



## Successful offshore race!

# Navigacija uspjela!

Navigacijsko jedrenje, doduše skraćeno je gotovo. Jedrilo se 72,3 nautičke milje na ruti Cres-Male Srakane-Rovinj. Najbolji u skupini „A“ posada jedrilice „Gringo dva“ s kormilarom Robertom Sandalićem, a u skupini „B“ jedrilica „Sagola GS“ – kormilar Fausto Pierobon...

Navigacija je bila zahtjevna, nepredvidljiva i odužila se – najvažnije stala je u priču Zrinke Grancarić, članice pobjedničke posade broda „Gringo dva“...

Četiri pokušaja starta, četiri puta smo se radi općeg opoziva hvatali za glavu, jer smo odlično stajali. U petom pokušaju naravno Murphyjev zakon. Ispod nas se namjestila jedna 40ica i ispod nje Brava i nismo imali izbora – morali smo virati na liniji, zbog čega smo prestupili na zadnju minutu i morali se iskupiti. Što znači da smo startali zadnji. No, srećom to smo uspjeli vrlo brzo nadoknaditi. Na dionici od punte Cres do Srakana refulic po refulic smo napredovali sa spinakerom i polako, ali sigurno prolazili suparnike. Dobro smo čitali polje, koje nije nudilo puno toga. Prognoza se ostvarila, vrlo slab vjetar, visoka temperatura. Flota je imala prigode dobro proučiti Lubenice s mora, jer smo se u tom dijelu akvatorija prilično dugo zadržali. Ključni trenutak prvog dijela navigacije bio je predvečer nadomak zapadne punte Lošinja kada smo uhvatili 3-4 čvora zapadnjaka. U odnosu na dotadašnjih 0-2 čvora to je bila prava oluja, pa smo "zahujali" spinakerom i odvojili se od Bohemie i Quabramara, prošli Lolitu i Follow us, te se približili vodećoj skupini od oko sedam posada. Značajniju prednost imali su samo Ola, Pitikao i Brava, koji su obišli Srakane nešto između 20 i 21 sat. Mi smo prošli kao deseti realno nešto iza 21 sat, s tim da smo znali da korigirano odlično stojimo. Međutim, pitali smo se hoće li itko stići do cilja, jer je vjetar i dalje bio slab. Noć je prošla znatno bolje nego što smo očekivali, uz burin koji je stalno pirkao par čvorova, s povremenim refulima od oko šest čvorova. Noć je bila zanimljiva, stalno smo vozili u skupini, jedrilo se uglavnom sa genovama, neki su brodovi prolazili nas, pa bi mi prolazili njih, ali najvažnije je bilo da u nijednom trenutku nismo stali. Pred zoru je nastala posvemašnja utihba, stigli smo do Pule. Kad se razdanilo oko 4.30 Olu i Bravu više nismo vidjeli, Pitikao, Man, DSK, Lolita, BMW Austria...su pak bili blizu, sve korigirano dohvatljivo. Samo što nije bilo daška vjetra, Rovinj se činilo tako daleko. Prebrojali smo hranu i što je još važnije vodu, dobro je, imali smo svega dovoljno za cijeli dan. Oko devet sati pojavilo se dva čvora jugozapadnjaka – zapadnjaka s kojim smo pod spinakerom stigli na kojih šest milja do Rovinja, kad je opet vjetra nestalo. Za Olu smo pretpostavljali da je u cilju i kako je vrijeme i bonaca bilo na njevoj strani mislili smo da je nemamo šanse "pojesti", međutim svi ostali su bili nadohvat ruke. Jedina opcija koja nam nije odgovarala je bila da brodovi koji su bili bliže kopnu prije uhvate neki vjeterić, a mi ostanemo plutati. Srećom po nas to se nije dogodilo. Proradila je termika, prvi smo ponovno digli spinaker, i kad smo sa četiri čvora zajedno s Nurom ušli među rovinijske otočiće znali smo da smo nadomak dobivene bitke, jer je drugi brod, Brava, tek ulazio u cilj. Ušli smo deseti realno, vjerovali smo da smo drugi ili treći korigirano, nismo znali kako smo prošli s Olom i Bravom. Kad smo dobili vijest da smo prvi osvajaj je bio totalno lud. Presretni smo, ispunili smo jedan od ciljeva koje smo zacrtali kad smo dolazili na EP, no regata je naravno daleko od kraja.

The offshore race, shortened, is over. They passed the route Cres-Male Srakane-Rovinj, 72.3 NM long. Best in class „A“ is „Gringo 2“ crew with skipper Robert Sandalić, and best in class „B“ is the boat „Sagola GS“ – skipper Fausto Pierobon...

The offshore race was very demanding, unpredictable and lasted for a long time – most importantly it managed to fit the story of Zrinke Grancarić, member of the winning crew of the ship „Gringo 2“...

