



# ENGINEERING CHALLENGE CUP 2004

- When ?** 8<sup>th</sup> till 15<sup>th</sup> May 2004
- Where ?** Croatian coastal area around Split
- Who ?** Crews from Engineering companies and / or Contractors
- How many ?** For the first time since 1994, the Organisation Committee will limit the fleet to a maximum of 50 competing yachts. This is due to the maximum capacity of the needed marinas and anchorages. The ECC 2003 had a participation of 47 yachts with a total of 314 sailors.
- Organisation ?** Traditionally, the winning crew is organising the next regatta.
- The ECC 2004 is being organised by Owens Corning, Belgium.
- Your contact person is the Commodore of the ECC 2004  
Mr. Michael Kuhn  
E-mail : <[michael.kuhn@owenscorning.com](mailto:michael.kuhn@owenscorning.com)>
- The most up-to-date information concerning the ECC 2004 can be found on the web site <[www.ecc-sailing.com](http://www.ecc-sailing.com)> or <[www.ecc-fleet.com](http://www.ecc-fleet.com)>
- Yachts ?** We will be sailing on cruising yachts of 38 to 50 feet. The organisation committee is trying to arrange for a homogeneous fleet, which in turn makes it necessary to finalize the charter arrangements as early as autumn 2003.
- Crews ?** The standard crew size is normally 6 sailors, maximum should be 8. During the last regattas we had a participation of approx. 20% ladies and a representation of all ages – from 18 to over 60 years of age. It is highly recommended that at least two members of each crew have good sailing skills. Furthermore, the local regulations (or the charter companies) in most areas of the Mediterranean are requiring that both skipper and co-skipper are in possession of a valid sailing permit (BR, SSS, SBF, VB I/II or the like).



## **Regatta ?**

The constantly increasing number of participants made it almost impossible to assemble a one-design fleet and the differences between the yachts have been compensated during the last editions of the ECC by applying handicap factors. During the last years the regatta consisted of 5 to 6 racing days with legs of 20 to 45 nautical miles each day.

The exact courses of the legs as well as the procedures and regulations are being communicated during the daily skippers briefings and are normally adapted to the prevailing weather conditions.

The daily race is normally started between 10.00 AM and noon, arrival in the harbour / at the anchorage is usually between 4.00 and 6.00 PM – exceptions may apply.

In order to cater for mostly unfamiliar waters as well as differences in sailing skills, the organisation committee tries to avoid nightly runs. Weather conditions may create exceptions.

In order to avoid the risk of personal injury and/or damage to the yachts, the use of spinnakers, cruising chutes and spibooms are prohibited during the ECC-regattas.

## **Rating ?**

Every race will be rated according to the International Racing Rules of Sailing (ISAF). The most recent edition of the ISAF-rules can be downloaded at <http://www.sailing.org/>.

Each leg will be rated separately. The winner of the day gets one point, the last boat to finish receives the maximum number of points which equals the number of participating yachts. All other yachts will be rated based on their finishing position.

The use of any means of propulsion other than wind and water is prohibited during the races. Should it appear necessary to the organisation committee to shorten or abandon a leg due to dying wind or any other external influences, the committee will inform the fleet of its decision by means of VHF-communication. Such decision is to the sole discretion of the organizing committee and is not to be questioned or disputed by the fleet. Upon such decision, each participating yacht is obliged to record its current (GPS) position and to communicate this to the committee via VHF or via the provided declaration form. Only after having recorded the position, the yachts are permitted to start their engines. Non-compliance will lead to disqualification for the respective leg.

History has shown that the creativity of our Dutch, British and especially Scottish friends always helped to keep the suspense at a very high level until the very last day.



## **Safety & Liability?**

**The ECC is a privately organised event, where competition is to accompany the fun and the networking of the participants.**

**Safety and security have always been key during the past ECC-regattas and will also be one of the most important aspects of the ECC 2004.**

**Due to the large number of boats within the fleet and based on the fact that this large number of boats will undoubtedly lead to several “close encounters” at the start line or at the rounding marks, we would like to stress the fact, that all participants are to respect the rules and regulations for safety at sea. Special attention is drawn to the rules and regulations describing the right-of-way situations and the International Rules of Sailing (ISAF).**

**Each skipper and member of his crew participates at his own risk in the ECC 2004 and is solely responsible himself to handle the boat and otherwise act in compliance with proper seamanship.**

**Every skipper is individually responsible for the safety on his/her yacht and is being held liable for any damage resulting of his/her actions during this event.**

**Every skipper will arrange the individual contract with the charter company and will therefore be the contractual partner of the charter company.**

**The organisation committee or its officers accepts no liability for acts or omissions of any participant. The decision to participate or continue at any time is entirely at each skipper's discretion.**

**The organisation committee will arrange for the provision of the fleet, but can not be held liable for any personal injury or damage to the individual boats.**

**It is recommended that the skippers arrange for the necessary insurances (all-risk-, deposit- and/or skipper-insurance). It is also recommendable to the skippers, that they inform their respective crews of the fact, that each crew member is individually responsible for his/her actions and the consequences thereof. Skippers may want to issue individual crew contracts in order to reduce their personal liability.**



