



Šefe, koliko još? / How much more boss?



Go! go! go!



Nakon bove su našli! / We got them!



Jednog su iskrkali / They disenbarged one

RASPORED / SCHEDULE

Četvrtak / Thursday 24.6.2010

11:00 Jedrenja - "štap" kurs

11:00 Winward / Leeward races

Jučer oko 3.30 ujutro zadnji brod je prešao cilj i završio drugu navigacijsku regatu.

Yesterday around 3.30 AM last boat crossed the finish line and finished the second offshore race.

Juriš kroz noć na zasluženi odmor

Onrush through the night to a deserved break

Do Cresa je ostalo 50 nautičkih milja, druga dionica navigacijskog jedrenja – od uvale Svetog Martina na Lošinju do cilja ispred kampa Kovačine u Cresu. Prolazeći ciljno-startnu crtu između plutače i mulića u Svetom Marinu sudionici navigacije prošli su ispod istoimenog gradskog groblja na kojem su pokopani olimpijski pobjednik iz Helsinkija 1952 u klasi «zvijezda» Agostino Straulino i njegov flokista iz Melborna četiri godine kasnije kada je osvojio srebrnu medalju Nicolo Rode, te sudionici olimpijskih igara Mario Fafangel i Karlo Bašić.

U lučici i «stella» Fafangela i Bašića s kojom su u Helsinkiju 1952. bili dvadeseti ili ono što je od njega ostalo. Mjesto mu je u muzeju. Carlo Rolandi, počasni predsjednik Talijanskog jedriličarskog saveza koji je na Olimpijskim igrama u Rimu sa Straulinom, 1960. u klasi «zvijezda» bio četvrti, član je u Cresu Međunarodnog žirija...

Bura je obilježila i drugo jedrenje navigacije. Puhala je na udare i olujnom snagom. Petnaestak minuta pod Lošinjom za pamćenje. Jedrilo se u tim trenucima samo sa glavnim jedrom...

I dalje je prednost bila na strani velikih i brzih brodova «Gringo 2» je «jurio» brže od 15 čvorova, raportirao je «Cipe» (Robert Sandalić), «Nube» gotovo 13 čvorova, kazao je u cilju Darko Hajdinjak. Najveća «Aquilla» još brže. Vremena za taktiziranje nije bilo.

I u Cresu pobjednik Karlo Kuret iz splitskog «Labuda» na krstašu «All 4 one» (Salona 42R), točno po korigiranom vremenu, 4 minute brži od talijanske jedrilice »Reve de vie» (Grand Soleil 43BC) kormilar Ermano Galeati, koja je preuzela vodstvo u ukupnom redosljedju...

«Bilo je idealnih 115 nautičkih milja, no jedrenih najmanje 140», kazao je Bartul Mišura kormilar «Teute» (Comet 45S).

Najbržoj «Aquilli» (JV49) trebalo je od Cresa do Silbe i natrag 13 sati 45 minuta i 57 sekundi, najsporijem «Christopheru» tri sata i nešto sekundi više. Brojke koje puno govore i potvrđuju. Bila je ovo iznimno brza navigacija. Ponovilo se...

Danas je novi dan. Novi izazovi na štap polju. Prognoze su da će najprije puhati bura i da će sredinom dana okrenuti na zapadnjak. Nema straha, ako se i ne ostvare – u Cresu uvijek nešto i od nekud puše...

There was 50 nautical miles left until Cres, second leg of off-shore sailing – from St. Martin's cove in Losinj until the Kovacine camp finish line in Cres.

Passing start-finish line between the buoy and small pier in St. Martin participants of off-shore race the passed by the cemetery of the same name where winner from Helsinki in 1952 in the "star" class Agostina Straulina and his trimmer from Melbourne four years earlier when the silver medal was won by Nicolo rode, and participants of Olympic Games Mario Fafangel and Karlo Bašić.