Four attempts of the start, four times we grabbed the head after the recall, because of our good position. In the fifth try of course the Murphy law. With one boat 40 under us and Brava under her we had no choice – we were turn over the line, and transgressed on the last minute and we had to make up for it by starting from the last place. Luckily we managed to catch up for the lost time. On the way from Cres to Sarkane gust by gust we moved on with the spinnaker, slowly passing the competitors. Scarce information the field was offering we read well. The forecast was right, very weak wind and high temperature. There was time to get to know Lubenice from the sea because we were at that point for a long time. Key moment of the first part of the offshore race was at the early evening near the west cape of Lošinj when we caught the western wind of 3-4 knots. It was the real tornado after a long time at 0-2 knots, so we managed to get away from Bohemia and Quabramar, pass Lolitu and Follow us, and get closer to the leading group of seven crews. Big advantage had only Ola, Pitikao and Brava, who managed to get round Srakane in between 8:00 and 9:00 pm. We were somewhere in the tenth place, little after 9:00 pm, but we knew that our corrected time is great. However, we wondered if anyone was going to make it to the finishing line, due to the slow wind. The night excited our expectations, there was the wind burin at few knots, with occasional gust of about six knots. We had an interesting night, always sailing in a group, sailing mostly with genoas, some boats passed us, then we passed them, but we were at least sailing constantly without stopping. At dawn we made it to a quiet Pula. At 4:30 am we were not able to see Ola and Brava and Pitikao, Man, DSK, Lolita, BMW Austria...were close, all correctively cacheable. But there was no wind and Rovinj seemed so far away. We counted the food and more importantly the water, it was ok, there was enough of everything for the whole day. The southwestern – western wind appeared about 9:00 pm with two knots and we used it to get with the spinnaker to about six miles from Rovinj. We assumed that Ola was already in the finishing line and since the sea was calm we thought there is no way for us to „eat“ her, however all others were close. The only bad option was that the boats closer to the land still the wind from us and leave us to float. Luckily it never happened! We were the first to lift the spinnaker up again and with four knots we managed to get among the islands of Rovinj together with Nur, we were close to the end because the second boat Brava was just crossing the finishing line. We were tenth by the real time, and beloved that would be second or third by the corrected time, had no idea how were we with Ola and Brava. Getting the news about the first place was unbelievable, we were totally crazy. We are very happy, we completed one of our goals for this European Championship, and the regatta is far from over.

### RASPORED / SCHEDULE

**Četvrtak / Thursday 19.06.2007.**

**11:00** "Štap" jedrenje(a)

**19:00** Murtić Yachts GP 42 - prezentacija - Restoran Marina

**21:00** Murtić Yachts GP 42 party ACI Marina Cres

**11:00** Windward / Leeward race(s)

**19:00** Murtić Yachts GP 42 presentation - Restaurant Marina

**21:00** Murtić Yachts GP 42 party - ACI Marina Cres

### PROGRAM TZG CRESA / TAT CRES PROGRAM

**BICIKLIRANJE Cres-Valun** (moguć povratak brodom Alan)-polazak: 08:30h A/C KOVAČINE – restoran Kovačine; 08:45 h trg CONS; 09:00h ACI Marina – recepcija (info: animation club a/c Kovačine & hotel Kimen)

**18:00-20:00** Priča o creskoj vuni (izrada uporabnih i ukrasnih predmeta od vune) – udruga Ruta (Zazid 4)  
**CYCLING Cres-Valun** (possible return with boat Alan)-departure: 8:30 A/C KOVAČINE – restaurant; 8:45 CONS square; 9:00 ACI Marina – reception (info: animation club a/c Kovačine & hotel Kimen)

