CRES SAILING WEEK

Corrected Times

BROJ 45 GODINA 5.
06.06.2008.

Gone with the wind shifts

Prohujalo sa škaršima

Danas je dan opet krenuo s odgodom od jednog sata. Bilo je očito danas ujutro da će vjetar biti slabiji nego prijašnje dane. Oko jedan sat brodovi su bili spremni za još jednu borbu na regatnom polju. Kao i obično regatni je brod postavio polje ispred Punte Pernat bez puno gubljenja vremena. Za taktičare nije bilo lako odlučiti se za pravu stranu kursa: na desnoj je strani izgledalo da ima više vjetra, na lijevoj je strani i dalje bio lijevi škarš blizu kopna. Desni je škarš u drugoj orci odlučio o finalnoj poziciji regate. Vjetar je bio stabilan između 7-10 čv, noseći brodove do cilja bez većih promjena.

Nakon kratke pauze čekajući da se vjetar stabilizita, regatni odbor je dao start druge regate. Prva skupina pokazala je svojim startom svim ostalim natjecateljima ta je desna strana regatnog polja favorizirana. To je rezultiralo borbom druge skupine kod regatnog broda. Mnogo je brodova bilo iznad desnog lay line-a samo nekoliko sekundi prije starta, te zbog toga nisu uspjeli krenuti na vrijeme prema startnoj liniji. Brodovi koji su bili u mogućnosti odvojiti se odmah u desno nakon starta, zbog promjene vjetra od 20 u desno dobili su puno u orci do prve bove.

Nije bilo promjena u vodstvu prve skupine. Češki Bohemia Express I dalje vodi s tri boda ispred Più Brave. Edilcost Shaula III imali su vrlo dobar dan i povećali vodstvo s 11 bodova prednosti ispred Three sisters. Austrijski Ono pobjedio je u drugom plovu i skočio na treće mjesto u ukupnpm poretku. U trećoj skupini nema većih promjena; Escandalo je prvi ispred Squalo Bianco (ITA) i Vag-a.

I ne zaboravite, nakon jedrenja vidimo se na našem četvrtom Après voile Party čiji je danas sponzor SCOR, Rijeka.

The day started again with an one-hour postponement. But it was obvious that today's breeze would be weaker than the other days. Around one o'clock the boats were already on the spot ready for another battle. As usual the race committee set the course along the cap Pernat without loosing any time. For the tacticians it was not easy to choose the proper side of the course: on the right side the wind looked a little bit stronger and on the left side there was still the left shift close to the land. A right shift on the second upwind course decided the final positions of the first race. The wind was steady around 7-10 knots leading the boats into the finish with no further surprises.

After a short break, waiting for the wind to stable the race committee began with the starting procedure of the second race. Class 1 start showed to all the other competitors that the right side of the course looked better than the left one. For this reason there was a big fight among the boats class 2 on the starting vessel. Many boats were over the right lay line just few seconds before the start and were prevented to accelerate at the right moment. In fact the boats which were able to go immediately to the right after the start got a 20 right shift that allowed them to gain a good advantage at the first mark.

There were no changes in the lead of the first group. The Czech Bohemia Express still keeps the lead with a three point advantage in front of Piu' Brava. Edilcost Shaula III had a very good day and reinforced its lead with 11 points in front of Three sisters. The Austrian Ono won the second race of the day and jumped on the third position overall. In the third class there were no big changes; Escandalo is leading the group, in front of Squalo Bianco (ITA) and Vag.

And do not forget, after the sailing see you at the fourth Après voile Party sponsored by SCOR, Rijeka.

SCOR *Après voile Party*

Riječki jedriličarski klub, SCOR osnovan je 17.11.1994. Od tada je organizirao 51 regatu: 3 svjetska prvenstva, 4 europska prvenstva, 6 prvenstava Hrvatske, 24 međunarodne regate, 14 nacionalnih regata.

