


**World Football Championship Today:**

16:00 Czech Republic – Italy  
 16:00 Ghana – USA  
 21:00 Croatia – Australia  
 21:00 Japan – Brasil

**WFC Yesterdays Results:**

Iran – Angola 1-1  
 Portugal – Mexico 2-1  
 Cote d'Ivoire – Serbia and Montenegro 3-2  
 Netherlands – Argentina 0-0


**RASPORED / SCHEDULE**
**Četvrtak/Thursday 22.06.2006.**

11:00 Štap jedrenje(a)  
 21:00 FIFA World Cup Party - ACI Marina Cres

11:00 Windward/Leeward race(s)  
 21:00 FIFA World Cup Party - ACI Marina Cres

**Eol had no mercy**

## Eol nije bio milostiv

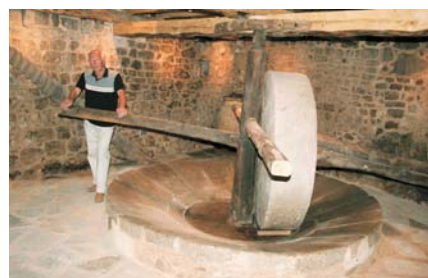
Naporno, vruće, bez vjetera, dugo je trajalo, natuknice su kojima su jedriličari najkraće opisali navigacijsko jedrenje od Cresa do Rovinja. Oni pak koji su čekali u Rovinju, morali su puno više paziti na bovu koja označava liniju cilja, nego na bilo što drugo. I ove godine, kao i svih proteklih bilo je pokušaja krađe bove, te su suci morali ekspresno reagirati gumenjakom, kako bi bova ostala tamo gdje joj je i mjesto i kako bi linija cilja bila sigurna. U realnom vremenu prva je u Rovinju stigla češka Bohemia Express, najveći brod regate, na kojoj je dio posade iz Brazila. – Nažalost vjetera nije bilo, pa je sve dugo trajalo. Unatoč trudu organizatora drugog jedrenja nije bilo. Bilo je vrlo naporno, posebno zato jer na brodu imamo četiri člana koja nikad nisu jedrila, tako da nismo mogli izmjene raditi. Ako danas bude vjetera oko osam čvorova, nešto bi mogli napraviti jer smo tehnički najbrži brod, rekao je Fernando Carvalho sa Bohemie Express. Pobjednik po korigiranom vremenu je Termaq Magic sa kormilarom Igorom Lukanovićem (JK Istra Lovran). Posljednji je stigao u cresku marinu s motornim pogonom, ali pobjednik je prvog jedrenja. – Bilo je pakleno toplo. Jedrili smo najbolje što smo mogli, uvjeti su nam odgovarali. Nije jako puhalo, par puta smo stajali, ali ništa više od ostalih, prenio je dojmove Lukanović koji je uoči odlaska na navigaciju uspio kompletirati posadu. Stigao je iskusni Emil Kalčić, jedan od najboljih pulskih jedriličara. Robert Sandalić sa Gringa 2 poručio je da je drugi plov bio katastrofa, i da bi navigaciju trebalo ukinut. – Malo je bilo vjetera, malo nije i tako cijelim putem. Prestalo bi puhati, pa bi svi stali i onda u grupi krenuli iz početka, tako je više jedrilica odjednom okrenulo Rovinju. Bilo je naporno, zaključio je Vladimiro Pegoraro, kormilar Karne. Danas je novi dan, nadajmo se s više vjetera i uzbuđenja na regatnom polju.

