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## ECC Results 1994 – 2008

Skipper	Eligible	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Commo- dores Cup	Penalties
Aad de Ruyter	Y		2	1	11	5												
Aad Veth	N													6	7			
Al Goethe	Y					10	2									22		
Allard de vos Klootwijk	Y								18	20	26	34	16	29	12	51		
Andreas Klein	Y										5	1	C	34	19	59		
Antonio Cascio	Y											31						
Armin Schleussinger	Y						15			25	8	21	7	60	42			
Arno Hemm	Y	3	3	3	13	12	18	3	16	29		4	25	14	37	16	2003	
Ashley Brydges	Y													37	62	43		
Bart Otto	Y															6		
Bastiaan Timmer	Y												38	24	27	64		4
Ben Smulders	Y						7	8										
Bernhard Bonk	Y						8											
Bernhard Fuhr	Y								29	23						65		
Bernd Langanke	Y																	
Berthold Schultz	Y													41	40	12		
Bob McDowell	Y					22	6					43	53					
Bruce Douglas	Y													57		50		
Carlos Moreno	Y								19	1	C	15	12	15	41	34		
Carlos Santa-Olalla	Y										31	53	54					
Cees Klijnsmit	Y						#	21	11	4								
Chris Jordan	Y									36	13	17	49	5		40		
Christian Hepfer	Y												50	31	47	46		
Christoph Schulte	Y										34							
Claus Biernoth	Y											9						
Craig Warrender	Y													8	17	1		
Daan van Heereveld	Y				7													
David Boocock	Y										9	7	2	10	3	21		
David Henson	Y							18		30					52			
David Miller	Y											29	45					
David Thomson	Y			6														
Dennis Nunn	Y	4	4	9	6		11	11	7	10	10	5	17	66	21	19	2001, 2002	
Dennis van Gelder	Y							10										
Dionisio D'Auria	Y											37	34	49	53	58		
Dirk Demtroeder	Y								27	19	32	35	30	65	25	47		
Dumrul Ozgun	Y											36						
Duncan MacPhee	Y		5	10	10	9	18	17	5	14	40	19	26	54	35			
Eddie Craighill	Y							5		6								
Eric Hamer	Y				17	1		15										
Eric Payne	Y						18											
Ernst Jan Huijbers	Y			2	4	2		12										
Eugen Goetter	Y	1	6	8		11						28	52	40	11	33	2007	



Skipper	Eligible	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Commo- dores Cup	Penalties
Francisco Martinez	Y										28							
Fred Bouter	Y								17	11								
Fred Greven	Y		1	3	8	2	5											
Frederico Denora	Y									16	17							
Gerd Pruss	Y							22										
Gian Tramontano	Y					2												
Giorgio Morabito	Y						10	2	10									
Giovanni Massone	Y												43					
Gonzalo Chapatte	Y										44							
Guido Rosenkranz	Y										14	25	27	13	36	45		
Gunter Holub	Y												3					
Gus Johnson	Y											26						
Hans Schubert	Y				5													
Hans-Jurgen Manke	Y										39							
Heinz Baedorff	Y				16	6	1	C	3		4	2	10		18	36		
Helms van der Vegte	Y				19	19												
Helmuth Schurig	N								22	15	7	47	37	37	51	35		
Inken Braunschmidt	Y											41	6	17	32	30		
Jack Barnston	Y								11	24	12	16	9		16	56		
Jan Bonsett	Y										45	23	36	4	30	11		
Jan Kruiniger	Y			1	17	9	13	8	17	20	22	42	36	44	53			
Jan van Middelkoop	Y												29	60	38	52		
Jan van Rijn	Y					15												
Jean Pierre Adam	Y					8												
Jens Wilkens	Y													23	10	5		
Jim Schultz	Y												39	60	43	7		
Jochen Freytag	Y												19	31				
John Hall Hall	Y							1	C	13	36	3	5	1	C	18	2004, 2006	
John J Becker	Y									18	37	13	8	8	26			
Jörg Falkenberg	Y										15				5			
Jörg Heppert	Y											38	31		55			
Jose Miguel Martinez	Y										33	49	47	3	31	13		
Jozef Rief	Y													67				
Juergen Fleischhauer	Y												32	10	33	66		
Julian Tickner	Y										42	51		52	64	69		
Jürgen Ruge	Y										22	39	11		14	37		
Kay Heinrichs	Y											52	21	19	13	10		
Klaus Altergoer	Y					21			28		18	33	51		66	68		
Klaus Huetten	Y			5		15				12		10	35	29		3		
Klaus Naschinkski	Y													54				
Leo Eggink	Y						13		11									
Lorenzo Ghelfi	Y									8	27	6	15	46	57	44		
Louis Krijger	Y													2	20	27		
Luca Merlo	Y										19	20		26				
Lutz Weise	Y								13						#			