In the small port there is "stella" of Fafangel and Bašić on which they took 20th place, 1952 in Helsinki, or what is left of it. Its place is in museum.

Carlo Rolandi, honorary president of Italian Sailing Association, who in Rome's Olympics in 1960, in class "star" was fourth, is a member of International Jury in Cres... Bura marked the second portion of off-shore race. It had storm-force gusts on occasion. Fifteen minutes around Losinj to remember. During that time it was sailed solely by using mainsail...

Still the advantage was on the side of big and fast boats – "Gringo 2" was flying over 15 knots, Robert Sandalic from "Cipe" reported, "Nube" almost 13 knots, Darko Hajdinjak said. Biggest one, "Aquila" even faster. There wasn't time to hesitate.

And in Cres the winner was Karlo Kuret, from Split's "Labud" on "All 4 one" (Salona 42R) boat, in overall standings, 4 minutes faster than Italian sailboat "Reve de vie 2" (Grand Soleil 43BC) skippered by Ermano Galeati, which took the overall lead in the general standings...

There were ideal 115 miles, but at least 140 of them sailed, said Bartul Mišura, skipper of "Teuta" (Comet 45S).

The fastest one "Aquila" (JV49), from Cres to Silba and back, needed 13 hours, 45 minutes and 57 seconds, slowest "Christopher" three hours and few seconds more. Numbers talk much and are proof. It was an extremely fast off-shore race. Let's hope it'll happen again...

Today is a new day. New challenges on downwind/upwind course. Forecast is for bura to begin and to change in the middle of the day on westerly wind. No fear, even if it doesn't come to pass – in Cres something and from somewhere something is always blowing...

ORC Open Croatian Championship 2010

Rezultati / General results - Class: ORC A

Ord	Sail nr.	Bow	Yacht	Owner	Club	Type	r1	r2	r3	r4	Points
1	ITA15244	66	Reve de Vie 2	Ermanno Galeati	CN Sanbenedettese	Grand Soleil 43BC	7	2	2	2	13
2	CRO1625	62	Nube	Diego Zanco	SCOR, Rijeka	X 41	5	1	3	5	14
3	CRO1727	28	All 4 One	Doctrina, doo	JK Labud, Split	Salona 42R	10	4	1	1	16
4	SVK1	3	Quebramar	FYC Slovakia	FYC Slovakia	JV 42	2	6	8	7	23
5	CRO2513	13	Teuta	Igor Grgièeviaè	NK Kenwood, Zagreb	Comet 45S	4	5	10	4	23
6	ITA15504	12	Selene	Massimo De Campo	YC Lignano	Dehler 44 mod.	11	8	4	3	26
7	CRO6482	24	Gringo 2	JK Uskok, Zadar	JK Uskok, Zadar	A 40	6	7	5	8	26
8	CRO1072	20	Jonathan RR	VI Vala, d.o.o.	JK Vega, Pula	A 40	8	3	7	13	31
9	ITA14409	15	Sayonara	Roberto Bertocchi	CDV Muggia	Millenium 40	3	12	12	12	39
10	AUT070	26	Aquila	Felix Riedl Management	BYC	JV 49	13	11	9	10	43
11	CRO4311	9	Barba Branko	Orvas plus, d.o.o.	JK Labud, Split	IMX 45	14	DNF	6	6	44
12	ITA16080	31	Oscar+	Aldo Parisotto	YC Lignano	Grand Soleil 46R	12	10	13	11	46
13	ITA15420	67	Pitikao	Paolo Balercia	SEF Stamura, Ancona	Millenium 45	9	DNF	11	9	47
14	ITA1000	14	Brava	Liberino Grandi	CV Alto Adriatico	Farr 49	1	DNF	DNC	DNC	55
15	AUT700	8	Ono	Helmuth Boehm	UYCNs	Vrolijk 42	OCS	9	14	14	55
16	CRO4444	30	AWT	Fairtrade, d.o.o.	JK Medvešèak, Zagreb	X 43	15	DNC	15	15	63
17	CRO1553	27	X-Cite	Angelina Tours, d.o.o.	JK Šibenik, Šibenik	X 41	DNF	DNC	16	16	68

