CRES SAILING WEEK

Corrected Times

BROJ 46 | GODINA 5.
07.06.2008.

What a pity...

Kakva šteta...

...imati tolike brodove i toliko dobrih jedriličara, a ne imati dovoljno „benzina“ za njihova jedra. Jučer je bio tipičan dan bez vjetra, i bez nade da će se stvoriti bilokoji vjetrić, jer nije bilo dovoljno sunca koje bi zagrijalo kopno ili zapuhao nekakav perturbacijski vjetar.
Ali kao što možemo razumjeti da se na Wimbledonu ne igra tennis kada pada kiša, tako moramo danas moći oprostiti vjetru... Jedriličari su naučeni na ovakva čekanja i upravo se u ovakvim čekanjima stvaraju nova poznanstva i prepričavaju nove priče. Jedan od važnijih argumenta o kojem jedriličari raspravljaju kada ubijaju vrijeme u barovima ili restaurantima čekajući na vjetar, jest kako bi mogli smanjiti njihov brod kako bi dobili još bolji rating.....pitaju se da li je bolje imati što bolji broj ili veću brzinu!!!! Ali kao što Shakespear nije mogao pronaći odgovor na pitanje “biti ili ne biti” tako i jedriličarima nije lako pronaći pravu magičnu formulu za njihv brod.
Što danas znamo sa sigurnošću jest da više neće biti odbacivanja na konačnim rezultatima, jer tek nakon devet plovova slijedi prvo odbacivanje. Ali također znamo da borbe za prva mjesta još nisu gotove. Stoga, dozvolimo vjetru da zapuše!

...to have so many boats and good sailors, and not “gasoline” at all for their sails. Yesterday was a typical no wind day as the breeze could not build because there was not enough sun to warm up the land and there were not the conditions for any gradient wind.
But as we understand when at Wimbledon the rain does not allow having any tennis games so we have to forgive the wind ... Sailors are used to this kind of long waiting days and in such days everybody socializes more. One of the main argument when the sailors are at the bars or restaurants waiting for the wind is how they could squeeze their boat to get a better rating..... they ask themselves if its better to have good numbers or a better speed !!!! But as Shakespeare could not reach enough answer regarding “to be or not to be“ so for the sailors it is not easy to have the right magic formula for their boats.
Today we know for sure that there will not be any discard for final results, because only after nine races the discard enters. But we also know that the game for the podium is not over yet. So let the wind blow!

RASPORED / SCHEDULE

Subota / *Saturday 07.06.2008.*

11:00	*"Štap" jedrenja*
Nakon regata	*ACI Marina, Cres* **- *Proglašenje pobjednika***
11:00	*Windward/Leeward races*
After the races	*ACI Marina, Cres* **- *Prize giving ceremony***

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

Cres – a happy harbour and a place where you will always come back

Cres - sretna luka i mjesto na koje će se gosti uvijek vraćati

U razgovou s direktoricom Turističke Zajednice Grada Cresa i supokroviteljicom Cres Sailing Week-a, Darijom Vasić

Corrected Times: Kao i svake godine, natjecatelji Cres Sailing Week-a odsjeli su u Hotelu Kimen, koji je od ove godine renoviran. Koliko se dugo čekalo na renoviranje?
Daria Vasić: Punih 40 godina nije se ništa ulagalo u hotel. Prelazi se s dvije zvijezde na hotel s četiri zvijezde. Naime, hotel će po završetku zadovoljavati kategorizaciju za četiri zvijezde, ali će u ovoj prijelaznoj fazi imati tri zvijezde. To će značiti puno za kvalitetu turizma u našem gradu i na otoku Cresu, jer je to jedini veći čvrsti objekt u ovoj regiji. Do sada smo se morali drugačije snalaziti , a sada imamo objekt koji će raditi gotovo cijelu godinu i koji će biti dobar promidžbeni čimbenik za budućnost za našu regiju. Jer, ako su nam se i prije gosti jedriličari vraćali u ljetnim mjesecima sa svojim obiteljima onda će to sigurno činiti i ubuduće, a to nam je vrlo važno.

