



RASPORED / SCHEDULE

Subota/Saturday 25. 6. 2011.

- 11.00 "Štap" jedrenja
- 16.00 Podjela nagrada ORC Svjetsko prvenstvo 2011. – ACI Marina Cres;
glazba DJ "Gonzo" – Restaurant Marina
- 11.00 Windward/Leeward races
- 16.00 Prize giving ORCi World championship – ACI Marina Cres;
music by DJ "Gonzo" – Restaurant Marina

Pretposljednji dan ORC Svjetskog prvenstva / *One day to go*

Aniene i Low Noise novi vodeći / Aniene and Low Noise new class leaders



Za razliku od prijašnjih dana sa slabim vjetrom, jučerašnja bura od 8 do 12 čvorova ujutro i do 25 čvorova poslijepodne donijela je puno akcije na moru u štap jedrenjima pretposljednjeg dana ORC Svjetskog prvenstva. Pojačanjem vjetra došlo je i do više incidenata, i baš kao i u prijašnjim regatama, neposlušnost u većim klasama (56 jedrilica u klasi A i 63 u klasi B), primorala su Regatni odbor da podigne crnu zastavu. To znači da bilo koja jedrilica koja je u zadnjoj minuti preko linije, biti će diskvalificirana za to jedrenje. Kada se podigne crna zastava, flota se u normalnim uvjetima drži pod rezervom, ali ne i jučer. U jučerašnjem drugom plovu, velika desna promjena vjetra primorala je klasi A da se nagomila kod startnog broda, gdje su se vodile velike borbe oko bolje startne pozicije za bolju stranu. Ubrzo nakon startnog signala Bojan Gale, predsjednik

Flash News!

00:10 sati subota 25. lipnja:
Aniene je diskvalificirana u 4 plovu, Enfant Terrible novi vodeći u klasi A. Vremensko ograničenje za posljednji startni signal danas je 16 sati u nadi da će se moći odjedriti još tri plova. Sa 7 štap jedrenja odbacivat će se najslabiji rezultat.

Da li je to sve sa protestima? Provjeri na oglasnoj ploči da bi bio siguran!!!

00:10h Saturday 25. June:
Aniene was given DSQ in Race 4, Enfant Terrible new series leader in Class A. Time limit for racing extended to 16:00h so that there can be the possibility of 3 races today.
With 7 inshore races, a throwout race is permitted in the scoring.
Is this all from the protests? Check the Notice Board to be sure!!!

In stark contrast to the previous four days of light air, yesterday's northeasterly Bora winds varying from 8 to 12 knots in the morning and topping out to near 25 knots at day's end brought plenty of action to the fleet on the water in the penultimate day of inshore racing at the 2011 ORCi World Championship. But the increase in breeze brought also an increase in aggression, and just as seen in previous races, the unruly behavior of the large classes (56 entries in Class A and 63 entries in Class B) at their starts prompted race managers to hoist the Black Flag, where any boat over the line within one minute of the starting signal would be disqualified for that race.

Usually when this is hoisted, the fleet behaves and there are no problems, but not yesterday. In

the yesterdays second race, a large wind shift to the right kept Class A piled up close to the signal boat, with many

ORC INTERNATIONAL WORLD CHAMPIONSHIP CRES 18.–25.06.2011.



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Regatnog odbora podignuo je opći opoziv i identificirao pet jedrilica kao BFD (Black Flag Disqualified), koje više nisu imale pravo startati ponovljeni start tog plova. Desna promjena vjetra držala je, tako da je slijedeći start bio vrlo sličan, jedrilice su se naguravale prema regatnom brodu i još jednim općim opozivom i još desetak jedrilica u mreži. U klasi A nedostajalo je tada 15 jedrilica na startu, uključujući i nekoliko favorita, kao npr. jedrilica Man Riccarda di Bartolomea (GS 42R05), Airis Roberta Montia (GP42), Marina Kaštela Mate Arapova (GS 56R), te Altair 3 Sandra Paniccia. Svi su oni imali ulaze u prva tri i bili su u prilici preuzeti vodstvo, prije nego su na svoj račun zaradili diskvalifikaciju crne zastave. U klasi B nije došlo do takve zaraze sa crnom zastavom, jer su samo četiri jedrilice bile ulovljene u drugom i trećem plovu. Ali, dvije ulovljene jedrilice bile su favoriti do tada: Spin One Pietra Saccomania (X-35) loše je odjedrila navigacijsku, ali dobro štapove, te Alvarosky Francesca Siculiane (GS40), aktualnog europskog prvaka. Alvarosky je bio četvrti prije katastrofe u trećem plovu. Pored tih nekoliko kontroverznih odluka i dosta incidenata na polju, međunarodni žiri imao je noćas pune ruke posla.