Hard, hot, without wind, long lasting, those are the words that sailors used for describing the Offshore Race from Cres to Rovinj. On the other line, those that were waiting in Rovinj the biggest problem was to watch for the buoy that indicated the finishing line than anything else. Just like in the past years, there were some attempts of stealing the buoy, and the judges had to respond urgently. They had to use the boat to make sure that buoy was in the same position and that the finishing line was safe. The first boat that took a turn round the mark in Rovinj, in the real time, was the Czech boat Bohemia Express, the largest boat in the race that has Brazilians as part of the crew. – Unfortunately there was no wind and it all lasted very long. Despite the effort of the organizer, the second stage of the race didn't happen. It was extremely hard, especially because I have four new crew members and it was impossible to replace them. If there would be wind of about 8 knots today, we could do well because we have the fastest boat technically, said Fernando Carvalho from the boat Bohemia Express. The boat Termaq Magic with the skipper Igor Lukanović (JK Istra Lovran) is the winner on the corrected time. He was the last to enter the Cres marina using the engine, but still he is the winner of the first stage of the race. – It was extremely hot. We sailed the best we could, the conditions suited us. The wind was weak and few times we just stud there, but not more than others, said Lukanović who managed to gather the crew just before the start of Offshore Race, and even got one of the most experienced sailors from Pula, Emil Kalčić. Robert Sandalić, from the boat Gringa 2 said that the second part of the race was horrible and that the Offshore Race should be cancelled. – All the way the wind was coming and going. The blowing would stop and so would we and then all of us stared off from the beginning, and that is why several boats took the turn round the mark in Rovinj together. It was difficult, concluded Vladimiro Pegoraro, the skipper of the boat Karma. Today is a new day, hopefully with more wind and excitement on the racing area.

IMS Central European Championship - POREDAK NAKON PRVOG JEDRENJA / OVERALL RESULTS AFTER FIRST RACE

Pos	Sail nr.	Yacht	Skipper	Owner	Class	Finish Time	Elapsed Time	Corr. Time	Obs	Points
1	CRO1332	Termag Magic	Igor Lukanovic	Termag, d.o.o.	R 3	+01:00:44:39	14:08:39	09:33:39	-	1.00
2	CRO648	Gringo 057	Darko Smrkinic	Radio 057	R 3	+01:00:54:50	14:18:50	09:43:13	-	2.00
3	ITA14061	Athyris Cube	Sergio Taccheo	Sergio Taccheo	C 2	+01:00:22:09	13:46:09	09:53:35	-	3.00
4	ITA15037	Sagola GS	Fausto Pierobon	Porto Turistico di Jesolo	C 3	+01:01:25:28	14:49:28	10:00:13	-	4.00
5	ITA13642	Karma	Vladimiro Pegoraro	Vladimiro Pegoraro	C 2	+01:00:33:09	13:57:09	10:11:47	-	5.00
6	CRO6482	Gringo 2	Robert Sandalic	Jedriliarski klub "Uskok"	C 1	+01:00:40:32	14:04:32	10:17:15	-	6.00
7	ITA13774	Creatura	Vittorio Anselmi	Vittorio Anselmi	C 2	+01:01:09:17	14:33:17	10:24:45	-	7.00
8	SVK5878	El Solete	Peter Mosny	FYC Slovakia	C 1	+01:00:45:25	14:09:25	10:32:27	-	8.00
9	AUT2633	BMW Austria	Rene Mangold	Rene Mangold	C 1	+01:00:35:33	13:59:33	10:32:29	-	9.00
10	AUT115	Christina 4	Sepp Stieger	Sepp Stieger	C 2	+01:01:22:27	14:46:27	10:33:53	-	10.00
11	CRO5652	Mr. DeeJay	Tonko Ramesa	Ergomed, d.o.o.	C 3	+01:01:35:22	14:59:22	10:35:32	-	11.00
12	CRO4444	AWT	Jan Winkler	AWT International	C 1	+01:00:51:55	14:15:55	10:46:06	-	12.00
13	AUT808	Karma 3	Helmuth Boehm	Helmut Boehm	C 2	+01:01:42:22	15:06:22	10:57:35	-	13.00
14	CZE999	Bohemia Express	Richard Vojta	Evropska vodni doprava s.r.o. (EVD)	C 1	+01:00:00:08	13:24:08	11:00:15	-	14.00
15	CRO7777	DSK	Frane Barbieri	Darko Keser	C 1	+01:00:25:23	13:49:23	11:05:25	-	15.00
16	CZE956	Christopher	Jiri Spurny	Jiri Spurny	C 2	+01:01:58:06	15:22:06	11:07:01	-	16.00
17	CRO797	Stribor	Ana Gojčeta	Boris Miskic	C 2	+01:02:02:19	15:26:19	11:07:18	-	17.00
18	CRO427	ANA No. 2	Franko Zanetic	ANA, d.o.o.	C 3	+01:03:30:12	16:54:12	11:18:37	-	18.00
19	ITA14110	OGM	Pieralberto Setti	Cesare Salotti	C 3	+01:03:23:04	16:47:04	11:38:07	-	19.00
20	ITA3700	Wind Blue	Paolo Tomsic	Gianclaudio Basetti	C 3	+01:03:27:36	16:51:36	11:56:21	-	20.00
21	CRO512	Zechi II	Mate Hrzic	Paolo Levoni	C 3	-	-	-	DNC	27.00
22	ITA14870	Garbin II	Marco Sustersich	Michele Sustersich	C 2	-	-	-	DSQ	27.00
23	CRO45	Follow Us Opatija	Ivica Scuric	Ivica Scuric	R 2	-	-	-	RAF	27.00
24	SVK1072	Jonathan RR	Miloslav Psalman	VI Vala, d.o.o.	C 1	-	-	-	DNF	27.00
25	ITA12859	Ghea Futura IV	Giancarlo Zannier	Giancarlo Zannier	C 2	-	-	-	DNF	27.00
26	CRO718	Wilma's Cool'n	Kresimir Dakulovic	Winkler Yachting	C 3	-	-	-	DNF	27.00