CT: Na otoku imate tri plave zastave, da li je u planu podizanje plavih zastava na novim destinacijama?
DV: U ACI Marini Cres podignuta je prva plava zastava još prije 8 godina, u Autokampu Kovačine prije 5, a u autokampu Altina u Martinšćici ove godine. Plava zastava za plaže i marine je međunarodni ekološki program zaštite okoliša, mora i priobalja, čiji je prvenstveni cilj održivo upravljanje i gospodarenje morem i obalnim pojasom. Plava zastava je danas u svijetu vrlo cijenjena turistička markica koja je sve brojnijim turistima glavni orijentir prilikom odabira destinacije. U Cresu je u planu podizanje još jedne zastave.

CT: Koliko je CSW važan za Creski turizam?
DV: Na današnji dan (itervju je obavljen 05.06.2008) u Cresu boravi 2.000 gostiju, a od toga je gotovo 15% jedriličara i njihovoh obitelji, sudaca i organizatora. Svaki pojedini gost je jednako važan i znači puno. Međutim, osim smještaja, moramo biti dobri domaćini u svim segmentima, što vjerujem da Cres uspjeva. Svi creski ugostitelji i trgovine već znaju da je treći tjedan u lipnju rezerviran za CSW (ove je godine iznimno tri tjedna ranije zbog svjetskog u Ateni) i pripremaju se za to. Regata je postala naš brand i reklama za dobrog domaćina jedriličarskih eventa. Drago mi je bilo proći ujutro gradom i vidjeti da se uz jutarnju kavu umjesto Novog Lista čita vaš jedriličarski bilten Corrected Times.

CT: Kako biste u jednoj rečenici opisala Cres onima koji ga još moraju otkriti?
DV: Cres je sretna luka i mjesto na koje će se uvijek vraćati!

Interview with the director of the Cres Tourist Board and the co-patron of the Cres Sailing Week, Mrs Daria Vasić

Corrected Times: Just as every year, the competitors of the Cres Sailing Week are situated in Hotel Kimen, which was renovated last years. How long were you waiting for this renovation?
Daria Vasić: For 40 years nothing was invested in the hotel. Now we are raising the standard from two to four stars. Namely, once the hotel will be finished it will have a four star category. In this transition state it will remain a three-star category. This will mean a lot for our tourism in our city and our island, because this is the only bigger hotel facilitiy in this region. Until now we were resolving the accommodation problem in different ways, but now we have a big facility which will work through the whole year and which will be a good marketing factor for our region. If the guests were coming back before and were spending the holidays with their families during the summer, then now they will come back for sure. This was important to us.

CT: You have three blue flags on the island of Cres; do you plan to hoist any other in the near future?
DV: Yes, in the Marina Cres we hoisted the first one 8 years ago, in the Auto camp Kovačine 5 years ago and in the Auto camp Slatina in Martinšćica this year. A Blue Flag beach is a maritime or freshwater recreational beach that has met stringent quality standards during the whole of the previous bathing season. Blue Flag status is also applied to marinas. Compliance with Blue Flag criteria requires adherence to water quality standards, safety, the provision of services and general environmental management. In Cres we plan to hoist another blue flag.

CT: How important is the CSW for the Cres' tourism?
DV: Today (the interview was held on June 5th 2008) in Cres we have 2.000 guests; almost 15% of them are sailors with their families, judges and organisers. Every single guest is important for us. But, apart the accommodation we have to be a good host country in all segments, what I believe Cres can manage. All Cres' restaurants and shops prepare every year in the third week of June (this year is an exception because of the Worlds in Athen) for the regatta. The regatta became our brand and a good marketing for our town as a good host for future regattas. It was a pleasure for me to go through the city in the morning and see that people are reading your Corrected Times with the first coffee instead the local Novi List.

CT: How would you describe with one sentence Cres to those who have not been here yet?
DV: Cres is a happy harbour and a place where you will always come back!