Aniene 1er Classe (TP52), kormilara Gabrielle Benussia vodi u klasi A sa 49,75 bodova, dok je Alberto Rossijev Farr 40 Enfant Terrible na drugom mjestu sa 66.5 bodova. U klasi B Giuseppe Giuffre Low Noise (M37) u vodstvu je sa 41 bodom, dok je Scricca Gianfranca Cioccea (Comet 38S) druga sa samo tri boda zaostatka.

Sa prognozom koja najavljuje opadanje bure za danas oko podne, organizatori su odlučili dati start floti dva sata ranije, dakle u devet sati, u nadi da će uspjet odjedriti još bar dva plova, kako bi zgodovili seriju regata Svjetskog prvenstva. I dok dodaci od 57 bodova na rezultat Manu, Airisu, Marini Kašteli i Altair 3 nisu baš pomogli, ali ipak im je ostavila trunku nade sa još dva plova do kraja serije, jer bez odbacivanja (potrebno je sedam štap regata kako bi se jedno odbacio) sve se može dogoditi. Koja god jedrilica pogriješi danas, mogla bi preokrenuti rezultat.

Isto se može reći i za klasu B, ali tamo su bodovi još bliži. Gotovo svatko iz prvih deset može danas biti proglašen prvakom svijeta. Nažalost, Calipso 4 Pietra Paniccie (Cookson 50) neće se boriti za to mjesto, iako je bio drugi nakon drugog plova jučer. Na posljednjem štalu zadnjeg plova, dok su vodili jedrenje, reful od 25 čvorova pogodio je jedrilicu na zadnjoj pojedabandi prema cilju i polomio jarbol.

Aquila Sailing Team (TP 52)

Razbili smo patarac, ali jarbol je ostao gore. U usporedbi sa ostalima imali smo sreće. Prvi plov smo odradili dobro, ali u drugoj smo se zbog havarije morali povući. Dio posade je već krenuo prema Trstu, tamo imamo spremljene rezerve dijelove, pa se nadamo da ćemo biti spremni za današnji start.

We broke our backstay, but our mast is still up. Comparing to other, we had luck. The first race we did well, but in the second we had to retire because of the broken backstay. A part of our crew went immediately to Triest, where we have stored our spare parts. We hope that we will be ready for today.

Vasco Vascotto,

kormilar i taktičar Calipso 4 (Cookson 50) / helmsman and tactician on Calipso 4 (Cookson 50)

Bili smo drugi nakon dva plova i uspjeli nadoknaditi loš rezultat iz navigaci. Vodili smo treći plov, nedostajalo je još 300 metara do cilja i onda u zadnjoj pojedabandi se dogodilo - pukao nam je jarbol. Gennaker, glavno jedro i dvije trećine jarbola pustili smo na cresskom dnu. Sva sreća nikome se ništa nije dogodilo, svi smo dobro.



ostling for the inside position at the favored end. But soon after the starting signal, Principal Race Officer Bojan Gale had the General Recall flag hoisted, yet was still able to identify five boats as being BFD (Black Flag Disqualified), and therefore ineligible to start the next race. The right shift held and the next start saw a similar pile-up at the signal boat end, prompting a General Recall once again and an announcement of yet another 10 boats caught in the net. Class A was now down by 15 boats, including some top contenders, like Riccardo di Bartolomeo's GS 42R05 Man, Roberto Monti's GP42 Airis, Mate Arapov's GS 56R Marina Kastela, and Sandro Paniccia's Scuderia 50 Altair 3. All had top three finishes in the past two races and were in contention for the series lead before this disaster struck.

In Class B the Black Flag plague was not quite as extreme, catching only four boats each in the second and third races of the day, but two caught in the net were contenders in this class too: Pietro Saccoman's X-35 Spin One did poorly in the distance race but had a 1-3 going into the second race, and Francesco Siculiana's GS 40R Alvarosky, reigning Class B European Champion, was lying in fourth place before their disaster happened in the third race.

Between these controversial decisions and a lot of right-of-way incidents around the track, the International Jury is assured of a long night, and the results accumulated thusfar would be therefore considered provisional.

But as of now, the Action Team APD's TP52 Aniene 1er Classe, skippered by Gabrielle Benussi, is leading Class A on 49.75 points, while Alberto Rossi's Farr 40 Enfant Terrible is runner-up on 66.5 points. And in Class B, Giusseppe Giuffre's M37 Low Noise is in the lead on 41 points, while Gianfranco Cioce's Comet 38S Scricca Indeo is runner-up only three points behind.

