



Navigacija / Offshore race

Na startu po tramontani do 5 čvorova milju u orcu najbrže je prošao krstaš Selavy (First 44.7) i prvi okrenuo bovu i zajedrio put 122 milje udaljenog cilja rutom Male Srakane - Rovinj i natrag...

The racing boat Selavy (First 44.7) made its fastest start on the tramontana that blew up to 5 knots in the windward leg. The boat got round the mark first and headed towards a 122 NM distant finish line on the route Male Srakane - Rovinj and back...

...Kod Porera - puhao je sjeverozapadnjak od 7 do 12 čvorova - pedeset milja od starta u vodećoj skupini, razumljivo najveći, krstaši X46 - «X Elisa» Marca Lugobonija i «Il colore del vento» Alberta Bolzana, te tri jedrilice IMX 45 «AA» Darka Prižmića, «Umana» Nicale Tognana i «Kixme» Waltera Svetine. Slijedio je «SCOR Team» (Rodman 42) favorita Darka Hajdinjaka, te «Selavy» (First 44.7) Lorisa Pleta i još jedan od favorita jedrilica Shaula (Dufour 44) Alberta Colline. Trebalo im je nešto manje od devet sati.

...At the Porer point - a Northwest 7 to 12 knots wind was blowing - 50 miles from the start line, the largest boats were naturally in the lead, i.e. racing boats X46 - «X Elisa» with skipper Marco Lugoboni and «Il colore del vento» with skipper Alberto Bolzano, as well as three other boats - IMX 45 «AA» (Darko Prižmić), «Umana» (Nicola Tognano) and «Kixme» (Walter Svetina). Right behind them there were «SCOR Team» (Rodman 42) of the favourite Darko Hajdinjak and «Selavy» (First 44.7) with skipper Loris Plet, in addition to another favourite Shaula (Dufour 44) with skipper Alberto Collina. It took a bit less than nine hours for them to get there.

...U Rovinju bovu je prva okrenula jedrilica «AA» točno u 58 minuti i 56 sekundi novog dana. Dvije dužine zaostao je krstaš «Kixme», nešto više od tri minute «SCOR Team». Puhao je burin (čitaj terin) do 5 čvorova. Po korigiranom vremenu dva broda koja su bila prva u prvom jedrenju (Mataran MK II i SCOR Team) zadržala su svoje pozicije i u drugom jedrenju, dok ih je slijedio Harahel.

...In Rovinj the first boat to take a turn round the mark was «AA» in the exact 58th minute and 56th second of the new day. The boat «Kixme» was left behind for a bit more than two boat lengths, while «SCOR Team» was left behind for three minutes. The light bora was blowing up to 5 knots. In corrected time the two boats that were in the lead in the first race maintained their positions (Mataran MK II and SCOR Team), while Harahel followed behind them.

...Toliko u ovom broju o navigaciji - više sutra u izjavama sudionika...

...So far that's all we have to say about the offshore race - tomorrow there will be more news in the participants interviews...



BOAT	Alinghi	BMW ORACLE Racing	39 Challenge	Team Shosholoz	Emirates Team New Zealand	Luna Rossa Challenge	K-Challenge	Victory Challenge	Desafio Español 2007	Mascalzone Latino - Capitalia Team	United Internet Team Germany	China Team
Alinghi	1	1	1	1	1	1	1	1	1	1	1	1
BMW ORACLE Racing	1	1	1	1	1	1	1	1	1	1	1	1
39 Challenge	1	1	1	1	1	1	1	1	1	1	1	1
Team Shosholoz	1	1	1	1	1	1	1	1	1	1	1	1
Emirates Team New Zealand	1	1	1	1	1	1	1	1	1	1	1	1
Luna Rossa Challenge	1	1	1	1	1	1	1	1	1	1	1	1
K-Challenge	1	1	1	1	1	1	1	1	1	1	1	1
Victory Challenge	1	1	1	1	1	1	1	1	1	1	1	1
Desafio Español 2007	1	1	1	1	1	1	1	1	1	1	1	1
Mascalzone Latino - Capitalia Team	1	1	1	1	1	1	1	1	1	1	1	1
United Internet Team Germany	1	1	1	1	1	1	1	1	1	1	1	1
China Team	1	1	1	1	1	1	1	1	1	1	1	1

32. Americas Cup

I u posljednjem jedrenju za Louis Vuitton Cup na moru ispred Valencije uspješan branitelj naslova pobjednika America's Cupa - švicarski Alinghi. Švicarci s kormilarom Peterom Holmbergom pobijedili su talijansku Luna Rossa-u (James Spithill) i osvojili prvo mjesto bez poraza. U dvoboju koji je odlučivao o trećem mjestu Emirates Team New Zealand (Dean Barker) bio je uspješni od američke momčadi BMW Oracle Racing (Gavin Bradley). Luna Rossa je četvrta.