Toš u Belom Tarque in Beli



U Belom je otvoren obnovljeni toš – prostor u kojemu se nekad proizvodilo maslinovo ulje tradicionalnom metodom, iz kamena. Prosljednji put ulje je iz bejskog toša teklo davne 1906. godine. Povijesni podaci govore, da je te godine prerađeno 108 mejađa (1 mejađa je 300 kilograma). Od onda pa do danas toš je zapušten služio kao skladište. Od zaborava i propasti spasili su ga članovi Udruge «Tramuntana», udruge za istraživanje i čuvanje povijesne i kulturne baštine Belog. - Prije nekoliko godina zaživjela je ideja, počeo je svoju priču Ivan Nino Načinović, predsjednik Udruge. - Dobili smo podršku Konzervatorskog odjela Rijeka, koji nas prati od prvog dana, a zahvaljujući kvalitetnim preporukama i financijskoj potpori Uprave za zaštitu kulturne baštine pri Ministarstvu Kulture Republike Hrvatske, Županije Primorsko-goranske, Grada Cresa i Turističke zajednice Grada Cresa, utrošeno je ukupno 180 tisuća kuna, ne računajući rad članova Udruge i prijatelja, kaže Načinović. U bejskom tošu neće se proizvoditi maslinovo ulje, poslužiti će kao izložbeni i koncertni prostor, turistička atrakcija – kao komadić minolog, ali nikad zaboravljenog vremena.

The renewed toš is opened in Beli – the place in which the olive oil was made with the traditional method, from the rocks. The last time oil was made like this in Beli was in 1906, and there's a historical data that 108 meja was refined (1 meja equals 300 kg) in that year. Till today toš was used as a warehouse. It was saved by the members of «Tramuntana», the association for research and preservation of the historical and cultural heritage of Beli. – Few years ago came the idea, started his story the president of the association, Ivan Nino Načinović. – We have the support of the Conservatory department of Rijeka, that has been following us from the day one. Thanks to good recommendations and financial support of the Administration for the care of the cultural heritage by the Ministry of Culture of the Republic of Croatia, the Primorsko-goranska county, the Town of Cres and the Tourist association of the Town of Cres the total of 180 thousand kuna has been spent, without counting the work of members of the association and friends, said Načinović. The new toš in Beli will serve as a tourist attraction, there will be organized exhibitions and concerts – a piece of the passed but never forgotten time.