Skipper	Eligible	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Commodores Cup	Penalties
Martin Adler	Y				2					2								
Martin Fordham	Y									5	21	12	23	15	56	25		
Martin Lovelace	Y													28	59	48		
Martin Noordzij	Y					14	3	4	4								2000	
Martin Schmoelders	Y									21	25	50	33	60	49	57		
Matthias Muenker	Y							6	6	28								
Mel Pugh	Y								21	9								
Michael Kuhn	Y										1	C						
Michael Schultes	Y													21	46	31		
Michiel Roohe	Y								2									
Mike Theobald	Y						16	7	9	26	3	14	14	20	8	14		
Nigel Evans	Y				3				20									
Nigel Green	Y													59	34	41		
Nils Boegborn	Y				9	13	21											
Norbert Schock	Y							9	26	34	16	32			54	65		
Oliver Tondorf	Y						17	16		27	6	11	20	47	6	24		
Patrick Heini	Y											40	18	7	50	38		
Peter Bisschop	Y				13				1	C, 7	2	18	1	C	2	4	2005, 2008	
Peter Bruggeling	Y					7												
Peter Mueller	Y				15	18	4	19	23	32	30	44	24	43	48	63		
Peter v. Rhoon	Y			7	11			20	24									
Peter Witt	Y								15	33								
Philip Young	Y								25									
Phillip Moppett	Y						11	23										
Pieter Hadjidakis	Y													43	28	32		
Pieter van Beuzekom	Y													18	1	C, 2		
Rainer Witrien	Y	2																
Ralf Braune	Y									35	29	8	46	64	9	54		
Ralf Ludwig	Y													31	68			
Rob Schultinge	Y													10	15	17		
Robert Jan Dubbeldam	Y										11							
Roy Mitchell	Y									22	38							
Roy Snoeks	Y									3	24	30				15		
Rudi Seibt	Y													41	45	29		
Stefan Leuppi	Y										43	27	22	51	58	67		4
Stephen Clapham	Y										35	45	40	57	61	9		
Thomas Schwender	Y													37	24	8		
Thoralf Kickuth	Y																	
Tony Porter	Y									31								
Tony Veldhuis	Y													48				
Urban Monsch	Y										41							
Uwe Gutzmer	N												44		22	23		
Uwe Peterson	Y												41	34	60	49		
Vladimir Voskovic	Y												38	24	29	28		
Walter Weber	Y				17	20		14										



Skipper	Eligible	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Commo- dores Cup	Penalties
Wieger Engbrenghof	Y										23	24						
Wilfried Sagasser	Y													56	63	62		
Willem Rauwenhoff	Y												13	27				
Wim van Dijk	Y						13											
Wolfram Wirth	Y												28	22		42		
Zelco Katunaric	Y												4					



## Acknowledgements and Appreciation

I want to thank those individuals who have given so willingly of their time and energy in contributing to bringing ECC 2009 into being...