I prefer to sail with men

Radije jedrim s muškarcima

Češka skiperica, ujedno i jedina na ovogodišnjem ORCi srednjeeuropskom prvenstvu, pokušala nam je u ovom intervjuu ukratko objasniti zašto je zanimljivije jedriti u miješanoj posadi.

Corrected Times: Klara, kako ti se sviđa Cres i Hrvatska?
Klara Sanderova: Jako, ovdje često dolazim na jedrenje, kako regate, tako i na odmor.

CT: Kada si se počela baviti jedrenjem?
KS: Sa osam godina. Počela sam u klasi kadet i u optimistu. Kod nas nemamo tako lijepo more i toliko puno vode, mi jedrimo na rijeci Vltava i na jezeru Lepno. Bila sam dva puta prvakinja države u kadetu 1995. i u timskom jedrenju 2007.

CT: Dakle, i ti vučeš korijene iz malih klasa. Kada si prešla na velike brodove?
KS: Bilo je to prije pet godina. Od tada sam puno puta bila i ovdje kod vas u Hrvatskoj.

CT: Po prvi puta si na CSW-u?
KS: Da, ovo mi je prvi nastup na CSW-u i prvi put da sam s krstašem u malom polju na „štapove". Desilo se to sve nekako neočekivano za mene. Prvotni skiper broda morao je odustati te je tjedan prije regate tražio zamjenu i tako došao do mene. Stigla sam na brod, a da nisam poznavala nikoga. Brod smo preuzeli u Marini Kremik.

CT: Ali ti nije žao?
KS: Nipošto! Uživam, baš smo se dobro snašli, iz dana u dan smo bolji, međutim nemamo regatna jedra, tako da s tim jednim parom jedara nemamo baš previše šansi, jer kada drugi mijenjau jedra, mi ostajemo na našoj jedinoj opciji. Mislim da je brod dobar, međutim, bez regatnih jedara nemamo baš puno izgleda.

CT: Da li inače kormilariš na brodu?
KS: Najčešće kormilarim, a ako ne, na glavnom sam jedru ili na trimu spinakera.

CT: Razmišljaš li o ženskoj jedriličarskoj posadi?
KS: Ne, uvijek radije jedrim u mješovitoj posadi, veći je gušt jedriti s muškaricima, a i jači su od žena!

CT: Koji su budući jedriličarski projekti u planu?
KS: Idemo na prvenstvo Austrije upravo na Saloni 37, pa nam je ovo dobar trening. Tamo ću nastupiti sa utreniranom posadom, pa se nadam puno boljem rezultatu.

CT: Hvala ti na razgovoru i želimo dobar vjetar posljednji dan jedrenja!
KS: Hvala vama i vidimo se dogodine!

The Czech skipper, the only woman sailing on the ORCi Central European Championship, tried to explain why does she like to sail more with a mixed crew

Corrected Times: Klara, how do you like Cres and Croatia?
Klara Sanderova: Very much, I am often here in Croatia for sailing, for racing and holiday.

CT: When did you start to sail?
KS: I started with 8, first in a cadet and than optimist. We do not have such a nice sea and so much water to sail, we sail on the river Vltava and the lake Lepno. I was two times Czech Champion in cadet and in team sailing.

CT: So you also sailed in dinghies, but when did you switch to big boats?
KS: It was five years ago. Since that moment I was a lot sailing in your country.

CT: Are you for the first time on the CSW?
KS: Yes, this is our first time on CSW and I am the first time sailing windward / leeward courses with a big boat. It was all not really planed, because the original skipper was not able to come. Therefore I was invited on the boat where I did not know anybody. We took the boat in the Marina Kremik.

CT: But you do not regret it, or?
KS: Not at all! I really enjoy the time here, we turned out in a good crew, but without good racing sails, we do not have any real chance to react on wind changes. When the other change sails, we do not have any options to get faster. I think that the boat is fast, but, without the real sails, we can only enjoy the sailing.