- Charter ?** The organisation committee selects the location for the event, verifies the interest and the number of participating crews and requests quotations from various charter companies. These quotations will be made available to the interested skippers in autumn of 2003.  
After that every skipper is responsible for making his/her own charter arrangements. The organisation committee is not responsible for closing any charter contracts for participating crews.
- Flights ?** The committee will decide on the dates for the ECC 2004 based on the preferences of the majority of the interested skippers – most probably the ECC will be held in May.  
Arrival and departure of the crews is traditionally on Saturdays. It is recommended that the skippers arrange for the last night on board with the charter companies.  
The committee will communicate to the skippers which airport(s) is (are) most convenient and will try to provide information on the lowest air fares. Skippers and their crews are responsible for arranging their flights individually. There will be no central booking via the organising committee.
- Yacht pick-up ?** The yachts will normally be picked up by the crews upon arrival at the marina, check-out is depending on the final arrangement. Usually, check-out is in the evening before departure or early in the morning of the departure day.
- Provisions ?** Each crew is to look after themselves.  
Note: too much food or water will slow your yacht down...
- Cost ?** Over the last 10 years, the organisation committees managed to plan the event in such a way, that the maximum budget for yacht charter, flights, provisions, mooring- and participation fees didn't exceed the targeted maximum of 1,250 €per person. This is also the goal for the ECC 2004.
- Companies ?** Participating companies during the last years:  
ABB Lummus Global B.V., The Hague / NL  
A. Grobe – Wentrup / GER  
Aker Kvaerner Process B.V., Zoetermeer / NL  
Aker Kvaerner Process UK, London / GB  
Aker Kvaerner Teesside, Billingham / GB  
Alstom Power, Zurich / CH



**Aurora Control Service Limited, London / GB**  
**Austrian Energies, Linz / AU**  
**Baedorff Industrieberatung, Ratingen / GER**  
**Brown & Roots Ltd., Surrey / GB**  
**Büro Becker & Gedusch, Flensburg / GER**  
**DHV, Amersfoort / NL**  
**Dr. Braune & Partner, Erkelenz / GER**  
**E.B. Badger & Son, The Hague / NL**  
**Envia Mitteldeutsche Energie AG, Dresden / GER**  
**Fluor Daniels, Haarlem / NL**  
**Foster Wheeler, Milan / IT**  
**GEA Westfalia Sepaerator, Ahlen / GER**  
**Gemco B.V., Amsterdam / NL**  
**Intecsa Uhde, Madrid / ES**  
**Intra Automation HTP, Oudenbosch / NL**  
**John Brown, Houston / US**  
**John Brown Hydrocarbons, London / GB**  
**Kellog, Brown & Root, London / GB**  
**Koch Chem Tech Group, Sarl / CH**  
**Novolen Technology, Mannheim / GER**  
**Outokumpu Lurgi Metallurgie, Oberursel / GER**  
**Owens Corning, Brussels / BE**  
**Parsons, London / GB**  
**Pirelli Pneumatici, Milan / IT**  
**Poerner Engineering, Linz / AU**  
**RWE Systems, Krefeld, GER**  
**The Firm B.V. / NL**  
**Thyssen Krupp Uhde GmbH, Dortmund / GER**  
**Technip Germany, Duesseldorf / GER**  
**UHDE GmbH, Dortmund, GER**  
**UHDE Arabia Ltd, Al Jubail / Saudi Arabia**  
**UHDE High Pressure Technologies, Hagen / GER**  
**UHDE Nora Spa, Milan / IT**  
**Siemens Global Account Management, Ratingen / GER**  
**Siemens VDO AG / GER**  
**Siemens VDO TN / NL**  
**STORK Bronswerk b.v. / NL**  
**Sulzer Chemtech Ltd., Zurich / CH**  
**Washington Group, The Hague, NL**  
**Wolter & Dross, Rotterdam / NL**  
**Zenitram-GSM, Madrid / ES**  
**Zimmer AG, Frankfurt / GER**



**What else ?**

**Interested Skippers should get in touch with Michael Kuhn or Arno Hemm to communicate their willingness to participate. Please supply us with your name and surname, your company name, e-mail address, phone- and fax-number as well as your mailing address.**

**All interested skippers will be included in our mailing list and will regularly be kept abreast of all news around the organisation of the ECC 2004.**

**In case skippers are already clear about their crew, we would appreciate if you could let us have their names and surnames in the course of the coming months. We will also distribute a crew list which is to be returned to us before the ECC 2004.**

**In case you would like to join the ECC as a crew member, please contact the organisation committee. We intend to keep a list of vacant bunks and we will try to accommodate interested people. However, this needs to be organised in a co-ordinated way because nothing is worse than e.g. a smoker on a non-smoking yacht. Please keep me informed about any specific preferences or „no-go’s“ you might have.**

**Contact Adresses**

**The Organisation Committee of the ECC 2004**

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<b>ECC 2004</b>	<b>Home Page</b>	<b><a href="http://www.ecc-sailing.com">www.ecc-sailing.com</a> or <a href="http://www.ecc-fleet.com">www.ecc-fleet.com</a></b>	