

ACI No.1



Predsjednik Vlade Republike Hrvatske po prvi put u povijesti posjetio sjedište ACI-ja
Croatian Prime Minister visiting ACI headquarters for the first time in history



U razgovoru s Evom Usmiani doznajemo zanimljivosti o JGL Muzeju farmacije

In an interview with Eva Usmiani, we discovered some interesting insights into the JGL Pharmacy Museum



WRC Croatia Rally 2026. – najbolji način da doživiš Hrvatsku

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Marijan Kušić – Razgovor s prvim čovjekom hrvatskog nogometa

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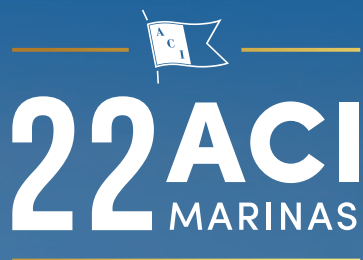
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Fotografija / Photo:
Ivica Tomić



UVODNIK *INTRODUCTION*

mr. sc. Ankica Kruljac, predsjednica Uprave ACI d.d. /
Ankica Kruljac, MSc, President of the Management Board of ACI d.d.

Poštovane čitateljice i poštovani čitatelji,

pred Vama je novo izdanje magazina **ACI No. 1**, publikacije koja već godinama donosi pregled najvažnijih događaja, projekata i ljudi koji oblikuju hrvatski nautički turizam. Danas je nautički turizam mnogo više od plovidbe i sigurnog veza. Nautičari traže cjelovito iskustvo koje objedinjuje vrhunsku uslugu, autentičnost destinacije, očuvanu prirodu, gastronomiju, kulturnu baštinu i osjećaj dobrodošlice.

Posebno sam ponosna na činjenicu da su ključ ACI-jeve izvrsnosti naši ljudi. Znanje, iskustvo i profesionalnost naših djelatnika svakodnevno pridonose kvaliteti usluge, sigurnosti i povjerenju koje gradimo s nautičarima. Brojna priznanja koja su primili tijekom proteklog razdoblja potvrda su njihove predanosti i izvrsnosti, o čemu ćete imati prilike saznati više na idućim stranicama.

Istodobno, veliku pozornost posvećujemo i partnerskom odnosu s lokalnim zajednicama u kojima poslujemo. Vjerujemo da se marina i destinacija razvijaju zajedno te da njihov uspjeh proizlazi iz suradnje, otvorenog dijaloga i zajedničke vizije. ACI marine stvaraju radna mjesta, pri čemu velik broj naših zaposlenika dolazi upravo iz lokalnih sredina. Naše poslovanje potiče razvoj turizma, ugostiteljstva, gastronomije i drugih djelatnosti koje jačaju konkurentnost obalnih destinacija. S druge strane, upravo kvalitetna i raznolika ponuda destinacije dodatno povećava atraktivnost marina nautičarima.

Pred nama je razdoblje važnih razvojnih iskoraka. Jedan od ključnih prioriteta jest produljenje koncesija za ACI marine, što je preduvjet za novi investicijski ciklus usmjeren na unapređenje infrastrukture, kvalitete usluge i dugoročne konkurentnosti ACI-ja. Vjerujemo da će ta ulaganja dodatno učvrstiti našu poziciju vodećeg lanca marina na Mediteranu te pridonijeti razvoju hrvatskog nautičkog turizma.

Kao predvodnik održivog razvoja u nautičkom turizmu već danas provodimo niz aktivnosti usmjerenih na odgovorno upravljanje resursima i očuvanje okoliša. U razdoblju pred nama dodatno ćemo intenzivirati projekte digitalizacije, zelene tranzicije i energetske učinkovitosti. Vjerujemo da su održivo poslovanje i odgovoran odnos prema okolišu temelj dugoročne konkurentnosti ACI-ja i očuvanja hrvatskog Jadrana.

Hrvatska, zahvaljujući prirodnim ljepotama, razvedenoj obali i bogatoj pomorskoj tradiciji, ima sve preduvjete za daljnje jačanje svoje pozicije među vodećim nautičkim destinacijama Mediterana. Uvjereni smo da ćemo odgovornim upravljanjem, ulaganjima, suradnjom s lokalnim zajednicama i održivim razvojem nastaviti doprinositi tom cilju te stvarati dodatnu vrijednost za naše goste, partnere i hrvatski turizam.

Želim Vam ugodno čitanje novog izdanja magazina **ACI No. 1** te, kao i uvijek, mirno more i sigurnu plovidbu.

mr. sc. Ankica Kruljac
predsjednica Uprave ACI d.d.

