

Recommendations for future ESCs ; Status 15.06.2017	Eugen	Duncan	Dennis	Hendrik	Mike	Stefan	Peter	Werner	Dirk	Arno
<ul style="list-style-type: none"> ESC shall take place second half of May as there the weather / wind is considered to be much better than end April / beginning of May. 	👍	👎	👎	👍	👍	👍	👍	👍	neutral	👍
<ul style="list-style-type: none"> Go for a single design match fleet with 10 yachts of same type and age. 	👍	👍	👍	👍	👍	👍	👍	👍	👍	👍
<ul style="list-style-type: none"> The charter boats need to be as close as possible to be identical. 	👍	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<p>When making the proforma reservation this needs to be emphasized with attention to sail area etc. and even details such as cushions in the outside area should be addressed.</p>	neutral	The appointed organisation must ensure that all boats from other charter companies conform.		no spinnakers	I agree that colour of outside cushions must be identical!					
<ul style="list-style-type: none"> Go for yachts which are equipped to be sailed with gennakers / blisters. 	neutral	👍	👍	👍	👍	👍	👍	👍	👍	👍
<ul style="list-style-type: none"> Get the yachts from the big charter companies / owners directly instead from brokers which do not own the yachts by themselves 	neutral	👍	👍	👍	👍	neutral	👍	👍	neutral	👍

and looking for provisions only.										
<ul style="list-style-type: none"> Get the yachts from one company only and not from different sources. No subcontracting. 	neutral	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<p>If appointing a European yacht charter company to organize a “match fleet” but who will subcontract out to one or more local charter companies, ensure they check each boat so that we all have the same as far as possible and we avoid the frustration over sail type and blister / spinnaker and none adequate riggs to set a blister / spinnaker.</p>		not always possible but highly preferable								
<ul style="list-style-type: none"> Ensure that all yacht charter contracts are consisting a deposit insurance. No deposit to be paid by charterer. 	👍	👍	👍	👍	👍	neutral	👍	👍	👍	👍
<ul style="list-style-type: none"> Avoid way points and gates out in the water. Use land marks or navigation signs (boys) to set the routes. This would mean much less navigator’s work for commodore and crews. 	👍	👍	👍	👍	👍	👍	👍	👍	👍	👍
<ul style="list-style-type: none"> Do not sail to waypoints in the middle of the sea - always have a visible rounding mark. 	👍	👍	👍	neutral	👍	👍	👍	👍	👎	👍

<ul style="list-style-type: none"> Use land marks or navigation signs to set the routes; No waypoints as marks; all routes to be round objects. Keep it simple. 	👍	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<ul style="list-style-type: none"> Try always for upwind starts if possible to a near upwind object to be rounded. 	👍	👍	👍	👍	👍	neutral	👍	👍	👍	👍
<ul style="list-style-type: none"> When route planning, try to avoid very long legs on one tack, if at all possible. 	neutral	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<ul style="list-style-type: none"> Avoid finish lines within a harbor bay as weak winds are expected 	👍	👍	👍	👍	👍	👍	👍	👍	👎	👍
<ul style="list-style-type: none"> The responsible skipper should keep safe distance from rocks and shallow waters 	👍	👍	👍	👍	👍	👍	👍	👍	👍	👍
<ul style="list-style-type: none"> Recommended safety distance from rocks shall be mentioned in the logbook and followed by the fleet. 	👍	👎	👎	neutral	👍	👍	👍	👎	👎	👍
<ul style="list-style-type: none"> Some additional details / photos in logbook could the routes make more clear. 	👎	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<ul style="list-style-type: none"> Commodore should set the racing routes in a manner to avoid or minimize sailing through dangerous waters 	👍	👍	👍	👍	👍	👍	👍	👍	neutral	👍
<ul style="list-style-type: none"> Commodore at the start turns his anchor and lights on this make finding him easier. 	👎	👍	👍	neutral	👍	neutral	👍	👍	👎	👍

