



The Engineering Challenge Cup Committee

Notice No 01: ECC Development

30th August 2007

Most people who participate in ECC do so because they love sailing and socialising with friends and find it excellent value for money. They don't want to hear about rules, regulations, penalties, protests, committees and serious things like that, but because the ECC has grown so much a bit more structure is now required. If you want to influence it, please feel free to read this notice and the ECC Charter (attached) and make your suggestions for improvements. For the rest of you, please just continue to enjoy it, knowing that there is a small team of people who will keep the event safe, enjoyable and excellent value.

I will issue occasional "ECC Committee Notices" like this one and they will also be accessible via the ECC Website (later). If you want to be included on (or removed from) the mailing list or have any comments, feedback or wishes, please contact me by email on ecc@hallhall.co.uk.

Brief History

The Engineering Challenge Cup (ECC) was envisioned in 1993 By Eugen Goetter and his crew at the end of the Cap Sunion Rally in Greece. Arno Hemm was volunteered to become the event's founder and first event organiser. Arno arranged for three boats to spend a week competing with each other to arrive first at each place they visited. It was agreed that the overall winner would organise the next year's event. There were no other rules apart from having low stress fun.



.....now.....

Since that informal beginning the event has become a magnificent, significant and even famous regatta, and still without rules. With uncontrolled growth it was beginning to get unmanageable for the new commodore. In particular, it was difficult to source enough good-quality boats and there was a danger of losing the informal and friendly feel of the event.

In 2006 during ECC week all the present Commodores met to address these issues and agreed an "ECC Charter" to define the key principles for the event.

...and in the future

The ECC Charter states that an ECC Committee will be formed. In order to form and lead such a committee, Heinz Baedorff suggested to all previous Commodores that we needed an "Admiral" and proposed me. I was duly elected and one of my first tasks will be to set up an ECC Committee.

It will meet during the next ECC in Bodrum, Turkey and during each subsequent ECC week to:-

- Discuss safety and possibilities for improvement
- Review and agree changes to the ECC Charter (or deviations)
- Elect Committee members for the next year
- Discuss any other issues

The ECC Committee will also:-

- Be responsible for the long term development of the event
- Consider possible safety improvements
- Maintain a record of the event's history
- Maintain the "Eligible Skippers List" and approve additions to it
- Approve the new Commodore's date and location for ECC week
- Support and assist the new Commodore if required
- Arrange to receive and act on feedback from the participants



.....and finally

I hope after reading this first Notice, that you agree that the organisation of ECC needs more structure and control and that the Committee is a good first step for achieving it.

You may also be interested to see some photos of you ECC 2007 boat by visiting this site:-

Address	http://ecc2007.myphotoalbum.com
Username	ecc2007
Password	fethiye

If you have any photos of other boats you can post them on this site.

That's all for now and look forward to seeing most of you in Bodrum next year.

Best regards,

John Hall Hall
ECC Admiral

ECC Charter - May 2006

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 ECC week will take place every year 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 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 within one 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 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.
- 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. 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. New skippers will be approved by the ECC Committee who will give priority to those who have previously crewed during ECC week and will ensure the new skipper is associated with the Engineering industry. New skippers will not be approved until the number participating would otherwise be below 40.
- 7 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.
- 8 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.

- 8 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.
- 9 The Commodore will facilitate arranging charter deals 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.
- 10 An ECC Committee will be formed to:-
 - 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 any new skippers and maintain a list of approved skippers.
- 11 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.

These principles are the result of 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 a later vote to change the basis for selecting the new Commodore.