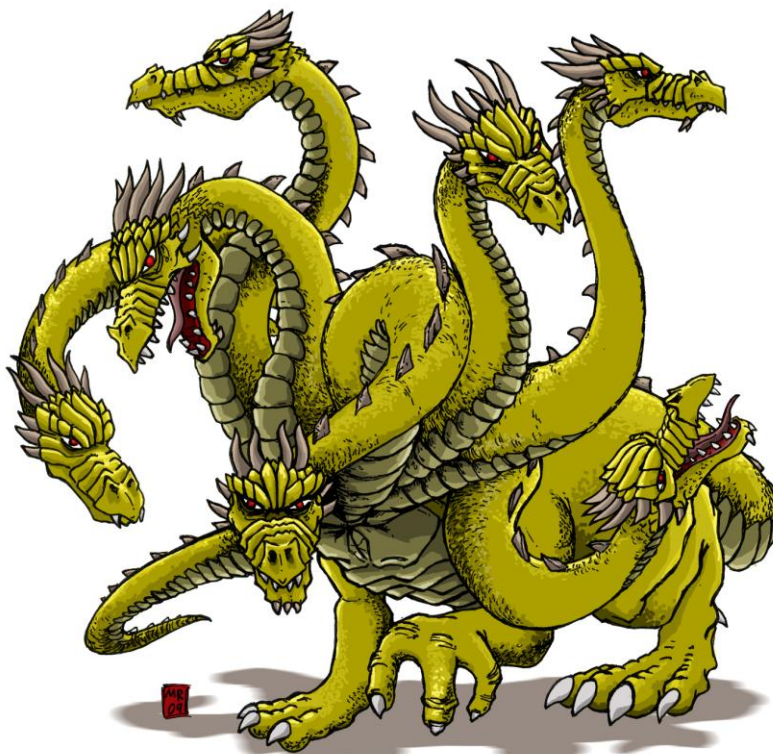


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EC 20 – Adrian Schervan – [UHDENORA](#)



EC 21 – Jan-Gerd van Senden – [The Firm](#)



Op de foto van links naar rechts: Eugene de Roodt, , Willem van der Graaf, Ben van der Schuit

Joop Hekkelaan, Cor van de Linde, Ard van Toledo, Jan-Gerd van Senden, Norbert Joghems

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Moni



Ali



Dirk



Annette



Abdullah



Khalifa

EC 23 – Oliver Tondorf – [ALSTOM Power GmbH](#)



Erik



Oliver



Stefan



Benedikt



Ronny



Martin

ALSTOM

Boat 23

EC 24 – Martin Fordham – [The Team with no Name](#)