**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	4	Points
1	ITA14942	Man	Enrico Zennaro	Fausto Farneti	Ravenna YC	Grand Soleil 42Ro5	C 1	3.00	0.75	4.00	4.50	12.25
2	CRO6789	Ola	Bartul Misura	Tafa, d.o.o.	JK Kastela, Kas	Grand Soleil 56R	C 1	2.00	2.00	0.75	12.00	16.75
3	CZE663	Bohemia Express	Richard Vojta	Evropska' Vodni Doprava	YC Bohemia	Grand Soleil 42Ro	C 1	0.75	5.00	5.00	9.00	19.75
4	AUT2633	BMW Austria	Rene Mangold	Rene Mangold	YCBb	Grand Soleil 42R	C 1	8.00	3.00	3.00	lis.50	24.50
5	ITA19359	Nur	Enrico Passoni	Guido Morisco	CN Riva di Trai	Comet 51 R	C 1	5.00	4.00	2.00	18.00	29.00
6	CRO6482	Gringo 2	Robert Sandalic	JK Uskok, Zadar	JK Uskok, Zadar	A 40	C 1	7.00	8.00	18.00	1.pro	34.12
7	ITA15740	Vag 2	Alfredo Galassi	Alfredo Galassi	NIC Catania	Grand Soleil 40 B	C 1	15.00	11.00	16.00	srp.50	49.50
8	ITA14858	X Elisa	Marco Lugoboni	Marco Lugoboni	YC Hannibal	X-46 Mod.	C 1	12.00	7.00	9.00	24.00	52.00
9	ITA13642	Karma	Vladimiro Pegoraro	Vladimiro Pegoraro	Ass. Portodimar	IMX 40	C 1	22.00	17.00	13.00	3.00	55.00
10	ITA15420	Pitikao	Paolo Montefusco	Paolo Balercia	SEF Stamura	Millennium 45	C 1	4.00	6.00	6.00	42.00	58.00
11	ITA14310	First Flight	Gianluca Paoletti	Gianluca Paoletti	LNI Porto San E	Grand Soleil 44	C 1	9.00	18.00	20.00	15.00	62.00
12	CRO1500	Lolita	Goran Delic	Goran Delic	JK Uskok, Zadar	X 50	C 1	24.00	9.00	8.00	22.50	63.50
13	CRO7777	DSK Ferroli	Karlo Kuret	Darko Keser	YC Croatia, Opa	IMX 45	C 1	10.00	23.00	7.00	25.50	65.50
14	SVK1	Quebramar	Peter Mosny	FYC Slovakia	Bank Sailing Te	JV 42	C 1	11.00	19.00	19.00	16.50	65.50
15	ITA15543	Athytis & Co	Sergio Taccheo	Sergio Taccheo	SN Pietas Julia	Grand Soleil 43 BC	C 1	21.00	21.00	14.00	13.50	69.50
16	ITA1000	Piu' Brava	Maurizio Benetello	SAFI Holding, srl	Treviso YC	Farr 49	C 1	14.00	14.00	12.00	33.00	73.00
17	ITA14666	Selavy	Loris Plet	Giovanni Montagner	CN Porto Santa	First 44.7	C 1	16.00	10.00	17.00	31.50	74.50
18	ITA15504	Selene	Massimo de Campo	Massimo de Campo	YC Lignano	Dehler 44 Mod.	C 1	13.00	15.00	10.00	43.50	81.50
19	CRO4444	AWT	Jan Winkler	AWT International	JK Medvescak, Z	X 43	C 1	17.00	12.00	21.00	36.00	86.00
20	ITA545	My Way	Walter Pisani	Paolo Arlini	CN Pescara	Swan 45 mod.	C 1	6.00	24.00	23.00	40.50	93.50
21	CRO45	Follow Us Opatija	Ivica Scuric	Ivica Scuric	JK Opatija, Opa	IMS 35	C 1	30.00	26.00	33.00	6.00	95.00
22	CRO3500	AAI Iskra	Jura Iskra	Berislav Iskra	JK Mastral, Rov	X-35 OD	C 1	25.00	30.00	26.00	19.50	100.50
23	ITA14871	CheBotta	Luigi Remia	Luigi Remia	YC Ancona	GRAND SOLEIL 40 R	C 1	20.00	31.00	25.00	28.50	104.50
24	AUT115	Christina 4	Sepp Stieger	Sepp Stieger	ASC Innsbruck	IMX 38	C 1	23.00	25.00	29.00	30.00	107.00
25	AUT700	Ono	Helmuth Boehm	Helmuth Boehm	UYNS	Vroljik 42	C 1	28.00	16.00	30.00	34.50	108.50
26	ITA15244	Reve de Vie 2	Luigi Masturzo	Ermanno Galeati	CN Sanbenedette	Grand Soleil 43 BC	C 1	26.00	13.00	11.00	60.00	110.00
27	ITA9389	Mexcal	Sergio Quirino Valente	Bucci Grossi - Valente	CNVM Giulianova	IMX 40	C 1	19.00	20.00	15.00	60.00	114.00
28	ITA14920	Mythos	Giuseppe Berghella	Giuseppe Berghella	CN Pescara	Grand Soleil 50 J	C 1	18.00	22.00	27.00	49.50	116.50
29	ITA13028	Emile Galle'	Tobia Gavagnin	Tobia Gavagnin	YC Lignano	IMX 38	C 1	32.00	33.00	32.00	27.00	124.00
30	ITA13025	Speedy - X	Giancarlo Pelosi	Giancarlo Pelosi	SVOC, Monfalcon	IMX 38	C 1	33.00	36.00	37.00	21.00	127.00
31	ITA14844	Piacere 2	Luciano Leone	Luciano Leone	CN Pescara	First 44.7	C 1	35.00	29.00	24.00	45.00	133.00
32	CZE117	Three sisters	Jakub Havelka	First sailing SRO	SK Tri Sestry S	First 40.7	C 1	36.00	37.00	22.00	39.00	134.00
33	SVK5878	El Solete	Miloslav Psalman	FYC Slovakia	TJ SL Nava Pies	Sinergia 40	C 1	27.00	28.00	35.00	48.00	138.00
34	ITA15515	Relight	Nicola Tognana	Nicola Tognana	VC Venezia	X-35 OD	C 1	38.00	34.00	34.00	37.50	143.50
35	ITA14990	H3O	Aldo Parisotto	Aldo Parisotto	YC Lignano	Grand Soleil 45 J	C 1	31.00	27.00	28.00	60.00	146.00
36	CRO777	Project Manag. Cons.	Miran Cofek	Miran Cofek	JK Flumen, Rije	First IMS 40.7	C 1	29.00	32.00	39.00	46.50	146.50
37	POR1072	OST Jonathan RR	Vasco Moreira	VI Vala, d.o.o.	CVP Portugal	A 40	C 1	34.00	38.00	36.00	51.00	159.00
38	CZE956	Christopher	Jiri Spurny	Jiri Spurny	Cesky Y.C	First 40.7	C 1	37.00	35.00	31.00	60.00	163.00
39	ITA14870	Garbin II	Marco Sustersich	Michele Sustersich	YC Adriaco	First 40.7	C 1	39.00	39.00	38.00	60.00	176.00