32nd America's Cup

In the last race for Louis Vuitton Cup, on the sea near Valencia, there is the successful defender of the winner of America's Cup title - the Swiss Alinghi. The Swiss boat with skipper Peter Holmberg won over the Italian Luna Rossa (skipper James Spithill) and with all eleven victories out of eleven races ranked first. In the match race that was to decide on the third place, Emirates Team New Zealand (with skipper Dean Barker) won over the American team BMW Oracle Racing (skipper Gavin Bradley). Luna Rossa ranked fourth.

Team Shosholoz	0-1	K-Challenge
Luna Rossa Challenge	0-1	Alinghi
BMW ORACLE Racing	0-1	Emirates Team New Zealand
Mascalzone Latino - Capitalia Team	1-0	China Team
Victory Challenge	1-0	Desafio Espanol 2007
United Internet Team Germany	0-1	+39 Challenge

RASPORED / SCHEDULE

Srijeda / Wednesday 22.06.2005.

- Nastavak navigacije
- Offshore race continued

Goran Bilić, Director of ACI Marina Cres: All sports competitions are welcome!

Svako sportsko natjecanje je dobrodošlo!



ACI Marina Cres prije tri mjeseca dobila je novog direktora. Naime, Damira Mandekića naslijedio je Goran Bilić, direktor koji također smatra domaćinstvo regata u organizaciji Riječkog jedriličarskog kluba SCOR punim pogotkom za Marinu. - ACI Marina je opremljena, ima svu infrastrukturu potrebnu za velika natjecanja. *Svako sportsko natjecanje je uvijek dobro došlo na ovim prostorima. To nam daje poticaj da radimo još bolje i još više te da imamo najčesteljski duh u sebi,* kaže Goran Bilić.

Doista se nema što prigovoriti. jer ovih dana u marini boravi 500-injak jedriličara i njihovih pratitelja. Atmosfera je izuzetno pozitivna. - *Ovdje je uvijek živo, popunjenost je na zavidnom nivou, gosti su zadovoljni uslugom. Nije previše ljudi, nije premalo, baš onoliko koliko treba da bi se svi ugodno osjećali,* mišljenja je direktor Bilić. Uoči ove sezone, a od svoga dolaska na mjesto direktora, Bilić je zajedno sa svojim zaposlenicima puno učinio na obogaćivanju sadržaja i ponude, te na vizualnom identitetu creske marine.

- *Učinjeno je mnogo, baš na tom vizualnom identitetu, potrebom da ljudi vide promjene, i da se razina usluge povisuje svake godine. Treba ulagati novce ako želite podignuti nivo, ne samo proširiti kapacitete, nego i dizati razinu usluge kako bi gosti mogli što više vremena provoditi u okruženju koje ih čini zadovoljnim, a ne samo čekati da se nešto dogodi samo do sebe. Treba se brinuti da se stalno nešto događa, jer samim time što se naši gosti dugo zadržavaju u marini, znači da se ugodno osjećaju. Svi oni koji su navikli na urednost, na kulturno ponašanje su dobro došli. Kad vide da je sve lijepo uređeno, onda se i oni nastoje kulturno ponašati u skladu sa nekim pravilima. Daleko od toga da postoji policijska ophodnja koja kontrolira baca li netko papiriće ili ne, već su ljudi sami od sebe dovoljno kulturni da to ne rade,* oćenjuje Bilić. Logističke podrške gostima ne manjka, kako na moru, tako i na kopnu, se za njih brinu osposobljeni i uslužni zaposlenici. - *Marina je opremljena sa svim potrebnim sadržajima kako bi se gosti osjećali ugodno i sigurno. Kad god im zatreba neka pomoć, bilo oko*

popravka broda, ili medicinska pomoć, sva infrastruktura postoji marina je opremljena ne samo alatima i strojevima već i obučenom posadom koja je na raspolaganju 24 sata gostima i svima koji ovdje borave, kaže direktor.

Iako je direktor samo tri mjeseca, Bilić se gotovo posve uhdodao. Pomoć i podrška su mu zaposlenici koji su ovdje od samog otvaranja marine.

