

IMS Central European Championship - LISTA SUDIONIKA / ENTRIES

Brod / Boat	Vlasnik / Owner	Kormilar / Skipper	Klub / Club	Klasa / Class	Br. na jedru / Sail	Godina / Age	LOA
AUSTRIA							
Christina 4	Gunther Nagele	Georg Stadler	YC Austria	IMX 38	AUT 115	1999	stu.36
Equinoxe 3	Rene Mangold	Rene Mangold	SC Mattsee	Grand Soleil 42R	AUT 2633	2003	pro.45
Karma 3	Helmuth Bohm	Helmuth Bohm	JK Maestral, Rovinj	First 40.7	AUT 808	2004	stu.92
CZECH REPUBLIC							
Bohemia Express	EVD s.r.o.	Richard Vojta	YC Avia, Praha	Sydney 46	CZE 999	1997	14.lip
Christopher	Jiri Spurny	Jiri Spurny	Češky Yacht Klub	First 40.7	NZL	2004	stu.92
Twinky	YC Markop	Ludek Sejkora	YC Markop	First 36.7	CZE 17	2003	lis.64
FRANCE							
Kalinka	Walter Radulic	Walter Radulic	CNTL	First 36.7	FRA 9145	2001	lis.64
CROATIA							
AA	Adrija-Azija, d.o.o.	Darko Prižmić	JK Peliška jedra, Orebić	IMX 45	CRO 431	2003	13.75
Cool'n	Winkler Yachting	Jan Winkler	JK Medveščak, Zagreb	Sun Fast 32i	CRO 718	2001	ruj.44
Follow us Opatija	Ivica Šćurić	Ivica Šćurić	JK Opatija, Opatija	IMS 35	CRO 45	2001	lis.49
Forest Gump	Gerd Telesklav	Dario Kliba	YC Croatia, Opatija	ILC 40	AUT 9321	1995	pro.50
Gringo 057	Radio 057 Zadar	Darko Smrkinić	JK Uskok, Zadar	Elan 31 mod.	CRO 648	1985	ruj.33
Gringo 2	JK Uskok, Zadar	Robert Sandalić	JK Uskok, Zadar	A 40	CRO 6482	2003	stu.99
Lulu	ARX d.o.o.	Damir Desabota	JK Val, Šibenik	Dufour 34	CRO 1104	2004	lis.30
Mursa dva	JK Mursa, Osijek	Tihomir Stričević	JK Mursa, Osijek	First 31.7	CRO 199	2001	ruj.50
Project Man. Cons.	Miran Cofek	Miran Cofek	JK Flumen, Rijeka	First IMS 40.7	CRO 777	1994	pro.39
Sail la Vie	Igor Grgičević	Bartul Mišura	JK Toč, Split	First 40.7	CRO 1213	2002	stu.92
SCOR Team	SCOR, Rijeka	Darko Hajdinjak	SCOR, Rijeka	Rodman 42	ESP 6446	2002	pro.41
Termag Magic	Igor Lukanović	Frane Barbieri	JK ANA, Jezera	ILC 30	CRO 1332	1998	ruj.55
Wilma's Electrolux Dar Mar	Mande Charter	Martina Ronjga	YC Croatia, Opatija	Elan 37	CRO 1089	2002	stu.33
Zechi II	Paolo Levoni	Mate Hržić	JK Reful, Cres	Bianca 414	CRO 512	1983	pro.64
ITALY							
Athyris cube	Sregio Taccheo	Sergio Taccheo	SN Pietas Julia	Grand Soleil 40	ITA 14061	2002	stu.99
Biancaluna	Ugo Ganz	Ugo Ganz	CV Conegliano	Grand Soleil 40	ITA 14460	2002	stu.99
Che Botta	Luigi Remia	Luigi Remia	CN Ancona	Grand Soleil 40R	ITA 14871	2005	stu.99
Creatura	Vittorio Anselmi	Vittorio Anselmi	Treviso Sailing Club	First 40.7	ITA 13774	2001	stu.92
Fantamaff	Maff 4 Sailing Team	Riccardo Poli	STV, Treiste	Ten PF	ITA 10	1995	ruj.99
Garbin 2	Susterisich Michele	Susterisich Marco	Yacht Club Adriatico	First 40.7	ITA 14870	2005	11.92
Harahel	Lucio Di Mauro	Lucio Di Mauro	NIC Catania	Grand Soleil 40R	ITA 14946	2005	stu.99
Il colore del vento	Nadir Spezzapria	Nadir Spezzapria	Sporting Chioggia	X 46	ITA 14494	2003	13.99
Karma	Vladimiro Pegoraro	Vladimiro Pegoraro	Il Portodimare	IMX 40	ITA 13642	2000	12.sij
Kixxme	Nadia Canalaz	Walter Svetina	YC Čupa	IMX 45	ITA 777	2004	13.72
Lunica	Franco Costa	Franco Costa	Ravenna YC	First 36.7	ITA 13870	2001	lis.64
Mataran	Stefano Di Properzio	Stefano Di Properzio	CN Pescara	First 40.7	ITA 13731	2001	stu.92
Minox	Alberto Altieri	Giulio Altieri	Copmagnia Vela Venezia	X 37	ITA 14884	2005	stu.35
Porto di Venezia	Indigo Sailing Team	Bruno Fezzardi	CDV Venezia	Vroljik 37	ITA 14999	2005	11.00
Selavy	Giovanni Montagner	Loris Plet	CNSM	First 44.7	ITA 14666	2004	13.37
Shaula	Andrea Giorgetti	Andrea Giorgetti	SEF Stamura, Ancona	Dufour 44	ITA 210	2005	13.65
Sideracordis	Pier Vettor Grimani	Andrea Tedesco	CDV Venezia	First 36.7 mod.	ITA 14292	2003	lis.64
Taradis	GDB Sailing Team	Marco Bertozzi	Il Portodimare	Salona 40	ITA 14662	2004	12.sij
Umana	Filippo Tognana	Nicola Tognana	Il Portodimare	IMX 45	ITA 311	2002	13.61
X Elisa	Marco Lugoboni	Marco Lugoboni	YC Hannibal	X 46	ITA 14858	2005	13.99
X Sea	Mistral	Gianni Ferroni	YC Mistral	X 362	ITA 13663	2000	lis.72
SLOVAKIA							
Stribor	Boris Mišić	Miloslav Psalman	YC Sagitarius, Bratislava	Grand Soleil 40	CRO 797	2004	12.vlj
El Solete	FYC Slovakia	Peter Mosny	FYC Slovakia	Sinergia 40	ESP 5878	2001	pro.13