Dear readers,

What you have before you is the new edition of **ACI No. 1**, a magazine that has for years covered the most important events, projects and people shaping Croatian nautical tourism. Today, nautical tourism is much more than sailing and a safe berth. Boaters are looking for a complete experience comprising first-class service, an authentic destination, well-preserved natural landscapes, gastronomy, cultural heritage and a sense of welcome.

I am especially proud that our employees are the key to ACI's excellence. Their knowledge, experience and professionalism contribute daily to the quality of our service, the sense of safety we provide and the trust we build with boaters. The numerous awards that our employees have recently received are a testament to their dedication and excellence, which you can read more about on the following pages.

At the same time, we also pay great attention to our partnership with the local communities in which we operate. We believe that marinas and destinations develop together, and that their success results from collaboration, open dialogue and a shared vision. ACI marinas create jobs, with many of our employees coming from the local communities themselves. Our operations encourage the development of tourism, hospitality, gastronomy and other sectors that strengthen the competitiveness of coastal destinations. Conversely, it is quality and diversity of a destination's attractions that further increase a marina's appeal to boaters.

A period of significant development lies ahead of us. One of our key priorities is the extension of concession periods for ACI marinas, which is a prerequisite for a new investment programme aimed at improving ACI's infrastructure, quality of service and long-term competitiveness. We believe that these investments will further strengthen our position as the leading marina chain in the Mediterranean and contribute to the development of Croatian nautical tourism.

As a leader in sustainable development in nautical tourism, we are already undertaking a number of activities focused on responsible resource management and environmental preservation. In the coming period, we will further intensify projects focused on digitalisation, the green transition and energy efficiency. We believe that sustainable business practices and a responsible relationship with the environment are the foundation of ACI's long-term competitiveness and the preservation of the Croatian Adriatic.

Thanks to its natural beauty, indented coastline and a rich maritime tradition, Croatia has all the prerequisites for further strengthening its position among the leading nautical destinations in the Mediterranean. We are convinced that, through responsible management, investment, cooperation with the local communities and sustainable development, we will continue to contribute to achieving this goal and create added value for our guests, partners and Croatian tourism.

I hope you enjoy reading the new edition of **ACI No. 1**, and, as always, wish you fair winds and smooth sailing.

Ankica Kruljac, MSc,
President of the Management Board of ACI d.d.

Izvrsnost u ACI-ju čine ljudi

Excellence at ACI is driven by its people

Uspjeh nautičkog turizma uvelike počiva na ljudima, a djelatnici ACI-ja to kontinuirano potvrđuju kroz svoj rad, ali i priznanja koja nadilaze okvire njihovih poslova. Među njima se posebno ističu Marko Kaštelan, Teo Francetić i Ivica Škec, čiji su profesionalni put i angažman primjer izvrsnosti u nautičkom sektoru.

Njihov doprinos ne očituje se samo u svakodnevnom operativnim zadacima, već i u stvaranju sigurnog, pouzdanog i kvalitetnog okruženja za goste iz cijelog svijeta. Kroz godine iskustva i predanosti poslu, svaki od njih ostavio je snažan trag u razvoju marina u kojima djeluje.

Teo Francetić i Marko Kaštelan za svoj su rad dodatno nagrađeni na Kvarnerskom danu turizma 2025., gdje su primili priznanje u kategoriji djelatnika godine u nautičkom turizmu u organizaciji Turističke zajednice Kvarnera. Njihova stručnost, odgovornost i profesionalnost time su prepoznate i na razini cijele regije. Teo Francetić, dugogodišnji mornar ACI marine Opatija, na Danima hrvatskog turizma 2025. u Dubrovniku osvojio je prestižnu nagradu „**Čovjek – ključ uspjeha**“, nakon što je početkom godine svojom hrabrošću, prisebnošću i profesionalnom reakcijom spriječio potencijalno razoran požar u marini. Ivica Škec, umirovljeni direktor ACI marine Opatija i drugih brojnih ACI marina kao i dobitnik priznanja „**Čovjek – ključ uspjeha u turizmu**“, svojim je dugogodišnjim radom dao značajan doprinos razvoju hrvatskog nautičkog sektora.

Uz pojedince, priznanja potvrđuju i kvalitetu samih marina. ACI Marina Cres nagrađena je priznanjem za izvrsnost u turizmu od strane

The success of nautical tourism largely depends on people, and ACI's staff continue to prove this through their work, as well as through awards that reach far beyond the confines of their marinas. Among ACI's employees, the ones that especially stand out are Marko Kaštelan, Teo Francetić and Ivica Škec, whose careers and professional commitment are an example of excellence in the nautical sector.

