



Mišura is the best!

Mišura najbolji!

Creski akvatorij još se jedanput iskazao kao idealan za jedrenje, za održavanje velikih jedriličarskih priredbi. Prvog dana IMS Europskog prvenstva dogodilo se i nešto posebno, neubičajeno. Vjetar, konstantan s vrlo malim oscilacijama, puhao je iz smjera 200 – 210 i bilo ga je vrlo rano, u devet sati po suncu. Nije riječ o termalnom maestralu – vjetru koji počinje puhati u poslijepodnevnom satima za stabilnog, toplog vremena, kazao je Tonko Petešić, član Regatnog odbora...

Po takvom vjetru nije bilo problema niti za organizatore niti za posade – na startu prvog jedrenja na dva metra iznad mora bilo ga je šest čvorova, u jedrima sigurno tri-četiri čvora više – maksimalan u drugom jedrenju – dosezao je i 20 čvorova. Tek za petnaestak brodova problema sa spinaerom nakon prve krme – bilo je i smiješnih situacija, no već u idućoj krmi svi su pazili i nije se ponovilo...

Bilo je i nekoliko sudaranja s brodom na lijevoj strani startne linije, no bez oštećenja. Krivac nije isključivo ljudski faktor, nego i neubičajeno jaka struja u smjeru vjetra...

Održana su tri jedrenja. U konkurenciji 39 posada skupine «A», nauspiješnja hrvatska jedrilica «Ola» (Grand Soleil 56R) s kormilarom Bartulom Mišuram. U prvom su jedrenju bili drugi iza češke jedrilice «Bohemia Express» (Grand Soleil 42R) za kormilom koje je bio ove sezone na Jadranu iznimno uspješan Richard Vojta – pogriješio je Bartul na startu – izgubio dvadesetak sekundi i jedrenje. U drugom jedrenju vjetar je za neuigranu posadu bio prejak, pa je Ola pobjedu prepustila talijanskoj posadi s kormilarom Enrico Zennarom na jedrilici «Man» (Grand Soleil 42r). U trećem jedrenju je za «Olu» sve štimalo – pobjeda čista kao suza i vodstvo u ukupnom poretku...

Šest je brodova u 12 bodova – puno se toga može promijeniti – još se trebaju jedriti navigacija duga 120 milja i četiri štap jedrenja... U skupini «B» prva je «L'altra Claudia» (Dufour 34 mod) na kojem jedri talijanska posada – kormilar Carlo Brenco. Imaju samo 0,25 bodova prednosti ispred jedrilice «Sagola GS» (Grand Soleil 37 BC) koju vozi Fausto Pierobon, treći je „Costa del Salento” (Dofour 40 Mod.), kormilar Fioravante Totisco. Najbolja hrvatska posada – kormilar Frane Barbieri na jedrilici «Squalo Bianco» je na petom mjestu...

I najvažnije veliki dio posla je iza organizatora, kojima završena navigacija donosi i valjanost regate...

The Cres archipelago has once again proven to be an ideal place for sailing, for having big sailing events. On the first day of the IMS European Championship happened something special, unusual. Constant wind, with some oscillations, was blowing from the direction 200 – 210 and it started very early, at sunny 9:00 am. It wasn't a thermal mistral – the wind that usually starts in the afternoon hours on a stable, warm weather, said the member of the Race Committee, Tonko Petešić...

With the wind like that the organizers and the crew members had no problems – on the start of the first race on only two meters above the surface it was blowing with six knots, and probably three – four knots more in sails – it reached maximum in the second race – up to 20 knots. Only after about fifteen boats there were some spinnaker problems after the first stern – some funny situations, but yet in the next stern everybody paid more attention and it didn't happen again...

Some collided with the boat on the left side of the start line, but without consequences. Human factor is not the only one to blame but also the unusually strong stream in the direction of the wind... Three races were held. In the competition of 39 crews in class «A», the best was Croatian boat «Ola» (Grand Soleil 56R) with skipper Bartul Mišura. Second in the first race came Czech boat «Bohemia Express» (Grand Soleil 42R) with skipper Richard Vojta, who was very successful in the Adriatic this seasons – Bartul made a mistake on the start – lost about twenty seconds and the race. The wind on the second race was too strong for the crew that wasn't prepared enough, and Ola gave the winning position to the Italian crew with skipper Enrico Zennaro on boat «Man» (Grand Soleil 42r). Everything was great for «Ola» in the third race – clean victory and leading role in overall results...

We have six boats within 12 points – a lot can change – the 120 NM long offshore race and four Windward/Leeward races are yet to come...

First in class «B» is «L'altra Claudia» (Dufour 34 mod) with the Italian crew – skipper Carlo Brenco. They are in the lead with only 0,25 points ahead of boat «Sagola GS» (Grand Soleil 37 BC), skipper Fausto Pierobon, third is „Costa del Salento” (Dofour 40 Mod.), skipper Fioravante Totisco. Best Croatian crew – skipper Frane Barbieri with the boat «Squalo Bianco» is on the fifth place...