TEAM WITH NO NAME – Boat 24

ECC 2013 Spain



Hugh Proudman Co-Skipper



Martin Fordham Skipper



Natalie Allen



Steve Bell



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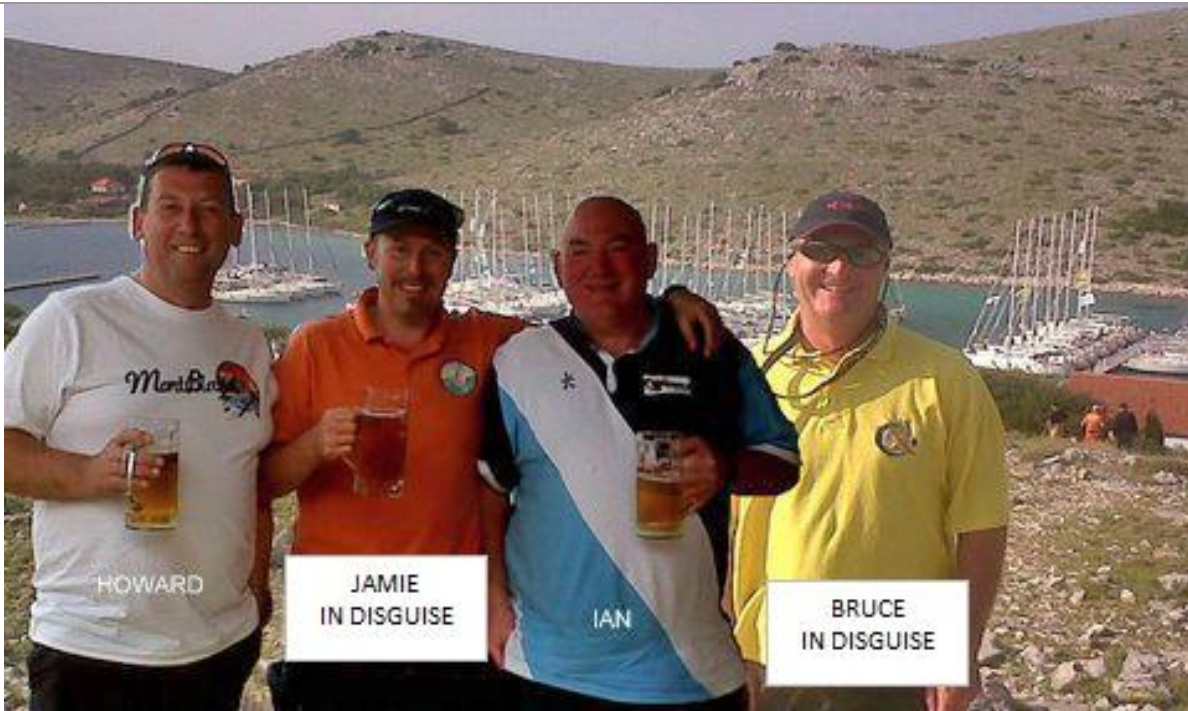
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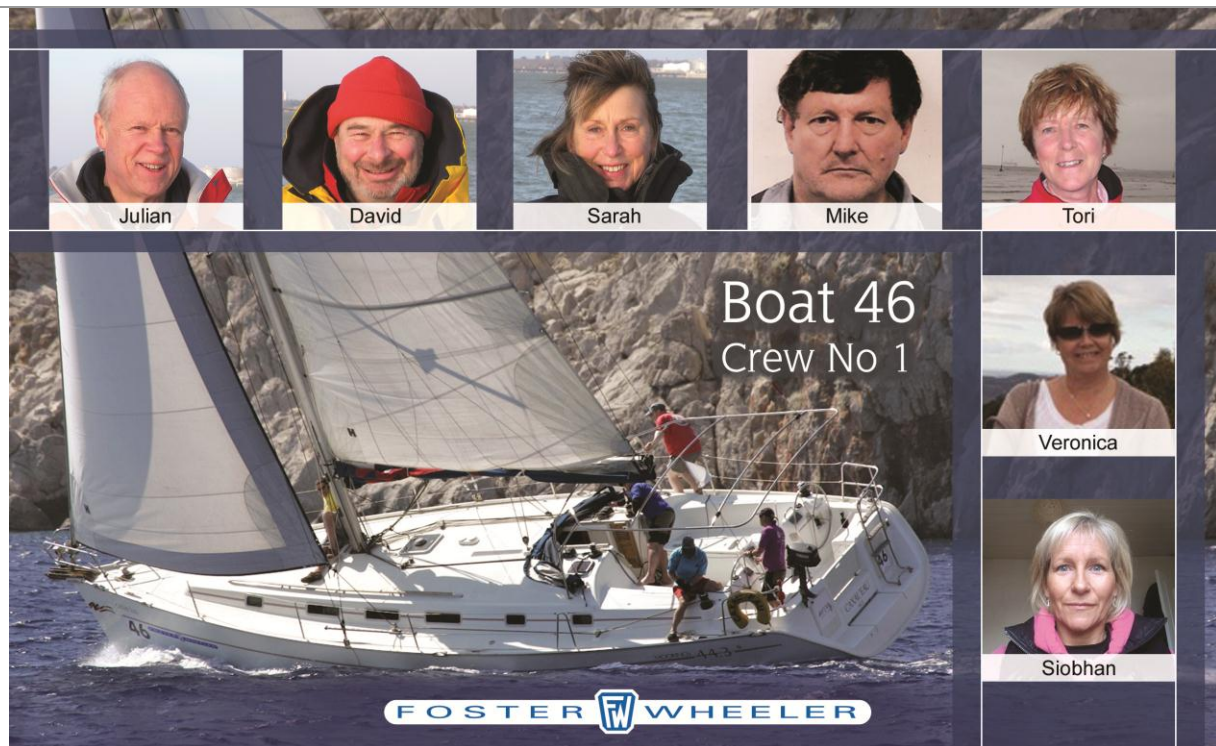
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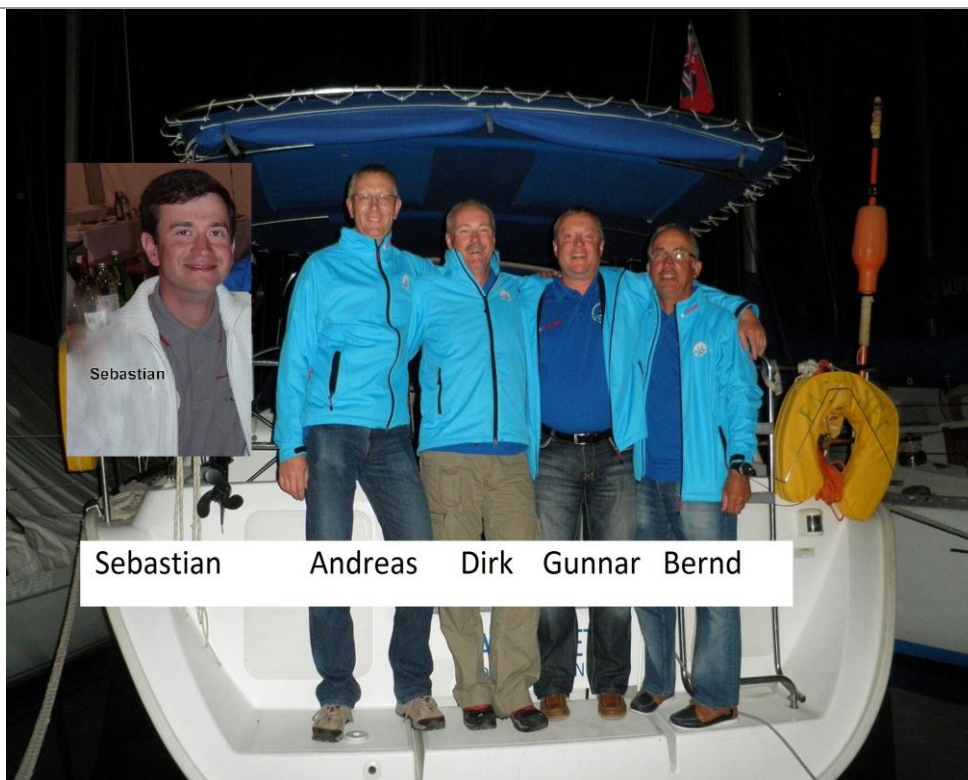
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Johnson Controls