  

Class B												
Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	4	Points
1	ITA15037	Sagola GS	Fausto Pierobon	Fausto Pierobon	CV Faro Piave V	Grand Soleil 37 BC	C 2	2.00	2.00	0.75	1.12	5.87
2	ITA15320	Costa del Salento	Fioravante Totisco	Fioravante Totisco	LNI Gallipoli	Dufour 40 Mod	C 2	3.00	3.00	2.00	6.00	14.00
3	ITA14914	L'altra Claudia	Carlo Brenco	Carlo Brenco	VC Levante	Dufour 34 Mod.	C 2	0.75	0.75	3.00	12.00	16.50
4	ITA3701	Morgan	Luigi Bergamasco	Nicola De Gemmis	CC Barion	Grand Soleil 37 B	C 2	4.00	4.00	6.00	4.50	18.50
5	ITA13537	Sea Dancer	Andrea Scarpa	Andrea Scarpa	LNI Venezia	Elan 295 Mod.	C 2	5.00	8.00	8.00	3.00	24.00
6	CRO2211	Squalo Bianco	Frane Barbieri	Frane Barbieri	YC Croatia, Opa	Vroljik 37 mod.	C 2	6.00	6.00	5.00	9.00	26.00
7	CRO1489	Be First	Dan Lovrovic	Consmar, d.o.o.	JK Rijeka, Rije	First 34.7	C 2	8.00	5.00	7.00	7.50	27.50
8	CRO1104	Lulu	Damir Desabota	ARX d.o.o.	JK Val, Sibenik	Dufour 34	C 2	9.00	7.00	4.00	13.50	33.50
9	CRO1552	Legend	Vinko Persic	Vinko Persic	JK Maestral, Ro	Dufour 40	C 2	10.00	9.00	11.00	10.50	40.50
10	ITA13663	Xsea	Mario Mantegazza	Mario Mantegazza	Ass. Portodimar	X-362 Sport	C 2	7.00	10.00	9.00	24.00	50.00
11	CRO648	Gringo 057	Darko Smrkinic	Darko Smrkinic	JK Uskok, Zadar	Elan 31 mod.	C 2	11.00	12.00	10.00	24.00	57.00
12	SLO1414	Fado	Tomaz Kogovsek	Kogi Nautika, d.o.o.	YC Burja, Izola	Salona 37 RK	C 2	12.00	11.00	12.00	24.00	59.00
13	CRO1127	Striga	Raseljka Zanetic	Zunipro, d.o.o.	JK Ventan, Zagr	Bavaria 35 match	C 2	16.00	13.00	13.00	24.00	66.00
14	CRO2511	Deja Vu	Petar Banic	JK Mandeta Mini Maris	JK Vali, Krizev	Platu 25	C 2	13.00	16.00	16.00	24.00	69.00
15	CRO512	Zechi II	Teo Hrzic	Paolo Levoni	JK Reful, Cres	Bianca 414	C 2	16.00	16.00	16.00	24.00	72.00



Offshore race as seen by the winner

# Navigacija kako ju je vidio pobjednik



Robert Sandalić bio je iznimno zadovoljan po povratku u Marinu – sa svojom posadom na jedrilici „Gringo 2“ još je jedanput odlično odradio navigaciju. Doduše na skraćenoj ruti – umjesto 120 jedrilo se 72,3 milje – osvojio je prvo mjesto, a

u ukupnom redosljedu nakon četiri jedrenja je šesti...

- 24 sata smo praktički više plutali nego jedrili, međutim i to je sastavni dio ovog sporta. Posada je bila izuzetno koncentrirana. Izgleda da smo najmanje plutali i to je donijelo pobjedu. Očekivali smo teško vrijeme nije nas iznenadila bonaca. Što se jedrenja tiče izletili smo na startu, morali smo se iskupiti i prema Rovinju smo krenuli posljednji. Iskoristili smo svaki dašak i pobjedili. Ne, nismo očekivali da ćemo biti najbolji – za nas je sve među deset jako dobar rezultat.

Nasmiješio se i dodao da će on i njegova posada krenuti danas maksimalno, da bi bio zadovoljan da ponove rezultate iz prva dva jedrenja – ono treće kada je krivim izborom jedara propustio bolji plasma želi što prije zaboraviti. Prije nego što se pridružio posadi u spremanju broda dodao je:

- Bilo bi dobro da na kraju budemo tamo gdje smo sada, na šestom mjestu...

Robert Sandalić was extremely content when he came back

to Marina – with his crew on the boat „Gringo 2“ he finished the offshore race greatly one more time. Although the route was shortened – instead of 120 they sailed 72,3 miles – he came first, and in overall list after four sails is sixth...

- 24 hours of more floating than sailing, but it's also part of this sport. Highly concentrated crew. It appears that we were floating the least and because of that took the victory. We expected hard weather and were not surprised by the calm sea. At the start we made a mistake and had to start from the last position. We used every breeze and won. No, we never expected the first place - among top ten is a great result for us.

He smiled and announced that his crew is going to give their maximum today, and he would be happy with the results of the first two races – the third one where they chose the wrong sail he'd like to forget as soon as possible. Before joining his crew he said:

- It would be great at the end of the regatta to be where we are now, sixth place...