SCOR *Après voile Party*

The Sailing Club of Rijeka, SCOR, was founded in November 17th in 1994. Since then we organised 51 regattas: 3 Worlds, 4 Europeans, 6 Croatian National, 24 international, 14 national regattas.

RASPORED / SCHEDULE

Petak / *Friday 06.06.2008.*

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

ORCi Central European Championship

REZULTATI / RESULTS

Class 1

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	4	5	Points
1	CZE663	Bohemia Express	Richard Vojta	EVD s.r.o.	YC Bohemia	Grand Soleil 42R0	R 1	1.00	1.00	2.00	1.00	2.00	7.00
2	ITA1000	Piu' Brava	Maurizio Benetello	SAFI Holding	YC Cortina D'Am	Farr 49'	R 1	2.00	3.00	3.00	2.00	1.00	11.00
3	SVK1	Quebramar	Peter Mosny	FYC Slovakia	FYC Slovakia	JV 42	C 1	3.00	2.00	1.00	3.00	6.00	15.00
4	ITA15504	Selene	Massimo de Campo	Massimo de Campo	YC Lignano	Dehler 44 mod.	C 1	4.00	5.00	4.00	4.00	3.00	20.00
5	AUT70	Aquilaù	Christian Bayer	Felix Riedl Management	BYC	J/V 49	R 1	5.00	4.00	5.00	5.00	4.00	23.00
6	CZE999	Bohemia Express II CAS	Radim Parichek	EVD s.r.o.	YC Bohemia	Sydney46	C 1	8.00	6.00	6.00	8.00	5.00	33.00
7	ITA12999	Marinariello	Carlo de Bona	Carlo de Bona	YC Lignano	Farr 40 IMS	R 1	7.00	7.00	8.00	6.00	7.00	35.00
8	ITA15446	Vanitas	Alberto Rizzi	Ennio Storti	YC Cortina D'Am	X-46	C 1	6.00	8.00	7.00	7.00	8.00	36.00

Class 2

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	4	5	Points
1	ITA210	Edilcost Shaula III	Roberto Strappati	Carlo Mancini	Ancona YC	Dufour 44 mod.	C 2	1.00	1.00	2.00	1.00	2.00	7.00
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	3.00	3.00	18.00
3	AUT700	Ono	Helmuth Boehm	Helmuth Boehm	UYCNs	Vrolijk 42	C 2	8.00	5.00	3.00	4.00	1.00	21.00
4	ITA14900	Extra	Rajko Kujundzic	Sandro Vinci	CV Gargnano	X-40 DK	C 2	2.00	9.00	6.00	2.00	4.00	23.00
5	ITA15244	Reve de Vie 2	Roberto Ferrarese	Ermanno Galeati	CN Sanbenedette	Grand Soleil 43BC	C 2	4.00	2.00	7.00	5.00	6.00	24.00
6	CRO4444	Go! AWT	Jan Winkler	AWT International	JK Medvescak,Z	X 43	C 2	7.00	3.00	4.00	7.00	12.00	33.00
7	ITA14001	Jasmine	Francesco Tomsasini	Paolo Zoppi	Ancona YC	First 40.7	C 2	3.00	13.00	5.00	8.00	10.00	39.00
8	CRO6482	Gringo 2	Robert Sandalic	JK Uskok, Zadar	JK Uskok, Zadar	A 40	C 2	10.00	4.00	15.00	6.00	11.00	46.00
9	ITA14871	Chebotta	Luigi Mastunzo	Luigi Remia	YC Ancona	Grand Soleil 40R	C 2	6.00	10.00	15.00	10.00	5.00	46.00
10	SVK5878	El Solete	Milan Loukota	FYC Slovakia	FYC Slovakia	Sinergia 40	C 2	11.00	8.00	8.00	12.00	8.00	47.00
11	CZE956	Christopher	Jiri Spurny	Jiri Spurny	Cesky Yacht Klu	First 40.7	C 2	9.00	12.00	9.00	11.00	7.00	48.00
12	CRO1213	Sail la Vie	Darko Smrkinic	Darko Smrkinic	JK Uskok, Zadar	First 40.7	C 2	13.00	11.00	10.00	9.00	14.00	57.00
13	ITA13513	La Dolce Vita	Enrico Biagini	Domenico Bristot	LNI Monfalcone	First 40.7 mod.	C 2	12.00	7.00	15.00	13.00	13.00	60.00
14	ITA14911	Sberressa	Francesco Pison	Francesco Pison	LNI Belluno	First 44.7 mod.	C 2	14.00	14.00	15.00	14.00	9.00	66.00