CT: Are you normally steering on the boat?
KS: I am normally steering, but if not I do main sail or trim the spinnaker.

CT: Are you thinking about a whole female crew?
KS: No, I always prefer to sail in a mixed crew, it is much more fun to sail with men, they are stronger!

CT: What are your future sailing projects?
KS: We are going for the Austrian Championship on Salona 37. That's why we see this as a good training for us. I will be there with a trained crew, so I hope for some better results.

CT: Thank you very much for having talked to us and we wish you some good winds on the last sailing day!
KS: Thank you and see you maybe next year!

Izreka dana / Quote of the day

"My goal in sailing isn't to be brilliant or flashy in individual races, just to be consistent over the long run."

Dennis Conner

One woman, but four boats – Christina 4

Jedna žena, ali četiri broda – Christina 4

Dr. Gunter Nagele, advokat iz Innsbrucka, jedan je od najstarijih taktičara CSW regate i čitavog Jadrana. Sa svojom Christinom 4 petnaest godina dostojno predstavlja svoju zemlju Austriju na moru.

Corrected Times: Dr. Nagele, austrijanci si sigurno ne mogu zamisliti povijest jedriličarskog sporta bez da spomenu Vaše ime. Kada ste Vi krenuli s jedrenjem i kuda je išao Vaš put?
Gunter Nagele: Počeo sam prije 35 godina, to je nažalost bilo već jako kasno, ali od tada nisam odustajao. Na početku su to bile kruzerske ture po Jadranu i Tirenskom moru, ali mi je to postalo nakon nekog vremena jako dosadno, tražio sam više akcije! Kupio sam si prije 30-tak godina Show 34, koji je bio stacioniran u Caorlama (Italija). Jedrili smo uglavnom regate na sjeveru. Naš je najveći problem bio što smo bili samouki, pa je sve išlo teže. Uglavnom je to bila posada iz Innsbrucka, tako da je to za dečke s planina bio nov i zanimljiv svijet.

CT: Brzo su uslijedili i prvi uspjesi?
GN: Za mane je najveći korak bio kada smo 1986 sudjelovali na Admiral's Cupu. Ja sam bio na trimu glavnog jedra. Onda sam si kupio Dehler / Beilken 3/4 Ton s kojim sam iz Trsta polazio na regate. Moja je žena Christina od prvih dana bila samnom na brodu, na provi.

CT: Zato Vam se brod zove Christina? Ali nije li to valjda 4. po redu?
GN: Ne, moja se žena dobro drži uz mene već više od 50 godina. Broj četiri jer je to četvrti brod po redu.

CT: Što je sve postigla Christina 4?
GN: S Christinom 4, IMX 38, bili smo pet puta na Evropskim prvenstvima u Punta Ali. Jedne smo godine bili drugi u grupu, ne sjećam se više koje je to godine bilo. Bilo nas je petero u stalnoj posadi, puno smo trenirali i to je bio pravi gušt. 22 puta sam učestovao na poznatoj Barcolani. Naš najbolji rezultat u Trstu bilo je 32. mjesto. Bili smo dva puta prvaci Austrije u klasi krstaš, jednom vice-prvaci. Brod sam prodao prije 5 godina, ali još uvijek jedrim kao dio posade na brodu, što me jako veseli.

CT: Da li ste uvijek kormilar na brodu?
GN: Ne, kada sam na svom brodu onda kormilarim, ali čim primjetim da ima boljih od mene na kormilu, rado prepuštam mjesto, jer više volim nadgledat situaciju i voditi ekipu. Rado sam taktičar i trimer glavnog jedra kao prije pet godina na regati Coppa del Rey (IMX 40).

CT: Pretežno ste jedrili kratke in-shore regate, da li Vas privlači Atlantik?
GN: Iskreno ne, ja volim akciju na brodu, jedrenje oko bova, ono drugo mi je sve pre dosadno.