With the overnight Bora forecasted to die off around Noon today, event organizers have decided to get the fleet off to a start two hours earlier at 09:00 local time, in the hope of having two more races completed for the completion of the championship series.

And while the addition of 57 points to the scores of Man, Airis, Marina Kastela and Altair 3 have not helped them in Class A, with two races left anything could happen, since without a throwout possible (7 inshore race scores would have been needed) then a mistake by any of the current leaders could turn over the scorecard once again.

The same is true in Class B, but the points totals are much tighter: nearly anyone in the top ten could emerge today as the new World Champion. Tragically, Piero Paniccia's Cookson 50 will not be among the contenders today, even after a being runner-up in the series after the day's second race: on the final run of the final race today, a strong 25-knot puff hit during their final gybe for the turning gate to the finish and the mast collapsed.

We were second after two races and manage to compensate the bad result from the off shore race. We were leading the third race, we were 300m from the finishing line and then in the gybe our mast broke. Our gennaker, main sail and two thirds of the mast we had left on the bottom of the sea in Cres. Thank's God everybody is ok.

Michele Valenti,

taktičar, Alvarosky (Grand Soleil 40) / tactician, Alvarosky (Grand Soleil 40)



Prva dva plova smo dobro odjedrili, bili smo četvrti u ukupnom poretku, ali onda smo u trećem jedrenju bili preko startne linije na crnoj zastavi, a to znači da smo izašli sa prvenstva. Danas nam ne preostaje ništa nego ići još agresivnije u zadnja jedrenja.

We sailed well the first two races, we were fourth in the overall results after that, but then we were over the line with the black flag, that means we are out for the World Championship. Today we will sail aggressively until the end.

Luca Bagante,

član posade Oscar +, (Grand Soleil 46BC) / crew member Oscar +, (Grand Soleil 46BC)

Rasparali smo spinnaker, zato smo došli na kraj prije nego svi ostali i sjeli na pivo utjehe. Jučer je bilo napokon vjetra, promjenjivog doduše, ali bili smo pronašli naš tempo. Za danas ćemo popraviti spinnaker, imamo jedrare na brodu.

We broke our spinnaker, that is why we went home before the others and drank a consolation beer. It was difficult yesterday, a lot of wind, many shifts, but we found our rhythms. We have repaired the spinnaker for today as we have sail makers on board.

Daniele De Tullio,

taktičar, Scricca (Comet 38S) / tactician, Scricca (Comet 38S)

Dobro nam je išlo, napokon smo imali prave uvjete i odradili tri plova. Prva dva plova vjetar je dosta okretao, namučili smo se. U trećem jedrenju bilo je 22-23 čvora, prelijepo surfanje, trebalo se dobro startati i onda pratiti do kraja, to nam je uspjelo i

It was our day, finally could conditions and three races. The first two races the wind was very shifty, it was tricky. In the third race 22-23 knots, wonderful surfing, we started well and then controlled the fleet until the end. We managed it well, we are now second.



Alessandro Nazareth, predsjedavajući Međunarodnog tehničkog odbora /
Alessandro Nazareth, chairman of ITC

Čarobnjak ORC-a / The Wizard of ORC

Kao što su svi jedriličari mogli utvrditi ovog tjedna, vrijednost koeficijenta za sve jedrilice u klasi temelje se na tablici koja varira u odnosu na vjetar i geometriju kursa. Za sve one digitalno nastrojene taktičare, koji su se potrudili izračunati razlike u performansi njihovog broda, mogli su sigurno primjetiti da te delta vrijednosti nisu konstantne, već variraju u odnosu na snagu vjetra, ukazujući više ili manje sekunda prednosti u odnosu na drugi brod.

Zašto je to moguće? Ne bi li bilo jednostavnije imati samo jedan broj? Zašto se toliko komplicira u ORC-u?

Odgovor je jednostavan, brodovi nisu svi isti, a ORC sistem bodovanja to prepoznaće i pokušava vrednovati svaki brod po njegovoj teoretski mogućoj performansi. "Motor" koji određuje taj potencijal je složen niz aerodinamičnih i hidrodinamičnih modela i jednadžbi koje se zovu Velocity Prediction Program, ili VPP.