Class 3

Pos	Sail nr.	Yacht	Skipper	Owner	Club	Type	Class	1	2	3	4	5	Points
1	ITA137	Escandalo	Bruno Fezzardi	Manuele Costantin	YC Adriaco, Tri	M37	C 3	3.00	1.00	1.00	2.00	1.00	8.00
2	ITA15878	Squalo Bianco	Davide Bivi	Maurizio Michielin	LNI Monfalcone	X-37	C 3	1.00	2.00	4.00	1.00	3.00	11.00
3	ITA15003	Vag	Fabio Cosentino	Fabio Cosnetino	CN Pescara	Grand Soleil 37BC	C 3	2.00	3.00	2.00	3.00	6.00	16.00
4	CRO2211	Squalo Bianco	Frane Barbieri	Frane Barbieri	YC Croatia, Opa	Vrolijk 37 mod.	C 3	5.00	5.00	3.00	4.00	5.00	22.00
5	CRO1545	Andela X	Branko Iljadica Rapo	Branko Iljadica Rapo	JK Tijat, Vodic	X 37	C 3	6.00	6.00	14.00	5.00	2.00	33.00
6	ITA15037	Sagola GS	Fauusto Pierobon	Fausto Pierobon	CV Faro Piave V	Grand Soleil 37BC	C 3	4.00	4.00	5.00	6.00	14.00	33.00
7	AUT115	Christina 4	Sepp Stieger	Sepp Stieger	ASC, Insbruck	IMX 38	C 3	9.00	7.00	7.00	7.00	4.00	34.00
8	ITA14009	Dieci x Dieci	Roberto Manzan	Sandro Fabbro	SVOC, Monfalcon	X-332	C 3	7.00	8.00	8.00	8.00	8.00	39.00
9	ITA13530	Rewind	Claudio Paesani	Claudio Paesani	Ancona YC	First 31.7	C 3	8.00	10.00	6.00	9.00	7.00	40.00
10	CZE1565	Roko	Jiri Liska	Mare Charter	Cany	First 36.7	C 3	11.00	9.00	9.00	10.00	9.00	48.00
11	ITA12859	Ghea Futura IV	Giancarlo Zannier	Ginacarlo Zannier	ASNV Compagnia	Grand Soleil 45G	C 3	10.00	12.00	11.00	11.00	10.00	54.00
12	CZE1531	Tango	Klara Sanderova	Mande Charter	Yachting STYL	Salona 37 RK	C 3	12.00	11.00	10.00	12.00	11.00	56.00
13	CRO512	Zechi II	Mate Hrzic	Paolo Levoni	JK Reful, Cres	Bianca 414	C 3	14.00	14.00	14.00	14.00	14.00	70.00

Class 1

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

Class 2

1st **Edilcost-Shaula III**, ITA
2nd Three sisters, SVK
3rd Ono, AUT

Class 3

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

Priče s mora / *Stories from the sea*

Class 1

Richard Vojta, skipper Bohemia Express (Grand Soleil 42R), YC Bohemia

Jedrimo vec dugo zajedno – to je jedina tajna našeg uspjeha. Mnoštvo sati provedenih zajedno na treninzima, činеci najbolje što znamo u svakoj pojedinoj regati te vrlo dobar skipper i, hmm, specijalni rituali koje činimo svake večeri prije regate guraju nas na sam vrh. Nadam se da cemo pobijediti na regati, ali se moramo paziti Più Brave koja je jako brza.