Most importantly, big part of the organizer's work is done, and the successful offshore race means that the regatta is valid...

RASPORED / SCHEDULE

Utorak / Tuesday 19.06.2007.

10:00 Navigacija Cres - Male Srakane - Rovinj - Cres

10:00 Izlet novinara u Lubenice i Loznate uz degustaciju creskog maslinovog ulja i creske janjetine (za polazak novinari se prijavljuju u press centru)

18:00 - 20:00 – Priča o creskoj vuni (izrada uporabnih i ukrasnih predmeta od vune) – udruga Ruta (Zazid 4)

10:00 Offshore race Cres - Male Srakane - Rovinj - Cres

10:00 A trip for journalists to Lubenice and Loznate with tasting of the famous olive oil and Cres' lamb (journalist check-in is at the press centre)

18:00 - 20:00 – The story of the famous Cres' wool (the making of different objects and souvenirs from wool) – association Ruta (Zazid 4)

IMS European Championship - REZULATI / RESULTS

Class A											
Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	Points
1	CRO6789	Ola	Bartul Misura	Tafa, d.o.o.	JK Kastela, Kas	Grand Soleil 56R	C 1	2.00	2.00	0.75	4.75
2	ITA14942	Man	Enrico Zennaro	Fausto Farneti	Ravenna YC	Grand Soleil 42R05	C 1	3.00	0.75	4.00	7.75
3	CZE663	Bohemia Express	Richard Vojta	Evropska' Vodni Doprava	YC Bohemia	Grand Soleil 42Ro	C 1	0.75	5.00	5.00	10.75
4	ITA19359	Nur	Enrico Passoni	Guido Morisco	CN Riva di Trai	Comet 51 R	C 1	5.00	4.00	2.00	11.00
5	AUT2633	BMW Austria	Rene Mangold	Rene Mangold	YCBb	Grand Soleil 42R	C 1	8.00	3.00	3.00	14.00
6	ITA15420	Pitkiao	Paolo Montefusco	Paolo Balercia	SEF Stamura	Millennium 45	C 1	4.00	6.00	6.00	16.00
7	ITA14858	X Elisa	Marco Lugoboni	Marco Lugoboni	YC Hannibal	X-46 Mod.	C 1	12.00	7.00	9.00	28.00
8	CRO6482	Gringo 2	Robert Sandalic	JK Uskok, Zadar	JK Uskok, Zadar	A 40	C 1	7.00	8.00	18.00	33.00
9	ITA15504	Selene	Massimo de Campo	Massimo de Campo	YC Lignano	Dehler 44 Mod.	C 1	13.00	15.00	10.00	38.00
10	CRO7777	DSK Ferroli	Karlo Kuret	Darko Keser	YC Croatia, Opa	IMX 45	C 1	10.00	23.00	7.00	40.00
11	ITA1000	Piu' Brava	Maurizio Benetello	SAFI Holding, srl	Treviso YC	Farr 49	C 1	14.00	14.00	12.00	40.00
12	CRO1500	Lolita	Goran Delic	Goran Delic	JK Uskok, Zadar	X 50	C 1	24.00	9.00	8.00	41.00
13	ITA15740	Vag 2	Alfredo Galassi	NIC Catania	NIC Catania	Grand Soleil 40 B	C 1	15.00	11.00	16.00	42.00
14	ITA14666	Selavy	Loris Plet	Giovanni Montagner	CN Porto Santa	First 44.7	C 1	16.00	10.00	17.00	43.00
15	ITA14310	First Flight	Gianluca Paoletti	Gianluca Paoletti	LNI Porto San E	Grand Soleil 44	C 1	9.00	18.00	20.00	47.00
16	SVK1	Quebramar	Peter Mosny	FYC Slovakia	Bank Sailing Te	JV 42	C 1	11.00	19.00	19.00	49.00
17	ITA15244	Reve de Vie 2	Luigi Masturzo	Ermanno Galeati	CN Sanbenedette	Grand Soleil 43 BC	C 1	26.00	13.00	11.00	50.00
18	CRO4444	AWT	Jan Winkler	AWT International	JK Medvescak, Z	X 43	C 1	17.00	12.00	21.00	50.00
19	ITA13642	Karma	Vladimiro Pegoraro	Vladimiro Pegoraro	Ass. Portodimar	IMX 40	C 1	22.00	17.00	13.00	52.00
20	ITA545	My Way	Walter Pisani	Paolo Arlini	CN Pescara	Swan 45 mod.	C 1	6.00	24.00	23.00	53.00
21	ITA9389	Mexcal	Sergio Quirino Valente	Bucci Grossi - Valente	CNVN Giulianova	IMX 40	C 1	19.00	20.00	15.00	54.00
22	ITA15543	Athytis & Co	Sergio Taccheo	Sergio Taccheo	SN Pietas Julia	Grand Soleil 43 BC	C 1	21.00	21.00	14.00	56.00
23	ITA14920	Mythos	Giuseppe Berghella	Giuseppe Berghella	CN Pescara	Grand Soleil 50 J	C 1	18.00	22.00	27.00	67.00
24	AUT700	Ono	Helmuth Boehm	Helmuth Boehm	UYNS	Vrolijk 42	C 1	28.00	16.00	30.00	74.00
25	ITA14871	CheBotta	Luigi Remia	YC Ancona	YC Ancona	GRAND SOLEIL 40 R	C 1	20.00	31.00	25.00	76.00
26	AUT115	Christina 4	Sepp Stieger	Sepp Stieger	ASC Innsbruck	IMX 38	C 1	23.00	25.00	29.00	77.00
27	CRO3500	AAI Iskra	Jura Iskra	Berislav Iskra	JK Mastral, Rov	X-35 OD	C 1	25.00	30.00	26.00	81.00
28	ITA14990	H3O	Aldo Parisotto	Aldo Parisotto	YC Lignano	Grand Soleil 45 J	C 1	31.00	27.00	28.00	86.00
29	ITA14844	Piacere 2	Luciano Leone	Luciano Leone	CN Pescara	First 44.7	C 1	35.00	29.00	24.00	88.00
30	CRO45	Follow Us Opatija	Ivica Scuric	Ivica Scuric	JK Opatija, Opa	IMS 35	C 1	30.00	26.00	33.00	89.00
31	SVK5878	El Solete	Miloslav Pسالman	FYC Slovakia	TJ SL Nava Pies	Sinergia 40	C 1	27.00	28.00	35.00	90.00
32	CZE117	Three sisters	Jakub Havelka	First sailing SRO	SK Tri Sestry S	First 40.7	C 1	36.00	37.00	22.00	95.00
33	ITA13028	Emile Galle'	Tobia Gavagnin	Tobia Gavagnin	YC Lignano	IMX 38	C 1	32.00	33.00	32.00	97.00
34	CRO7777	Project Management Cons.	Miran Cofek	Miran Cofek	JK Flumen, Rije	First IMS 40.7	C 1	29.00	32.00	39.00	100.00
35	CZE956	Christopher	Jiri Spurny	Jiri Spurny	Cesky Y.C	First 40.7	C 1	37.00	35.00	31.00	103.00
36	ITA13025	Speedy - X	Giancarlo Pelosi	Giancarlo Pelosi	SVOC, Monfalcon	IMX 38	C 1	33.00	36.00	37.00	106.00
37	ITA15515	Relight	Nicola Tognana	Nicola Tognana	VC Venezia	X-35 OD	C 1	38.00	34.00	34.00	106.00
38	POR1072	OST Jonathan RR	Vasco Moreira	VI Vala, d.o.o.	CVP Portugal	A 40	C 1	34.00	38.00	36.00	108.00
39	ITA14870	Garbin II	Marco Sustersich	Michele Sustersich	YC Adriaco	First 40.7	C 1	39.00	39.00	38.00	116.00