CT: Što biste još htjeli postići u jedrenju?
GN: Već sam u jedrenju jako puno dobio, jako puno prijatelja i poznanika diljem svijeta. Ali bih još jednom htio biti prvi, pobijediti regatu onako kao u stara vremena. I jedna od mojih neostvarenih želja je jedrilica tipa Farr 40 – to će ostati moj san.

CT: Saznali smo da uskoro slavite svoj 80. rođendan, pa Vam iskreno želimo sve najbolje i još puno trenutaka provedenih na moru!
GN: Hvala!

Dr. Gunter Nagele, advocate from Innsbruck, is one of the oldest tacticians of the CSW and the whole Adria. With its Christina 4 he represents Austria for 15 years on the sea

Corrected Times: Dr. Nagele, the Austrians cannot make up their sailing history without mentioning your name. When and how did you start to sail?
Gunter Nagele: I started 35 years ago, already quite late, and have not left sailing since then. At the beginning we were doing cruising trips on the Adriatic and Tyrrhenian Sea, but very soon this became very boring for me. I had to search for some more action! I bought 30 years ago a Show 34 which was situated in Caorle, Italy. We sailed mainly races in the Northern Adriatic. Out biggest problem was that we did not have any couch and that is why everything was much harder. Those were mainly people from Innsbruck, real mountains inhabitants who started to love the new and interesting sailing world.

CT: The first results followed?
GN: The biggest step for me was in 1986 when we competed in the Admiral's Cup. I was trimming the main sail. After that I bought myself a Dehler / Beilken 3/4 Ton whit which from Trieste I went to major regattas. My wife Christina was with me on the bow from the first days on.

CT: That is why your ship's name is Christina? But are we talking about the 4th women?
GN: No, my wife is not letting me away; she is on my side since more than 50 years now. The number four stays for the fourth boat.

CT: What did Christina 4 achieve?
GN: With Christina 4, IMX 38, we were five times on the Europeans in Punta Ala. Once we were second in the group, but I do not remember when exactly. We were a crew of five, training together a lot and having real fun. I was 22 times on Barcolana, the most known regatta in the Adriatic Sea. Our best place there was 32nd place. We were two times Austrian Champion in big boat, once vice-champion. Five years ago I sold the boat but nowadays I still have a change to be a part of the crew.

CT: Are you always steering on the boat?
GN: No, when I am on my boat, than I am steering, but when I see that there is somebody else on board who has more experience, I leave him or her steer, because I prefer to overlook the situation and lead the team. I like to be a tactician and main sail trimmer, just as I was five years ago on the Copa del Rey (IMX 40)

CT: You were mostly sailing in-shore regattas, does the Atlantic attracts you?
GN: To be honest, no. I love action on the boat, sailing around the marks, everything else is too boring.

CT: What would you like to achieve more in sailing?
GN: I gained a lot up to know with sailing, many friends and acquaintance all over the world. But once againg I would like to be first and win a race as in those old days. Hm, maybe one of my last wishes is to have a Farr 40 – this will remain my dream.

CT: We found out that you are turning 80 very soon. Therefore, we would like to wish you all the best and more good time spent on the water.
GN: Thank you very much!