Poboljšanja i izmjene tog VPP-a odgovornost su Međunarodnog tehničkog odbora (ITC). Ovo tijelo se sastoji od nekoliko stručnjaka na području aerodinamike i hidrodinamike, brodogradnje i drugih stručnjaka, koji su akademici i praktičari na tom području. Oni se sastaju tri-četiri puta godišnje kako bi procijenili razvoj i točnost ORC VPP-a na temelju promatranja, a dnevni red za ITC postavlja njezin predsjedavajući Alessandro Nazareth, brodograditelj iz Rima Vallicelli Yacht Designa. Nazareth je dizajner Comet serije racer/cruise proizvodnje i bio je dva dana na Cresu promatrati jedrilice i njihove vrijednosti koeficijenta.

Što mislite o ORC VPP-u i kako se ponaša ta vrijednost ovdje u Cresu?

Mislim da ORC VPP radi prilično dobro, pogotovo nakon što smo uložili vremena i novaca kako bi napravili tank testiranja i modeliranje na novim generacijama broda urođenih krma, kao što su TP52 i GP42. Ove su jedrilice puno brže i drugačije se ponašaju od bilo koje jedrilice iz ORC flote, pogotovo u krmu, stoga je vrlo teško točno procijeniti njihovu performansu.

Lijepo je vidjeti da ovdje u Cresu to dobro funkcionira donoseći male bodovne razlike u rezultatima među jedrilicama različitog tipa koje su dobro vožene. To znači da dobro vrednujemo jedrilice, a ne ljude ili jedra, što se lako može dogoditi kod jednog tako komplikiranog bodovnog sustava.

Koje su trenutne VPP promjene previdene za sljedeću godinu?

Prerano je za bilo kakve najave, jer naši članovi rade na nekoliko istraživanja, a sastat će se u rujnu ove godine kako bi prodiskutirali i finalizirali ih prije nego li predložimo promjene na kongresu u studenom. Uglavnom radimo na manjim poboljšanjima koja utječu na mali broj jedrilica u floti i uvijek smo pažljivi da ne bismo postaje jedrilice postarili.

Postoji li idealna ORC jedrilica?

Po mom mišljenju to bi mogao biti bilo koji brzi i moderan brod koji je dobro vožen. Vidimo da novi brodovi kao GP

42 i TP52, koji su dizajnirani samo po svojim strogim pravilima, imaju dobar koeficijent, jer ovdje jedre dobro po svim uvjetima.

Eh sada kada bi samo bili u stanju i startati....

As most everyone who has raced this week has learned, the ratings for all the boats in their class are found on a spreadsheet that varies according to wind speed and course geometry. For those diligent tacticians who have taken the extra step of determining the differences in performance relative to their boat, they may have seen that these delta values are not consistent, but vary according to wind speed, indicating a higher or lower time allowance relative to another boat.

**Why is this possible?
 Wouldn't a single number be good enough?
 Why is there so much complication in ORC?**

The simple reason is that all boats are not the same, and the ORC Rating system recognizes this by attempting to rate each boat by its theoretical performance potential. The "engine" that determines this potential is a complex series of aerodynamic and hydrodynamic models and equations called the Velocity Prediction Program, or VPP.



The improvements and modifications to this VPP is the responsibility of the International Technical Committee, or ITC. This body is composed of several experts in the fields of aerodynamics and hydrodynamics, naval architects, and other experts, and are academics as well as practitioners in the trade. They meet 3-4 times/year to evaluate improvements in the accuracy of the ORC VPP based on observations, and setting the agenda for the ITC is its Chairman, Alessandro Nazareth, a naval architect based in Rome with Vallicelli Yacht Design. Nazareth is the designer of the Comet series of production racer/cruisers, and was on hand in Cres for two days to observe the boats and the racing.

We asked him his thoughts on the quality of the ORC VPP, and how it is performing here in Cres.

I think the ORC VPP is doing pretty well, especially since we invested some time and money to do tank testing and modeling on the new generation immersed transom boats, like TP52's and GP42's," he said. These boats are very much faster and behave differently than most of the ORC fleet, especially downwind, so it is difficult to get their predicted performance correct.

But here in Cres it is nice to see that they are doing well with close results against the best-sailed boats that are not of the same type. This means we are properly rating the boats and not the people or the sails, which can happen in such a complicated sport like this.

What are the current changes you anticipate for the next year's VPP?

Its too early to tell, as we have several studies among our members now under way and we next meet in September to discuss these and finalize them before we propose the changes to the Congress in November. But mostly we are working on small refinements that affect relatively few boats in the fleet, and we are always careful to not make existing boats obsolete.

Is there an "ideal" ORC boat?

In my opinion, it would be any fast and modern design that can be sailed well. We see that the new boats like GP 42's and TP 52's, that are designed only to their box rules, are rated fairly since they are doing well here both in windy and light conditions. Now, if they could only get across the starting line clean...