Rezultati / General results - Class: ORC B

Ord	Sail nr.	Bow	Yacht	Owner	Club	Type	r1	r2	r3	r4	Points
1	ITA15037	29	Sagola GS	Fausto Pierobon	CV Faro Piave Vecchia	Grand Soleil 37BC	2	4	1	1	8
2	CRO13464	68	Mareus	Ivan Drinkoviæ	JK Špinut, Split	First 40.7	5	2	2	2	11
3	ITA137	4	Escandalo	Manuele Costantin	YC Adriaco	M37	1	1	8	5	15
4	CZE117	16	Three Sisters	First sailing SRO	TSSK	First 40.7	4	3	5	3	15
5	CRO1545	22	Anđela X	Branko Iljadica Rapo	JK Val, Šibenik	X 37	3	5	4	7	19
6	ITA3701	6	Morgan	Nicola de Gemmis	CC Barion	Grand Soleil 37BC	DNF	9	3	4	27
7	CRO1177	25	Orca	Davor Zanini	JK Delfin, Pula	First 40.7	6	6	7	8	27
8	CRO2211	1	Squalo Bianco	Frane Barbieri	JK Opatija, Opatija	Vrolijk 37 mod.	OCS	8	6	6	31
9	SVK69	7	Sixtynine	Richard Schultz	Brutal Fish YC	First 40.7	7	7	9	9	32
10	NZL956	23	Christopher	Jiri Spurny	Èešky Yacht Club	First 40.7	8	DNF	10	10	39

Group A

Open Croatian Championship
Prvo mjesto / *First Place*



Reve de Vie 2

Group B

Open Croatian Championship
Prvo mjesto / *First Place*



Sagola GS

Group A

Croatian Championship
Prvo mjesto / *First Place*



Nube

Group B

Croatian Championship
Prvo mjesto / *First Place*



Mareus

Gigi Begamasco

Skipper Morgan (Grand Soleil 37BC) CC Barion

Ugodno je bilo na utrci sa vjetrom koji je bio zahtjevan. Rasparao nam je spinnaker, izmjerili smo udare vjetera od 32 čvora, ali je bio uglavnom stalan. Ukupno uzevši, bio sam dosta zadovoljan sa startom i na njemu smo još dodali vremena, pokušavši borbu za drugu mjestu, ne uspjevši i situacija je ostala ista. Imali smo dobar noćni duel sa Escandalom i Squalom Biancom mjenjajući pozicije. Po mom mišljenju, zadovoljan sam sa posadom, posebno kad se uzme u obzir nas prvi dan i kako smo jedrili, skoro pa ponešto demoralizirani sa problemima. Pošto je većina studenata, je izazov na koji smo odgovorili sa strašću., jer oni imaju iskustva u olimpijskim klasama pa rastemo kao posada.

It was very pleasant off-shore but with wind that was demanding. It broke our spinnaker and we measured 32-knot gusts but was largely constant. Overall, pretty happy with the good start and we built-up on it and tried to go for second place but didn't succeed and situation remained the same. We had nice duel with Escandalo and Squalo Bianco during the night changing positions. In my opinion, I was happy with crew, especially when you take into account the first day and how we sailed, almost a bit demoralized with problems, finding yourself down. Since majority of my crew are students, it is a challenge but we do it with passion since they're experienced in Olympic classes and we're growing up as a crew.