At the finishing line of the offshore race in Rovinj

## Na cilju navigacije u Rovinju

Čekanje na cilju u Rovinju dolazak brodova s 72,3 NM duge navigacijske rute od Cresa oko Malih Srakane do Rovinja moglo bi se svesti pod zajedničko ime «U iščekivanju Godota», jer prema prognozi i izvještajima s mora vjetra gotovo da i nije bilo. Mobilni trojke Regatnog odbora Ted Weidlich, Denis Marinov i Darko Stasić zadužene za cilju Rovinju tijekom poslijepodnevni sati bili su užareni. Bavilo se mišlju da se prekine navigacija i ponovi u petak, za kada je najavljen vjetar, posebno od trenutka kada je stigla vijest da prvi brod Ola, stoji u bonaci kod Srakane gotovo četiri sata, a da neki brodovi još nisu došli ni do Osora. Drastična odluka ipak nije donesena, počelo je nešto puhati, brodovi su lagano krenuli naprijed. To je značilo da će noć biti duga, ali i da će sudionici Europskog prvenstva dio navigacije odraditi. Do ponoći vrijeme se kratilo večerom u restoranu Maestral u sklopu rovinjskog jedriličarskog kluba, vlasnika Vinka Peršića koji također jedri na Europskom prvenstvu na jedrilici Legend (hvala Vinko!) te šetnjom kroz Rovinj. Za Regatni brod se pobrinuo Damir Peteh, predsjednik JK Maestrala i član posade Legend. I to kakav brod, glanc novi Doufour 385. Nakon isplivljavanja iz rovinjske ACI Marine, sidrenja i postavljanja bove s gumenjakom, negdje oko ponoći, iščekivanje je moglo početi. Prvo dežurstvo do tri sata preuzeli su Darko Stasić i Valentina Prokić. Noć mirna, vjetra gotovo da i nema, brodovi su još daleko, ali naučeni iskustvom od ranijih godina trebalo je biti budan, jer se ne jednom dogodio pokušaj krađe bove. Ovaj je put noć prošla bez takvih ideja, i drugoj je smjeni bilo mirno. Ted Weidlich, Denis Marinov i Darko Stasić prisjetili su se nekih prijašnjih navigacija jer uvijek je u Rovinju brodove čekao preminuli Aldo Prodan. – Sjećam se kada smo jednom promašili cestu putujući prema Rovinju, Aldo je rekao da je to kratica, a zapeli smo na nekim seoskim cestama. Nakon što smo se izvukli kroz smijeh je usput spomenuo da je zadnji put tom cestom prošao prije 40 godina biciklom, prepričao je Darko Stasić. Ted Weidlich dodao je kako bi Aldo uvijek zvao svoju suprugu da pita vidi li neki brod ispred Pule jer sje stan na 12 katu nebodera na Vidikovcu, najvišem dijelu Pule. Bila su to lijepa vremena, šteta da Aldo Prodan više nije s nama, nedostaje nam, s tim će se složiti svi koji su ga poznavali. I odjednom u 8 sati ujutro Stasić ulijeće u kabinu, budi govoreći «ajde slikat prvi brod». Bila je to Ola, i nije se znalo tko je sretniji, članovi Regatnog odbora jer je to značilo da će malo, pomalo početi svi dolaziti u cilj ili posada Ole koja je mogla odahnuti nakon 20 sati i 21 minute jedrenja, uključiti motore, obzirom da je odlučeno da će se prekinuti, i krenuti natrag prema Cresu. I nije tu priči kraj, ali trebalo je pisati, jer doista malo, pomalo brodovi su počeli stizati u cilj, tako da smo ipak našeg Godota, za razliku od onih iz poznatog književnog djela, dočekali. Ne kaže se uzalud tko čeka, taj dočeka.

Waiting for the boats on the finishing line in Rovinj after a 72,3 NM long navigation route from Cres around Male Srakane to Rovinj can be described as „Waiting for Godot“, because according to forecast and reports from the sea there was almost no wind at all. Cell phones of three race committee members in Rovinj, Ted Weidlich, Denis Marinov and Darko Stasić were very hot in the afternoon hours. There was a thought about abandoning the race and set it back up on Friday when some wind is announced,

especially when the news was spread that the first boat Ola has been standing in the calm sea by Srakane for four hours, and some boats haven't even reached Osor. At that time the wind finally started and the boats were sailing again, the race wasn't abandoned. It was the announcement of a long night but also of participants of the European Championship finishing at least part of the offshore race. To shorten the time there was a dinner in the restaurant Maestral within the Sailing Club Rovinj, owner Vinko Peršić who is also a participant of the European Championship on the boat Legend (thank you Vinko!), and with the tour of Rovinj. President of the SC Maestral and member of crew Legend, Damir Peteh took care of providing the race boat. A brand new Doufour 385. After leaving the ACI Marina of Rovinj, anchoring and putting the buoy, somewhere about midnight, the anticipation could start. Darko Stasić and Valentina Prokić where the first on a watch. Quiet night, almost no wind, boats far away, but the last year's experience told them to stay awake, cause it happened not once that someone tried to steal the buoy. This time, it was a calm night without any ideas like that, and very peaceful for the second shift. Ted Weidlich, Denis Marinov and Darko Stasić remembered some of the old