**Danny Sillars:** who has given so much support its hard to think where to begin. He has offered, enthusiasm, keenness to take on the tasks at hand, and in a large way has delivered on so much. In particular his huge contribution in managing the bringing of this edition of the logbook into existence, creating our content on **Michael Fass's** ECC website (thank you so much Michael), updating it and in helping with purchase order placements;

**Jakalyn James:** for always being as keen as mustard, as every fruitcake should be, and being the happy positive soul in tracking our skippers fee accounts, assisting with purchase order research and preparations, and in general doing stuff that needed doing;

**John Hall Hall:** ECC Admiral, who's words persuaded me to start upon this journey a year ago, even before we had won it, and who's previous years of winning and corresponding planning information gave us a great head start, this was hugely appreciated;

**Pieter van Buezekom:** who was very supportive to me through an awkward final stage of last year's event. Also, his team for the valuable logbook and other miscellaneous information that helped us make headway;

**Previous Commodores** for their voiced support and encouragement, and to them and their teams who have been involved with evolving the structure of what we think is becoming a great logbook;

**Victor Llopis Wintsch, Macarena Seoane, Denise Guerrero, and Inaki** of Mallorcanautic for bringing a quality fleet of charter boats together, finding and showing us places we could celebrate being ECC, arranging moorings and National Park permissions, assisting with route planning, race administration and advice, handicapping, and generally doing everything else required to practically bring the ECC into fruition...;

**Yvonne Gray:** my partner, for her ongoing encouragement and tolerance and much valued creative and planning input for logo, logbook, route planning discussions, ICT support, and sorting out a good way to sort out the variety of photographic formats that you all sent;

**Theolyn and Fernella:** my children, for their boundless energy and excitement about everything, and their patience in waiting for their dad to come back to them after ECC 2009;

**Pete Massey, Iria Caride, and Harry Sheftali:** team members of the winning ECC 2008 crew, and Mario Barquin from earlier endeavours, who when asked to come to the task did what they could to assist and will no doubt contribute greatly during this year's ECC week;

**Julie Salt-Cowell** - for her gentle editing and much appreciated enthusiasm to assist;

**Carlos, Heinz, and Andreas** and past Commodores for their valued and kind comments giving me added confidence in beginning this jolly organisational journey;

**ECC Skippers:** for all your communicated messages of support and your understanding;

And finally to all those who assisted me and my Organising Committee with the organisation of ECC 2009, whose names I have yet to mention, thank you for your invaluable support.

Craig Warrender,

Commodore ECC 2009



## Commodore's Welcome

Dear Sailors,

Welcome to Mallorca, welcome to the 16th edition of the ECC.

It certainly feels like only a short time ago that my crew and I left Bodrum somewhat stunned at winning, and with excited minds about where to take the ECC next. In beginning to plan for another great year we scanned the Mediterranean from Spain to France and Italy, to Croatia, Greece, and Turkey, and then on to the east, along the Egyptian and north African coasts, and finally back to Spain... all very dreamy...

With the size of the ECC fleet now and all the practicalities of sailing in these far off lands, it soon became clear we needed a dose of reality in our planning. Most locations find it impossible to provide a fleet of the size and quality we all seem to seek from charter companies. Consequently we found it necessary to look at some old haunts. I guess they are old haunts because they are good ones. This led us in the end to Mallorca.

For many - who have only in recent years sailed with ECC and not yet tested these waters - Mallorca is a destination of promise. Alluring in its reputation for consistent breeze and flat water sailing, ideal for good racing, its natural highs of Dragonera, Cabrera, and the western mountains, warm waters (in May - hmm! - who are we kidding...), Spanish cuisine and fine flowing wines, and of course the ability to hold a good party... it is an auld haunt worth revisiting.

Now having chosen to return to Mallorca, and visited the place, I can see that it is a credit to those Commodores who have decided to come here before. We have been offered a fleet of high standard yachts that looks easy to manage. It is the youngest and most strongly supported fleet we could find. The sailing legs we have scoped also look to hold challenge, flexibility and the promise of excitement.

This is the first year also we have seen a consolidation in numbers, not to mention the economy. I do sincerely hope you will make the most of the opportunities ECC offers to enjoy some sailing, having a few wines with friends each sunset, both old and new. With your spirit it will be another great year.