Their contribution is not only visible in the day-to-day operational tasks, but also in creating a safe, reliable and high-standard setting for guests from around the world. Through years of experience and dedication to work, each of them has left a distinct mark in the development of the marinas in which they work.

Teo Francetić and Marko Kaštelan received additional recognition for their work at the Kvarner Tourism Day 2025, organised by the Kvarner Tourist Board, where they were presented with an award in the Nautical Tourism Employee of the Year category. Their competence, sense of responsibility and professionalism were thus recognised at the level of the entire region. Teo Francetić, a long-serving marina sailor at ACI Marina Opatija, won the prestigious "**Person – Key to Success**" award at the 2025 Croatian Tourism Days in Dubrovnik, having prevented a potentially devastating fire at the marina at the beginning of the year, through his courage, composure, and professional response. Ivica Škec, retired director of ACI marina Opatija and numerous other ACI Marinas, as well as has received the People – **Key to Success in Tourism Award**, further affirming his contribution to the development of the nautical sector.



Fotografije / Photos:
Dominik Buš, ACI arhiva, TouRisk, Vedran Karuza

Turističke zajednice Grada Cresa, kao potvrda dugogodišnjeg ulaganja u kvalitetu usluge i kvalitetan odnos sa zajednicom. Dodatnu potvrdu kvalitete i sustavnog pristupa sigurnosti donosi i međunarodno priznanje dodijeljeno ACI marini Vodice, koja je na konferenciji TouRisk 2026 u Zadru nagrađena titulom **Najsigurnije marine 2026**. Ova nagrada ističe važnost sigurnosti kao ključnog elementa ukupne kvalitete turističkog proizvoda te potvrđuje predanost ACI-ja kontinuiranom unaprjeđenju standarda u svim segmentima poslovanja.

Kontinuirani uspjesi dodatno učvršćuju poziciju ACI-ja kao lidera u nautičkom turizmu te jasno potvrđuju da su upravo ljudi, njihovo znanje, iskustvo i predanost, ključni temelj izvrsnosti i daljnjeg razvoja hrvatske obale kao jedne od najpoželjnijih nautičkih destinacija u Europi. ■

Alongside awards given to individual people, there are also those that attest to the quality of the marinas themselves. ACI Marina Cres has received the Excellence in Tourism Award by the Cres Tourist Board, for its long-standing investment in service quality, infrastructure, and relationship with the local community. Further confirmation of the quality and a systematic approach to safety comes in a form of an international award presented to ACI Marina Vodice, which was named **Safest Marina of 2026** at the TouRisk 2026 conference in Zadar. This award highlights the importance of safety as a key component of the overall tourism product, confirming ACI's commitment to the continuous improvement of standards in all areas of business.

These continued successes additionally strengthen ACI's position as a leader in nautical tourism, clearly demonstrating that people, their competence, experience and dedication are the key to excellence and to further development of the Croatian coast and islands as one of Europe's most desirable nautical destinations. ■

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SUSRET SVJETSKE ELITE, INOVACIJA I ODRŽIVE BUDUĆNOSTI /

WHERE THE WORLD'S ELITE, INNOVATION AND SUSTAINABLE FUTURE COME TOGETHER

Predsjednik Vlade Andrej Plenković pratio je finalnu utrku električnih glisera u sklopu Svjetskog prvenstva Međunarodne motonautičke unije te istaknuo kako ovaj događaj doprinosi pozicioniranju Dubrovnika kao destinacije visoke dodane vrijednosti, orijentirane prema inovacijama, održivosti i znanju, uz istodobno jačanje međunarodne prepoznatljivosti Hrvatske kao odgovorne i napredne obalne države.

Prime Minister Andrej Plenković attended the final electric powerboat race that took place within the World Championship organised by the International Powerboating Union, saying that this event helps position Dubrovnik as a destination offering high added value and oriented towards innovation, sustainability and knowledge, while further enhancing Croatia's international visibility as a responsible and progressive coastal state.

I ove godine Dubrovnik je bio domaćin jednog od najzanimljivijih međunarodnih događaja koji na jedinstven način povezuje sport, tehnologiju i održivost. E1 Series World Championship, prvo svjetsko prvenstvo električnih glisera, ponovno je okupilo vodeće svjetske sportaše, poslovne lidere, znanstvenike i stručnjake s ciljem promicanja održivih rješenja za budućnost mora i obalnih zajednica.

Uz snažnu podršku Vlade Republike Hrvatske i Ministarstva turizma i sporta, Dubrovnik se još jednom potvrdio kao destinacija sposobna ugostiti događanja najviše međunarodne razine te predstaviti Hrvatsku kao zemlju koja aktivno sudjeluje u globalnim razgovorima o održivom razvoju i inovacijama.