offshore races when Aldo Prodan waited for the boats in Rovinj. – I remember one time we missed the road to Rovinj, Aldo said it was the short way and we got stuck on some country road. After laughing our way out he mentioned that the last time he was on that road was 40 years ago with a bicycle, retold Darko Stasić. Ted Weidlich said that Aldo had a habit to call his wife all the time and ask her if she can see any boats in front of Pula, because their apartment was on the 12 floor of the skyscraper Vidikovac, the highest part of Pula. Those were the times, it's a shame that Aldo Prodan is not with us any more, we miss him a lot, everyone can agree with that. Stasić run into the cabin at 8:00 am screaming „let's take a picture of the first boat“. It was Ola, the members of the race committee were happy because it meant that other boats will one by one come to the finish line, and the Ola crew was finally able to relax after 20 hours and 21 minutes of sailing, to turn on the engine and go back to Cres, the race has been shortened. That is not the end of the story, it was time for writing, little by little the boats started to come and we managed, contrary to the famous book, to welcome our Godot.



# Veliki početak klase GP42 / Class GP 42 is starting

## AA HPB



Napokon smo dočekali taj trenutak, počinju natjecanja klase - kazao je Darko Prižmić iz Jedriličarskog kluba „Peliška jedre“ Orebić, kormilar jedrilice klase GP42 „Adria Azija HPB“. Konkurencija je malobrojna, ali kvalitetna. Talijani su došli s dva broda na kojima su iznimno jake posade. I jedna i druga posada spadaju u sam vrh svjetskog jedrenja...

GP42 je klasa koja ima budućnost, dodao je Prižmić, budući da brodovi nisu skupi, a i troškovi posade i natjecanja su daleko manji od klase TP52, tako da bi ova klasa mogla zaživjeti...

Mi s jedrilicom klase GP42 jedrimo nešto manje od godinu dana. Dosad samo na regatama po Openu. No, jedrilica se pokazala kao jedna o najboljih te veličine. Najbrža je sigurno. Sada treba vidjeti kako će izgledati u natjecanju u klasi. Imam stalno istu posadu: Damira Mitrovića, Antuna Ercegovića, Ivana Stipana Leventića, Vjeko Kragića, Zvonka Jelačića, Borisa Bakotića, Denisa Stanojevića, Michaela Unswortha i Stefana Schiaffina koji je dizajnirao jedra za brod. Jedrim s tim momcima već 5-6 godina. Uigrani smo i to nam je najveće prednost. Ne mogu ništa prognozirati - smješće se kazao je Prižmić i da u posadi je mali žuti Luigi bez njega nikamo ne idem...

The time has finally come for the races of the Class to start - said Darko Prižmić from the Sailing Club „Peliška jedra“ Orebić, helmsman of the boat „Adria Azija HPB“, Class GP 42. There is a small but good competition. The Italians are here with two boats and extremely strong crew members. Both crews are on the top of the world sailing...

GP 42 is a class with a future, said Prižmić, since the boats are not too expensive, crew and competition costs are lower than for the Class TP 52, so the class could live...

We have been sailing for almost a year with the boat of the Class GP 42. Till now we have been only on the regattas of the Open. The boat has proven to be one of the best of that size. Definitely the fastest. We are about to see how good she's going to be on the class race. I always sail with the same crew: Damir Mitrović, Antun Ercegović, Ivan Stipan Leventić, Vjeko Kragić, Zvonko Jelačić, Boris Bakotić, Denis Stanojević, Michael Unsworth and Stefan Schiaffina who designed the sails for the boat. I have been sailing with these guys for 5 to 6 years. Our best advantage is that we act as a team. It is impossible for me to predict anything - giggly said Prižmić and I almost forgot, we have a little yellow Luigi in the crew, I never leave without him...

## Roma



Druga od tri posade regate GP 42 je Roma. Kormilar Paolo Semeraro okupio je posadu prepunu iskustva - uz taktičara Paola Ciana, člana tima Shosholoza, još jedre Pierluigi Fornelli, Nello Pavoni, Pierluigi Pigiotto, Daniel Loperfido, Francesco Gabibbo, Pat Shaugnassy, Pietro Mantovani i Bruno Zerilli. Uz Ciana još su dvojica bila na Shosholozu Pavoni i Fornelli, Shaugnassy je potpredsjednik Farr dizajn studija, Mantovani je jedrio sa Mascalzone Latinom, sve u svemu kompletna posada prepuna iskustva. - Prošle godine kada je brod proizveden kao prvi takav u klasi, ja sam jedrio na njemu na IMS regatama. Bilo je vrlo zanimljivo početi jedriti na posve novom brodu, nove klase. Danas ih već ima 12, 13 brodova, od kojih je osam španjolskih, dva u Italiji, jedan hrvatski, a po jedan će biti u Velikoj Britaniji i Austriji. Brod je puno brži od drugih, a kako je nova klasa ima i nova pravila. Biti će vrlo zanimljivo vidjeti kako se ponaša na regatama brodova iz iste klase, rekao je kormilar Rome Paolo Semeraro. Talijanski kormilar usporedio je GP 42 sa klasom TP 52. - GP 42 je puno kompetitivniji. TP je brod za vlasnike, koji uložu puno novaca i žele biti za kormilom, a u GP 42 vlasnik broda uložiti novac u brod i posadu i uzme profesionalnog kormilara i posadu, zaključio je kormilar Rome Paolo Semeraro.