We are sailing a lot together – this is the only secret of our success! A lot of training hours together, doing our best in every single race and a very good skipper, hm, and a special ritual we do every evening before the race, bring us ahead. We hope we will win the race, but have to keep an eye on Piu' Brava which is going very fast.

Peter Mosny, skipper Quebramar (J/V 42R), FYC Slovakia

O ne, nemoj me ništa pitati danas! U drugom plovu odjedrili smo našu najlošiju regatu, tako da se sada moramo nadati da ce se održati devet plovova. Na startu su nas pokrivali veliki brodovi Più Brava i Aqila te im nismo mogli nikako pobjeci. Posada je odradila odlično svoj posao, iz dana u dan smo sve bolji i bolji. To je naša 8 regata ove godine, tako da se nadamo da cemo uspjeti oduzeti koji bod Più Bravoj.

Ah no, do not ask me anything today! In our second race we sailed our discard, so now we have to hope for nine races. We started covered between the big boats Piu' Brava and Aquila and could not escape because we were covered. The crew worked well, everything is going better and better from day to day. This is our 8th race this year together, so we hope to gain some points on Piu' Brava.

Tylaska
MARINE HARDWARE

Class 2

Helmuth Boehm, skipper Ono (Vrolijk 42), UYCNs

Tu smo vec četvrti put i stvarno uživamo jedriti na Cresu. Moji brat Günther i ja jedrili smo deset godina u Flying Dutchman te smo tužni što nismo uspjeli zajedriti na Evropskom prvenstvu u Rapcu. Svo znanje koje imamo iz FD pokušavamo pretočiti u novi brod Judel / Vrolijk 42. Prvi plov nije bio nešto posebno, ali smo dali smo dali sve od sebe u drugom plovu. Startali smo s 2 minute zakašnjenja, ali smo uspjeli nadoknaditi nad svim brodovima zahvaljujuci promjenjivom vjetru u drugom plovu. Nadamo se da cemo zavrstiti među prva tri mjesta te da cemo skupiti dovoljno iskustva za Svetsko prvenstvo u Ateni.

We are here for the fourth time and we enjoy very much sailing in Cres. My brother Günther and I sailed for ten years in Flying Dutchman and very were sorry not being able to participate at the Europeans in Rabac. All the FD knowledge we try to concentrate in our new boat Judel / Vrolijk 42. The first race was not that good, but we did our best in the second. We started with 2 minutes delay and were able to gain on all boats thanks to shifty winds in the second race. We hope to finish within the first three boats and make a lot of experience for the Worlds in Athen.

Valter Dominelli, trimmer Edilcost-Shaula (Dufour 44), Ancona Yacht Club

Nije sve tako jednostavno kao što se čini po rezultaima. U drugom plovu smo imali poteškoca s promjenjivim vjetrom, pogotovo što se tiče intenziteta jer jedrimo s kruzerom, a ne regatnom jedrilicom koja jednostavno ne podnosi promjenjiv vjetar. Ali ne možemo se požaliti, dobre bordižade i konstantni ulazi zaslužni su za naše vodstvo u skupini 2. Nema opuštanja, moramo koncentrirano jedriti do kraja.

It is not everything as easy as it seams from the results. We were struggling with the wind in the second race, because the wind was very shifty and our cruising boat does not like the unsteady wind. But we will not complain, with some good tacks and very steady placement we our now leading in group 2. Nevertheless, we must keep the quality till the end.

Class 3

Fabio Cosentino – skipper Vag (Grand Soleil 37), CN Pescara

Zadovoljni smo s prvim plovom. U drugom je plovu pao vjetar, a kako je brod težak, jedino što nam je preostalo je branti se. Inače, zajednički rad posade je bio izvrstan kao i uvijek. Nadamo se da ce sutra biti još bolji dan.