The score levelled until the ultimate race

Izjednačeno do posljednjeg jedrenja

Danas prvim štap jedrenjem konačno završava iščekivanje i počinje nadmetanje. Poželite ćemo im svima puna jedra vjetrova i što manje grešaka. Ispitali smo što misli o predstojećim iskušenjima i ishodu nekolicina sudionika IMS Srednjeeuropskog prvenstva

With the first Windward/Leeward race today the suspense is finally over, paving the way to the real competition. We wish everyone a good wind and as little mistakes as possible. We asked several participants in IMS Central European Championship what they thought of the forthcoming adventures and the possible outcome of the race.



ROBERT SANDALIĆ, kormilar / skipper, Gringo 2 (A 40) – JK Uskok Zadar
Svi žele pobijediti na regati pa tako i ja. No treba biti realan, plasman među deset najboljih brodova bio bi sasvim zadovoljavajući. Ima puno dobrih brodova i sjajnih jedriličara, tako da je teško predviđjeti plasman. U posljednje dvije, tri godine kojom dolazim sa svojim brodom i posadom u Cres, ovo je zasigurno najjača regata.



RENE MANGOLD, vlasnik i kormilar / owner and skipper, Equinoxe 3 (Grand Soleil 42R) – SC Mattsee
Ovaj nam je novi brod i naša prva velika međunarodna regata na kojoj ćemo jedriti na njemu. Zbog toga mi je na pitanje o očekivanjima i plasmanu teško odgovoriti. Ne očekujem ništa, konkurencija je vrlo jaka. Bio bih zadovoljan da budemo među prvih deset, a kad bi bili među pet najboljih

jedriličica to bi bilo vrlo uspješno.
This is our new boat and our first great international regatta



ROBERTO SCARPELLATO, kormilar / skipper, Shaula (Dufour 44) – SEF Stamura Ancona

Došli smo prvenstveno da bi se dobro zabavili. Sudjelovali smo na puno regata u Cresu i jako volimo sam grad te regatno polje na kojem se jedri. Što se plasmama tiče, ne mogu ništa reći. Očekujemo samo da damo najbolje od sebe, pa ćemo vidjeti gdje će nas to dovesti.