Đek Šurić, direktor osiguravateljske tvrtke Yacht-Pool Hrvatska / Đek Šurić,
director of the insurance company Yacht-Pool Croatia

Najpouzdaniji bez skrivanja / The most reliable without hiding anything

Osiguravateljska tvrtka Yacht-Pool Hrvatska ove se godine uključila u ORC Svjetsko prvenstvo kao jedan od sponzora. Yacht-Pool Hrvatska član je obitelji Yacht-Pool International sa sjedištem u Austriji, a temeljni joj je posao posredovanje između nautičara i osiguravajućih kuća, u osiguranju brodica i jahti, osobnim osiguranjima skipera i raznim osiguranjima od odgovornosti u nautici. Kvaliteta usluga Yacht-Pool je standardizirana pa je svugdje u svijetu na jednako visokom nivou. Tvrta se bavi procjenama i menadžmentom šteta, savjetuje oko izbora remontnog brodogradilišta, vrsti potrebnih zahvata, njihovih cijena, ili pak o potrebnom i redovitom održavanju i servisu, informira članove o propisima, organizira stručne skupove, savjetuje....

Nakon dugog niza godina cresačkih regata, Yacht-Pool Hrvatska odlučio se sponzorirati ORC Svjetsko prvenstvo. - Već nekoliko godina razmišljamo o sponzorstvu, stoga smo se ove godine odlučili podržati ovu svjetsku jedriličarsku smotru. Ipak smo i mi htjeli biti dio tog šušura. S druge strane ovdje ima veliki broj talijanskih jedriličara, a mi smo nedavno otvorili poslovnici u Trstu u sklopu Nautiche Lussino, rekao je Đek Šurić, direktor Yacht-Pool Hrvatska dodajući kako su u Cres došli zbog jedriličara, jer kao najboljeg osiguravatelja na Jadranu, Yacht-Pool Hrvatska ne strahuje od osiguravanja jedriličara.

Đek Šurić, hrvatsku podružnicu otvorio je prije 13 godina. Od tada razvija i kreira nove pakete, poput Kasko allround, osiguranje u koje je sve uključeno ili privatno osiguranje skipera. - Zašto smo najbolji?

Ja sam osobno bio sudska vještak i 20 sam godina vodio prvu charter firmu bivše Jugoslavije sa 170 brodova u tri baze (Portorož, Červar, Zadar). Vodim sve sam, imam iskustva sa brodovima, jedriličama, brodicama, skiper-skim problemima, jednostavno znam o čemu se radi. Dok druge osiguravajuće kuće obraduju i druge stvari, mi smo specijalizirani samo za brodove i već je naše ime poznato u svijetu.

Mogu se pohvaliti da imamo i najbolje uvjete, kod nas nećete naći ništa sitno napisano, mi ništa ne skrivamo. Mi jednostavno garantiramo kvalitetu, nemamo svoje

ovlaštene serviser, ali radimo sa onima koji garantiraju popravak kao kod servisera. Kod nas je omjer cijene i kvalitete najbolji. Jefini smo, ali ipak ne i najjeftiniji, zaključio je priču o Yacht-Poolu direktor Đek Šurić koji je jučer i sam došao u Cres uživati u jedrenju.

The insurance company Yacht-Pool Croatia has decided to join the ORC World Championship as one of the sponsors. Yacht-Pool Croatia is a member of the big Yacht-Pool International company headquartered in Austria. Its main job is mediating between boaters and insurance companies, insuring the boats and yachts, personnel skipper insurances and various types of liability insurance in nautical business. Our quality of the services is standardized and therefore everywhere on a high level. The company is engaged in damage assessment and management, advises in the choice of the repairing shipyard, the type of repair needed, their prices or about the necessity and regularity of the service, informs the members about the regulations, organizes professional meetings, gives consulting....

After many years of Cres Sailing Week, Yacht-Pool Croatia has decided to sponsor the ORC World Championship. - We were thinking many years about the sponsorship, therefore this year we decided to support this world's exhibition. We also wanted to be in the centre of the world. There are many Italian sailors here and this was a target to us, as we opened recently an office in Triest inside the Nautica Lussino, said Đek Šurić, director of Yacht-Pool Croatia adding that they have arrived to Cres because of the sailors, as the best insurance in the Adria, Yacht-Pool Croatia is not afraid to insure the sailors.