So, with the potential for great sailing in some lovely places, and maybe a good party or two, it is with happiness, contentment and gratitude that I welcome you all to another ECC.

It's now over to you guys to explore what more this year's ECC can offer in an fantastic waters, with old and new friends, in terms of new growth for the future, and for the direction of the ECC...

Good luck and best wishes to you all for the ECC, and the coming year,

Craig Warrender,

Commodore ECC 2009



## Welcome from the ECC Admiral

Dear Sailors,

Another year has flown by and here we are again getting ready for the 16th ECC, this time in Mallorca. What a year it has been too! We have all experienced the most shocking financial meltdown ever and all of us are wondering what effect it will have on our businesses and our lives. It is clear that some companies are still overstretched while others are staring into an abyss. Perhaps with the network of ECC participants representing some of Europe's most resilient engineering related companies, we can help each other to be where the work is. Maybe we should set up a communication forum? I would be interested in any ideas to improve ECC's value for networking.



As well as being great for business contacts, the more visible value of ECC is the opportunity to completely unwind and enjoy the great mix of competition by day and extreme socialising afterwards. That is what this year's Commodore, Craig, and his team have been working on ever since they lifted the trophy in Bodrum and although I don't know the details, I am sure they will have laid the foundations for another great week. You will notice that for 2009 Craig has sourced a fleet of younger yachts than in the last two years. This was in response to feedback indicating your preference for newer boats rather than a matched fleet.

As far as the Committee goes, the last year has been very quiet. The main topic has been old skippers retiring from ECC eligibility in favour of their long-serving co-skippers. The Commodores voted on each case individually and I am pleased to confirm Bart Otto, Thoralf Kickuth and Bernd Langanke as newly Eligible Skippers taking over from Aad Veth, Uwe Gutzmer and Helmuth Schurig respectively. Welcome aboard, guys!

On Thursday evening 7th May 2009, we will hold a Committee Meeting of all Commodores to discuss the future development of ECC and whether changes are needed. I would ask any participant that has any improvement ideas to let me know and they can be tabled as well. Our aim is for the event to feel like it did before the days of committees... i.e. larger races and more rules but without "running aground" on some annoying regulation! It's your event and if you want it different, please let us know what you would like.

Although the vast majority of us get through the week without incident, there have been a few collisions in the past. Let's all keep out of trouble this year and enjoy a week of sporting and fair competition. I wish you all good luck racing and a fun, memorable, safe and enjoyable holiday.

May the best team win!

Best regards,

**John Hall Hall,**

Admiral ECC



## ECC Background

### The 16<sup>th</sup> Engineering Challenge Cup (ECC)

The Engineering Challenge Cup 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, Jurgen Arnold, Peter Muller, 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 Beograd), Spain (Mallorca) and Italy (Elba).



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

Year	Location	Participants	Winner
1994	Mallorca, Spain	4 yachts	Eugen Gotter, Voest Alpine
1995	Kos, Greece	6 yachts	Fred Greven, Raytheon
1996	Kusadasi, Turkey	10 yachts	Aad de Ruyter, John Brown
1997	Athens, Greece	19 yachts	Jan Kruiniger, Kvaerner
1998	Marmaris, Turkey	22 yachts	Eric Hamer, Fluor Daniel
1999	Mallorca, Spain	22 yachts	Heinz Baedorff, HBI
2000	Elba, Italy	24 yachts	John Hall Hall, Kvaerner
2001	Pula, Croatia	30 yachts	Peter Bisschop, ABB Lummus
2002	Athens, Greece	36 yachts	Carlos Moreno, Intecsa Uhde
2003	Mallorca, Spain	46 yachts	Michael Kuhn, Owens Corning
2004	Split, Croatia	53 yachts	Andreas Klein, Outokumpu Technology
2005	Biograd, Croatia	54 yachts	Peter Bisschop, ABB Lummus Global
2006	Lavrion, Greece	68 yachts	John Hall Hall, Foster Wheeler
2007	Gocek, Turkey	70 yachts	Pieter van Beuzekom, Hertel
2008	Bodrum, Greece	70 yachts	Craig Warrender, CB&I UK

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 this credit crunch year the ECC has maintained strong interest with 62 entries received. It will be held in Mallorca, an island which the ECC has visited on three previous occasions.