EC 80 – Georgio Morabito – UOP Honeywell



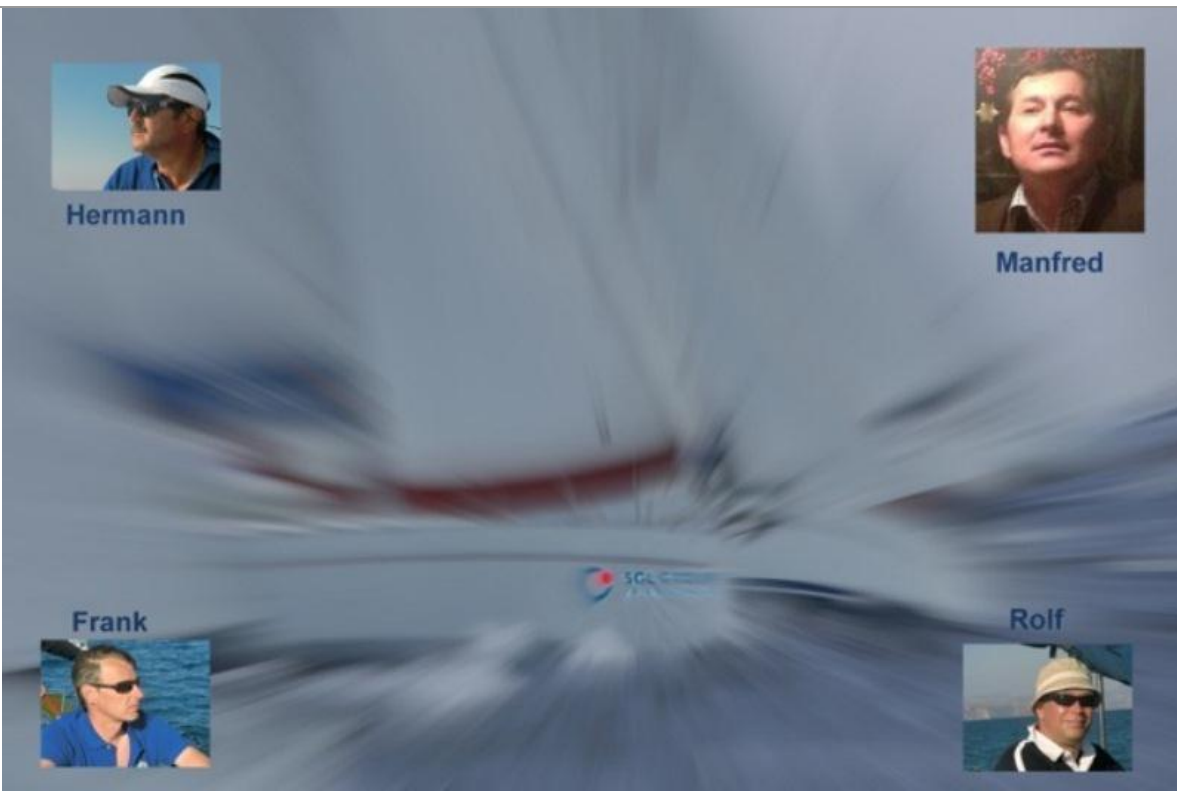
EC 81 – Armin Schleusinger – ALSTOM



EC 82 – Colin Ford – [FDES](#)



EC 83 – Rolf Ambrassat – [SGL CARBON](#)