Đek Šurić opened the Croatian office 13 years ago. Since then he is developing and creating new packages, as for example the casco allround, insurance where everything is included or the private skipper insurance. - Why are we the best? I was personally an expert witness and for 20 years I had been leading the first Yugoslavian charter company with 170 boats in three bases (Portorož, Červar, Zadar). I am doing everything by myself, I have boat, yachts, skipper problems knowledge, I simply know the subject. While the other insurance companies deal also other insurances, we are specialized in boats and our name is a world known brand. I can proudly say that we have the best conditions, you will never find in our offers anything written with small letter or even hidden. We simply guarantee the quality, we do not have our own services, but we worked with those who can guarantee the repair as service dealers. We have the best price-performance ratio. We have cheap prices, but not the cheapest, concluded his story about Yacht-Pool the director Đek Šurić who was yesterday in Cres enjoying the sailing.

SPECIJALNE PONUDE HRVATSKIM IZNJMLJIVĀČIMA PLOVILA ZA SEZONU 2011.!

Pobjede 2009/10

- S.A.R. Prince Salona 37 - overall
- NORTH SEA regatta Salona 34 - 1RC
- Salona 45 - ORC 2
- YEOMAN CUP Salona 34 - overall
- FAERØE ISLANDS REGATTA Salona 37 - ORC
- FLEVO RACE Salona 34 - ORC 2
- ORC DUTCH CHAMPIONSHIP Salona 34 - ORC 2
- SPRING CHAMPION IN A2 Salona 37
- MEDITERRANEAN TROPHY OF UNCL Salona 42bc - IRC 1
- CABBAGE TREE ISLAND RACE Salona 35 - PHS
- ORC CROATIAN CHAMPIONSHIP Salona 42
- BOHUS RACE Salona 37
- ORC DUTCH CHAMPIONSHIP Salona 37

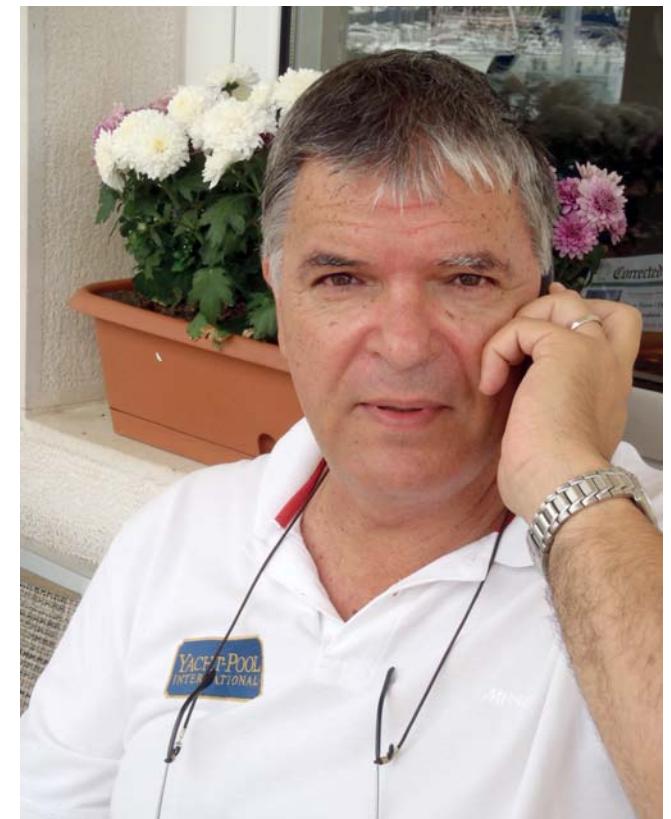
Ostali rezultati

- AUDI HAMILTON ISLAND RACE WEEK Salona 44 - 2nd
- ORC WORLD CHAMPIONSHIP 2010 Salona 42 - 3rd, division Alpha
- Salona 37 - 3rd, division Beta

www.salonayachts.com

SALONA performance cruiser

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RESTAURANT MARINA

ACI MARINA CRES

MENI 25.06.2011.