With the first race, we are happy. In the second race the wind dropped down and as the boat is very heavy, the only chance we had was to defend our position. We are as always happy with the crew work. We hope for a better day tomorrow.

Branko Iljadica Rapo - Anđela X (X 37), JK Tijat, Vodice

Sve je bilo za 5 iako imamo jednog člana posade manje te četriri ozlijeđena člana. Sve to ne igra neku ulogu jer je posada jako dobro odradila regatu, nešto bolje u drugom plovu. Imali smo zanimljive dvoboje te smo jako zadovolji rezultatom.

Everything was perfect, even though we are one crew member less and have four injured people on board. All this did not matter much to our crew; we worked very good, a little bit better in the second race, had some good duels and are very happy with the result.

Davide Bivi – skipper Squalo Bianco (X 37), LNI Monfalcone

U prvom smo plovu bili odlični! Dobro smo startali, imali smo dobru taktiku u orci te smo ostavili ostale barke iza sebe i ušli u cilj pune 3 minute ispred svih. Ali, zato smo u dugom plovu jako loše startali, zadnji. Izvrsno smo iskorisili promjene vjetra što nam je pomoglo da nadoknadimo izgubljeno.

We did a very good job in the first race! We had a very good start and a very good windward tactic. At the end we finished three minutes in front of the second boat. But in the second race we started as last. We used every wind shift and were able to gain some more places on the fleet.

Izreka dana / Quote of the day

"Who is staring at the sea is already sailing a little."

Paul Carvel quotes (Belgian Writer and Editor, b.1964)

Interview with the Major of the Town of Cres, Mr. Gaetano Negovetić

U razgovoru s gradonačelnikom grada Cresa, g. Gaetanom Negovetićem

Organizator Cres Sailing Week-a, SCOR i gradonačelnik grada Cresa, g. Gaetano Negovetić, zajedno već 11 godina pretvaraju Cres u lipnju u pravi jedriličarski centar. Porazgovarali smo s gradonačelnikom o drugim Creskim projektima, koji će otok podignuti na svjetsku gospodarsku i turističku razinu.

Corrected Times: Otok Cres postao je dio pilot projekta lokalnog razvoja Vijeća Europe i Republike Hrvatske; što to znači za budući razvoj otoka?
Gaetano Negovetić: Pilot projekt lokalnog razvoja zajednički je projekt Vijeća Europe i Republike Hrvatske a dio je Regionalnog programa za kulutru i prirodnu baštinu jugoistočne Europe u koji je uključeno ukupno devet zemalja. Cilj pilot projekta je izrada razvojnog plana za izabrane regije koji će se temeljiti na svim lokalnim potencijalima te rezultirati poboljšanjem životnih uvjeta lokalne zajednice kroz demokratski proces internacionalne, nacionalne i lokalne suradnje, interdisciplinarnog rada, dajući lokalnoj zajednici snažnu ulogu u odlučivanju o vlastitoj budućnosti. Cres je izabran kao predstavnik Republike Hrvatske i to nas naravno posebno veseli. Projekt je još u administrativnoj fazi. Sva Ministarstva Republike Hrvatske dužna su potpisati tzv. „političku izjavu“, to traži Vijeće Europe. Još 2003. godine Cres je ušao u uži izbor, a mi mještani smo tek 2007. doznali za taj projekt. Cres od tada inzistira na Lubenicama kao regiji lokalitet, te na Palači Mojse kao pojedinim projektom. Dinamika projekta jest da bi do 2010. trebalo doći do konkretnih koraka i razvoja programa koji će zaštititi tradicionalne vrijednosti otoka Cresa. Budemo li to uspjeli, biti ćemo zadovoljni pilot projektom.