We came above all to have a great time. We have taken part in numerous regattas in Cres and we truly like the town of Cres and the racing area. As far as the outcome is concerned, I really can't predict anything. We only expect to give our best and see where that will take us.



IMS Central European Championship Cres, 18-25.06.2005.



Hajdinjak is chasing victory

Hajdinjak "lovi" pobjedu



Darko Hajdinjak, kormilar iz Riječkog jedriličarskog kluba SCOR na IMS Srednjeeuropskom prvenstvu jedrit će na jedrilici «Bribon», Rodman 42, čije je korištenje dogovoreno upravo za ovu prigodu. Hajdinjak i njegova posada favoriti su neovisno od broda na kojem jedre, no na Bribonu će sve njihove sposobnosti i umijeće još više doći do izražaja. Jedrilica je to koja iza sebe ima brojne regate i sjajne rezultate. Nesumnjivo će i Hajdinjak nastaviti taj niz. Biti će vrlo

zanimljivo vidjeti okršaje između Bribona, Shaule i El colore del vento, tri jedrilice koje su na vrhu liste favorita ovog prvenstva.

– Jedrilica je izuzetna, prava regatna. Iako nije najnoviji projekt, već ima koju godinu, iz 2002. godine je, to ne umanjuje njegovu vrijednost. Prošle godine je pobjedio na Mediteranskom prvenstvu, a ove ćemo godine vidjeti, jer dolaze dva, tri posve nova broda. Stvarno će biti zanimljivo usporediti brzine jedrilica i boriti se protiv njih, kaže Darko Hajdinjak, jedan od najboljih hrvatskih kormilara koji na ovoj regati brani naslov IMS prvaka Hrvatske.

Vrijednost prijavljenih jedrilica je oko 10 milijuna eura, a neki će baš u Cresu imati svoju regatnu premijeru. – Pod austrijskom zastavom prijavljen je Grand Soleil 42R koji je prošle godine pobjedio na VIP IMS 600 Svjetskom prvenstvu. To je jedrilica Equinoxe 3. Ima još dvije, tri stvarno kvalitetne jedrilice. No, bez obzira na to desetak posada će se boriti za prva tri mjesta, mišljenja je SCOR-ov kormilar.

Ipak nije sve u jedrilici, posada je ta koja presuđuje u IMS jedrenju. 37-godišnji Riječanin uoči ove regate imao je više problema sa ekipiranjem posade, nego sa pronalaskom jedrilice. – Brod je prednost, ali ga ljudi voze. Veliki teret je na posadi, da odjedre bez greške, odnosno sa što manje grešaka u odnosu na ostale. Istina je da smo tek pred sam početak regate iskombinirali nabavku jedrilice i nije bilo baš jednostavno skupiti ekipu ove godine tako da će se 12, 13 ljudi izmjeniti na Bribonu do kraja regate.

Usprkos svim poteškoćama oko okupljanja, veći dio posade činit će ekipa sa jedrilice Karuba, koja je prošle godine imala sjajnih rezultata. Tako su u posadi iz kormilara Hajdinjaka, Igor Hrelja, Robert Scheidl, Boris Konjuh, Andrej Sandalj, Igor Lukanović, Damir Begić, Damir Nakrst i Nikola Marinović. Posada je to koja će znati odgovoriti izazovima. – Biti će zanimljiva borba u štapovima, to je pedesetak jedrilica na startu, iako je pogriješiti svakome od nas. Obzirom na konkurenciju biti će napeto boriti se za top mjesta. Mislim da će do zadnjeg dana biti rezultatski izjednačeno i neizvjesno. Nadam se i da će biti vjetrova, posebno za vrijeme navigacije od Cresa do Rovinja i natrag, kako bi mogli što brže završiti, poželio je Hajdinjak.

Cres iz godine u godinu postaje ne samo mediteransko već i europsko odredište jedriličara te središte mediteranskih i europskih jedriličarskih događanja.

– Ovaj put je prijavljeno čak 50-tak jedrilica, uglavnom talijanskih čiji su vlasnici zadovoljni sa mjestom održavanja, regatnim poljem, vjetrovom i događanjima na kopnu. Dosad su ovdje bile izvrsne regate, pa će biti i ova. Ove godine ima i više čeških,

slovačkih i austrijskih jedrilica što dovoljno govori kako se iz godine u godinu širi broj natjecatelja i zemalja iz kojih dolaze, zaključio je Darko Hajdinjak.