Dario Malarise

Navigator Selene, (Debler 44 mod) YC Lignano

Jučer nije bilo lako, posebno prva dionica od Cresa do Malog Lošinja. Vrlo promjenjiv vjetar i pritisak sa kopna i mora. Izuzetno je bilo teško odrediti taktiku, jer imali smo prognozu za jedan vjetar, ali onda se promijenio na širokom polju. U prvom dijelu jako je bitan bio izbor jedra i u tome je upravo bila teskoća, ali jedra su se ponašala odlično u danim uvjetima. U drugoj utrci nismo imali puno izbora, bilo je dosta ravno i ne bas izazovno. Posada je radila puno i hrabro, promijenili smo jedro par puta. Većina momaka na brodu ostaje ista kroz utrke naše ekipe.

Yesterday it wasn't easy, especially the first leg from Cres to Mali Lošinj. Very shifty wind and pressure from shore and off-shore. It was very hard to choose the tactic, because we had forecast for one win, and it all changed in the fairly broad space. During first part choice of sail was extremely important and that was the hard part, but they responded really well given the conditions. In second race we didn't have much of choices, it was fairly straight and not too challenging. Crew worked a lot and was brave, changing sails few times. Majority of guys remained the same through races of our team.

Adam Plhon

Bowman, Three Sisters (First 40.7) TSSK

Navigacijska utрка je imala vrlo nestabilne i burne uvjete. Omogućile su dosta posla za cijelu posadu, jer je trebalo stalno mijenjati jedra. Ukupno uzevši, nisam sretan sa startom, kao i propustima refula i promjena smjerova jedra zato jer nam je onemogućilo da stignemo manje brodove. Mi smo mislili da smo, pod datim uvjetima, smo učinili najbolje moguće, ali mi smo još ostali u sredini tablice. Nije mi baš jasno kako smo tamo jer mislili smo da imamo najbrži brod, pogotovo, po meni, nas brod je bolji po jakom vjetru. Rad posade bio je izvrstan i odgovoran u trećoj sezoni što smo zajedno. Imali smo jednu utrku i jedan trening ovdje ove godine likoristimo nova jedra. Brod jos nije potpuno spreman, ali ce kroz utrke postati bolji.

Off-shore race had very unstable and gusting conditions. It provided a lot of work for whole crew, for there were constant sail changes. Overall, not happy with start, and missed gusts and wind changes given they didn't allow us to catch smaller boats. We thought we did the best under these circumstances and we're still just in the middle of the pack. Not quite clear how we still are only there because we think we have the fastest boat, especially since, in my opinion, our boat is better in stronger winds. Crew work was excellent and responsible in our third season together. We only had one race and practice before this race and are using new sails. Boat is not tuned but going through race is how it will get better.

Karlo Kuret

Skipper, All 4 One (Salona 42R) JK Labud, Split

Uživali smo u obje utrke, uvjeti su bili fenomenalni i teško će se opet ponoviti u predstojećim jedrenjima. Formula nije idealna, ali dobra približna mjera koja je korektna. Prekjučerasnja utrka nam je bila prva utrka na brodu i tek ga upoznajemo, a vjerujem u njegov potencijal, premda ne znam da li će biti takav u svim uvjetima. Istaknuo bih izvrstan rad ekipe, sve je bilo glatko, uz neke očekivane manje tehničke probleme koje smo na vrijeme uočili prije nego sto postanu veliki problem. S ostatkom posade jedrim dugo, a 70-80% ekipe je uvijek na okupu.

We really enjoyed both of the races and conditions were phenomenal and it's hard to expect how they will be repeated in the upcoming races. Formula isn't ideal but fairly good approximation in measuring. Our Monday's race was the first one on this boat and we're just getting to know it, I believe in its potential although I don't know if it'll become so good under every condition. I would mention excellent work of the team, everything was smooth, with some smaller technical issues that we took care of before we they could become big ones. With rest of crew I sail for a long time, and 70-80% of team stays the same.