VIŠE OD SPORTSKOG NATJECANJA

Iako su utrke električnih glisera središnji dio E1 Seriesa, ovaj projekt od samog početka nadilazi okvire sporta. Njegova misija usmjerena je na podizanje svijesti o zaštiti mora, razvoju održivih tehnologija i stvaranju novih modela odgovornog upravljanja obalnim područjima.

Koliko je E1 Series prerastao klasično sportsko natjecanje potvrđuje i prisutnost brojnih svjetski poznatih sportaša i investitora koji sudjeluju u projektu. Među uzvanicima i sudionicima ovogodišnjeg izdanja u Dubrovniku bili su Rafael Nadal, LeBron James i Kyle Kuzma, čime je dodatno potvrđen globalni značaj ovog prvenstva i njegova međunarodna prepoznatljivost.



Fotografije / Photos:
Vlada RH

Once again, Dubrovnik hosted one of the most interesting international events that brings together sport, technology and sustainability in a unique way. The E1 Series World Championship, the world's first electric powerboat racing competition, attracted some of the world's leading athletes, business leaders, scientists and experts with the aim of promoting sustainable solutions for the future of the sea and coastal communities.

With the strong support of the Government of the Republic of Croatia and the Ministry of Tourism and Sport, Dubrovnik has once more demonstrated that it is a destination capable of hosting world-class events and of showcasing Croatia as a country that actively participates in the global conversation on sustainable development and innovation.

MORE THAN A SPORTING COMPETITION

Although electric powerboat racing lies at the heart of the E1 Series, the project has, from the very beginning, extended far beyond sport. Its mission is to raise awareness of protecting the marine environment, developing sustainable technologies and creating new models for the responsible management of coastal areas.

The extent to which the E1 Series has evolved beyond a traditional sporting competition is reflected in the participation of many world-renowned athletes and investors involved in the project. Among the guests and participants at this year's event in Dubrovnik were Rafael Nadal, LeBron James and Kyle Kuzma, further confirming the global significance of the championship and its international profile.



DUBROVNIK KAO MJESTO DIJALOGA O BUDUĆNOSTI MORA

Tijekom nekoliko dana Dubrovnik je bio domaćin nizu događanja posvećenih održivosti, plavoj ekonomiji i zaštiti morskog okoliša. Na brodu Karaka održan je KRIE x PROVIR Movement – Future Adriatic Experience, koji je okupio predstavnike europskih institucija, gospodarstva i organizacija posvećenih održivom razvoju.

Središnje mjesto među popratnim događanjima zauzeo je Blue Economy Summit – Electric Adriatic, posvećen mogućnostima razvoja održivih i klimatski otpornijih obalnih zajednica. Raspravljalo se o povezivanju energetike, infrastrukture, financija, turizma i upravljanja morskim resursima kako bi se stvorila dugoročno održiva rješenja za razvoj obalnih područja.

Među sudionicima summita bili su osnivač E1 Seriesa i Formule E Alejandro Agag te državni tajnik Ministarstva turizma i sporta Josip Pavić. Njihovo sudjelovanje dodatno je potvrdilo važnost E1 Seriesa ne samo kao sportskog događanja, već i kao platforme koja Hrvatsku i Dubrovnik pozicionira među vodeće destinacije za održive međunarodne manifestacije.

U izjavi za medije uoči utrke predsjednik Plenković izrazio je zadovoljstvo što je Dubrovnik drugu godinu zaredom domaćin ovog natjecanja. „Država putem Ministarstva turizma podržava cijeli ovaj projekt jer smatramo da je ovo fantastična dodatna promidžba hrvatskog turizma, a nazočnost globalnih super zvijezda znači nemjerljivu promociju Hrvatske“, zaključio je.

Upravo takva kombinacija sportskog spektakla, tehnoloških inovacija i snažne međunarodne medijske prisutnosti čini E1 Series važnim doprinosom promociji hrvatskog turizma. Dubrovnik se pritom potvrđuje kao destinacija sposobna ugostiti najzahtjevnija međunarodna događanja, dok Hrvatska dodatno učvršćuje svoju poziciju zemlje koja prepoznaje i podržava projekte usmjerene prema održivoj budućnosti.

Događanju su prisustvovali i predstavnici ACI-ja, među kojima član Uprave David Sopta, direktor ACI marine Dubrovnik Hrvoje Puh te direktorica ACI marine „Veljko Barbieri“ u Slanom Danijela Crljen, potvrđujući važnost koju ACI pridaje projektima koji povezuju nautiku, održivost i međunarodnu promociju hrvatske obale.