EC 84 – Dietmar Czerny – Climaplan



EC 86 – Wolfgang Lübcke – Endress + Hauser



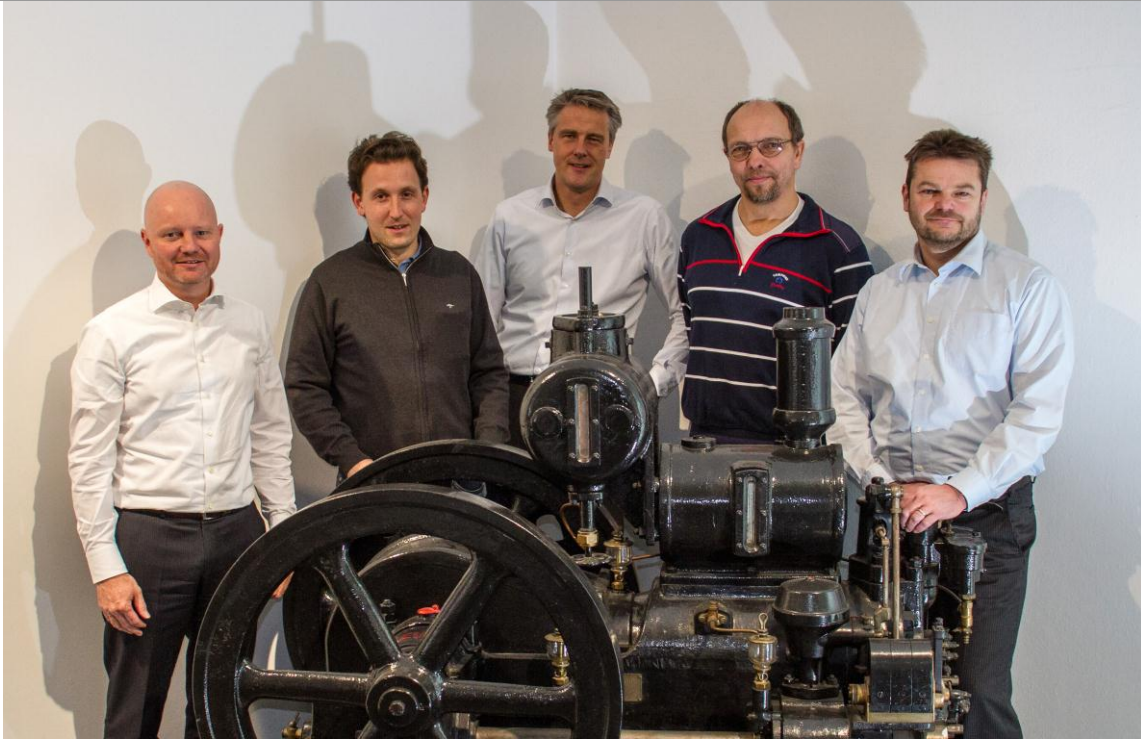
EC 87 – Carmen Zellinger – [Intra-Automation HTP BV](#)



EC 88 – Carsten Heise – [Samson](#)



EC 89 – Malte Strohm – TÜV SÜD



EC 90 – Rainer Klapper – Johnson Controls



Appendix A: Skipper and Boat list, Sorted by Division

No	Skipper	Model	Boat Name	Size	Division	TCF
EC041	Ian Simpson	Cyclades 39	<i>Dreamland</i>	S	blue	0,9205
EC082	Colin Ford	Oceanis 40	<i>Sueños</i>	S	blue	0,9596
EC045	Bob McDowell	Sun Odyssey 409	<i>Elisa</i>	S	blue	0,9972
EC090	Rainer Klapper	Oceanis 43	<i>Seral II</i>	M	blue	0,9717
EC016	Jack Barnston	Sun Odyssey 42i	<i>Magic Queen</i>	M	blue	1,0043
EC020	Adrian Schervan	Oceanis 43	<i>Walibu</i>	M	blue	0,9685
EC089	Malte Strohm	Sun Odyssey 44i	<i>Freedom</i>	M	blue	1,0171
EC053	Bruce Douglas	Sun Odyssey 44i	<i>Blue Heaven</i>	M	blue	1,0176
EC029	Jürgen Fleischhauer	Oceanis 45	<i>Paradise Island</i>	M	blue	1,0450
EC073	David Miller	Hanse 470	<i>Nade</i>	L	blue	1,0677
EC052	Jose Miguel Martinez	Bavaria 50	<i>Ana</i>	L	blue	1,0302
EC021	Jan Gerd van Senden	Bavaria 50	<i>Maysoon</i>	L	blue	1,0302
EC024	Martin Fordham	Cyclades 39	<i>Samui Uno</i>	S	green	0,9249
EC070	Jochen Freytag	Bavaria 40	<i>Alsedo</i>	S	green	0,9552
EC086	Wolfgang Lübcke	Delphia 40	<i>Happy B</i>	S	green	1,0054
EC081	Armin Schleussinger	Oceanis 40	<i>Icaro</i>	S	green	0,9549
EC044	Carlos Santa Olalla	Sun Odyssey 42i	<i>Let it be</i>	M	green	1,0043
EC009	Nils Boegborn	Elan 434	<i>Demaria</i>	M	green	0,9863
EC083	Rolf Ambrassat	Sun Odyssey 439	<i>Gael</i>	M	green	1,0480
EC065	Ashley Brydges	Hanse 445	<i>Daydream</i>	M	green	1,0425
EC046	Julian Tickner	Oceanis 45	<i>Sakura</i>	M	green	1,0450
EC026	Ralf Braune	Bavaria 47	<i>Lady Blue</i>	L	green	1,0166
EC003	Jan Bonset	Bavaria 50	<i>Conte Max</i>	L	green	1,0302
EC067	Eric van Teylingen	Bavaria 50	<i>Fora Nirvis</i>	L	green	1,0302
EC040	Egbert Vrijen	Bavaria 40	<i>Kane</i>	S	red	0,9600
EC066	Bernhard Fuhr	Bavaria 40	<i>Arwen</i>	S	red	0,9476
EC061	Gunnar Stein	Oceanis 40	<i>Sarah 3</i>	S	red	0,9549
EC006	John J. Becker	Hanse 415	<i>Miss Magic</i>	S	red	1,0168
EC035	Angelo Ottaviani	Cyclades 43.4	<i>Isabel</i>	M	red	0,9649
EC049	Peter Jansen	Oceanis 43	<i>Spica</i>	M	red	0,9720
EC084	Dietmar Czerny	Hanse 445	<i>Disco Biscuit</i>	M	red	1,0420
EC017	Han Verbrugge	Bavaria 45	<i>Jasper</i>	M	red	1,0480
EC028	Uwe Petersen	Oceanis 46	<i>Suerte</i>	L	red	1,0258
EC011	Bastian Timmer	Sun Odyssey 49i	<i>Blue Bird</i>	L	red	1,0260
EC056	Wilfried Sagasser	Bavaria 50	<i>Allegra</i>	L	red	1,0302
EC022	Dirk Demtroeder	Oceanis 50	<i>Valeria 2</i>	L	red	1,0370
EC059	Thomas Schwender	Sun Odyssey 39i	<i>Playtime</i>	S	white	0,9273
EC033	Gilles Caprari	Bavaria 40	<i>t.b.d.</i>	S	white	0,9555
EC087	Carmen Zellinger	Oceanis 40	<i>Ocellot Blue</i>	S	white	0,9594