Restoran Marina

Specijalni popusti za sudionike regate
Special discount for regatta competitors

24.06.2010. Četvrtak / *thursday*

Marenda / *brunch*

Junjeća pržotica, varivo od tikvica, salata miješana, banane
Fried beef, zucchini stew, mixed salad, bananas

Večera / *Supper*

Zagrebačka pohana rolada, pomfri, zelena salata, sladoled
Zagreb roulade, french fries, green salad, icecream



Vrijedne ruke, cijela jedra / *Worthy hands, whole sails*



Trkači bez mehaničara u boksovima, igrači tenisa bez španera reketa, skijaši bez mehaničara... i lista se nastavlja. Sport je pun ljudi iza kulisa čiju pravu vrijednost prepoznaju tek sami sportaši koji se i ističu na sportskim poljima. Takav je svakako slučaj "doktora za jedra", kako bi njihovo zasluženo ime i bilo. Upoznajte Brunu Makovca i Antu Vukovića, dvojicu kojim je povjerenje da razriješe sve probleme vezane uz jedra tijekom ORC Međunarodnog prvenstva Hrvatske. Uspjeli smo popričati s njima u marini, gdje su postavili svoj šator/radionicu da učine još jedno natjecanje bez briga za jedriličare sudionike regate. S obzirom da su ekipa, njihove smo odgovore i zajedno objavili.

Kako je izgledalo kad su se u marinu vratile posade sa izazovnih plovova u ponedjeljak? Mislim da je to bio dosta zahtjevan dan za vas dečke.

Bruno i Ante: Da, u pravu ste. Nije bilo baš lijepo za vidjeti kad su je jedriličari vratili natrag u marinu. Na kraju je ispalo da smo trebali servisirati 12 jedara, od kojih smo njih 9 mogli popraviti i tri koje nismo. Kad jedriličari dođu do nas sve ovisi o stupnju štete, a neki put, premda uspijemo zakrpati rupe, to budu tek privremeni popravci, jer jednostavno nemamo sav alat i pričuvne dijelove na licu mjesta, u marini. Ali naš je zadatak da ih vratimo natrag u operativu i tako pomognemo posadama koje se utrkuju.

Izgledate mi poput iskusnih jedrara, ali zanima me koliko traje vaša povezanost sa Cres Sailing Weekom? Također, koliko uspijete vidjeti od samog otoka s obzirom da je razlog vašeg prisustva ovdje ipak vezan s poslom?

Bruno and Ante: Ovo je moja četvrta godina da dolazim na Cres, dok je moj kolega Ante došao 2007. i onda preskočio iduće dvije godine, i došao drugi put ovog ljeta. Za nas je Cres dosta specifičan jer je jedina utrka, uz još jednu u Dalmaciji tijekom Uskršnjih blagdana, gdje mi putujemo van naše centrale u Dugopolju. Obojici nam se jako sviđa ovdje, ali da, teško je ugrabiti vremena i vidjeti još koji dio otoka. Mi smo jako uživali u konobi "Kojac" u Lubenicama jer nas znaju opslužiti s našim potrebama u hrani i piću.

Recite nam malo više o vašem poduzeću North Sails, koji je ipak jedini proizvođač i popravatelj jedara koji pruža usluge ovdje na ORC Međunarodnom prvenstvu Hrvatske. Kad radite vaše provjere, prije nego krenete u popravke jedara, koliko to vremena uzme?

Bruno i Ante: North Sails je svjetski-poznata kompanija, čija je centrala u Sjedinjenim Državama, dok je naša regionalna ovdje u Italiji. Naša podružnica, naravno, pokriva Hrvatsku iz Dugopolja, malo van Splita. Tamo smo nas četvorica zaposlenika koji popravljamo jedra, i 25 metara dugi stol koji poželimo puno puta da nam je ovdje na terenu na Cresu. Umjesto toga, moramo se snaći sa četiri daske na koje onda stavimo oštećena jedra i pregledamo ih. Opći pregled traje oko sat i 15 minuta u prosjeku tijekom kojeg možemo dijagnosticirati problem, premda sa većim jedrima i vrijeme za pregled raste. U tom smislu, North Sails je izdao tzv. "Bibliju" ili priručnik koji uključuje svaki potreban korak za što učiniti u datoj situaciji. Od svog stvaranja brzo je postao standard kroz cijelu industriju jedrarija.

