CRES SAILING WEEK

Corrected Times

BROJ 44 GODINA 5.
05.06.2008.

Rain sisters

Kišne sestre

Jutro je krenulo tmurno jučer, nevere su se vrzmale oko Cresa. Regatni je odbor odlučio sačekati na kopnu dok se vrijeme malo ne smiri. Trebalo je „ubiti“ vrijeme nekim pametnim aktivnostima, a jedriličari su u tome uvijek domišljati. Posade zadarskog Gringo 2 i zagrebačkog Go! AWT suprostavile su se jedna drugoj u malonogometnoj utakmici. Izgledalo je na trenutak da se ACI Marina Cres priprema za predstojeće Evropsko Prvenstvo u nogometu. Dramatična borba dviju posada, spašavanje Jana Winklera, koji je trčao za loptom u more, te intervencija regatnog doktora Marina Krstulovića ličila je pravom derbiju. Pobjedila je posada Gringo 2 sa 3,5 golova prednosti. Konačni rezultat: Gringo 2 – Go! AWT 4,5 naprema 1. Većina drugih posada zamjenila je surfanje na moru surfanjem po netu u restaurantu kluba.

Oko 13h brodovi su bili na poziciji za start, međutim morali su čekati na vjetar i stabilizaciju vremena još nekih sat i pol. Vjetar iz smjera 175° dao je znak za start u 14:50. Startevi svih grupa bili su jučer puno bolji, više je brodova bilo na liniji, pa je odmah to rezultiralo s više preranih starteva. Do prve bove brodovi su imali 1,78 Nm,međutim iznenađenja su krenula u drugoj orci kada je vjetar okrenuo u desno i pokvario mnoge taktike. Na Cresu se po ovakvim uvjetima uz Puntu Pernat uvijek radi struje i vjetra ide lijevo, ali danas su u drugoj orci profitirali oni koji su napravili bord u desno. Vrijeme je jednostavno takvo nestabilo, regatni odbor nije mogao učiniti bolje. Današnji su rezultati ipak malo razmiješali grupe.

U drugoj je grupi došlo do najvećih promjena. Češki brod Three sisters s kormilarom Milanom Hajekom pobjedio je treći plov i time skočio na ukupno drugo mjesto. U trećoj skupini Squalo Bianco Italija izgubio je vodstvo. Vodeći treće skupine nakon 3 plova je talijanski brod Escandalo s Manuelom Costantinom na kormilu. Prvu skupinu i dalje predvodi češki Bohemia Express koja je jučer zabilježila drugo mjesto.

Dobro bordižavanje i manje promjenljiv vjetar vam želimo danas! A nakon jedrenja vidimo se na našem trećem Après voile Party čiji je danas sponzor GILL Yacht Sport.

The morning was dark; storms were circling around Cres yesterday. Race committee decided to wait for the wind to stabilize on shore. There was a plenty of spare time. The sailors are always very good in resolving such a problem; they always invent some good games. The crew of Gringo 2 from Zadar and the Go!AWT from Zagreb organised a football match. It was as if the ACI Marina Cres was preparing for the upcoming European Football Championship. Dramatic thrills, Jan Winkler's rescuing the ball from the water and the intervention of the race doctor Marin Krstulović gave the impression of a real derby. The Gringo 2 crew won the football game with a lead of 3,5 points. Final results: Gringo 2 – Go! AWT 4,5 to 1. Most of the other crews were rather surfing on the internet than surfing on the waves.

Around 1 p.m. the boats were out on the course ready for the start, but the wind was not steady enough, so they waited another hour and a half. Wind from 175° gave the signal for the third start at 2.50 p.m. The starts were much better; more boats were on the line and even more over the line. Until the first mark there were 1,78nm, but the real surprises started on the second beat when the wind shifted to the right and destroyed many tactics. Normally, on this course along the Punta Pernat you always go right because of the current and wind, but today in the second beat those who were right were in a better position. The weather was unsteady, nothing to do for the racing committee. Today's results mixed up a little bit the overall results.

In the second group there was the biggest surprise. The Czech SY Three sisters with the skipper Milan Hajek won the third race and jumped on the second place overall. In the third group the Italian Squalo Bianco lost the lead. The new leader of the group is the Italian Escandalo with Manuel Costantin on the wheel. In the first group there are no greater changes. Bohemia Express still leads the fleet with a second place from today.