Class B											
Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	Points
1	ITA14914	L'altra Claudia	Carlo Brenco	Carlo Brenco	VC Levante	Dufour 34 Mod.	C 2	0.75	0.75	3.00	4.50
2	ITA15037	Sagola GS	Fausto Pierobon	Fausto Pierobon	CV Faro Piave V	Grand Soleil 37 BC	C 2	2.00	2.00	0.75	4.75
3	ITA15320	Costa del Salento	Fioravante Totisco	Fioravante Totisco	LNI Gallipoli	Dufour 40 Mod	C 2	3.00	3.00	2.00	8.00
4	ITA3701	Morgan	Luigi Bergamasco	Nicola De Gemmis	CC Barion	Grand Soleil 37 B	C 2	4.00	4.00	6.00	14.00
5	CRO2211	Squalo Bianco	Frane Barbieri	Frane Barbieri	YC Croatia, Opa	Vrolijk 37 mod.	C 2	6.00	6.00	5.00	17.00
6	CRO1104	Lulu	Damir Desabota	ARX d.o.o.	ARX d.o.o.	Dufour 34	C 2	9.00	7.00	4.00	20.00
7	CRO1489	Be First	Dan Lovrovic	Consmar, d.o.o.	JK Rijeka, Rije	First 34.7	C 2	8.00	5.00	7.00	20.00
8	ITA13537	Sea Dancer	Andrea Scarpa	Andrea Scarpa	LNI Venezia	Elan 295 Mod.	C 2	5.00	8.00	8.00	21.00
9	ITA13663	Xsea	Mario Mantegazza	Mario Mantegazza	Ass. Portodimar	X-362 Sport	C 2	7.00	10.00	9.00	26.00
10	CRO1552	Legend	Vinko Persic	Vinko Persic	JK Mastral, Ro	Dufour 40	C 2	10.00	9.00	11.00	30.00
11	CRO648	Gringo 057	Darko Smrkinic	Darko Smrkinic	JK Uskok, Zadar	Elan 31 mod.	C 2	11.00	12.00	10.00	33.00
12	SLO1414	Fado	Tomaz Kogovsek	Kogi Nautika, d.o.o.	YC Burja, Izola	Salona 37 RK	C 2	12.00	11.00	12.00	35.00
13	CRO1127	Striga	Raseljka Zanetic	Zunipro, d.o.o.	JK Ventan, Zagr	Bavaria 35 match	C 2	16.00	13.00	13.00	42.00
14	CRO2511	Deja Vu	Petar Banic	JK Mandeta Mini Maris	JK Vali, Krizev	Platu 25	C 2	13.00	16.00	16.00	45.00
15	CRO512	Zechi II	Teo Hrzic	Paolo Levoni	JK Reful, Cres	Bianca 414	C 2	16.00	16.00	16.00	48.00