Bez ikakvih stereotipova popravljnje jedara je dosta opskurna profesija. Što vas je privuklo da vam to postane i zanat i kako vam se sviđa zasad? Da biste imali kakvog jedriličarskog iskustva prije nego što se ubacili u posao popravljanja jedara?

Bruno and Ante: Uz neka ograničena jedriličarska iskustva, mi smo posvećeni uglavnom ovom sportu kroz naš posao. Da, nije baš poznato zanimanje i tek su nas okolnosti dovele do North Sailsa, gdje smo od toga napravili karijeru. Obadvoje smo dinamični po prirodi, volimo Jadran, i ovo dobra je prigoda da se tu ljubav prema moru i jedrima iskoristi da se pomogne jedriličarima u njihovim vještinama. Vrijedno je spomenuti da je naša ekipa u Dugopolju mala, ali dobro odabrana te da se odlično slažemo. To je posao koji nikad nije dosadan i nikad ne znaš što će slijedeća regata donijeti, što onemogućuje stvaranje ikakve rutine.

Racing cars without pit-crew, tennis players without stringers, skiers without mechanics... and the list goes on. Sports are full of people behind the scenes whose only true value is often just recognized and appreciated by the very athletes who excel in sport. Such is certainly the case with "doctors of sails" as their warranted name would perhaps be. Meet Bruno Makovec and Ante Vukovic, twosome entrusted to solve all the sail-related problems during ORC International Open Croatian championship. We caught up with them in marina where they set-up their shop to make this event yet another a smooth affair for all the sailing crews of regatta. Given they're team, we also wrote their opinions together.

How did it look back in marina after crews came out from the challenging Monday's sail? I would imagine that it was a rather busy day for you guys.

Bruno and Ante: Well, yeah, you're right. It wasn't pretty to see after sailors got back in the marina. We ended up needing to service 12 sails, 9 of which we were able to patch-up and three that were beyond repair. When they come to us, it all depends on the degree of damage, and even some that we fixed, they would only be temporary repairs, for often times we simply don't have all the tools and spare parts on the spot, in marina. But we try to at least bring them back to operational and so help the crews as they race.

You look like pretty experienced "mechanics of sails" but how long has your involvement lasted with Cres Sailing Week? Also, how much are you able to see actual island given you do come here for work, after all?

Bruno and Ante: This is my fourth year that I come back to Cres, while my colleague Ante came in 2007., skipped next two years, and is back for the second time this year. For us Cres is specific due to the fact that it's only race besides another one in Dalmatia during Easter weekend that we travel to and set-up tent away from their headquarters in Dugopolje. We both enjoy it here very much, but yeah, it's tough to steal some time and see much of this beautiful island. We did enjoy immensely tavern "Kojac" in Lubenice, however, and they seem to know what we like as, far as food and drinks (laughing).

Tell us a bit more about your firm, North Sails, you are after all the only manufacturer and repairer of sails that has you as their sail repairers here on the site of ORC International Opening Croatian championship. When you do your checks, prior to fixing the sails, how long it typically takes?

Bruno and Ante: Sure. North Sails is world-known and respected company whose headquarters are in the United States, while regional one is in Italy. Our branch, of course, covers Croatia and is located in Dugopolje, just outside Split. There, we have four of us who do the sails repairing and 25 meters long table that we wish, many times, we would have on site, like now in Cres. Instead, here we do have to do with four particle boards on which we then place the damaged sails and inspect it. The general check takes us about on average an hour and 15 minutes during which we can diagnose the problem, though with bigger sails this time for inspection obviously grows. For this purpose, North Sails created so called "Bible" or manual that just encompasses every necessary step one is to make in the given situation. Since its creation it has quickly become the standard of the sail-repairing industry.