We wish you good tacking today and less shifty winds!After sailing see you at the third Après voile Party sponsored by GILL Yacht Sport.

RASPORED / SCHEDULE

Četvrtak / *Thursday 05.06.2008.*

11:00	*"Štap" jedrenja*
Nakon regata	*ACI Marina, Cres - Après voile Party Sponzor:* ***GILL Yacht Sport***
11:00	*Windward/Leeward races*
After the races	*ACI Marina, Cres - Après voile Party Sponsor:* ***GILL Yacht Sport***

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REZULTATI / RESULTS

Class 1

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	Points
1	CZE663	Bohemia Express	Richard Vojta	EVD s.r.o.	YC Bohemia	Grand Soleil 42Ro	R 1	1.00	1.00	2.00	4.00
2	SVK1	Quebramar	Peter Mosny	FYC Slovakia	FYC Slovakia	JV 42	C 1	3.00	2.00	1.00	6.00
3	ITA1000	Piu' Brava	Maurizio Benetello	SAFI Holding	YC Cortina D'Am	Farr 49'	R 1	2.00	3.00	3.00	8.00
4	ITA15504	Selene	Massimo de Campo	Massimo de Campo	YC Lignano	Dehler 44 mod.	C 1	4.00	5.00	4.00	13.00
5	AUT70	Aquilaù	Christian Bayer	Felix Riedl Management	BYC	J/V 49	R 1	5.00	4.00	5.00	14.00
6	CZE999	Bohemia Express II CAS	Radim Parichek	EVD s.r.o.	YC Bohemia	Sydney46	C 1	8.00	6.00	6.00	20.00
7	ITA15446	Vanitas	Alberto Rizzi	Ennio Storti	YC Cortina D'Am	X-46	C 1	6.00	8.00	7.00	21.00
8	ITA12999	Marinariello	Carlo de Bona	Carlo de Bona	YC Lignano	Farr 40 IMS	R 1	7.00	7.00	8.00	22.00

Class 2

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	Points
1	ITA210	EdilcostShaula III	RobertoStrappati	Carlo Mancini	Ancona YC	Dufour44 mod.	C 2	1.00	1.00	2.00	4.00
2	SVK117	Three sisters	Milan Hajek	First Sailing s.r.o.	SK Tri Sestry	First 40.7	C 2	5.00	6.00	1.00	12.00
3	ITA15244	Reve de Vie 2	RobertoFerrarese	Ermanno Galeati	CN Sanbenedette	Grand Soleil 43BC	C 2	4.00	2.00	7.00	13.00
4	CRO4444	Go! AWT	Jan Winkler	AWT International	JK Medvescak,Z	X 43	C 2	7.00	3.00	4.00	14.00
5	AUT700	Ono	Helmuth Boehm	Helmuth Boehm	UYCNs	Vrolijk 42	C 2	8.00	5.00	3.00	16.00
6	ITA14900	Extra	Rajko Kujundzic	Sandro Vinci	CV Gargnano	X-40 DK	C 2	2.00	9.00	6.00	17.00
7	ITA14001	Jasmine	Francesco Tomsasini	Paolo Zoppi	Ancona YC	First 40.7	C 2	3.00	13.00	5.00	21.00
8	SVK5878	El Solete	Milan Loukota	FYC Slovakia	FYC Slovakia	Sinergia 40	C 2	11.00	8.00	8.00	27.00
9	CRO6482	Gringo 2	RobertSandalic	JK Uskok, Zadar	JK Uskok, Zadar	A 40	C 2	10.00	4.00	15.00	29.00
10	CZE956	Christopher	Jiri Spurny	Jiri Spurny	Cesky Yacht Klu	First 40.7	C 2	9.00	12.00	9.00	30.00
11	ITA14871	Chebotta	Luigi Mastunzo	Luigi Remia	YC Ancona	Grand Soleil 40R	C 2	6.00	10.00	15.00	31.00
12	ITA13513	La Dolce Vita	Enrico Biagini	Domenico Bristot	LNI Monfalcone	First 40.7 mod.	C 2	12.00	7.00	15.00	34.00
13	CRO1213	Sail la Vie	Darko Smrkinic	Darko Smrkinic	JK Uskok, Zadar	First 40.7	C 2	13.00	11.00	10.00	34.00
14	ITA14911	Sberressa	Francesco Pison	Francesco Pison	LNI Belluno	First 44.7 mod.	C 2	14.00	14.00	15.00	43.00