Jučer na moru / Yesterday at the sea

Grupa A



Bartul Mišura, kormilar Ola (Grand Soleil 56), JK Kaštela, Hrvatska / Bartul Mišura, skipper of Ola (Grand Soleil 56), YC Kaštela, Croatia

Imali smo malih grešaka i to nas je baš koštalo. U prvoj regati imali smo problem sa startom gdje smo izgubili nekih dvadeset i pet sekunda po našem proračunu, a regatu smo izgubili za nekih osam sekunda. Međutim to mogu opravdati, ja, osobno dugo nisam jedrio, nisam bio sto posto koncentriran tako da sam sam ja glavni krivac.

U drugom jedrenju imali smo malo problema s vjetrom – sve su to nijanse – mi još uvijek nemamo brod sto posto pod kontrolom, prvi put smo jedrili na 20 čvorova i mi smo se uštimavali, uštimavali smo brod, jedrilje, a i odabir jedara nije bio najbolji, ali sve u svemu smo zadovoljni, posebice sa trećom regatom u kojoj smo izvukli maksimum iz broda, a i posada je stvarno odradila fenomenalan posao.

Veselim se navigaciji, jer vjerujem da brod može pokazati prave mogućnosti, ako nas posluži vrijeme, a ako bude bonace, onda nitko ne može biti favorit...

We paid for the few mistakes we had. In the first race we had a problem with the start where we lost some twenty-five seconds, by our counting, and we lost the regatta by about eight seconds. However I can justify that, I haven't sailed for a long time and wasn't concentrated enough, so I'm the first to blame.

In second race we had some problems with the wind – this is all small stuff – the truth is that we still don't have the boat totally under control, this was our first sail at 20 knots and we were trying to get it right, the boat, the choice of sails was not the best, but all in all we are satisfied especially with the third regatta in which we got the best of the boat, and the crew was phenomenal. We look forward to the Offshore Race because I believe the boat can show all his possibilities, if the wind serves us right, if not, when the sea is dead calm there are no favorites.



Enrico Passoni, kormilar Nur (Comet 51 R) – CN Riva di Trai, Italija / Enrico Passoni, skipper of Nur (Comet 51 R) – CN Riva di Trai, Italy

Imali smo dobar vjetar i dobro postavljeno regatno polje, ali startna linija niti u jednom od tri plova nije bila dobro postavljena. Sva tri puta je bila vrlo loša i na to bi trebalo pripaziti sljedećih dana.

Što se rezultata tiče nismo bili loši, naravno, da je biti prvi najbolje, no i ovo je dosta dobro. Bili smo peti, pa četvrti i onda drugi u posljednjem, trećem jedrenju.

We had some good weather and well set race field, but the starting line in all three races was put badly. It was very wrong all three times and it is something that needs to be taken care of in the following days.

Regarding to results, we were not bad at all, of course, best is first place, but this is good as well. We were fifth, then forth and second in the last, third race.

Grupa B



Carlo Brenco, kormilar L'altra Claudia (Dufour 34) – VC Levanto, Italija / Carlo Brenco, skipper of L'altra Claudia (Dufour 34) – VC Levanto, Italy

Danas je bilo stvarno fantastično vrijeme, vrlo lijepo za jedrenje i regatno polje je bilo sjajno postavljeno. Bilo je dosta vala što je za naš brod dobro. Imali smo nesreću u

trećem jedrenju kada nam je pukla škota od glavnog jedra. Zatim smo dotaknuli i kontra starter, pa smo morali napraviti krug od 360° i ponovno startati. Posada je odlična, a za ovo regatu smo uzeli i nova jedra. Uoči početka nismo vjerovali da možemo biti prvi, tako dobro jedriti, jer je Sagola odličan brod sa dobrom posadom. Mi dolazimo iz dijela Italije na Tireskom moru. Ovo nam je prvi puta da smo na ovom dijelu Jadrana i da tu jedrimo, tako da uoči dolaska nismo znali što nas očekuje i kakvi će uvjeti na moru biti. Nadam se da ćemo nastaviti s ovako dobrim rezultatima.