EC088	Carsten Heise	Hanse 415	<i>Miss Sunshine</i>	S	white	1,0168
EC013	Bernd Langanke	Cyclades 43.4	<i>Karina</i>	M	white	0,9651
EC023	Oliver Tondorf	Oceanis 43	<i>Enna</i>	M	white	0,9717
EC058	Jürgen Ruge	Bavaria 44 vision	<i>Symphony X</i>	M	white	1,0048
EC027	Roland Locher	Bavaria 45	<i>Ayla</i>	M	white	1,0477
EC054	Jens Wilkens	Sun Odyssey 45	<i>Flamenco</i>	M	white	1,0109
EC057	Rudi Seibt	Hanse 470	<i>Peer Gynt</i>	L	white	1,0681
EC008	Allard de vos Klootwijk	Bavaria 50	<i>Maha</i>	L	white	1,0302
EC080	Giorgio Morabito	Cyclades 50.5	<i>Big Mama</i>	L	white	1,0291
EC018	Jan Kruiniger	Bavaria 46	<i>Felicidad</i>	C	yellow	1,0297
EC048	Klaus Hütten	Bavaria 46	<i>Triton</i>	C	yellow	1,0299
EC039	Kay Heinrichs	Bavaria 46	<i>Hanna</i>	C	yellow	1,0343
EC036	Carlos Moreno	Bavaria 46	<i>Praslin</i>	C	yellow	1,0294
EC010	Andreas Klein	Bavaria 46	<i>Ayla</i>	C	yellow	1,0299
EC031	Pieter van Beuzekom	Bavaria 46	<i>Hercules</i>	C	yellow	1,0343
EC005	John Hall Hall	Bavaria 46	<i>Chinook</i>	C	yellow	1,0300
EC050	Peter Bisschop	Bavaria 46	<i>Tao</i>	C	yellow	1,0350
EC034	Inken Braunschmidt	Bavaria 46	<i>La Vida</i>	C	yellow	1,0300
EC047	David Boocock	Bavaria 46	<i>Ventum</i>	C	yellow	1,0348

Appendix A: Skipper and Boat list, Sorted by Boat No.

No	Skipper	Model	Boat Name	Size	Division	TCF
EC003	Jan Bonset	Bavaria 50	<i>Conte Max</i>	L	green	1,0302
EC005	John Hall Hall	Bavaria 46	<i>Chinook</i>	C	yellow	1,0300
EC006	John J. Becker	Hanse 415	<i>Miss Magic</i>	S	red	1,0168
EC008	Allard de vos Klootwijk	Bavaria 50	<i>Maha</i>	L	white	1,0302
EC009	Nils Boegborn	Elan 434	<i>Demaria</i>	M	green	0,9863
EC010	Andreas Klein	Bavaria 46	<i>Ayla</i>	C	yellow	1,0299
EC011	Bastian Timmer	Sun Odyssey 49i	<i>Blue Bird</i>	L	red	1,0260
EC013	Bernd Langanke	Cyclades 43.4	<i>Karina</i>	M	white	0,9741
EC016	Jack Barnston	Sun Odyssey 42i	<i>Magic Queen</i>	M	blue	1,0043
EC017	Han Verbrugge	Bavaria 45	<i>Jasper</i>	M	red	1,0480
EC018	Jan Kruiniger	Bavaria 46	<i>Felicidad</i>	C	yellow	1,0297
EC020	Adrian Schervan	Oceanis 43	<i>Walibu</i>	M	blue	0,9685
EC021	Jan Gerd van Senden	Bavaria 50	<i>Maysoon</i>	L	blue	1,0302
EC022	Dirk Demtroeder	Oceanis 50	<i>Valeria 2</i>	L	red	1,0370
EC023	Oliver Tondorf	Oceanis 43	<i>Enna</i>	M	white	0,9717
EC024	Martin Fordham	Cyclades 39	<i>Samui Uno</i>	S	green	0,9249
EC026	Ralf Braune	Bavaria 47	<i>Lady Blue</i>	L	green	1,0166
EC027	Roland Locher	Bavaria 45	<i>Ayla</i>	M	white	1,0477
EC028	Uwe Petersen	Oceanis 46	<i>Suerte</i>	L	red	1,0258
EC029	Jürgen Fleischhauer	Oceanis 45	<i>Paradise Island</i>	M	blue	1,0450
EC031	Pieter van Beuzekom	Bavaria 46	<i>Hercules</i>	C	yellow	1,0343
EC033	Gilles Caprari	Bavaria 40	<i>t.b.d.</i>	S	white	0,9555
EC034	Inken Braunschmidt	Bavaria 46	<i>La Vida</i>	C	yellow	1,0300
EC035	Angelo Ottaviani	Cyclades 43.4	<i>Isabel</i>	M	red	0,9649
EC036	Carlos Moreno	Bavaria 46	<i>Praslin</i>	C	yellow	1,0294
EC039	Kay Heinrichs	Bavaria 46	<i>Hanna</i>	C	yellow	1,0343
EC040	Egbert Vrijen	Bavaria 40	<i>Kane</i>	S	red	0,9600
EC041	Ian Simpson	Cyclades 39	<i>Dreamland</i>	S	blue	0,9205
EC044	Carlos Santa Olalla	Sun Odyssey 42i	<i>Let it be</i>	M	green	1,0043
EC045	Bob McDowell	Sun Odyssey 409	<i>Elisa</i>	S	blue	0,9972
EC046	Julian Tickner	Oceanis 45	<i>Sakura</i>	M	green	1,0450
EC047	David Boocock	Bavaria 46	<i>Ventum</i>	C	yellow	1,0348
EC048	Klaus Hütten	Bavaria 46	<i>Triton</i>	C	yellow	1,0299
EC049	Peter Jansen	Oceanis 43	<i>Spica</i>	M	red	0,9720
EC050	Peter Bisschop	Bavaria 46	<i>Tao</i>	C	yellow	1,0350
EC052	Jose Miguel Martinez	Bavaria 50	<i>Ana</i>	L	blue	1,0302
EC053	Bruce Douglas	Sun Odyssey 44i	<i>Blue Heaven</i>	M	blue	1,0176
EC054	Jens Wilkens	Sun Odyssey 45	<i>Flamenco</i>	M	white	1,0109
EC056	Wilfried Sagasser	Bavaria 50	<i>Allegra</i>	L	red	1,0302
EC057	Rudi Seibt	Hanse 470	<i>Peer Gynt</i>	L	white	1,0681