CT: Na otvorenju ORC Srednjeeuropskog Prvenstva u ponedjeljak imali smo prilike vidjeti obnovljeni i produženi molo u luci. Koliko će on pomoći u razvoju Cresa?
GN: 120m dugo pristanište projekt je Lučke Kapetanije Uprave Cres i grada Cresa vrijedan 9,5 milijuna kn. Staro austro-ugarsko molo od 60m produžili smo za još toliko. Mislim da je bitno rješavati kapitalne probleme kao što je ovo molo, jer smatram da našem otoku morski putevi moraju biti otvoreni, jer smo mi ipak usko vezani i orijentirani prema moru. Molo će biti namijenjen cruiserima, jedrenjacima, bilo kome koji bude htio posjetiti naš lijepi Cres, a trebalo bi biti gotovo krajem mjeseca.

CT: Kada trajektom iz Istre, preko Brestove stignemo u Porozinu na Cres, dočekati će nas posve novi asfalt, nedavno završen. Međutim, D-100 iliti creska državna cesta koja povezuje Porozinu s Lošinjom vrlo brzo se vraća na svoju staru iskonsku asfaltnu pogldogu. Nije li taj projekt trebao već biti završen?
GN: Jest, ovo je prava sramota za Cres. Nalazimo se u 21. st. a nismo u stanju od 1997. završiti rekonstrukciju državne ceste. Ponavljam, koliko nam je važno prije spomenuto molo u povezivanju morskim putem, toliko nam je važna ova cesta, jer će nas ona kopneno približiti Evropi. Po svim dosadašnjim planovima trebali bismo završiti cestu do 2009. godine.

CT: Koliko znači Cres Sailing Week Vašem gradu?
GN: Regata je postala pravi Creski brand i od velike važnosti za naš grad. Mi smo grad na moru, na otoku i moramo ulagati u naš nautički turizam. Ja jednostavno ne bih mogao zamisliti Cres bez te regate. Ova je regata vjesnik, prava promiđba Cresa u svijetu.

The organisers of the Cres Sailing Week, SCOR and the Major of the Town of Cres, Gaetano Negovetić for already 11 years transform Cres in June in a real sailing centre. We visited the Major of Cres and talked about other Cres' projects which will raise the island economy and tourism.

Corrected Times: The island of Cres became part of the pilot project of the local development of the Council of Europe and the Republic of Croatia, what does this mean for the future of the island?
Gaetano Negovetić: The pilot project of the local development of the Council of Europe and the Republic of Croatia is a part of the regional programme for cultural and natural heritage of the South-eastern Europe whit 9 nations taking part. The aim of the project is to make the development plan for the chosen regions and meliorate the living conditions of the local community through the democratic process of the international, national and local cooperative, interdisciplinary work giving the local community the option to decide about its own future. Cres was chosen as a representative of Croatia and we are very happy about that. The project is still in the administrative stage. All the ministries of the Republic of Croatia must signature the so called "political statement", because the Council of Europe requires this. Already in 2003 Cres entered the narrower selection, but it was only in 2007 that Cres' inhabitants and I got to knew about it. The Town of Cres would like to propose Lubenice as the region site and the Mojse Palace as the individual project. Until 2010 we should have specified steps and development of the project which will protect the traditional values of the island of Cres. If we succeed, we will be satisfied with the project.

CT: On the opening ceremony of the ORC Central European Championship on Monday we had a chance to see the renewed and extended pier in the Cres' harbour. How will this pier help Cres to develop?
GN: The 120m long pier is a project of the Port authority of the Town of Cres and the Town worth 9,5 million kuna. The old Austro-Hungarian pier which was 60m long we extended for another 60m. I think it is very important to resolve the capital problems of our town as for example this pier. Our island must have all the nautical ways open, because we are very narrow related to the sea and orientated to it. The pier is built for the cruisers, sailing boats, to anyone who would like to visit our nice town. The works should be ready by the end of the month.