The weather was fantastic today, very nice for sailing and the race field was set greatly. There were some waves which is good for our boat. We had an accident in the third race when we broke the main sheet of the sail. Then we managed to touch the wrong starter so we had to make a turn of 360° and start again. The crew is great and we also took some new sails for this regatta. Just before the beginning we never dreamed of the first place, of sailing that good, because Saloga is an excellent boat with good crew. We come from the part of Italy on the Tyrrhenian Sea. We are sailing for the first time in this part of the Adriatic, so we had no clue on what to expect and what are the conditions on the sea going to be. I hope we are going to continue with the good results.



Fausto Pierobon, kormilar Sagola GS (Grand Soleil 37 BC) – CV Faro Piave Vecchia, Italija / Fausto Pierobon, skipper of Sagola GS (Grand Soleil 37 BC) – CV Faro Piave Vecchia, Italy

Jedrili smo tako, tako. Na startu dva jedrenja smo napravili greške i nismo se uspjeli oporaviti tijekom jedrenja od toga, nadoknaditi izgubljeno i stići vodeći brod L'altra Claudia. Ostali brodovi u grupi su također dobro jedrili. Ne preostaje nam ništa drugo, nego napraviti najbolje što možemo u današnjoj navigaciji koja je veliki izazov, ali mi već imamo iskustva, nismo ovdje prvi puta. I naravno, nakon toga moramo biti bolji na «štap» kursu.

Our sailing was so-so. On the starts of two races we made mistakes and were unable to get a grip during the race, recover what was lost and to catch up with the leading boat L'altra Claudia. Other boats in the group were also sailing fine.

All we can do now is to give all we've got on today's challenging offshore race, we have plenty experience, this is not our first time here. And, of course, after that we have to sail better on Windward/Leeward Race.



Fioravante Totisco, kormilar Costa del Salento (Dufour 40 Mod) – LNI Gallipoli, Italija / Fioravante Totisco, skipper of Costa del Salento (Dufour 40 Mod) – LNI Gallipoli, Italy

Nama je ovo prvi puta da jedrimo izvan Italije, stigli smo s juga. Odradili smo tri dobra starta u našoj grupi, ali onda su počeli tehnički problemi. Pokvarila nam se hidraulična pumpa od zadnjeg štraja i nakon toga više nismo mogli dobro jedriti. Moramo se dokazati danas u navigaciji, i u preostalim jedrenjima na «štap» kursu, ali da bi sve išlo kako treba moramo riješiti tehničke probleme. Nadamo se da se neće ponoviti.

This is our first sail out of Italy, we came from the south. We had three good starts in our group, and then the technical problems started for us. The hydraulic pump of the last back stay broke and after that we were not able to sail just right. We have to prove our qualities on today's offshore race, and on the following Windward/Leeward races, but first we need to take care of the technical problems. Hopefully it will not happen again.



Visiting Croatian Crew on boat Ola

U posjeti hrvatskoj posadi na jedrilici Ola

Najveći brod ovogodišnjeg IMS Europskog prvenstva je hrvatska Ola iz JK Kaštela. Za kormilom Grand Soleil 56 R koji je prošle godine u listopadu došao u Hrvatsku je Bartul Mišura. Tako veliki brod zahtjeva i brojnu posadu, a uz kormilara Bartula Mišuru posadu čine Ante Vanjaka, Neno Barada, Antun Diklić, Danko Mišura, Edin Prgrid, Toni Kuškić, Mario Rajčić, Ante Bilić, Toni Bulaja, Ivan Mitrović, Edin Pilav, Boro Konjuh, Tomislav Cvjetović i Marin Vanjaka. Šesta im je ovo zajednička regata, bili su na Barcelani, Viškoj, IMS prvenstvu Hrvatske, Božićnoj i Uskrsnoj regati. – Ovo nam je prva regata da smo se baš uhodali s brodom i više trenirali. Sve dosad je bila improvizacija. Brod je strašno zahtjevan i kažnjava svaku grešku. Okosnica posade je sastavljena od ljudi koji su i ranije zajedno jedrili i vrhunski su jedriličari. Teško je okupiti toliki broj ljudi da sve sjajno funkcionira jer je taština među jedriličarima vrlo izražena, zato smo se odlučili za manje poznate, ali jedriličare koji imaju iskustva i vrlo su vrijedni te ispunjavaju zadaće bez kojih ne bi mogli jedriti, rekao je kormilar Ole Bartul Mišura.