RUČAK	VEČERA
DNEVNE JUHE	NJOKI S UMAKOM OD ŠPINATA
*****	*****
PIRJANA JANJETINA U UMAKU OD BOBA	MESNE DELICIJE SA GRILA
SVINJSKA VRATINA U KREM UMAKU	ODRESCI OD SVINJETINE NA
SRDELE/LIGNJE SA ŽARA	ZAGREBAČKI
*****	*****
BLITVA	RIBA IZ PEĆNICE NA PRIMORSKI
KRUMPIR	*****
TJESTENINA	DUVEC
*****	PEKARSKI KRUMPIR
MJEŠANA SALATA	MLADO POVRĆE
*****	*****
DESERT	MJEŠANA SALATA
*****	*****
MITTAGESSEN	DESERT
TÄGLICHES SUPPEN	ABENDESEN
*****	GNOCCHI MIT SPINAT SAUCE
LAMM IN SAUCE BOBA	*****
SCHWEINENACKEN IN SAHNESAUCE	GEGRILLTE FLEISCHSPEZIALITÄTEN
SARDINE / GEGRILLTE TINTENFISCHE	SCHWEIN CORDON BLEU
*****	FISCH IN DEN BACKOFEN PRIMORSKI
MANGOLD	*****
KARTOFFELN	DUVEC
PASTA	GEBACKENE KARTOFFELN
*****	GEMÜSE
GEMISCHTE SALAT	*****
*****	GEMISCHTE SALAT
DESSERT	*****
*****	DESSERT
PRANZO	CENA
ZUPPA DI GIORNO	GNOCCHI DI SPINACI CON SALSA
*****	*****
AGNELLO BRASATO IN SALSA BOBA	PRELIBATEZZE A BASE DI CARNE ALLA
COLLO DI MAIALE IN SALSA DI PANNA	GRIGLIA
SARDINA / CALAMARI ALLA GRIGLIA	BISTECCHE DI MAIALE RIPiena E
*****	IMPARATA
BIETOLA	PESCE AL FORNO PRIMORSKI
PATATE	*****
PASTA	DUVEC
*****	PATATE AL FORNO
INSALATA MISTA	VERDURE SPADELATE
*****	*****
DOLCE	INSALATA MISTA
LUNCH	*****
DAILY SOUP	DOLCE
*****	*****
BAILED LAMB IN SAUCE BOBA	DINNER
PORK NECK IN CREAM SAUCE	GNOCCHI WITH SPINACH SAUCE
SARDINE / GRILLED SQUIDS	*****
*****	GRILLED MEAT DELICACIES
BIETOLLA	PORK STEAKS ZAGREB
POTATOES	FISH IN THE OVEN PRIMORSKI
PASTA	*****
MIXED SALAD	DUVEC
*****	BAKED POTATOES
DOLCE	VEGETABLES
*****	*****
DORUČAK - ŠVEDSKI STOL • FRÜHSTÜCKSBUFFET	MIXED SALAD
PRIMA COLAZIONE A BUFFET • BREAKFAST BUFFET	*****

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Giorgio "Dodo" Gorla, kormilar jedrilice Next team (X-35) / Giorgio "Dodo" Gorla, helmsman on the sailing boat Next team (X-35)

Legenda za kormilom / The Helming legend

Giorgio "Dodo" Gorla, jedriličar je kojemu se posve opravdano može pridodati, ispred imena, imenica legenda. Jedriti je počeo sa deset godina u klasi Snipe. – Snipe mi se sviđao, jedrio sam u toj klasi do svoje 22 godine. Uz tu me klasu vežu sjećanja, vraća me u moje djetinjstvo na jezeru Orta. - Jedan stari Snipe je bio moj prvi brod, tada sam već sa deset godina izlazio svaki dan na more sa mojim prijateljima. U tadašnje vrijeme, govorimo od pedesetima, jedrlila se regata svake nedjelje i to sa 20-30 jedrilica. Budući da sam bio dobar, ostao sam u jedrenju. Snipe je u pedesetima i šezdesetima bila najrasprostranjenija klasa i bio mi je gušt jedriti protiv toliko dobrih jedriličara. Već 1963. sam pobjedio prvenstvo Italije u juniorskoj konkurenциji, a 1966. pobjedio sam sveukupno na Como jezeru. Te iste godine po prvi puta otišao daleko sa mojim Snipeom na Europsko prvenstvo u Švedsku, gdje sam završio šesti, prisjetio se Dodo Gorla. Nažalost, Snipe nikada nije postala olimpijska klasa, a Gorlin san bile su Olimpijske igre. Zbog toga je odlučio promijeniti klasu i prešao je u jednosjed, klasu Finn, a zatim i Laser s kojim je 1976. pobijedio na prvenstvu Italije i bio četvrti u Europi. - Moram sigurno zahvaliti godinama provedenim u klasi Snipe, Finn i Laser, za sve ono što sam kasnije u osamdesetima osvojio u klasi Zvijezda. Olimpijsku broncu u Moskvi 1980. i četiri godine kasnije u Los Angelesu, svjetsko zlato 1984, europska zlata 1985. i 1987. Može se reći da sam se povukao iz malih klasa 1991. godine, ali ne i iz jedrenja. Prešao sam

na klasu Asso99 i dva puta bio prvak Italije. Danas često ili kormilarim ili sam taktičar na krstašima. Cijeli svoj život sam za kormilom, ili eventualno na taktici, ja ne znam vući konope. nastavio je priču Dodo Gorla.