On IMS Central European Championship Darko Hajdinjak, skipper from Sailing Club of Rijeka SCOR, will sail on «Bribon», Rodman 42, which was agreed especially for the occasion. Hajdinjak and his crew are the favourites, regardless of the boat they're sailing on. However, with Bribon they will be able to fully use their skills and capacities. Bribon has already sailed on numerous regattas achieving excellent results. Hajdinjak will no doubt continue the line of successes. Competition among top three favourites of this Championship - Bribon, Shaula and El colore del vento, will be an interesting sight. – We are talking about an extraordinary, racing boat. Although its design isn't one of the newest (it dates back to 2002), it is nevertheless a most valid one. The boat won the Mediterranean Championship last year, while things remain to be seen for this year, since two or three completely new boats are to participate. Comparing the speed of boats and competing with them will be most interesting, says Darko Hajdinjak, one of the best Croatian skippers who is defending a title of IMS Champion of Croatia in this race.

Total value of all entered boats amounts to about 10 million euro and some of them will experience their first regatta right here in Cres.

– Grand Soleil 42R that won last year's VIP IMS Championship entered under the Austrian flag. The boat carries the name Equinoxe 3. There are other two or three high quality boats. An overall number of ten crews will be competing to get among the top three, said SCOR's skipper.

Not everything depends on the boat, though. It's the crew that's a crucial element in IMS Sailing. The 37-year old skipper from Rijeka had more problems finding the right crew than

finding the boat for this regatta. – The boat is an asset, but it is the men who ride it. The crew is under great pressure, it needs to sail perfectly, i.e. it needs to make less mistakes than others. It is true that we managed to get the boat only shortly before the beginning of the regatta and that gathering this year's crew was not easy. This is why some 12, 13 people will alternate on Bribon by the end of the race.

Despite numerous difficulties in gathering the crew, most of the persons aboard are members of Karuba's crew, the boat that achieved excellent results last year. The crew includes skipper Hajdinjak, Igor Hrelja, Robert Scheidl, Boris Konjuh, Andrej Sandalj, Igor Lukanović, Damir Begić, Damir Nakrst and Nikola Marinović.

This is a crew that will know how to meet the challenges ahead of it. – The Windward/Leeward race will be quite interesting, since there will be some 50 boats on a start line and each of us can easily make a mistake. Obtaining top results will be quite an enterprise, considering the competition. I believe the results will be unpredictable until the very last day. Hajdinjak also expressed hope for wind, especially during the offshore race from Cres to Rovinj and back, so that the race could end as soon as possible.

Cres is increasingly becoming not only a European sailing destination, but also a center of Mediterranean and European sailing-related events.

– As much as 50 boats have entered the race this year, most of which are Italian. Their owners are satisfied with the venue, racing area, wind and events ashore. There have been some of the top races here so far, and so will be this one. A greater number of Czech, Slovakian and Austrian boats have entered this year, which proves that each year the number of competitors and participating countries is greatly increasing, Darko Hajdinjak concluded.



Tonight - The Czech Evening

Večeras češka zabava

Zahvaljujući Petru Sladečku, češkom članu međunarodnog žirija večeras će od 20 sati u ACI Marini biti Češka večer za sve jedriličare, sudionike regate i goste koji će pohoditi marinu. Zaštitni znak biti će naravno piva – Radegasti. Uz druženje uz čašu pive ide i glazba, pa će to večeras biti pravi društveni događaj. Sladeček žali zbog premalog broja čeških posada, no vjeruje da će se iz regate u regatu taj broj povećavati. Priželjkivao je barem pet brodova, a došla su samo tri. – Želimo na neki način obilježiti češko sudjelovanje na regati, a jedno druženje uz našu pivu će vjerujem biti pun pogodak, rekao je Petr Sladeček.

Thanks to Petr Sladeček, Czech member of the international jury, a Czech evening will be organized for all skippers, participants in the regatta and guests this evening at 8 pm in ACI Marina. The trademark of the evening will naturally be a beer brand - Radegasti. Along with a glass of beer there goes some music as well, therefore tonight is bound to be a real social event. Sladeček regrets the scarce number of participating Czech crews, but believes that the number will increase gradually with every regatta. While he wished at least five boats would appear, there arrived only three. – We would like to somehow mark the Czech involvement in this regatta and we expect that socializing with our beer is the best way to do so, said Petr Sladeček.



Dan uoči... The Day before...