Class 3

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	Points
1	ITA137	Escandalo	Bruno Fezzardi	Manuele Costantin	YC Adriaco, Tri	M37	C 3	3.00	1.00	1.00	5.00
2	ITA15878	Squalo Bianco	Davide Bivi	Maurizio Michielin	LNI Monfalcone	X-37	C 3	1.00	2.00	4.00	7.00
3	ITA15003	Vag	Fabio Cosentino	Fabio Cosnetino	CN Pescara	Grand Soleil 37BC	C 3	2.00	3.00	2.00	7.00
4	CRO2211	Squalo Bianco	Frane Barbieri	Frane Barbieri	YC Croatia, Opa	Vrolijk 37 mod.	C 3	5.00	5.00	3.00	13.00
5	ITA15037	Sagola GS	Fauusto Pierobon	Fausto Pierobon	CV Faro Piave V	Grand Soleil 37BC	C 3	4.00	4.00	5.00	13.00
6	AUT115	Christina 4	Sepp Stieger	Sepp Stieger	ASC, Insbruck	IMX 38	C 3	9.00	7.00	7.00	23.00
7	ITA14009	Dieci x Dieci	Roberto Manzan	Sandro Fabbro	SVOC, Monfalcon	X-332	C 3	7.00	8.00	8.00	23.00
8	ITA13530	Rewind	Claudio Paesani	Claudio Paesani	Ancona YC	First 31.7	C 3	8.00	10.00	6.00	24.00
9	CRO1545	Andela X	Branko Iljadica Rapo	Branko Iljadica Rapo	JK Tijat, Vodic	X 37	C 3	6.00	6.00	14.00	26.00
10	CZE1565	Roko	Jiri Liska	Mare Charter	Cany	First 36.7	C 3	11.00	9.00	9.00	29.00
11	CZE1531	Tango	Klara Sanderova	Mande Charter	Yachting STYL	Salona 37 RK	C 3	12.00	11.00	10.00	33.00
12	ITA12859	Ghea Futura IV	Giancarlo Zannier	Ginacarlo Zannier	ASNV Compagnia	Grand Soleil 45G	C 3	10.00	12.00	11.00	33.00
13	CRO512	Zechi II	Mate Hrzic	Paolo Levoni	JK Reful, Cres	Bianca 414	C 3	14.00	14.00	14.00	42.00

Class 1

1st **Bohemia Express**, CZE
2nd Quebramar, SVK
3rd Più Brava, ITA

Class 2

1st **Edilcost-Shaula III**, ITA
2nd Three sisters, SVK
3rd Reve de Vie 2, ITA

Class 3

1st **Escandalo**, ITA
2nd Squalo Bianco, ITA
3rd Vag, ITA

Priče s mora / *Stories from the sea*

Class 1

Più Brava, skipper Maurizio Benetello (Farr 49), YC Cortina d'Ampezzo

Danas nije bio baš saveršen dan za nas zbog toga što je nastupila velika promjena u smjeru vjetra koji nismo na vrijeme zamijetili te smo zbog toga izgubili poziciju. Svi brodovi koji su bili iza nas bili su u boljoj poziciji jer su mogli zavoziti direktno u cilj. Ipak, vrlo sam zadovoljan s radom posade i smatram da smo uspjeli napraviti maksimalno od onoga što se dalo napraviti.

It was a not really perfect day for us today, because in the second beat there was a big shift which we did not see and therefore lost the first position. All the boats coming from behind where in a better position because they could steer almost directly to the finish. Anyhow we are very satisfied with our crew work and I believe we took the maximum of possible.

Aquila, skipper Christian Bayer (J/V 49), BYC

Digli smo krivu genovu u prvoj orci, pokušali smo s Heavy 1 jer je bilo 15 čvorova vjetra, ali je vjetar oslabio pa smo bili mnogo sporiji od Piu Brave. U drugoj orci promijenili smo genovu i stavili Medium light te je tako išlo mnogo bolje, ali ne dovoljno da stignemo Piu Bravu. Ipak, ima još regata pa se nadamo da ćemo barem u jednoj biti brži od njih.