Roma is second of three crews on the regatta GP 42. The helmsman Paolo Semeraro gathered a very experienced crew - with the tactician Paolo Cian, member of the team Shosholoza, there are Pierluigi Fornelli, Nello Pavoni, Pierluigi Pigiotto, Daniel Loperfido, Francesco Gabibbo, Pat Shaugnassy, Pietro Mantovani and Bruno Zerilli. Pavoni and Fornelli were also on Shosholoza, Shaugnassy is the president of the design studio Farr, Mantovani sailed with Mascalzone Latino, the entire crew is full of experience. - The boat was made last year, the first of that kind in the class, and I sailed with him on the IMS regattas. Sailing on the new boat, of the new class was very interesting. There are 12, 13 boats like it today, eight of them are in Spain, two in Italy, one in Croatia, and by one will be in Great Britain and Austria. The boat is faster than the others, and new class has new rules. It will be interesting to see it on the regatta with the boats of the same class, said the skipper of Roma Paolo Semeraro. The Italian skipper compared the GP 42 with the Class TP 52. - GP 42 is much more creative. TP is a boat for the owners who are willing to invest lot of money and want to be at the wheel, and in GP 42 the owner invests the money into the boat and the crew and takes a professional helmsman and crew members, concluded the skipper of Roma Paolo Semeraro.

## Sea Wonder 007



Vittorio Urbinatti - ime koje govori samo za sebe u svijetu jedrenja - konstruktor je posljednja dva trupa jednog od talijanskih izazivača za Americas Cup - jedrilice „Mascalzone Latino“ - njegovo je brodogradilište izgradilo i jedrilicu klase GP42 „Sea Wonder 007“, jednu od dvanaest koliko ih je ovog trenutka u svijetu. Najnovija je - tek je nekoliko dana u moru. - Za jedrilice klase GP 42 gospodin Urbinatti kaže da su umanjene jedrilice, kakve se natječu na Amerika kupu, da su jako brze, izgrađene od karbonskih vlakana i što je najvažnije upola je jeftinija od brodova klase TP 52...

Kostur posade čine jedrilčari s broda Mascalzone Latino - kormilar je Flavio Favini s njim je još osam vrhunskih jedrilčara, Flavio Grassi, Ignacio Postigo, Michele Paoletti, Daniele de Luca, Stefano Rizzi, Magel Cicchetti, Giorgio Benussi i Cristian Griggio. . Ja sam samo gost, dodaje Urbinatti i nastavlja - „Ne očekujemo puno, ovo nam je prva regata - imali smo samo dva dana za uštimanje i pripremu jedrilice - još moramo puno raditi na njoj. Ostale dvije posade imale su puno više vremena za pripreme. No, usprkos svemu nadamo se dobrom rezultatu. Ovo je prva službena regata - u Španjolskoj očekujemo, kaže, dvanaest barki - u Portugalu još dvije više. Za prvu godinu to je dobar uspjeh. No, budućnost klase ovisi o potencijalnim vlasnicima brodova klase GP 42 i njihovim interesima. Ovdje će sutra biti sastanak klase na kojem će biti i gosp. Massarini koji je zadužen za ovu klasu u ORC-u. Vidjet ćemo. Ne treba sumnjati! Na dva talijanska broda jedre gotovo svi najbolji talijanski jedrilčari iz kojih je ovogodišnja kampanja Americas Cupa- jedrili su na južnoafričko „Shosolezi“, te talijanskim izazivačima „Mascalzone Latino“ i „+39“

Vittorio Urbinatti - the name speaks for itself about the world of sailing - constructor of last two bodies of one of the Italian challengers for the America's Cup - boat „Mascalzone Latino“ - his shipyard had built the boat of the class GP42 „Sea Wonder 007“, one of twelve in the world at the moment. It is in the sea for couple of days not. - For the boats of class GP 42 Mr. Urbinatti says they are minimized boats like the ones on the America's cup, that they are very fast, made of carbon fiber and most importantly by half cheaper than the boats of the class TP 52...

The crew is constituted of sailors of the boat Mascalzone Latino - helmsman Flavio Favini and eight professional sailors, Flavio Grassi, Ignacio Postigo, Michele Paoletti, Daniele de Luca, Stefano Rizzi, Magel Cicchetti, Giorgio Benussi and Cristian Griggio. I'm only a guest, said Urbinatti and continued - „We don't expect much, this is our first race - we had only two days to prepare us and the boat - there so much more to do on her. The other two crews had more preparing time. No matter what, we hope for some good results. This is the first official regatta - we expect twelve boats in Spain - two more in Portugal. Good score for the first year. The future of the class depends on the potential owners of the boats of Class GP 42 and their interests. A meeting of the class will be held tomorrow and Mr. Massarini, who is in charge for this class in ORC, is going to come. We'll see.