Around 380 crewmembers will get the chance to sail in the idyllic Mallorcan waters, noted as ideal for sailing due to the consistency of the prevailing winds and relatively flat seas, which make ideal conditions for friendly racing.

### Commodores Cup

Heinz Baedorff founded the Commodores Cup in 2000. It is a trophy awarded to the highest ranked Commodore in a pre-nominated ECC day race each year. All previous Commodores (or their stand-ins) are entitled to participate in this special event.

For the 2009 the following previous Commodores will be competing to win the Commodores Cup; Andreas Klein, Carlos Moreno, Eric Hamer, Heinz Baedorff, Jan Kruiniger, John Hall Hall, Peter Bisschop, Pieter van Beuzekom and this year, Craig Warrender and his team.



The Commodores Cup race will be sailed on a day to be announced during the week.

Previous winners of the Commodores Cup are:

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	



## Dingy Race

...And let's not forget the dinghy race. This fiercely contested event will also be held this year.

## Most Improved

This year we wish to continue with the new 'Most Improved' award, introduced in 2008 by Peter van Beuzekom and Hertel. The award will be won by the skipper who achieves the greatest climb in overall placings over the course of the week, compared to their previous years' results rankings.

## ECC Spirit Award

A new annual trophy for 2009, kindly sponsored by CB&I, is to be called the 'ECC Spirit Award'. This trophy will be awarded to the skipper and his/her team - as recognised by the Organising Committee - as having demonstrated during the week, the most character befitting the spirit of ECC. Arno Hemm founded the Engineering Challenge Cup 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.



## ECC Charter

The Engineering Challenge Cup (ECC) is intended as an annual multi-national, fun sporting event involving non-aggressive, non-professional sailors, with a focus on the social side. The participants are people who like sailing and have an association with the engineering and contracting business.

The ECC entails visiting different countries in the Mediterranean region, meeting their people and enjoying their history and culture. Costs are deliberately kept as low as possible to enable employees at all levels 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.
2. The highest placed skipper - who has not previously organised an ECC week - will become the new Commodore and will be responsible for organising the next ECC week. If such a skipper is unwilling to organise the next ECC, at the discretion of the ECC Committee, he may have his result removed from the records, in which case all other positions will move up accordingly and the new highest placed skipper will be appointed Commodore.
3. The ECC Commodore will publish daily results, organise a prize giving ceremony and appoint the new Commodore.
4. The new Commodore and the winner of the Commodore's Cup (a ranking of previous Commodores, or their stand-ins, on one of the ECC day's results) will receive the ECC Trophy and the Commodore's Cup respectively. As a minimum, trophies and medals will be awarded for the three highest positions in the overall ranking and the Commodore's race. The Commodore may also award additional trophies or medals, such as for daily results, dinghy rowing race etc.
5. The Commodore will appoint a local professional team to assist 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.
6. Any skipper that has participated in ECC Week as an entry's skipper will be eligible for any future ECC Week, if numbers permit and he has less than seven penalty points. The number of entries will be limited to 70 boats. Priority will be given on the basis of the number of times an entry has participated, with previous Commodores having automatic right to participate. The ECC Committee will give priority to those who have previously crewed during ECC week and will ensure the new skipper is associated with the Engineering industry will approve new skippers. New skippers will not be approved until the number participating would otherwise be below 40.
7. Any skipper who is found to have caused a collision, which results in loss of all, or part of the insurance deposit will be given four penalty points for each such incident. His tally will reduced by two points for each year without earning such points. No skipper will be allowed to enter whilst his points tally is more than six. The Committee will maintain a record of all skippers involved in collisions in which penalty points are awarded.
8. 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.