EC058	Jürgen Ruge	Bavaria 44 vision	<i>Symphony X</i>	M	white	1,0048
EC059	Thomas Schwender	Sun Odyssey 39i	<i>Playtime</i>	S	white	0,9273
EC061	Gunnar Stein	Oceanis 40	<i>Sarah 3</i>	S	red	0,9549
EC065	Ashley Brydges	Hanse 445	<i>Daydream</i>	M	green	1,0425
EC066	Bernhard Fuhr	Bavaria 40	<i>Arwen</i>	S	red	0,9476
EC067	Eric van Teylingen	Bavaria 50	<i>Fora Nirvis</i>	L	green	1,0302
EC070	Jochen Freytag	Bavaria 40	<i>Alsedo</i>	S	green	0,9552
EC073	David Miller	Hanse 470	<i>Nade</i>	L	blue	1,0677
EC080	Giorgio Morabito	Cyclades 50.5	<i>Big Mama</i>	L	white	1,0291
EC081	Armin Schleussinger	Oceanis 40	<i>Icaro</i>	S	green	0,9549
EC082	Colin Ford	Oceanis 40	<i>Sueños</i>	S	blue	0,9596
EC083	Rolf Ambrassat	Sun Odyssey 439	<i>Gael</i>	M	green	1,0480
EC084	Dietmar Czerny	Hanse 445	<i>Disco Biscuit</i>	M	red	1,0420
EC086	Wolfgang Lübcke	Delphia 40	<i>Happy B</i>	S	green	1,0054
EC087	Carmen Zellinger	Oceanis 40	<i>Ocellot Blue</i>	S	white	0,9594
EC088	Carsten Heise	Hanse 415	<i>Miss Sunshine</i>	S	white	1,0168
EC089	Malte Strohm	Sun Odyssey 44i	<i>Freedom</i>	M	blue	1,0171
EC090	Rainer Klapper	Oceanis 43	<i>Seral II</i>	M	blue	0,9717

Appendix B: Important Phone Numbers

ECC 2013: Important Phone Numbers	
Dialling code for Spain	+34
Unique Emergency Number	112
Police	112 or 062 / 032
Fire rescue	112 or 080 (Palma)/ 085 (outside Palma)
National Rescue coordination center at sea	971724562
Weather forecast	www.windguru.com
Tourist info in Mallorca: English, German, Italian, ...	www.illesbalears.es
mallorcanautic support team	666 867730
Chimo – Race officer	VHF 71
Charter Companies	
KP Winter	971490900
Sun Charter	971718083
Viva Charter	971738019
Aigua Charter	971735372
Cruesa	971220883
Bavaria/Platinum Charter	971401883
Latitud Cero	607304045
Latitude Charter	607674049
Nautikonrad	971737495
MBS	971098860

Appendix C: ECC 2013 Route Chart

The route chart only gives an overview of the sea area and doesn't show the race course!