- *Kompletna posada su dugogodišnji djelatnici marine i jako dobro poznaju goste, čak i poimence, a to pokazuje da je kompanija zadovoljna ljudima i da su ljudi zadovoljni kompanijom čim toliko rade ovdje. Ovdje sam tri mjeseca, isključivo zbog organizacijskih stvari kako bi se što bolje iskoristili svi potencijali, kako zaposlenih, tako i infrastrukture koja postoji,* poručuje Goran Bilić koji također ističe povezanost marine i Grada Cresa.

- *Marina je blizu gradu, ne samo lokacijski, nego su i ljudi koji žive ovdje uključeni u svakodnevni život marine, mi smo kao jedno. Ova marina nije zamišljena kao tranzitna luka, a još manje kao spavaonica ili garaža, ne želimo isključivo da samo plove, uzmu uslugu u marini, nego da stvarno imaju mogućnost upoznati sve ostale ljepote otoka kroz marinu i sve ostale strukture. Tu je onda grad koji može u tome pomoći,* zaključio je Goran Bilić.

ACI Marina Cres got a new director three months ago. Namely, after Damir Mandekić there arrived Goran Bilić, a director who also believes that hosting regattas organized by Sailing Club of Rijeka SCOR is a good asset for the Marina.

- *ACI Marina is well equipped, it has all the infrastructure needed for the substantial competitions.*

Every sports competition is always welcome in this area. It spurs us to work more and better and it stresses our competitiveness, says Goran Bilić.

It is all true, since there are some 500 skippers and other visitors in the marina at the moment, making the atmosphere extremely lively and positive.

- *It's always dynamic around here, at full capacity, and our guests are satisfied with services offered. There aren't too many or too few visitors, there is just the right amount of people to make everyone feel at ease,* believes the marina's director Bilić. Just before the start of the season, ever since he took on the director's position, Bilić invested many efforts together with his employees in improving the services and offers, as well in improving the visual identity of the Cres marina.

- *Much has been done, especially as regards the marina's visual identity, which best shows the changes done and services improved every year. If you want higher standards, then not only do you have to invest money, expanding your capacity, but also to raise the quality of your services so that guests can spend more time in a comfortable environment, instead of just waiting for something to happen. You have to keep the dynamism in the marina, because if there's something happening and guests stay here, it means they feel comfortable. Everyone who appreciates order and nice behaviour is welcome. When everything is in order and nicely arranged, people want to behave in line with certain rules. Of course there is no mention of police patrol monitoring people's respect of nature, since our visitors are already sufficiently eco-aware to do so,* states Bilić. Logistical support is ensured for our guests, both on the sea and ashore, as they are being taken care of by our skilled and available staff.

- *The Marina has all the necessary facilities to make our guests feel comfortable and safe. Whenever they need help, whether regarding the repair of their boat, or medical assistance, the needed infrastructure is guaranteed. The Marina is equipped not only with tools and machines, but also with trained personnel available non stop to all guests and visitors,* says the director.

Although he has been holding the director's position for only three months now, Bilić has already entered the business well. He has been given assistance and support by his employees who have worked here ever since the opening of the marina.

- *The staff consists of several years long marina employees who know their guests very well, sometimes even by name, which proves the company's satisfaction with its workers as well as workers' satisfaction with their company, given their long term working experience there. I have been here for three months now, mostly because of the organization-related matters, in order to fully use the potential offered, both as concerns the employees, and the already existing infrastructure,* states Goran Bilić emphasising the inter-connection between the marina and the Town of Cres.

- *Marina is close to the town centre, not only in geographical terms, but also in a sense that the inhabitants get involved in the marina life. This marina is not meant to be a port of transit exclusively, let alone a hostel or a garage. We do not want our visitors simply to sail in and take advantage of our services, but actually to get to know other beauties of the island through our marina and other facilities. This is where the town administration can significantly help,* concluded Goran Bilić.