GP 42 – The Formula 1 among sailing boats

# GP 42 – Formula 1 u regatnim jedrilicama

Klasa GP 42 nova je klasa regatnih jedrilica koju je ORC promovirao prošle godine, a za koju se očekuje da postane Formula 1 u svijetu regatnih jedrilica. Massimo Kovačić, predstavnik AAG Nautike koja u Hrvatskoj gradi jedrilice GP 42 pod brandom Murtic Yachts sinoć je u creskoj ACI Marini prezentirao novu klasu, od koje će prvi primjerak biti porinut krajem sljedećeg mjeseca. – Ta se klasa upravo formira, o njoj se tek počinje pričati, ali već i sada većina velikih timova u IMS 600 naručuje ili ima jednu takvu jedrilicu. Čak i Španjolci, koji su zadnja brana, odlučili su da GP 42 nasljeđuje IMS 600, kaže Massimo Kovačić. Za gradnju je trebalo tri mjeseca. Karakteristike klase su dužina od 12,80 metara, širina od 3,5 metra, težina oko 4200 kg, u kobilici ima 2336 kg, dok je visina jarbola 20 metara. Cijena varira ovisno o opremljenosti, a kreće se oko 400 tisuća eura. – Čim završimo prvu, radimo odmah sljedeću. Napraviti ćemo najmanje pet, šest komada, najavljuje predstavnik AAG Nautike.

GP 42 is a new class of sailing boats that was presented last year by the ORC. It is expected to become Formula 1 in the world of sailing boats. The representative of the company AAG Nautika that builds this type of boats under the brand Murtic Yachts, Massimo Kovačić presented the new class last night in the ACI Marina in Cres. The first boat will be launched at the end of next month. – The class is just being formed and people have just started talking about it, but still many large teams in the IMS 600 are making orders, if not having one of these already. Even Spain has decided that the GP 42 is to replace IMS 600, said Massimo Kovačić. It took three months to build the boat. Characteristics of the class are: length 12,80 m, height 3,5 m, weight 4200 kg, 2336 kg in the keel and the 20 m long mast. The price is about 400 thousand euro and it depends on the equipment. – As soon as we finish the first one we'll start with the next. We are planning to make at least five or six boats, announced the representative of the AAG Nautika.



Goran Bilić, the director of the ACI Marina in Cres: Guests keep on coming back to us

# Gosti nam se uvijek rado vraćaju



Creska ACI Marina svake godine tijekom Cres Sailing Week-a poprimi novi, življi izgled kada je okupiraju brojni jedriličari, sudionici regata Riječkog jedriličarskog kluba SCOR i creskog Refula. – Jedriličari dolaze ovdje tijekom cijele godine, ali kada je neko natjecanje, općenito neki

sportski duh, onda je to sasvim druga življa priča. Tu kod nas se stalno nešto događa. Naravno, ljudi određuju što će se događati i ono što im odgovara vole ponoviti. Došli su ove godine, zato jer im je prošle bilo jako lijepo i zanimljivo, počeo je svoju priču čelni čovjek creske ACI Marine, direktor Goran Bilić. Popunjenost marine, i ako se ne računaju sudionici regate je jako dobra. Gostiju već ima, a svakim danom njihov broj raste. – Mi smo zadovoljni popunjenošću. Naravno, uvijek može bolje, mi težimo tome. Radimo cijele godine, kod nas je popunjenost otprilike kao i prošle godine i zadovoljni smo time. Ni Svjetsko prvenstvo u nogometu nije pokvarilo statistiku, jer to su ljudi koji vole sport i nađu vremena i za jedno i za drugo. Stoga, manjka gostiju kod nas nema, mišljenje je direktor Bilić. Creska ACI marina više je stacionarna, nego tranzitna. – Istina, naša marina nije pretežito tranzitnog karaktera, ali krasna je i pravo je mjesto za odmor, gdje ljudi dolaze na duže, izlaze na jednodnevne izlete. Akvatorij je lijep, može se jedriti, ima se što i za vidjeti. Po nautičkim standardima nema djelatnosti koju naša marina ne pokriva i stvarno sve što je potrebno nautičari dobivaju, od tehničke podrške pa do ne daj Bože medicinske kad nekome zatreba. Potpuno smo opremljeni, kaže Bilić. Restoran, cafe bar, benzinska postaja, servis, sve je što treba nautičaru. – Nikad ne možeš imati baš sve što zaželiš, ali ako nešto nemamo mi ćemo izaći gostu u susret i nabaviti to za njega, poručio je Goran Bilić. Broj vezova je optimalan, tako da ne bude gužva, a ono na čemu treba raditi je kvaliteta. – Uvijek treba raditi na podizanju kvalitete i mi to stalno činimo, jer naši su gosti uvijek na prvom mjestu, zaključio je Goran Bilić, direktor ACI Marine u Cresu.