Saturday 4th May:	Palma	(1)
Sunday 5th May, leg 1:	Palma – Illetas	(1 → 2)
Monday 6th May, leg 2:	Illetas – Puerto de la Rápita	(2 → 3)
Tuesday 7th May, leg 3:	Puerto de la Rápita – Porto Colom	(3 → 4)
Wednesday 8th May, leg 4:	Porto Colom – Sant Jordi	(4 → 5)
Thursday 9th May, leg 5:	Sant Jordi – Palma	(5 → 6)
Friday 10th May, leg 6:	Bay of Palma (Triangle)	(6 → 7)

Appendix D: Eligible Skippers 2013, 1 of 4

Skipper	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Eligible	Commodore's Cup Winner	Participations
	5	6	10	19	22	23	24	30	36	46	52	56	65	71	69	59	59	58	53	59	141		
Aad de Ruyter		2	1	11	5																Y		4
Aad Veth													6	7							N		
Adrian Schervan																	44				N		
Al Goethe					10	2									22						Y		3
Allard de vos Klootwijk								18	20	26	34	16	29	12	51	47	15	6	15		Y		12
Andreas Klein										5	1	C	34	19	59	41	C8		C8		Y		9
Angelo Ottaviani															26	28	4	19	8		Y		5
Antonio Cascio											31										Y		1
Armin Schleussinger						15			25	8	21	7	60	42					42		Y		8
Arno Hemm	3	3	3	13	12	18	3	16	29		4	25	14	37	16						Y	2003	14
Ashley Brydges													37	62	43	57	48	47			Y		6
Bart Otto															6	6					Y		2
Bastiaan Timmer												38	24	27	64	8	25	10	3		Y		8
Ben Smulders						7	8														Y		2
Bernhard Bonk						8															Y		1
Bernhard Fuhr								29	23					65		43					Y		4
Bernd Langanke																36	26	37			Y		3
Berthold Schultz													41	40	12	49	30	31			N		
Bob McDowell					22	6					43	53				9	42	27			Y		7
Bruce Douglas													57		50		40	15	38		Y		5
Carlos Moreno								19	1	C	15	12	15	41	34	45	C9	C5	C8		Y		12
Carlos Santa-Olalla										31	53	54				54	45	34	6		Y		7
Carmen Zellinger																					Y		0
Carsten Heise															39		34	25			Y		3
Cees Klijnsmit (d)						#	21	11	4							38	10				N		
Chris Jordan									36	13	17	49	5		40		6	11	34		Y		9
Christian Hepfer												50	31	47	46	30	24				Y		6
Christoph Schulte										34											Y		1
Claus Biernoth											9										Y		1
Claus Witterstein															55						N		
Colin Ford																		49	39		Y		2
Craig Warrender													8	17	1	C,37		C9			Y		5
Daan van Heereveld				7																	Y		1
David Boocock										9	7	2	10	3	21	14	1	C,C	C5		Y		10
David Henson							18		30					52							Y		3
David Marchant														23							N		
David Miller											29	45				56	41	46	37		Y		6
David Thomson			6																		Y		1
Dennis Nunn	4	4	9	6		11	11	7	10	10	5	17	66	21	19		C10				Y	2001, 2002	15
Dennis van Gelder							10														Y		1
Dietmar Czerny																			13		Y		1
Dionisio D'Auria											37	34	49	53	58	33		32	42		Y		8
Dirk Demtroeder								27	19	32	35	30	65	25	47	51	46	41	33		Y		12
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 Bolla															61				24		N		
Eric Hamer				17	1	C	15									2	C2	C2			N	2008	

Appendix D: Eligible Skippers 2013, 2 of 4

Skipper	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Eligible	Commodore's Cup Winner	Participations
	5	6	10	19	22	23	24	30	36	46	52	56	65	71	69	59	59	58	53	59	141		
Eric Payne						18															Y		1
Eric Van Teylingen																			11		N		
Ernst Jan Huijbers			2	4	2		12														Y		4
Eugen Goetter	1	C6	8		11						28	52	40	11	33						Y	2007	9
Francisco Martinez										28											Y		1
Francois Abiven																27	22	29			Y		3
Fred Bouter								17	11												Y		2
Fred Greven		1	3	8	2	5															Y		5
Frederico Denora									18	17											N		
Gerd Pruss							22														Y		1
Gian Tramontano					2																Y		1
Gilles Caprari																17	8	35	23		Y		4
Giorgio Morabito						10	2	10										33	20		Y		5
Giovanni Massone												43									Y		1
Gonzalo Chapatte										44											Y		1
Guido Rosenkranz										14	25	27	13	36	45	31	18				Y		8
Gunnar Stein																			14		Y		1
Gunther Fruhwirth																	43				N		
Gunter Holub												3					5				N		
Gus Johnson											26										Y		1
Han Peeters														69							N		
Han Verbrugge																		20	10		Y		2
Hans Schubert				5																	Y		1
Hans-Jurgen Manke										39											Y		1
Heinz Baedorff				16	6	1	C	3		4	2	10		18	38	19	C1				Y	2010	12
Helms van der Vegte				19	19																Y		2
Helmuth Schurig								22	15	7	47	37	37	51	35						N		
Ian Simpson																	47	9	38		Y		3
Ingo Schock																					Y		0
Inken Braunschmidt											41	6	17	32	30		31	22	1		Y		8
Jack Barnston							11	24	12	16	9		16	58	25	23	14	21			Y		11
Jan Bonsett										45	23	36	4	30	11	11	14	44	17		Y		10
Jan Gerd van Senden														39	20	20		3	18		Y		5
Jan Kruiniger				1	17	9	13	8	17	20	22	42	38	44	53	23	C7	C6	C9		Y		16
Jan van Middelkoop												29	60	38	52	45	11				Y		6
Jan van Rijn					15																Y		1
Jean Pierre Adam					8																Y		1
Jens Wilkens													23	10	5	22	2	28	9		Y		7
Jim Schultz												39	60	43	7	40	21				Y		6
Jochen Freytag												19	31					21			Y		3
John Hall Hall							1	C	13	38	3	5	1	C	18	16	C8	C3	C4		Y	004, 200	13
John J Becker									18	37	13	8	8	26		42	12	36	5		Y		10
Jörg Falkenberg										15				5							Y		2
Jörg Heppert											38	31		55							Y		3
Jos van der Heijden														4			33	43			Y		3
Jose Miguel Martinez										33	49	47	3	31	13	9	18	18	22		Y		10
Jozef Rief													67								Y		1
Juergen Fleischhauer												32	10	33	66	55			31		Y		6