Cres – little Venice

Cres – mala Venecija

Grad Cres tipičan je primjer grada s dominantnim mletačkim ujećajem. Karakter grada najbolje ćete doživjeti šetajući se brojnim kalicama i uličicama. Brojni grbovi na fasadama i pragovima kuća govore o nekadašnjem statusu stanovnika, od seljaka, preko kovača, ribara i ostalih. Šetajući starom gradskom jezgrom moći ćete zamisliti život u srednjem vijeku. Creski mandrač – luka u luci sastavni je dio glavnog creskog trga. Ulaz u luku bio je noću i u ratu pod mletačkom upravom zatvoren lancima. Pogled iz mandrača govori vam gotovo sve o Cresu – iza vaših leđa (sa zapadne strane) i uz vaš bok (sa sjeverne strane) prostiru se mlađi i noviji dijelovi grada – Varožina i Drevenik, dok se pred vama (s istočne strane) nalazi najstarija povijesna jezgra grada. Uz gradska vrata, stajao je pretorij, renesansna rezidencija mletačkog kneza i kapetana s lodom na drugom katu pročelja. Zgrada je srušena 1854. godine. U nju se mletački knez preselio u drugoj polovici 15. stoljeća kada je definitivno napustio malarijom desetkovani Osor i prešao u Cres, u grad koji je od 15. stoljeća počeo naglo napredovati i prostorno se širiti izvan starih zidina. Tom knezu i mletačkoj upravi nije preostalo drugo nego da velikim zahvatom, koji je potrajao kroz cijelo 16. stoljeće, opašu grad novim sistemom zidova, kula i vrata, a taj je u velikom četverokutu obuhvatio nove kvartove pučana – Varožinu i Drevenik. Pošteđena od rušenja ostala su dvojica kopnena gradska vrata iz 16. stoljeća. Južna su Male vrata ili vrata Bragadina iz 1581. godine, a ona sjeverna su Gracke vrata ili vrata Marcella iz 1588. godine, nazvana tako po prezimenima mletačkih plemića koji su u vrijeme njihove gradnje upravljali Cresom i Osorom kao knezovi i kapetani. Na lijepeju su visokorenesansnoj arhitekturi obiju gradskih vrata i njihovi grbovi uz grbove tadašnjih mletačkih duždeva i uz simbol Mletačke republike – lava svetog Marka. Upravo su ti lavovi, žrtve promjena političke vlasti. Kad je Napoleon 1797. godine ukinuo Mletačku Republiku, lavovi su odstranjeni, skinuti i utopljeni u moru, a ponovno ih je obnovila talijanska vlast 1934. godine. Postoje ostaci i trećih gradskih vrata – vrata Sv. Mikule. Pred vratima, usred luke podignuta je gradska loža, trijem na vitkim stupovima 16. stoljeća. U njoj se oduvijek obavljao dnevni javni život – čitali su se proglasi i sudske osude, sklappali se ugovori, trgivalo se i slavilo. Na pročelju lože, na srednjem stupu, bio je učvršćen lanac. To je stup sramote, za koji bi creska uprava vezivala prijestupnike pred očima javnosti.

Town of Cres is a typical example of a town that was greatly influenced by Venice. You will get to know the town best by walking through the numerous streets and narrow passages. Numerous emblems on facades and thresholds of houses bear witness of the past status of all inhabitants - farmers, ironmen, fishermen and others. A stroll through the city will give you an idea of what the Medieval life used to be like. The Cres «mandrač» – a port within the port, is the integral part of the main Cres square. The entrance to the port was locked with chains during the war under the Venetian rule and boats would enter the port at night time. The view from the port tells you everything about Cres – on your back (from the western side) and aside you (from the northern side) lie the newer parts of town – Varožina and Drevenik, while in front of you (on the eastern side) there is the oldest historic town core. Beside the town gate there was a Pretorium, a Renaissance residence of a Venetian Duke and Captain containing a Loggia on the second store. The building was abated in 1854. The Venetian Duke had moved into it in the second half of 15th century when he left malaria-struck Osor and came to Cres, a town that started growing and expanding out of the city walls in the 15th century. The Duke and the Venetian administration had no other choice but to encircle the town with a new system of walls, towers and gates during the whole 16th century. Varožina and Drevenik, the people's residence areas, were included in the city walls. Two town gates from the 16th century were spared from destruction. The Southern gate is called Mala vrata («Little gate») or vrata Bragadina (Gate Bragadina) dated in 1581, while the Northern one is called Gracke vrata or vrata Marcella (Gate Marcella) from 1588, named after the family names of Venetian noblemen under whose rule Cres and Osor were at the time the gates were built. The late Renaissance architecture of both town gates displays their emblems, along with the emblems of the Venetian Doges and the symbol of the Venetian Republic – the lion of St. Mark. It is these lions who suffered most the political change. In 1797, when Napoleon conquered Venice, the lions were removed and drowned in the sea, only to be restored under the Italian rule in 1934. There are still the remainings of the third Town gate – vrata Sv. Mikule (The Gate of St. Mikula). In front of the gate, in the port, a town loggia was erected, a porch with columns dated back in 16th century. This is where all the city life was going on – a place where the announcements and verdicts were read, agreements were made, where trade business and celebrations were held. On the front facade of loggia, on a middle column, there was a chain. That was the Pillar of shame, on which the Cres Administration used to tie the offenders before the public.



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