9. 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 or to pay for entertainment of participants during ECC week.
10. The Commodore will facilitate arranging charters by putting each entry in contact with charter companies who can provide suitable boats in the area where the ECC week is to be held.
11. The ECC Committee will:
  - Meet annually during ECC Week
  - Approve deviations from these principles.
  - Maintain a record of the event's history and development.
  - Approve any Commodore who is not appointed in accordance with paragraph 2.
  - 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, where the climate is warm and winds normally moderate.
  - Approve new skippers and maintain a list of eligible skippers and their penalty points.
12. The boats entered for ECC Week will be mono-hulls typically used for holiday charters and in the 38-50 foot range (i.e. not fast racing boats). Spinnakers will not normally be allowed.
13. These principles were 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) and later votes to:-
  - Change the basis for selecting the new Commodore.
  - Penalise any skipper who causes damage in a collision.

## John Hall Hall

February 2008



## General Information

### 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 Formentor, 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

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 centre 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 1400 & 1700.

### Palma Hotels

Trendy: - Portixol: [www.portixol.com](http://www.portixol.com), Puro: [www.purohotel.com](http://www.purohotel.com)

5 Star: - Meliá Victoria; [www.solmelia.com](http://www.solmelia.com)

4 Star: - Tryp Bellver; [www.solmelia.com](http://www.solmelia.com), Mirador; [www.hotelmirador.es](http://www.hotelmirador.es), Majorica; [www.hoteles-catalonia.com](http://www.hoteles-catalonia.com),

3 Star: - Horizonte. [www.amic-hotels-mallorca.com](http://www.amic-hotels-mallorca.com)

### Transfer from Palma Airport (PMI) to Palma City

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 Euros, 15 minutes to Palma. It is not necessary to pre-book a taxi. Minibus can be arranged with [autocarescomas.com](http://autocarescomas.com) or via Mallorcanautic. 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 from the airport, which stops at many of the Marinas cost is 2 Euros per person.

### Palma Marina Area (Refer to next page for location details)

The ECC charter yachts will be berthed in the following marina areas, dependant on your Charter Company.

1. Yates Alemanes: Marina Club de Mar. Located at the end of P<sup>o</sup> Maritimo.
2. Nautikonrad, MBS Charter (formerly First Yachting), Alboran Charter: Marina Alborán. Located at the P<sup>o</sup> Maritimo, in front of the hotel Tryp Bellver.
3. Escuela Canaria Cruceros (ECC), Cruesa, and Viva (TBC): Muelle de San Pedro. Located at the pier by the entrance of the Real Club Náutico Palma, in the social building.
4. Sun Charter: Real Club Nautico Palma. You must go inside the Club Náutico, passing a gate, at the very end of the pier.



#### Charter Companies

1. Club de Mar - Yates Alemanes
2. Marina Alboran - Nautikonrad, MBS Charter (Ex-Firstyachting), Alboran
3. Real Club Nautico Palma - Sun Charter
4. Muelle de San Pedro - Escuela Canaria, Cruesa, Viva (to be confirmed)

#### Supermarkets

- S1** Carrefour - Porto Pi
- S2** Club de Mar Supermarket
- S3** Eroski Center (C/ Andrea Doria, 5)
- S4** El Corte Ingles

#### Venues

- W Welcome reception - Real Club Nautico de Palma
- B Buses to Son Termes - Prize Giving Dinner

D = Location for Sunday - Leg 1 - Skippers' Briefing at Bar La Darsena (in Pto Maritimo, by seaside), Skippers can travel by dingy or ECC water taxi (RIB) from charter companies 1, 3, and 4. Sunday briefing at 0900 to 0930 as able...



NB. Since yachts and Charter Companies may change locations from now to the day of boarding, and since on May 2nd there will be a Boat Show 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 Pº Maritimo.

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.