Without any preconceptions repair of sails is a rather obscure craft. What attracted you to make this a profession and how do you like it so far? Did you have sailing experience before you got into this sails repair business?

Bruno and Ante: Aside for some limited enjoyment sailing, we are devoted mostly to this sport through job. Yes, it's not a well-known craft and only circumstances brought us to North Sails where we made it a career. You never know what ship will go through Gates of Otranto and need your help though and liking to be on the move is a definite plus. We're both pretty dynamic by nature, like Adriatic, and it's a good opportunity to put this love of sea and sails to work helping sailors enjoy their skills. It's worth the mention how our crew in Dugopolje is small but well-chosen and we get along really well. It is a job that's never boring, you never know what the next regatta will bring and that makes development of same-old routine nearly impossible.



Kvalitetom izraziti gostu zahvalnost

Through quality express appreciation to the guest



Po 13 put u 11 uzastopnih sezona jedriličarski brodovi dominiraju regatnim poljima oko Cresa u lipnju. Također, tijekom upravo istog vremenskog razmaka Darija Vasić se nalazi na celu Turističke Zajednice Cresa kao koga zamašnjak ne samo u ukupnoj creskoj turističkoj ponudi već kao i nezaobilazan faktor pri organiziranju ORC Otvorenog prvenstva Hrvatske. U svakom slučaju odličan razlog za posjetiti Dariju i s njom porazgovarati o stvarima oko same regate kao i turizmu uopće.

Darija, hvala susretljivosti pri razgovoru za nas bilten. Da krenemo odmah od jedrenja i Cresa. Jeste li zadovoljni kako se Creski jedriličarski tjedan razvio kroz godine? Da li je moguće da je to najvažniji tjedan u godini na vašem otoku?

Da, treba reći kako je odmah regata postala jedna od prepoznatljivih događanja na Cresu gdje vrhunski jedriličari dođu i utrkuju se. Cres je zadovoljan biti domaćinom najboljima u ovom prekrasnom sportu. Mi, kao grad Cres jesmo logistički ekipirani s ACI Marinom, počeli smo sve prije dugo vremena, i bitno je održati tu razinu unutar opće ponude što otok Cres ima kroz ljeto. Glede bitnost, dodala bih da je to jedan od jačih tjedana sto mi organiziramo tijekom ljeta.

Pitanje se samo po sebi postavlja Darija. Voditi Turističku Zajednicu je izazovno i u najboljim vremenima, a kako je nositi se s recesijom koja zasigurno znači dodatne izazove jednoj klasičnoj turističkoj destinaciji kao što je Cres?

Ja zbilja jako volim svoj posao i njemu sam posvećena svim svojim srcem. Uz to, posao marketina i bukinga s kojim mi započinjemo rad za jednu novu sezonu je obavljen i sad ostaje da se vidi kako su stvari implementirane i s kojim uspjehom. Ipak, vjerujem da će mo završiti na pozitivnoj strani. Bitno je za nas, meni pogotovo, da gosti zapamte njihovu posjetu i njihov odmor na najbolji mogući način. Ljudski faktor je najbitniji i bez obzira na količinu uloženog novca bez te brige i predanosti novac je bačen. Nismo idealni ali dajemo našim gostima sve unutar datih okolnosti.

Sa tako bliskom uključenosti u Cres jedriličarski tjedan dobro ste pozicionirani za razmišljanja o utjecaju koju taj jedriličarski događaj ima na otok Cres? Također, jeli ima specifičnih nada za slijedeću godinu s obzirom da je otok dobio organizaciju ORC Svjetskog prvenstva?