Every year during the Cres Sailing Week, the ACI Marina in Cres has a lively look when filled with all the extra sailors, that

are the participants of the regatta organized by the Sailing Club of Rijeka and Reful from Cres. – Sailors come here all throughout the year, but when we have a race or any kind of sports event, it's a totally different story. There is always something happening here and it depends on the wishes of the people, because when they like something they tend to repeat it! Last year they enjoyed themselves so much that they are here with us again, said the director of the ACI Marina in Cres, Goran Bilić. The capacity of the marina is full even without the participants of the regatta, and the guests just keep on coming. – We are pleased with the occupancy of the marina, but we always tend for more. We are open throughout the year and this year we have about the same number of guests as we had last year, we never have a shortage of these. Even the World Football Championship couldn't stop them from coming, because real sport lovers can always find time for both, that is the opinion of director Bilić. The ACI Marina in Cres is more a stationary than a transitory place. – True, our marina does not have mainly transitive character, but it is a very lovely place and people come here for their vacations. The area is great for sailing and sightseeing. According to maritime standards our marina covers all activities and offers sailors everything they need, from technical support to medical assistance, if necessary. We are fully equipped, said Bilić. There is a restaurant, coffee bar, gas station and service. – You can never have everything, but if there is something that our guest wants we'll get it for him, said Bilić. The number of moorings is optimal to avoid overcrowding, but quality is always something to work on. – Our guests always come first and we are constantly working on the improvement of the quality, concluded the director of the ACI Marina in Cres, Goran Bilić.

Lina – the sunken steamship

## Lina – potopljeni parobrod

Na sjeverozapadnoj strani otoka Cres, kod rta Pečenj, 14. siječnja 1914. godine potopljen je teretni parobrod Lina. Tijekom nevremena Lina je udarila u obalu otoka Cres i potonula. Brod nije teško pronaći, pramac broda je u prvog uvali južno od rta Pečenj, a vrh pramca je na dubini od 20 metara. Lina je bio željezni parobrod izgrađen 1879. godine u brodogradilištu Newcastle on Tyne u Velikoj Britaniji. Prije nego šta ga je kupio Vincenzo Granata, vlasnik kompanije Adriatica iz Barija, parobrod Lina plovio je svjetskim morima 22 godine pod imenom Ville de Namour, odnosno Nueva Estramandura. Adriatica je sa svoja četiri broda plovila cijelim Sredozemljem te do sjeverne Europe prevozeći ulje i vino iz talijanske pokrajine Puglia, a na povratku dovozeći ugljen iz Cardiffa. U rukama novog vlasnika Lina je vjerno služila sve do zimske noći 14. siječnja 1914. godine, uoči Prvog svjetskog rata. Pod zapovjedništvom kapetana Giuseppea Cicconardija zbog guste magle posada je izgubila orijentaciju tijekom plovidbe kroz Vela vrata, kanal između otoka Cres obale Istre, da bi je zatim jako nevjerrime bacilo na obalu nedaleko rta Pečenj. Brod je brzo potonuo, a u podacima kompanije nije navedeno je li bilo nastradalih u brodolomu.