### Night life 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 centre)

In Palma's *Casco antiguo*, the historical centre with its charming narrow lanes, you will find a large number of pubs, local restaurants and fashionable bars. It is where most of the traditional restaurants are located and the perfect place to start your tour through Palma's nightlife. This area offers a large number of Tapas Bars, cocktails bars around "**Paseo Mallorca**" and also a number of Cellers (cave) restaurants serving the most traditional Mallorca dishes.

Recommended Restaurants in historical centre:

##### **CELLER SA PREMSA**

Plaza Bisbe Berenguer De Palou 8  
971 723 529

##### **CAN CARLOS**

C/ Aigua 5  
971 713 869

##### **BRUSELAS**

C/ Estanco 4  
971 710 954

##### **Xoriguer**

Carre Fàbrica 60,  
  
971 288 332

**La Lonja & Paseo Maritimo** One of the busiest places is Sa Llotja (**La Lonja**). The pubs and bars here tend to get very packed and things start to wind down at around one or two in the morning. From "**Calle Apuntadors**" to La Lonja you'll be 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 2 am, but it is not unusual for some to remain open till 3 or 4 am. Then everyone heads off to the Passeig Maritim (**Paseo Maritimo**), where the drinking and dancing continues...the bars and discos stay open till at least 5 or 6am.

**Paseo Marítimo** offers a large number of tapas bars and many elegant and sophisticated bars, discotheques and locals with live performances of jazz, swing and blues. Most of Bars and clubs are located in "**Av De Gabriel Roca**". Some of the most popular clubs around Paseo Maritimo are **Mar Salada**, Budha, Abraxas, Pacha.



## Fleet Safety Briefing

# ECC is a Fun Event

Be courteous and offer help when someone may be in need...

### 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.**

### Be Courteous and Responsible

Whilst everyone involved in the organisation of ECC 2009 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 vessels' sea worthiness. Nothing, whether in this Log Book, or the safety procedures the committee may implement, or anywhere else shall reduce this responsibility.

### Crew Briefing

It is recommended that each skipper provides his crew with a safety briefing as soon as possible and certainly before leaving the marina. All crewmembers should be aware of the locations of fire extinguishers, the first aid kit and flares. How the heads (toilets) are operated and made safe for rough weather are worth mentioning. Each skipper should make himself and the commodore aware of any medical conditions his crew has that would affect the crewmembers' safety (e.g. epilepsy, diabetes, heart conditions, etc.). Such information will be treated as confidential.

Skippers are reminded to advise all of their crew to take precautions against the effects of sun and sea. Plenty of fluid should be taken in (not alcohol). Sun cream and hats are appropriate even in cloud cover, and seasickness tablets can be advisable if the forecast is for rough seas or high swell.

### Lifejackets & Harnesses

Non-Swimmers should wear lifejackets at all times when the boat is underway.

For Swimmers it is advised to wear lifejackets in open waters at all times.

If the boat is reefed and/or the wind strength above force 4, all crew should wear life jackets with harnesses and hook on.



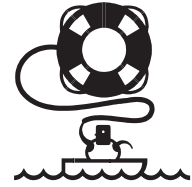
When using dinghies, we advise you to wear lifejackets. During the dinghy race lifejackets will be mandatory. In poor visibility all crew should wear lifejackets.



## Man Overboard

Skippers should discuss Man Overboard [MOB] and recovery procedures with their crew.

Crews should practice MOB alternating the person in charge of the exercise.



## 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.

### Radio and weather forecasts from Palma

Palma radio transmits a forecast on VHF in English and Spanish in Mallorca on VHF Ch10, and in Ibiza on Ch 03 (may be heard in S of Mallorca). Announcements of these are made on Ch 16 at about 0835, 1135, 1635, 2135 Local Time (LT, or GMT +1).

### Climate Notes

Tramontana = W to N to and NE winds

Siroco = Winds from S and SE - can bring clouds, rain and poor visibility, though these are more frequent in the winter months.

## Sea Conditions; currents

The current around the islands normally sets SE, S or SW at a rate of 0.5 to 1 knot, though stronger in the channels between them and off promontories. Its direction and strength can also be modified by the effects of strong or prolonged winds, those from the S tending to reduce or reverse the current and those from the N increasing the rate of flow.