We hoisted the wrong genoa on the first beat. We tried with the heavy 1 because there were 15kn of wind. But as the wind dropped we were much slower that Piu' Brava. In the second beat we changed to the Medium light and this was much better, but not enough to catch Piu' Brava. But there are still some races to come and our aim is to be at least once in front of them.

Class 2

Three sisters, skipper Milan Hajek (First 40.7), SK Tri Sestry

Naravno da smo jako sretni što smo pobijedili u trećem plovu u našoj skupini. Imali smo dobru drugu orcu jer smo izabrali pravu stranu regatnog polja. Posada je odlično odradila svoj posao, brod je bio brz i nitko nam nije mogao ništa.

We are of course very happy as we won the third race in our group. We had a good second beat, because we took the right side of the course. The crew did a good job, the boat was very fast and nobody could catch us.

Gringo 2, skipper Robert Sandalić (A 40), JK Uskok, Zadar

Takvo je vrime! Nismo mogli napraviti ništa više od onog što smo napravili. Imali smo odličan start, bili smo tamo s većim brodovima, držali našu poziciju do bove od orce. Ali je tada vjetar promijenio na desno i onda «ajde bok». Nadamo se da će sljedeće dane vjetar biti stabilniji.

It was such a weather, we could not do better. We had a great start; we were there with the bigger boats, holding our place until the windward mark. But than the right shift and out we were! We hope for some steadier winds.

Class 3

Escandalo, skipper and owner Manuele Costantin (M 37), YC Adriatico,Trieste

Naš današnji dan možemo opisati kao medalju s dvije strane, jednu dobru, a drugu lošu. Dobra strana je da smo pobijedili u trećem plovu, dok je loša ta da nas je naš skipper jutros morao napustiti. Zbog toga njemu posvecujemo ovu pobjedu.

Our day we can describe as a medal which has two sides: one good and one bad. The good one is that we won the third race. The bad one is that our skipper unfortunately had to leave us urgently this morning. Therefore we dedicate him this win.

Squalo binaco, skipper Frane Barbieri (J/V 37 Mod.), YC Croatia

Danas smo opet bili preko starta, ali nije bilo druge mogućnosti. Svi brodovi u zavjetrini bili su preko startne linije tako da smo morali ići s njima. Iskupili smo se i ponovno krenuli hvatati brodove ispred nas. Hrvatsko-talijanska posada odradila je posao dobro, jedino mi je žao što ne možemo više trenirati zajedno jer Talijani uvijek unose novitete na brod.

Today again we were over the starting line, but there was no other possibility. All the boats to leeward of us where over the line so we had to go with them. We had to go back and catch the field from behind. The Italo-Croatian crew worked well, it is a pity that we do not train more together, because the Italians always bring some good novelties on the boat.

Tango, skipper Klara Sanderova (Salona 37), Yachting STYL

Kao jedina žena kormilar na ovome prvenstvu, izazov je jedriti protiv ostalih muških skippera. Imali smo dosta problema s promjenama smjera vjetra te smo poslije svakoga okreta ili pojalabande imali «petljanac» na brodu. Najbolja taktika dana bila je početi kuhati večeru odmah nakon ulaska u cilj tako da je večera bila spremna u trenutku kada smo se vezali za molo.

As the only woman skippering in this race it is quite a challenge to race against the other male skippers. Today we had many problems with the sheets, after every tack or gybe we had a mass on board. The best tactic today was the decision to cook on the way back, so that our dinner was just ready as we docked it.

Squalo bianco, skipper Davide Bivi (X 37), LNI Monfalcone

Danas je vjetar previše mijenjao smjer. Zadovoljni smo s posadom, ali ne i s rezultatom. Vodili smo regatu, ali smo završili četvrti nakon što je vjetar promijenio poslije druge orce.

The wind was too shifty today. We are happy with the crew, but not satisfied with the result, because we were leading the race and finished fourth after the wind shifted in the second beat.

Izreka dana / Quote of the day

"Men go back to the mountains, as they go back to sailing ships at sea, because in the mountains and on the sea they must face up."