Navigacija od 120 NM od Cresa oko Malih Srakana do Rovinja i natrag najveći je izazov Cres Sailing Week-a. – Navigacija nam neće biti problem, imamo dovoljno iskustva. Teška je jer uvjeti mogu biti komplicirani, ali imamo kompjutersku podršku i članove posade koji znaju taj dio posla dobro obavljati. Ako se to dobro odradi, uz jedrenja na štap kursu, biti ćemo u vrhu, mišljenja je kormilar Mišura. Konkurencija je jaka, najjača dosad u Cresu s vrhunskim brodovima i profesionalnim posadama, ali na Oli ne žele razbijati glavu razmišljajući o drugima. – Naš je brod najveći, najbrže ćemo jedriti, ali protiv vremena. Nećemo gledati druge, jedrimo sami protiv sebe. Siguran sam da ćemo svi dati najbolje od sebe. Ne predstavlja nam pritisak to što nas smatraju favoritima, jer rezultat neće doći sam od sebe, već moramo na regatnom polju pokazati koliko smo dobri, zaključio je kormilar Ole Bartul Mišura.

The biggest boat on this year's IMS European Championship is Croatian boat Ola from SC Kaštel. Bartul Mišura is the skipper of Gran Soleil 56 R that came to Croatia in October 2006. A boat this big needs many crew members, with the skipper they are Ante Vanjaka, Neno Barada, Antun Diklić, Danko Mišura, Edin Prgrid, Toni Kuškić, Mario Rajčić, Ante Bilić, Toni Bulaja, Ivan Mitrović, Edin Pilav, Boro Konjuh, Tomislav Cvjetović and Marin Vanjaka. This is their sixth regatta as a group, they were on Barcelana, Issa, IMS Championship of Croatia, Christmas and Easter regatta. – This is the first regatta we are really harmonized with the boat and also trained a lot for it. All till now we did lot of improvisation. The ship is very demanding and penalizes every mistake. The skeleton of the crew is put together from people who have sailed together earlier and are top sailors. It is extremely hard to gather this many people because the vanity among sailors is very high, so we decided on not too famous sailors with experience that are diligent enough to fulfill all tasks crucial for sailing, said skipper of Ole, Bartul Mišura.

The Offshore Race from Cres around Male Srakane to Rovinj is 120 NM long and is considered to be the biggest challenge of the Cres Sailing Week. This is a hard race, because the conditions can be complicated, but we have computer support and crew members qualified for this part of the job. If we manage to do that well, together with the Windward/Leeward race, we'll be in top positions, said the skipper. The competition is the strongest ever here in Cres with some top-level boats and professional crews, but they don't like to think about the others on Ola. – We have the biggest boat and will sail faster than the others, but against the weather. We will not pay attention to others, we are sailing against ourselves. I'm sure we are going to do our best. We are not pressured for being considered as favorites, the results won't come by themselves, we need to show how good we are on the race field, concluded the skipper of Ola, Bartul Mišura.



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The Offshore Race

Navigacija

Danas kreće navigacija, najveći izazov Cres Sailing Week-a na ruti dugoj 120 NM od Cresa oko Malih Srakana do Rovinja i natrag. Stoga, smo i mi odlučili napraviti pisanu navigaciju, da približimo mjesta kraj kojih prolazite i neke njihove posebnosti, a tu je i lista svjetionika koji su uz rutu.

The Offshore Race starts today, the biggest challenge of the Cres Sailing Week, 120 NM long, from Cres around Male Srakane to Rovinj and back. We decided to make a written navigation, to bring the places you are going to pass by closer to you. You can also look at the list of the lighthouses that are on the route.

Valun i Valunska ploča / Valun and the Valun table

Valun se nekad zvao Bučev i danas Valunjani svoje pokojnike pokopaju na starom groblju pored crkve Sv. Marka nastale najkasnije u 11. stoljeću koja je na brijegu za razliku od današnjeg Valuna koji je uz more. U njoj se još mogu vidjeti zazidana jedna vrata, jer nekad je bilo pravilo da muškarci ulaze kroz jedna, a žene kroz druga vrata. No dvoja su vrata bila potrebna i da bi procesije mogle nesmetano kružiti kroz crkvu. U trijemu je 1907. zapažena Valunska ploča, dvojezični i dvopisamski nadgrobni natpis iz 11. stoljeća, uklesan na prirodnoj vapnenačkoj ploči koja se danas čuva u župnoj crkvi u Valunu. Prvi redak uklesan je hrvatskim jezikom i starijim oblicima slavenskog pisma, oblom glagoljicom, a drugi i treći redak srednjovjekovnim latinskim pismom, karolinom. Konoba Toš, nekadašnji je mlin za masline, gdje je i danas žrvanj. Ispred konobe je glagoljski lapidarij. U zidovima iznad stolova ugrađene su kopije najstarijih glagoljskih natpisa iz Istre, Kvarnera i Dalmacije, kao i Valunska ploča.