## Mooring Related Information

**Tides** - Even at springs, tidal range is less than 0.3m, so can be disregarded.

**Barometric pressure** should be considered; in general winds from the N with high pressure cause a fall in sea level while winds from the S combined with low pressure cause a rise in sea level.

**Wind Effects** - Sea levels in harbours and *calas* facing offshore winds will be lower than expected while those facing onshore winds will be higher.

**Swell** – Not normally a problem in summer; winds are local and form a daily pattern of land and sea breezes, dropping at sunset. Swell however from any direction can affect anchorages, and particularly *cala* (shallower) anchorages. A gale in the Golfo de León – common in winter – is likely to send a N or NE swell of up to 2m down into the islands, possibly before the wind itself arrives. E or NW winds can set in for days, making the E and N facing *calas* uncomfortable.

**Chart depths around harbour entrances** - Storm impacts may reduce these



## Navigational Notes

### **Buoyage:**

Yellow-topped black or red rusty buoys some 500m offshore mark raw sewage outlets.

Yellow or white buoys in line mark the seaward side of areas reserved for swimming. Operation of outboards within these zones is not permitted, oars or paddles should be used.

**Chart Datum** = LAT

**Magnetic Variation** - is  $< 01^{\circ}W$  and decreasing.

For more site specific details refer to our pilot introductory information and your ship's pilot book... Happy sailing...

## First Aid & Medical Emergencies

A first aid unit is available on board each yacht or within Palma Marina for minor accidents or injuries. In case of a major emergency an ambulance service can be at the marina in less than 10 minutes.

### Medical Assistance Telephone numbers:

The following emergency contacts are applicable for Mallorca.

**Emergency Ambulance: 112**

Government Hospital Son Dureta: Tel. [00 34] 971 175000. Calle Andrea Doria, 55.

Clinica Juaneda (private): Tel. [00 34] 971 731647. Calle Company, 30.

Clinica Palmplanas (private): Tel. [00 34] 971 918000. Camí dels Reis s/n.

**Police: 902 102 112**

### Emergency Calls by VHF

In general if a vessel is in difficulty, they should call the Commodore in the first instance on the Ch72 (see VHF Radio Procedures).

If any yacht makes a "Mayday", "PAN-PAN" call:

**Ch16 - Salvamento Maritimo (Maritime Safety and Rescue) Tel: 900 202 202.**

### GPS

GPS is useful, however, it's accuracy should not be solely relied upon for pilotage, charts and a lookout should be primary methods in shallow waters.

### And finally... COLLISIONS

Quite simply these should be avoided at all times.



# VHF Radio Procedures

Keep all VHF communications short and relevant.

The VHF channels for ECC 2009 are:

<b>Channel</b>	<b>Purpose</b>	<b>Comment</b>
<b>03</b>	Weather	Times: 0835, 1135, 1635, 2135
<b>08/73/77</b>	Working channel ECC yachts	For general conversation ship to ship.
<b>09</b>	Marinas	For contact to Marinas
<b>10</b>	Weather	Times: 0835, 1135, 1635, 2135
<b>16</b>	Safety and Emergency	
<b>72</b>	Commodore (or representative) Fleet Instructions	For ECC yachts to contact Commodore's Boat and working channel for when Commodore's yacht calls an ECC yacht on Fleet Instruction channel.
<b>72/74</b>	Berthing instructions	After finishing the day's racing please listen to this channel for berthing instructions. You will be called in by ECC number.
<b>74</b>	ECC fleet support vessel and RIB	For racing information or need for support. Channel for one ECC yacht to call another. Switch to working channel as soon as contact is made.

Commodore's crew will monitor channels 72, 74 and 16 during the day and channel 74 during the evening except when in a marina.

ECC Fleet support vessels will monitor channels 74 and 16 during the day and channel 74 during the evening except when in a marina.

ECC participants should monitor channel 72 from 09:00 until moored up or asleep.