Brod leži na pješčanom dnu, pramcem okrenut prema obali. Pramca se nalazi u sredini male uvale, oko 50 m južno od rta Pečenj. Kada je more prozirno pramac se nazire s površine. Krma je na dubini od 55 metara. Na pramcu su dva admiraliteta sidra s prčkom koja su učvršćena s gornje strane palube, kao kod jedrenjaka. Drvena glavna paluba je istrunula, ali su ostali na mjestu poprečni čelični okviri na koje je drvo bilo postavljeno tako da se s gornje strane može vidjeti čitava unutrašnjost broda. Brodska skladišta su prazna. Od zapovjedničkog mosta nije ostalo skoro ništa jer su stranice bile drvene. Na tom mjestu još stoji postolje kotača kormila. Dio

nadgrađa iza mosta metalan je i dobro očuvan. Kroz vrata se može ući u unutrašnjost strojarice i doprijeti do samog kotla i parnog stroja. Na nadgrađu je dimnjak na kojem je učvršćeno limeno slovo G, zaštitni znak kompanije Adriatica, ujedno i početno slovo vlasnika – obitelji Granata. Iza nadgrađa je prazno krmeno skladište za teret i krmeni jarbol na kojemu su obješeni ostaci ribarskih mreža.

On the north-western side of the Cres island, near the Cape Pečenj, on 14th January 1914 a cargo steamship Lina sunk when it hit the shores of Cres during the storm. The ship can easily be found – its bow is located in the first bay south from the Cape Pečenj, while the pail reaches the depth of 20 meters. Lina was an iron steamship built in 1879 in the Newcastle on Tyne shipyard in Great Britain. Before Vincenzo Granata, the owner of the Adriatica company from Bari, bought it, the steamship Lina has been sailing the Northern seas for 22 years under the name Ville de Namour, i.e. Nueva Estramandura. The Adriatica Company covered the whole Mediterranean area up to the Northern Europe with its four ships, transporting oil and wine from the Italian region Puglia, as well as carbon on its way back from Cardiff. Lina has faithfully served the new owner up to the winter night of 14th January 1914, just before the First World War. Under the command of Captain Giuseppe Cicconardi, the crew lost its orientation due to the thick fog while passing through Vela vrata, the channel between the island Cres and the shores of Istria, only to be thrown onto the coast near the Cape Pečenj. The ship sunk quickly, but there are no Company data on the number of the casualties of this shipwreck, if any.

The ship lies on the sand seabed with its bow facing the coast. The bow is situated in the middle of a small bay, some 50 m south from the Cape Pečenj. When the sea is extremely transparent, one can see it from the sea surface. The stern is 55 m deep. On the bow there are two admiralty anchors fixed on the upper side of the deck, as is the case with the sailing ships.

The main wooden deck has rotten, but the transversal steel frames on which the wood used to lay are still intact so that one may see the entire ship interior from above. The ship storerooms are empty. There is very little left from the commanding bridge since all of its sides were made of wood. The base of the steering wheel is still there. A part of the added structure behind the bridge is made of metal and is well preserved. Through the door one can enter the machinery compartment and reach the boiler and the steam machine. On the added upper structure there is a chimney with a brass letter G fastened on it, the protective sign of the Adriatica Company as well as the initial letter of the owners – the Granata family. Behind the structure there is an empty stern storeroom for cargo and the stern mast on which the remains of the fishing nets still hang.



IMS CENTRAL EUROPEAN CHAMPIONSHIP CRES, 17-24.06.2006.



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## LUDI PROVOD U MARINI / Crazy Party in the ACI Marina



Lik i djelo druga Zorana / ...joke...;



Osim jedriti neki znaju pjevati i to dobro... / There are singers among sailors...; Ajmo svi u jedan glas / Let's sing together



Zavrti i okreni / Twist & turn;



Mister of SEP s vjernim navijačima / Mister of CEC with supporters;



Stanko ide biciklom u more / Biking madness straight into the sea



Veli AWT gazda Miho Glavić došao je bodriti svoje AWT-ovce / Big AWT boss cheering on his crew; Zna se ko je faca - Kess Press / Kess - the man; Mi volimo pozirati / We like to pose



U iščekivanju starta / Waiting for the start; Njemu ništa nije previsoko / Nothing is too high for him;



Helmuth, za prijatelje Stanko: "Samo da zapuše" / Helmuth, Stanko for friends: "Let there be wind, pleaseeee"