Valun used to be called Bučev. The inhabitants of Valun now bury their deceased on an old cemetery near the Church of St. Mark that was built in the 11th century and is situated on a hill, unlike today's town of Valun that lies on the sea. In the church you may find a door that has been cemented, because of the ancient rule that men and women enter the church through separate doors. Two doors were also needed in order to allow the undisturbed procession through the church. In 1907 the Valun table was found in the church portico. It is an 11th century stone monument with a bilingual ornament inscription, written in two alphabets, inscribed in a natural limestone table that is being held today in the Parochial church in Valun. The first line was engraved in Croatian and in ancient forms of Slavic alphabet, Glagolitic, while the second and the third line were engraved in Medieval Latin alphabet the so-called „Karolina“. Konoba Toš (The Toš Tavern) which used to be an olive mill still has its millstone. In front of the tavern, there is

a Glagolitic lapidarium. The walls above the tables preserve the copies of the oldest Glagolitic inscriptions of Istria, Kvarner and Dalmatia, as well as the Valun plate.

Lubenice kameni grad / Lubenice - the city of stone

Lubenice su drevni seljački kameni grad, sagrađen na stijenama visoko iznad mora. U samom podnožju je prekrasna plaža. Na samom ulazu u Lubenice su razvaline romaničke crkve Sv. Nedjelje i gotička crkva Sv. Antuna Pustinjaka iz 15. stoljeća. Kad uđete u grad naći ćete se na trgu sa zvonikom iz 1791. godine, sagrađenim kada je srušen stari koji je bio priljubljen uz župnu crkvu pa su i zvonik i crkva stalno bili na udaru gromova. Uz zvonik je loža obnovljena 1802. Lubenice su na visini od 378 metara, a ispod je strmina sve do plaže i mora. Pogled je zaista čaroban. Naselje živi već četiri tisuće godina, kada je u brončanom dobu sagrađena građana kao obrambeni položaj. Ostaci zida mogu se vidjeti na istočnom i sjevernom rubu. Srednjovjekovne Lubenice imaju dvojna vrata, sjeverna i južna.

Lubenice is an ancient peasant city of stone, built on the rocks high above the sea level. Underneath the town there is a marvellous beach. On the very entrance into the town there are the ruins of the Romanesque church of St. Sunday and the Gothic Church of St. Anthony the Hermit from 15th. Once you enter the town, you will reach the square with the bell-tower from 1791, built after the old one, annexed to the parish church, was abated since both the church and the bell-tower were constantly struck by the lightnings and thunders. Next to the bell-tower, there is the loggia which was renovated in 1802. Lubenice is situated at an altitude of 378 meters, under which there is the steep cliff all the way to the beach and the sea. The view is truly spectacular. The small town has been there for four thousand years, ever since the fortress was built in the Bronze-Age for the purpose of defence. The remnants of the wall can be seen on the Eastern and Northern edge of the town. Medieval Lubenice had two gates – one on the North and the other on the South.

Unije / Unije

Naselje Unije smjestilo se na zapadnoj obali istoimenog otoka. Naslanjajući se na sam centar naselja, u more se pruža neveliki lukobran na čijem je kraju crveni svjetionik.

Vrlo fotogeničan dio otoka, ploveci u smjeru sjevera, nosi ime Vele stijene. Svojim okomitim stijenama što se spuštaju u more podsjećaju na kornatski pejzaž. Nešto sjevernije je vrlo lijepa uvala Zasmokve.

Na istočnoj obali Unija nalaze se tri uvale, Maračol, Podkujni i Vognišća. Sve ove tri prekrasne uvale duboko su se usjele u otok Unije, a od njih je Maračol najbolje zaklonište od bure.

The settlement of Unije is on the western coast of the island. Leaning on the very centre of the village, a small pier extends into the sea, a red lighthouse at the end of it.

A very photogenic part of the island, sailing to the north, bears the

name Vele Stijene. The vertical cliffs that sweep into the sea recall the landscape of the Kornati. Somewhat further to the north we will come up on the very attractive Zasmokve Bay. On the eastern coast of Unije there are three coves - Maračol, Podkujni and Vognišća. All of these lovely bays have cut deep into the island of Unije. Maračol gives the best cover from the bora.

Male Srakane / The Srakane islands

Postoje Velike i Male Srakane. To su dva otoka, otočića, smještena u produžetku južnog rta Unija.