Naravno da mogu. Ustvari, na kraju kolovoza Turistička Zajednica i Grad Cres će imati preliminarni sastanak da se utvrdi strategija pristupa ovom divnom događaju i osigura kvalitetnom izvedbom da ostanu u srcima i sjećanju sudionicima, ali i ostalim posjetiteljima grada. Iskoristila bi ovu prigodu da opet izrazim zahvalnost svim jedriličarima koji će doći na drugo svjetsko, tri prethodna europska prvenstva, kao i sve održane regate ovdje. Mi ugošćujemo ljude profesionalce u jedriličarstvu koji su prepoznali našu kvalitetu, nas rad i vraćaju nam se. Radujemo se i nastavku suradnje sa Jedriličarskim klubom Rijeka u budućnosti. Ovaj godišnji događaj nam puno znači i želimo da nam se posade iz cijelog svijeta vrate. Cres je definitivno otok vrijedan posjete, daje vam mogućnost da ga otkrijete, a sve kroz uzivanje u njegovoj ugodnoj strani.

“Ljudski faktor je najbitniji i bez obzira na količinu uloženog novca bez te brige i predanosti novac je bačen. / *Human factor is the most important one, and no matter how much the money you invest without that care and hospitality it is money thrown away.* ”

For the 13th time over 11 consecutive seasons sailboats have been dominating waters around Cres in June. During that exact same time span Darija Vasić has been at the helm of Cres' Tourist Board and one of the driving forces not in the Cres' tourism only but certainly a force behind the scenes of the ORC Open Croatian championship. What better reason to pay visit to Darija and get her latest thoughts around regatta and tourism in general.

Darija, thank you for your time and agreeing to talk for our bulletin. Let's go straight at sailing and Cres. Are you happy the way Cres Sailing Week has developed over the years? Could this be the most important week for you on the island?

Yes, absolutely, it became one of the distinguished events here on Cres, where the top of international sailing racers come and compete. Cres is very happy to host the best of in this beautiful sport. We, as town of Cres are logistically equipped in ACI Marina, have started long time ago, and it's about maintaining this level within the total offer that island of Cres has during the summer. As for the importance, I would add how it is one of the strongest weeks that we organize through the summer.

The question begs itself to be asked Darija. To head Tourist Board is challenging in the best of times and how are you coping with the recession that has certainly posed the big challenge for a classic tourist destination such as Cres?

I say often times how it's important to brave even when path is going downward. I do love my job very much and am dedicated to it with all my heart. Besides that, all of our Board's job is done as far as marketing and booking for this summer that just started we just have to go and monitor if things are being implemented and to what success. Still, I do believe how we will finish in positive territory. It's important for us, and to me in particular, that guests remember their visit and stay on the island in the best possible way. Human factor is the most important one, and no matter how much the money you invest without that care and hospitality it's money thrown away. I call it added value to a certain destination and we all measure the bottom line with it in mind. We aren't perfect but do give our guest everything under the given conditions.

By being involved so closely with Cres Sailing Week you're well positioned to give me your thoughts on influence that this sailing event has on the island of Cres. Also, are there particular hopes for next year when island is to host ORC World championship?

I surely can. As a matter of fact, at the end of August Tourist Board and office of Mayor Jurjako, will hold preliminary meeting to devise the strategy of how to approach this wonderful event and make sure it remains in the hearts and minds of participants and visitors alike. I would like to take this opportunity to again express my gratitude and appreciation to the sailors who will come back for the second world championship, 3 previous European championships, as well as other regattas that were held before. We have people who are pros in the sailing field and that have recognized quality in us, our work and keep coming back. We look forward to continue to do so partnering with Sailing Club of Rijeka in the future. This annual event is very important to us and we want that crews from all over the world come back to us. Cres is definitely an island worthy of visiting, giving you opportunity to discover it, while at the same time enjoying its pleasing sides.



Malo jedrenja, malo odmaranja / Little sailing, little rest



Nautilus submerging



Did you see the logo on the van?



Second round begins - now!



Jury watching with four eyes



Ma che belli!



Recession had influenced the nautical sector...



Corrected times everyday



The sea is perfect!



Bigger picture - bigger portion :)



Smile Cipe!



We are the fantastic seven!



Wait until you see us sailing