Henry David Thoreau quotes (American Essayist, Poet and Philosopher, 1817-1862)

Interview with the legend of the Italian sailing: Roberto Ferrarese

Intervju s talijanskom ikonom jedrenja: Roberto Ferrarese

Kada izgovorite ime Roberto Ferarrese, onda ste u dvije riječi obuhvatili čitavo talijansko jedrenje, evropska, svjetska i olimpijska regatna polja. Nema takve regate na kojoj on nije učestvovao, nema takvog broda u jedriličarskom svijetu u kojem on nije bio i pobjedio! 36 godina života posvećeno jedrenju i samo jedrenju. Razgovarali smo s Gospodinom jedrenja, pravim gentelmanom, koji uvijek nađe malo slobodnog vremena za vas, koji je uvijek spreman pomoći jedriličarskim savjetom, objasniti ono najkompliciranije vrlo jednostavnim rječima, pravim leaderom jedriličarskih timova diljem svijeta, koji još nije postigao sve u jedrenju. Njegova priča, njegov put do jedriličara kakav je danas, jednostavno vas pogađauju, a on o svemu tome govori smireno, kao da se to nije njemu desilo.

Corrected Times: Kako je Roberto Ferrarese naučio jedriti?
Roberto Ferrarese: Kao i svi, i ja sam krenuo u optimistu s 11 godina, ali ne klasično u klubu, bio sam samouk. Nisam imao nekakvu značajnu karijeru u optimistu, odmah sam krenulo u Flying Juniora i ta me barka ubacila u jedriličarski svijet iz kojeg, jednom kada sam ušao, nisam više mogao izaći. S 15 godina sam pobjedio na Prvenstvu Evrope u Kielu (1972) u klasi Flying Junior. Tada me primjetio i talijanski jedriličarski savez i uzeo me pod svoje okrilje.

CT: Od onda je sve išlo svojim tokom?
RF: Ah, više manje, nije bilo sve tako lako kako izgleda. Slijedila je karijera u klasi 470, pa u Flying Dutchmanu u kojemu sam izborio mjesto na Olimpijskim Igrama u Moskvi 1980. godine. Nemojte me ni pitati za rezultat, moja je posada neposredno prije olimpijskih igara te godine imala teških problema sa zdravljem, tako da sam skoro morao odustati od svega. Toliko truda kvalificirati se i onda neposredno pred najvažniju regatu moraš odustati... Federazione Italiana Vela (= Talijanski jedriličarski savez) me je u neku ruku sažalio i ustupio mi drugu posadu, međutim, nije to bilo to. Falilo je singerije, na Olimpijske Igre moraš doći spreman, ti i posada morate biti jedno, a ne jedan drugom nepoznanica.

CT: I niste valjda zato odustali od olimpijske karijere?
RF: Nisam, ali nisam baš imao sreće. Četiri godine kasnije, 1984. skoro sam se kvalificirao u klasi Star, Olimpijske Igre u Los Angeles. Ali nebiste vjerovali, moja se posada opet ozlijedila, imala je tešku prometnu nesreću, neposredno prije posljednjih najvažnijih kvalifikacija, i opet sam u zadnji tren ostao bez moje bolje polovice. To je za mene bio kraj olimpijske karijere. Morao sam pokušati nešto drugo.

CT: Kuda Vas je onda odveo vjetar?
RB: Posvetio sam se malo više većim barkama. Postao sam dio posadae Larouge na Admiral's Cup-u, u čijem sam sklopu odjedrio i Fastnet Race, možda moje najduže regate. Trebalo je nakon početnih koraka u olimpijskim klasama početiti zarađivati novac i od jedrenja stvoriti egzistenciju (smijeh). Bili smo 1991. prvi u klasi. Pararelno su se razvijali novi projekti, kao što je America's Cup, čiji sam dio bio već tri puta: 1987 na brodu Italija, 1992 na Moro di Venezia i posljednje 2005 na brodu +39.

CT: Što Vam je draže: flotno ili dvobojsko jedrenje?
RF: Ah, dobro pitanje, ja sam za dvobojsko jedrenje, tamo ima olimpijskog duha, tamo je sve puno napetije, žarkije su borbe i za to se moraš pripremati dugo i sa strpljenjem. Od kako sam napustio olimpijske klase, pokušavam u drugim klasama ponovno pronaći taj duh.