Bjeloglavi sup / The Eurasian Griffon

Bjeloglavi sup (Gyps fulvus) jedna je od najvećih prirodnih vrijednosti Tramuntane, otoka Cresa, pa i Hrvatske. Na Cresu su dva Ornitološka rezervata ("Podokladi" na srednjem i "Kruna" na sjevernom dijelu otoka) obitava oko 70 gnijezdećih parova.
Otočka populacija koja obitava na Cresu (te Krku, Plavniku i Prviću), jedinstvena je stoga što ovdje supovi gnijezda svijaju na okomitim liticama tik nad morem - ponekad i manje od 10 metara iznad morske površine. Bjeloglavi sup jedna je od najvećih ptica koje lete, raspona krila i do 2,80 metara, a može doseći težinu i do 15 kilograma.
Dugoživuća je vrsta. Neki su supovi doživjeli i 60 godina. Godišnje ženka snese samo jedno jaje, nekad već u prosincu, na kojem se zatim redovito, tijekom gotovo dva mjeseca, izmjenjuju oba roditelja.
Po izvaljivanju, mladi raste u gnijezdu oko četiri mjeseca, prije nego se otisne u samostalnu potragu za hranom. Ipak, još je mjesec-dva vezan uz roditelje koji ga podučavaju letjeti. Supovi lete brzinom i do 160 km/h, a prilikom potrage za hranom obično jedre, bez mahanja krilima, brzinom od 40-60 km/h. Bjeloglavi supovi hrane se isključivo uginulim životinjama i ne napadaju živi plijen. Pronalazeći strvine i hraneći se njima zaustavljaju zarazu, i tako sprječavaju stočne epidemije.
Bjeloglavi sup je posebno zaštićena vrsta prema Zakonu o zaštiti prirode, a njegovo ubijanje, otimanje jaja ili mladih i uznemiravanje na gnijezdu krivično je djelo i kažnjava se novčanom kaznom u iznosu i do 40.000,00 kn (više od 5.000,00 EUR). Zabranjeno je čak i držanje preparirane ptice!

The Eurasian Griffon (Gyps fulvus) is one of the greatest natural values of Tramuntana, the island of Cres and the whole of Croatia. On the island of Cres there are two ornithological reserves ('Podokladi' in the middle and 'Kruna' on the northern part of the island) where about 70 nesting pairs live.
The island population which lives on Cres (as well as the islands of Krk, Plavnik and Prvić) is unique because here the griffons are nesting on vertical cliffs just above the sea – sometimes even less than 10 metres above the surface. The Eurasian Griffons are one of the largest birds which fly with the wing span up to 2.80 metres and they can weigh up to 15 kg.
They are a long living species. Some griffons have lived for 60 years. The female has one egg a year and sometimes in December each parent takes turn to incubate the egg for over two months.
After the chick hatches, it grows over four months before starting to fly on its own in search of food. However, the young stay with parents for the next two months, learning to fly. The griffons can fly to speeds of 160 km/h and during their search for food they glide without much use of their wings, developing a speed of 40-60 km/h. The Eurasian Griffons eat only dead animals and they do not attack leaving prey. By finding carcases and eating them, they stop the spread of diseases and epidemics.
The Eurasian Griffon is an especially protected species according to Croatian Law concerning nature protection and their killing, the taking eggs or chicks and disturbance of the birds in the nest is an offence which can be penalised with penalty up to 40,000 Croatian kunas (more than 5,000 Euros). It is also strictly forbidden to keep a stuffed bird!

ORC International Central European Championship 2008
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Polo majica, sky Blue S-XL 100% pamuk / **Polo T-shirt, sky blue** S- XL, 100% cotton / **Maglietta, blu** cielo S-XL , 100% cotone

men

Polo majica, sky Blue S-L 100% pamuk / **Polo T-shirt, sky blue** S- L, 100% cotton / **Maglietta, blu** cielo S-L, 100% cotone

women

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Na licu mjesta / On the face of the place

have you seen the wind shift in front of us??

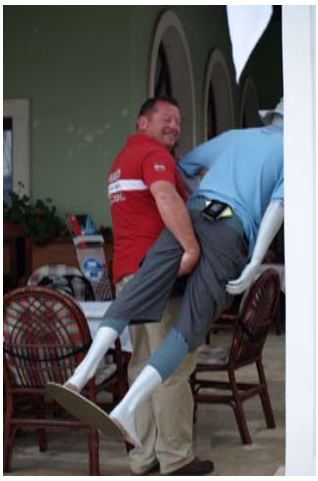
follow me ...

I'd like a kite like this too :)

who's the man?

where is the bowman?

jump - jump !!!


i'm taking him home

oh... the pasta was good..

get all the weight out !

pffff !!!

hurry!! hurry!!

tough night

easy morning

my precious !!!