CT: When you take the ferry from Istria, from Brestova to Porozina on the island of Cres, you will find a new round. But the D-100, the name of the road that goes from Porozina to Losinj, very soon turns out to its radical stage. Shouldn't this project already be finished?
GN: Yes, indeed, this is a real shame for Cres. We are in the 21st century but are not able to finish a road which project started already in 1997. Just as I said, this road is very important for the continental logistics as the pier is for the nautical tourism. According to all present plans the road should be finished by 2009.

CT: How much means the Cres Sailing Week to Cres?
GN: The regatta became a real brand for Cres and very important for the whole city. We are a city on the sea, on an island and must invest in our nautical tourism. I could not imagine Cres without this regatta. The regatta is a messenger, a real marketing for Cres in the whole world!

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Did you know?

Jeste li znali?

Da je Beli pretpovijesna gradina istočne obale sjevernog Cresa u kojoj ljudi neprekidno žive više od 4000 godina. Nalazi se na vrhu brežuljka na 130m koji se s morske strane strmo ruši u more. Spuštajući se u mjesto uskom asfaltiranom cestom, zadnjih stotinjak metara pratit će vas s njezine desne strane stara rimska cesta što je mostom preko kanjona vodila u grad. Slapovi što se na tom mjestu stvaraju za vrijeme jesenskih kiša, jedinstvena su atrakcija na otoku. Rimljani su ga prozvali Caput insulae (ili "glava otoka"). Hrvatski naziv Beli, potječe iz doba Bele IV koji se ovdje sklonio pred najezdom Tatara. Idući od mosta prema gradu, na lijevoj strani pred samim ulazom u grad, vidjet ćete jednokatne staje, od kojih neke nisu promijenile svoj pretpovijesni, rudimentarni oblik. Grad Beli, poput većine gradova iz tih davnih vremena, bio je opasan gradskim zidinama koje se danas tek djelomično vide. Gradska su se vrata nalazila pred gradskom ložom, a danas u grad vodi strmi put. Na malom trgu, pored gradske loze, nekoć je stajao stup sramote.
Nazivaju ga i Orlovim gnijezdom, jer tu obitava bjeloglavi sup. Bjeloglavi sup jedna je od najvećih prirodnih vrijednosti otoka Cresa i Hrvatske. U dva Ornitološka rezervata obitava više od 70 gnijezdećih parova. Lete brzinom i do 120 km/h i posebno su zaštićena vrsta prirode. Ovo je jedinstvena populacija supova, jer svoja gnijezda svijajau na okomitim liticama tik nad morem, ponekad i manje od 10 metara iznad morske površine.

That Beli is an antique small city on the top of the 130m hill on the Eastern coast of Cres surrounded by green vegetation and clusters of houses. Underneath the village there is a 130m high cliff, the sea, a small harbour and a pebble beach. The town draws its roots from pre-historic times, being mentioned even as early as 4000 BC, while the fortified wall protecting the town's exposed northern part speaks of the town's long history. The Romans gave the town the name "Caput Insulae". This tradition of having dual names represents a virtue that should be cherished and preserved. The Croatian version of the name - Beli, stems from the time of Bela IV who sought refuge here from the conquering Tartar hordes. Entering this particular microcosm, one gets the impression that some hidden internal clock has been ticking away for centuries, marking the rhythms of time and life. Witnesses to this are the remains of the Roman period and the fortifications of the Middle-Ages, the Roman-Gothic style churches, old balconies, house facades and decor, and the Glagolic inscriptions on the tombstones.
Beli's second name is eagle's nest because on this steep cliffs where the city is situated lives the eurasian griffon. He is one of the most impressive native species of the island of Cres and Croatia. The two ornithological reserves are a home for more than 70 nesting couples. Griffons can fly at a maximum speed of 120 km/h and are specially protected species according to the Nature Conservation Act. This is a unique griffon's population because they build bird's nests on vertical cliffs just above the sea level, sometimes less than 10 meters from the sea surface.

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