CT: Što ste rađe na brodu: Kormilar ili taktičar?
RF: Ako bi ti vozila bio bih ti taktičar (smijeh)! Šalu na stranu, obožavam kormilo, ali isto tako dobrim kormilarima rado sam taktičar. To su nekako dvije pozicije koje najviše radim i tu se osjećam kući! U dvobojskom sam jedrenju isključivo kormilar, već od mojih samih početaka davne 1998.

CT: Kada bih htio zauzeti neku drugu poziciju na brodu, koja bi to bila?
RF: Trim genove i spinakera, što sam zapravo i bio na Moro di Veneziji kada je Paul Cayard bio skipper 1992.

CT: Ako bi Vam ponudili Volvo Ocean Race kampanju s novim V70 jurilicama, biste li se usudili i na prekooceanske regate?
RF: Odmah bih potpisao! To mi fali u mojoj karijeri, htio bih isprobati taj osjećaj.

CT: Ima li Roberto Ferrarese fixno sjedište kojem se uvijek vraća?
RF: Da, ja sam 36 godina svog života proveo regatavajući po svijetu, i to sigurno nije kraj. Ono što ja zovem dom nalazi se u Bariju, tamo se nakon svih mojih projekata vraćam, tamo je moja familija. Imam troje djece i pokušavam što više vremena provesti s njima.

CT: Što Roberto Ferarrese radi kada nije u barci i na moru?
RB: Moj najnoviji kopneni projekt je moj drugi studij. Upisao sam Psihologiju u Milanu, ali polažem vanredno. Oni mi šalji materijale, a ja učim diljem svijeta, tamo gdje se trenutno nalazim i onda svako toliko kao svaki pravi student idem položiti ispite.

CT: Imate još bilo kakvih neostvarenih želja u jedrenju?
RB: Da, moj je san pokrenuti jednu pravu Match Race kampanju, ja na kormilu, prave pripreme, da se vratim u formu onih dana kada sam pobijedio na Prvenstvu Italije u MR 1999. godine. Obožavam pripreme i rad u timu i želja mi je naći pravog strateškog partnera, koji će me podržati u mojim projektima i pravu posadu koja će me moći pratiti. Zato sam upisao psihologiju (smijeh).

CT: Koja bi bila tvoja Dream Team posada?
RB: Russell Coutts kao taktičar, moj sin Simone Ferrarese na glavnom, Claudio Celon na trimu, Giuly Romanengo na klavjaturama i Sandro Blosi na pramcu.

CT: Gdje se vidite za 10 godina?
RF: U barci, ona je moj život zauvijek.

3 svjetske titule
Više od 10 titula prvaka Evrope
Pobjeda na Admiral's Cupu (u grupi)
Prvak Italije u Match Race-u
Dvostruki pobjednik Barcolane (Shining)
3 America's Cup kampanje ...

3 World titles
More than 10 European titles
Winner of the Admiral's Cup (group)
Italian Match Race Champion
Double Winner of Barcolana (Shining)
3 America's Cup Campaignes ...

When you think about Roberto Ferarrese, you will discover in those two words the whole Italian sailing, European, World and Olympic racing courses. There is no regatta in this world that he has not participated; there is no boat in this sailing world he has not sailed and won! 36 years of sailing dedicated to sailing and only sailing. We had a change to talk to the Man of Sails, to a real gentleman that will always find some spare time for you, that is always ready to help you with a good sailing hint, a person who can explain the most complicated thing with simple words, a real leader of many sailing teams from all over the world, a man that still has not achieved everything in sailing! His story, his path to the sailor he is nowadays is shocking, but he takes it easy and reports everything as he was not a part of it.

Corrected Times: How did Roberto Ferrarese learn to sail?
Roberto Ferrarese: Just as most of the sailors I stared my career in Optimist, but not in the classical way, I was self taught. I did not have an important career in Optimist, because I went immediately into Flying Junior. It was this boat that launched me into the sailing world which, once entered, I was not able to leave. With 15 I won the European Championship in Kiel (1972) in Flying Junior. It was after that regatta that the Italian Sailing Federation (FIV) took me under its tutorship.