Srakane su nekako tajanstvene. Na njima se ljudi rijetko primjećuju, čak su i kuće nekako sakrivene, noću ipak dobro osvijetljene. Između Malih i Velikih Srakana plitak je prolaz, a priča se da ljudi s Malih, ili Velikih Srakana, ovdje noću plivaju s jednog na drugi otok kako slučajni namjernici, ne bi saznali na kom od ta dva otoka oni noće. U tom im skrivanju pomaže i trstika, biljka od ljudi viša, pa...

There are Velike (Big) and Male (Little) Srakane. Two islands, islets, located along the line of the southern cape of Unije. The Srakane islands are somehow mysterious. People are seldom seen upon them. Even the islands are somehow hidden, though well lit at night. Between the Big and the Little there is a shallow passage. It is said that the people from the Little, or perhaps the Big, swim at night from one island to the other, so that we should not know which of these two islands they spend the night on. Their concealment is aided and abetted by the rushes, plants taller than a man, and...

Brijuni / Brijuni islands

Duž zapadnoistarske obale ima nekoliko skupina otoka među kojima je najzanimljivija, najveća i najrazvedenija Brijunska skupina od 14 otoka i otočića površine 7,4 km².

Sadašnje granice Nacionalnog parka utvrđene 1999. godine obuhvaćaju kopno i okolno more s podmorjem te je ukupna površina oko 33,9 km². Dužina obalne linije svih otoka iznosi čak 46,8 km. Nacionalni park Brijuni obuhvaćaju otoci Veliki Brijun, Mali Brijun, Sv. Marko, Gaz, Okrugljak, Supin, Supinić, Galija, Grunj, Vanga (Krasnica), Pusti (Madona), Vrsar, Sv. Jerolim i Kozada. Geološki i geomorfološki Brijuni su nastavak zapadne "Crvene Istre".

Along the western coast of Istria there are several islands among which the most interesting, the largest and most indented are the Brijuni islands that consists of 14 islands and islets covering an area of 7.4 square kilometres.

The present day boundaries of the National Park were set in 1999 and include the land, the surrounding sea with the seabed and cover an area of 33.9 square kilometres. The coastline of all the islands is 46.8 kilometres long. The National Park of Brijuni includes Veliki Brijun, Mali Brijun, St. Mark, Gaz, Okrugljak, Supin, Supinić, Galija, Grunj, Vanga (Krasnica), Pusti (Madona), Vrsar, St. Jerome and Kozada. Geologically and geo-morphologically the Brijuni islands are the continuation of western "Red Istria".

Svjetionici kraj kojih se prolazi na navigaciji (Cres-M.Srakane-Rovinj) / Lighthouses to pass on the Offshore Race (Cres-M.Srakane-Rovinj)

Zaglav 44°55.265 N, 14°17.410 E
Bijeli bljesak, tri u grupi, svakih 15 sekundi, domet 10 milja
White flash, group of three, every 15 seconds, 10 miles range

Visoki 44°46.562 N, 14°20.841 E
Bijeli bljesak, svake tri sekunde, domet 6 milja
White flash, every 3 seconds, 6 miles range

Lakunji 44°41.339 N, 14°16.796 E
Bijeli bljesak, četiri u grupi, svakih 15 sekundi, domet 8 milja
White flash, group of four, every 15 seconds, 8 miles range

Šilo 44°33.530 N, 14°20.561 E
Crveni bljesak, svakih 5 sekundi, domet 6 milja
Red flash, every 5 seconds, 6 miles range

Galijola 44°43.751 N, 14°10.498 E
Bijeli bljesak, svakih 5 sekundi, domet 12 milja
White flash, every 5 seconds, 12 miles range

Poreč 44°45.505 N, 13°53.375 E
Bijeli bljesak, tri u grupi, svakih 15 sekundi, domet 25 milja
White flash, group of three, every 15 seconds, 25 miles range

Peneda 44°53.325 N, 13°45.203 E
Izmjenično 4 sekunde svjetla, 4 tame, domet 11 milja
In turn 4 seconds of light, 4 of darkness, 11 miles range

Kabula 44°56.768 N, 13°42.639 E
Bijelo konstantno svjetlo, domet 9 milja
Constant white light, 9 miles range

Sveti Ivan na pučini 45°02.508 N, 13°36.834 E
Bijeli bljesak, dva u grupi, svakih 10 sekunde, domet 24 milje
White flash, group of two, every 10 seconds, 24 miles range



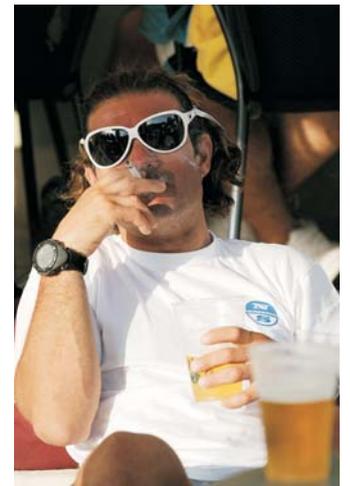
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