Veeelikki valovi / Huuuge waves



E, da mi je malo "ubit" oko / If only I could take a short nap



Vjetar u kosi / Wind is in the hair



Jedrenje se voli od malih nogu / Loving sailing since the early days



Ljubav bez granica / Love with no frontiers



Morska tjelovježba / Sea workout



Ženskaposla / Women's business



Prijateljsko uvjeravanje / Friendly discussion

The history of island's Seamanship

Povijest otočkog pomorstva



Pomorstvo je bio važan segment otočnog života. I dok o lošinjskom pomorstvu postoji velik broj dokumenata i dokaza, prvi sigurno podaci o brodovima i pomorcima otoka Cresa datiraju iz 1803. godine. Te je godine grad Cres imao ukupno 25 jedrenjaka. Dok je malološinjsko brodarstvo bilo najviše izloženo svjetskim promjenama, u ostalim mjestima, kao što su Cres, Martinšćica i Nerezine, one su se osjećale djelomično. U tim se naseljima razvijala mala obalna plovidba, a glavni pogon tim manjim brodovima bio je još uvijek vjetar. Isto je vrijedilo i za brodogradnju. Uspjela su preživjeti manja brodogradilišta koja su vršila gradnju i popravke manjih drvenih jedrenjaka i barki. U Nerezinama je prvo brodogradilište osnovano

sredinom 19 st., u vrijeme austrijske vladavine, a vlasnik je bio Sabino Marinalić iz Malog Lošinja. Budući da su Nerezinci bili zaposleni u malološinjskim škverovima, postojao je kvalitetan kadar koji je radio dobre brodove. U početku se prvo brodogradilište u Nerezinama nalazilo do današnje glavne luke, nakon izbijanja prvog svjetskog rata, preneseno je na rt između uvala Lučica i Biskupije gdje se i danas nalazi. Najuspješniji period bio je između dva svjetska rata kada su Nerezinci imali najviše brodova. Današnje nerezinsko brodogradilište bavi se uglavnom remontom drvenih brodova. U vremenu između dva svjetska rata u Cresu postoji škver Josipa Kraljeta (Craglietto), na mjestu sadašnjeg brodogradilišta, te škver Kiole (Chiole), lociran istočno od franjevačkog samostana. Tijekom drugog svjetskog rata započelo je s radom i brodogradilište u Martinšćici, međutim poslovalo je samo godinu dana. Vidljivi ostaci zlatnog doba otočkog pomorstva su brojne kapetanske kuće te raskošno uređene crkve. Današnje otočko pomorstvo ima potpuno drugi oblik i karakter. Iako na otoku postoje dva broderska poduzeća «Lošinjska plovidba» iz Malog Lošinja i «Creska plovidba» iz Cresa, njihovi brodovi nisu česti posjetioci otočkih luka. Modern način pomorske trgovine diktira drugačije uvjete.

Sea business has always been an important segment of the island life. While there are many documents and proof of nautics on the island of Lošinj, first data on ships and sailors on the island of Cres go back to 1803. That was the year in which town of Cres had 25 sailing boats. At the time when shipping in Mali Lošinj was most influenced by the world changes, other places such

as Cres, Martinšćica and Nerezine felt these changes only partially. These are the places that saw the greatest development of coastal navigation moved mainly by the wind. The same applied to shipbuilding. Smaller shipyards managed to survive because they constructed and repaired wooden sailing boats and ships. The first shipyard in Nerezine was founded in the mid-19th-century, under the Austrian rule, and the owner was Sabino Marinalić from Mali Lošinj. Since the population of Nerezine had mainly worked in the shipyards of Mali Lošinj, the workforce was extremely skilled and constructed high quality boats. The first shipyard in Nerezine was first placed near today's main port and was moved, with the outburst of the World War I., to the cape between the Lučica and Biskupije bay where it still remains. The most successful period for Nerezine occurred between the two World Wars when there were numerous boats in the town. The main business of today's shipyard focuses on repairs of wooden ships. In the period between the two world wars, Cres had the shipyard of Josip Kraljeto (Craglietto) on the place of today's shipyard, and the Kiole (Chiole) shipyard situated east of Franciscan Monastery. During the Second world war the Martinšćica shipyard started operating, but only for a year. The visible remainings of the golden age of island's Seamanship are numerous Captains' houses and luxuriously decorated churches. The sea business today is completely different. Although there are two shipping companies on the island - «Lošinjska plovidba» from Mali Lošinj and «Creska plovidba» from Cres, their ships do not visit local ports too often. A modern way of conducting Shipping trade imposes an entirely different modus operandi.



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