No need to doubt! On the two Italian boats sail almost all best Italian sailors, with this year's campaign of America's Cup behind them - they sailed on the South African „Shosoleza“, and the Italian challengers „Mascalzone Latino“ and „+39“.

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# Murticyachts

Murticyachts s ponosom najavljuju da su dostavljena prva dva broda botincarkeek GP 42. Zahvaljujemo se timu Fermax (ESP) i Adria-Azija (CRO) na ukazanom povjerenju. Oba tima će sudjelovati na svjetskom ciklusu GP 42 i Copa del Rey utrci 2007. Murtić GP 42 je upoznat s strogim pravilima i visokim standardima klase GP 42 i izdan mu je prvi svjetski GP 42 certifikat. Uspjeh veće TP 52 klase bila je neodoljiva inicijativa za lansiranje i razvoj ORC-a klase GP 42. GP 42 se širi prema konceptu TP 52 čiji je ogroman uspjeh znak što 2007. godina donosi za GP 42 ciklus. GP-u je potreban visoki nivo stručnjaka za razvoj kako bi se osigurala finalna usklađenost proizvoda. Tolerancije su male a točnost presudna za svaki element. Murticyachts je okupio kvalitetan međunarodni tim graditelja za svoje novo postrojenje u Zagrebu kako bi osigurao poštivanje tih zahtjevnih standarda. Murticyachts koncept kombinira arhitekta i dizajnere jahti za natjecanja; nagrađivani arhitekt Marko Murtić upoznaje svjetske arhitekta za pomorski dizajn tim botincarkeek. Botincarkeek je poznato ime u svijetu jedriličara, visoko traženo na tržištima natjecateljskih brodova i krucera. Cilj je proizvesti visoko kvalitetne funkcionalne jahte, brodove koji će biti na prednjem rubu nove proizvodnje jahti za jedrenje, izgrađeni od naprednih mješavina materijala, dizajnirane za bržu vožnju od svih ostalih brodova istog opsega i dizajna koji upada u oči. Murticyachts brodogradilište, osnovano 2007. godine u Hrvatskoj je međunarodni projekt s čistim konceptom, formirano od grupe visoko motiviranih profesionalaca i vještih graditelja. Program gradilišta je podijeljen na uobičajene jahte za jedrenje, luksuzne jahte i

uobičajene jahte do 100'. Uobičajeni jedriličarski program uključuje GP 33 i TP 52. Već je u proizvodnji, a do kraja 2007. godine Murticyachts će lansirati m 52 performance cruiser, u biti cruising transpac 52!

Murticyachts tim: Marko Murtić - osnivač, arhitekt/Botincarkeek – svjetski poznati pomorski arhitekt čiji su brodovi osvojili copa del rey i TP 52 MedCup, brodski dizajneri za tim Novi Zeland - America Cup 2007/ Nick Beadley – iskusan novozelandski graditelj, uključen u projekte: Americas Cup, Novi Zeland izazov 1988. i 1992., Mascalzone Latino 2003., razni w/60, wally yachts produkcija/ Massimo Kovačić - projektni menadžer diplomant pomorske arhitekture u Južnom Hamptonu.

Murticyachts is pleased to announce that the first two commissioned botincarkeek GP 42 have been delivered. We thank team Fermax (ESP) and team Adria-Azija (CRO) for the affiliated trust. Both teams will be participating the world GP 42 circuit and Copa del Rey race 2007. The Murtić GP 42 has met the strict rules and high standards of the GP 42 class and was issued the first world GP 42 certificate. The success of the larger TP 52 class was an irresistible incentive to the launch and development of the ORC GP class. The GP 42 expands on the TP 52 concept, the tremendous success of which is a sign of what 2007 hold for the GP 42 circuit. The GP requires a high level of building expertise to ensure a finally tuned product. Tolerances are small and accuracy is crucial for every component. Murticyachts has assembled a quality international

build team at its new facility in Zagreb to ensure these demanding standards are met without compromise. Murticyachts concept combines an architect with a race yacht designers; the award winning architect Marko Murtić meets the world renowned naval architects design team botincarkeek. Botincarkeek is a name to conjure within the yachting world, highly in demand on both the racing and cruising markets. The goal is to produce high quality performance yachts, boats that will be on the front edge of new production sailing yachts, built in advanced composite materials, designed to sail faster than any other boat in the same range and with an eye catching design. Murticyachts shipyard founded in 2007 in Croatia is an international project with a clear concept, formed around a group of highly motivated professionals and skilled builders. The program of the yard is divided into custom racing yachts, performance luxury yachts and custom yachts up to 100'. custom racing program will include GP 33 and TP 52. Already in production, Murticyachts will, by the end of 2007, launch m 52 performance cruiser, essentially a cruising transpac 52! Murticyachts team: Marko Murtić-founder, architect/Botincarkeek-world known naval architects whose boats won copa del rey and TP 52 Med Cup, boat designers for New Zealand team - America's Cup 2007/ Nick Beadley- experienced New Zealand builder, involved in projects: America's Cup, the New Zealand challenge 1988 and 1992, Mascalzone Latino 2003, various w/60, wally yachts production/ Massimo Kovacic-project manager Southampton graduate naval architect.

MURTIYACHTS | BOTINCARKEEK | GP 42



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