CT: And from then on everything went its own classical way?
RF: Well, more or less. It was not everything that easy as it seams. I continued with 470, followed by the Flying Dutchman with which I qualified for the Olympic Games in Moscow in 1980. Do not ask for results, I was very unlucky, because my crew had serious healthy problems just few months before the Olympics so that I almost had to retire. So much training and work for the qualification and than suddenly right before the most important race in the world you have to give up...FIV (The Italian Sailing Federation) regret me somehow and allowed me to sail with another crew, but this was not the same. We missed the synergy on the boat. For the Olympics you must be well prepared, you and your crew must work as one and not behave as you were strangers.

CT: You did not give up on Olympics because of that?
RF: No, but I was not lucky at all. Four years after, 1984, I was almost qualified in Star for the Olympics in Los Angeles. But you would not believed, my crew had a bed car accident just before the most important qualification. Once again, few months before the Olympics I was without my better half. This was the end of my Olympic career. I had to try something new.

CT: Where did the wind take you after that?
RB: I dedicated myself more to big boat racing. I became an Admiral's Cup crew member of Larouge where I also took part in the Fastnet Race, maybe my longest race ever. After the first Olympics steps I had to start to earn money with sailing and start to live from sailing (laughing). We won that Admiral's Cup in our group. In the same time there were some new projects coming, such as America's Cup, where I participated three times: in 1987 on Italia, 1992 on Moro di Venezia and the last one 2005 on +39.

CT: What do you prefer: fleet or match racing?
RF: A good question; I am more for Match Racing, because there is more Olympic spirit, everything is more interesting, the duels are better and you have to prepare for this sailing very well and with patience. Since I had left the Olympics classes, I try to find again this Olympic feeling in all classes that I am racing.

CT: What do you prefer to be on board: Skipper or Tactician?
RF: If you would steer the boat I would be your tactician (laughing)! Joking apart, I love to steer, but I also love to be a tactician to good helmsman. Those are the two positions I do most and I love most! While match racing I am normally a skipper, already from the beginnings in the 1998.

CT: When you would do some other position, which one would you do?
RF: I would like to be a trimmer, what I actually did on Moro di Venezia when Paul Cayard was skippering in 1992.

CT: If they would offer you a Volvo Ocean Race Campaign with the new Volvo70 boats, would you accept?
RF: I would sign immediately! I miss that part in my career and I would like to try that feeling.

CT: Does Roberto Ferrarese have a fix home where he always returns back?
RF: Yes, I spent 36 years racing around the world and there will surely be some more races to come. My home is Bari, there is where I return back after every sailing project, and because my family is there I have three children and try to spend as much time with them as I can.

CT: What does Roberto Ferarrese do when he is not on water?
RB: My newest land project is my second study. I entered the psychology in Milano. They send me materials and I learn all over the world when I find some time. From time to time, as a real student, I go to Milano and do some exams.

CT: Do you have any unfulfilled sailing wishes?
RB: Yes, I would like to start a real Match Race Campaign, me steering, good preparations, I would just like to get back to that level when I won the Italian National in Match Race 1999. I love to prepare well with a good team and I would like to find a good strategy partner for this project who would follow my wishes. That is why I enrolled psychology (laughing)

CT: Which would be your Dream Team?
RB: Russell Coutts as tactician, my son Simone Ferrarese as mail sail trimmer, Claudio Celon on trim, Giuly Romanengo as pit and Sandro Blosi as bow.

CT: Where will you be in 10 years?
RF: In a boat, she is my life forever.

Jeste li znali?
Did you know?

Da je Osor mjesto na prevlaci koja je nekad spajala danas razdvojene otoke Cres i Lošinj. Ime (oštar) savršeno odgovara gradu koji postoji već 4000 godina.
Stupiti na osorsko tlo znači stupiti na zaštićeno arheološko nalazište. Osorska prevlaka pruža izvanrednu zaštitu od svih vjetrova i oluja. Preko nje prolazi linija najstarijeg europskog poznatog pomorsko-kopnenog tranzita od Egejskog do Baltičkog mora nazvanog Jantarni put.

That Osor lies on the isthmus which once upon a time was connecting the two Islands of Cres and Losinj. The name Osor fits perfectly to the town that exists already for 4000 years. To come to Osor it means to enter the protected archeological area. Osor's isthmus gives a perfect protection of any wind direction and storms. The oldest European ship-land transit passes through here, the so called Amber Way going from Aegean to the Baltic Sea.

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