Talijanskom jedriličaru ovo ORC Svjetsko prvenstvo je drugi put da je u Cresu, prije četiri godine sudjelovao je na Europskom prvenstvu kada je završio drugi. - Moram vam ispričati jednu anegdotu sa moje navigacijske regate ovdje u Cresu, jer mislim da će sa time ući u povijest navigacijskog jedrenja. Naime, kao što se i sami sjećate startali smo po bonaci i tako je bilo gotovo čitavu regatu izuzevši kratkih osvježavajućih refulića. Loše



smo stajali prve večeri, nismo se snašli po bonaci, stoga sam bio malo ljut. U 22 sata popio sam tabletu za spavanje i išao spavati. Spavao sam dobroj šest sati. Kada sam se probudio u četiri ujutro shvatio sam da nas je bonaca opet sve spojila i da imamo šansi. Stao sam za kormilo ovog skoro novog starta i pošto sam možda bio jedini odmorni iz flote, dobro sam nadoknadio ostatak prvog dijela regate i doveo nas do desetog mjesto u cilju, prepričao je navigaciju Gorla. I prvo štap jedrenje, Next Team je dobro odjedrio. Gorla osim što je kormilar, ovdje je i taktičar. – Puno mi pomaže Marco Tapeutta, naš trimmer i navigator s kojim jedrim već 20 godina. On nam jako dobro priprema jedrilicu za ORC premjer, zaključio je Giorgio Dodo Gorla.

Giorgio "Dodo" Gorla, a sailor to whom you can quite reasonably add, ahead of his name, the noun legend. He started sailing with 10 in Snipe class. - I liked Snipe a lot, I sailed it until my 22nd birthday. Talking about Snipe I see my childhood on the lake Orta. - One old Snipe was my first boat. With only ten years I went everyday out on the lake with my friends. At those times, we are talking about the 50s, every Sunday we sailed a race with 20-30 boats. As I was quite good, I decided to remain in sailing. Snipe was in the 50s and 60s the most spread sailing class and it was my pleasure to sail against so many good sailors. Already in 1963 I won the Youth Italian Championship, and in 1966 I won the same title in overall on lake Como. In that same year I went for the first time on a trip

with my boat to Sweden, to sail the Europeans, where I finished sixth, remembers Dodo Gorla. Unfortunately Snipe never became an Olympic class, and Gorla's aim where the Olympic Games. That is why he decided to change class and went to single handed boat Finn and then Laser where in 1976 he won the Italian Championship and was fourth in Europe. - I have to thank the years I had spent in Snipe, Finn and Laser, for all the good things I achieved in the Star class later: two Olympic bronze medals in Moscow 1980 and four years later in Los Angeles, then World Gold in 1984, European Gold in 1985 and 1987. In 1991 I retired from the dinghy classes, but not from sailing. I went to sail Asso99 and was two time Italian Champion. Today I mostly helm or do tactics on big boats. My whole life I am on the rudder, or eventually doing tactics, I simply do not know to pull ropes, continued his story Dodo Gorla. This ORCi World Championship is a second visit to Cres for the Italian sailor. Four years ago he competed in the European Championship and was second. - I must tell you a story from our off shore race few days ago, because I think I will enter in the off shore sailing history with it. Namely, as you might remember we started with no wind, and it was like that almost the whole race beside some short wind intervals. We started badly, we haven't done well with the light wind, I was a bit disappointed with that. I took a sleeping pill at 10 p.m. And went to bed. I slept for six hours. When I got up at four in the morning I realised that the calm zones during the night has made us all come closer again and that we have got a second chance. I took the rudder in the hand and maybe because I was the only rested in the fleet, I managed to gain a lot on the rest of the fleet and make us finish 10th in that off shore race, said Gorla. The first up and down course Next Team sailed very well. Gorla beside being a helmsman, he is also a tactician on board here in Cres. - I am having a big helping hand from Marco Tapeutta, our trimmer and navigator with whom I sail for over 20 years now. He is also preparing our boat for the ORC, concluded Giorgio Dodo Gorla.



Ludnica na moru / Sea of madness



Foto usluge na raspolaganju

Ukoliko želite fotografije od ORC Svjetskog prvenstva, svoje jedrilice ili posade, javite se službenim fotografima Dejanu Miculiniću i Andrei Carloniu u uredu **Corrected Times**.



Photo service available

If you want photos from the ORCi World Championship, of your boat or crew, feel free to contact our official photographers Dean Miculinic or Andrea Carloni at **Corrected Times** office.

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