Appendix D: Eligible Skippers 2013, 3 of 4

Skipper	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Eligible	Commodore's Cup Winner	Participations
	5	6	10	19	22	23	24	30	36	46	52	56	65	71	69	59	59	58	53	59	141		
Julian Tickner										42	51		52	64	69	51	32	7	18		Y		9
Jürgen Ruge										22	39	11		14	37		13	5			Y		7
Kay Heinrichs											52	21	19	13	10	4	7	1	C,C3		Y		9
Klaus Altergoer					21			28		18	33	51		66	68						Y		7
Klaus Huetten			5		15				12		10	35	29		3	1	C4	C8	C7		Y		11
Klaus Naschinkski													54								Y		1
Leo Eggink						13		11													Y		2
Lorenzo Ghelfi									8	27	6	15	48	57	44						Y		7
Louis Krijger													2	20	27	11		2	4		Y		6
Luca Merlo										19	20		28								Y		3
Lutz Weise								13						#							Y		2
Martin Adler				2					2												Y		2
Martin Fordham									5	21	12	23	15	56	25	5	38	13	27		Y		11
Martin Lovelace													28	59	48	58					N		
Martin Noordzij					14	3	4	4													Y	2000	4
Martin Peter																	40				N		
Martin Schmoelders									21	25	50	33	80	49	57	18	17		19		Y		10
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		
Michael Schultes													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	13	21													7		Y		4
Norbert Schock							9	26	34	16	32			54	65	59	38				N		
Oliver Huth																		12			Y		1
Oliver Tondorf					17	16		27	6	11	20	47	6	24		9	38				Y		11
Patrick Heini											40	18	7	50	38	48	19	39			N		
Peter Bisschop				13				1	C, 7	2	18	1	C	2	4	3	C3	C4	C1		Y	05, 08,	13
Peter Bruggeling					7																Y		1
Peter Jansen													22	67	42	39	20	8	32		Y		7
Peter Mueller				15	18	4	19	23	32	30	44	24	43	48	63						Y		12
Peter v. Rhooen (d)		7	11				20	24													N		
Peter Witt								15	33												Y		2
Philip Young								25													Y		1
Phillip Moppett						11	23														Y		2
Pieter Hadjidakis													43	28	32	43	49				Y		5
Pieter van Beuzekom													18	1	C, 2	7	C5	C1	C2		Y	2011	7
Rainer Witrien		2																			Y		1
Ralf Braune									35	29	8	46	64	9	54	32	37	45	40		Y		11
Ralf Ludwig													31	68							Y		2
Rob Schultinge (d)													10	15	17						N		
Robert Jan Dubbeldam										11											Y		1
Roland Locher																			25		Y		1
Rolf Ambrassat											48	48						23	28		Y		4

Appendix D: Eligible Skippers 2013, 4 of 4

Skipper	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	Eligible	Commodore's Cup Winner	Participations
	5	6	10	19	22	23	24	30	36	46	52	56	65	71	69	59	59	58	53	59	141		
Roy Mitchell									22	38											Y		2
Roy Snoeks									3	24	30				15	29	3	4			Y		7
Rudi Seibt													41	45	29	49	39	17	29		Y		7
Spyro Sorotos																			35		N		
Stefan Leuppi										43	27	22	51	58	67						Y		6
Stephen Clapham										35	45	40	57	61	9						Y		6
Stephane Neugeuse																26					N		
Suzanne Reike																35					N		
Teun Noordam															60						N		
Thomas Schwender													37	24	8	11	27		12		Y		6
Thoralf Kickuth																21	28	16	2		Y		4
Tony Porter									31												Y		1
Tony Veldhuis													48								Y		1
Ulrich Hachmann																			43		N		
Urban Monsch										41											Y		1
Uwe Gutzmer												44		22	23						N		
Uwe Petersen												41	34	60	49	24			41		Y		6
Vladimir Voskovic												38	24	29	28						N		
Walter Weber				17	20		14														Y		3
Wieger Engbrengthof										23	24										Y		2
Wilfried Sagasser													56	63	62	33	35	26	30		Y		7
Willem Rauwenhoff												13	27								N		
Wim van Dijk						13															Y		1
Wolfgang Lubcke																			44		Y		1
Wolfgang Wichert																		24			N		
Wolfram Wirth												28									Y		1
Zelco Katunovic	4											4									Y		2



[illegible]

[illegible]

04th to 11th of May 2013

This image shows a full page of primary-ruled paper. It features multiple sets of horizontal dashed lines spaced evenly down the page, providing a guide for handwriting practice. The background is white, and there are no other markings or text present.

04th to 11th of May 2013

This image shows a full page of white paper with horizontal dashed lines, typical of primary-ruled notebook paper. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings present.