The event was also attended by ACI representatives, among whom were David Sopta, member of the Management Board, Hrvoje Puh, director of ACI Marina Dubrovnik, and Danijela Crljen, director of ACI Marina Veljko Barbieri in Slano, highlighting the importance ACI places on projects that bring together boating, sustainability and the international promotion of the Croatian coast.

DUBROVNIK – A PLACE FOR DIALOGUE ON THE FUTURE OF THE SEA

Over the course of several days, Dubrovnik hosted a series of events dedicated to sustainability, the blue economy and the protection of the marine environment. The KRIE x PROVIR Movement – Future Adriatic Experience was held aboard the Karaka, attracting representatives of European institutions, the economic sector and organisations dedicated to sustainable development.

The central event in the accompanying programme was the Blue Economy Summit – Electric Adriatic, dedicated to developing sustainable and climate-resilient coastal communities. Discussions focused on connecting the energy sector, infrastructure, finance, tourism and marine resource management with the aim of creating long-term sustainable solutions for the development of coastal areas.

Among the participants at the summit were Alejandro Agag, founder of the E1 Series and Formula E, and Josip Pavić, state secretary at the Ministry of Tourism and Sport. Their participation further confirmed the importance of the E1 Series not only as a sporting event, but also as a platform that positions Croatia and Dubrovnik among the leading destinations for sustainable international events.

In a statement to the media given ahead of the race, Prime Minister Plenković expressed his satisfaction that Dubrovnik was hosting this competition for the second consecutive year. “Through its Ministry of Tourism, the Government supports this project because we think this is a fantastic additional promotion of Croatian tourism, and the presence of global superstars provides immeasurable promotion for Croatia”, he stated.

It is precisely this combination of a sports spectacle, technological innovation and strong international media presence that makes the E1 Series an important contribution to the promotion of Croatian tourism. With this, Dubrovnik proves itself to be a destination capable of hosting the



Razgovori o budućnosti mora nastavljani su i kroz VIP Ocean Dialogues održan u Hotelu Excelsior, gdje su stručnjaci iz područja znanosti, gospodarstva i održivog razvoja raspravljali o izazovima i mogućnostima očuvanja morskih ekosustava. Među sudionicima bili su profesor Carlos Duarte, vodeći svjetski morski biolog i glavni znanstvenik E1 Seriesa, Nikolina Brnjac, Kristina Burja, osnivačica i kreativna direktorica Krie Designa te Ivan Paić, član Uprave KONČAR Grupe.

UKLJUČIVANJE ZAJEDNICE I NOVIH GENERACIJA

Jedna od važnih poruka ovogodišnjeg programa bila je važnost uključivanja lokalne zajednice i najmlađih generacija u procese zaštite mora i okoliša. Kroz edukativne aktivnosti i sadržaje usmjerene prema djeci i mladima dodatno je naglašena potreba za odgovornim odnosom prema moru te očuvanjem prirodnih resursa za buduće generacije.

Na taj način E1 Series potvrđuje kako održivost nije samo tema stručnih konferencija i međunarodnih rasprava, već zajednička odgovornost svih sudionika društva.

ACI KAO DIO MEĐUNARODNE PRIČE

Dio ove međunarodne priče bio je i ACI, koji je kroz edukativne sadržaje i promociju hrvatskih marina sudjelovao u predstavljanju vrijednosti održive nautike. Posjetitelji događanja imali su priliku upoznati ACI marine kroz vizualne sadržaje prikazane tijekom programa, dok su najmlađima bile namijenjene edukativne bojanke s motivima ACI marina Dubrovnik, Milna i Palmižana.

Sudjelovanje Hrvatske u projektu poput E1 Seriesa još jednom potvrđuje važnost povezivanja sporta, turizma, inovacija i održivosti. Upravo u tome leži posebnost ovog događanja – ono nije samo sportsko natjecanje, već platforma koja kroz globalnu vidljivost i atraktivnost potiče dijalog o budućnosti mora, odgovornom razvoju obalnih destinacija i očuvanju jednog od naših najvrjednijih prirodnih resursa. ■



most demanding international events, while Croatia additionally strengthens its position as a country that recognises and supports projects focused on sustainable future.

Further discussion on the future of the sea continued at the VIP Ocean Dialogues, held at the Hotel Excelsior, where experts from the fields of science, economy and sustainable development discussed the challenges and possibilities of marine ecosystem conservation. Among the participants were professor Carlos Duarte, the world's leading marine biologist and chief scientist of the E1 Series, Nikolina Brnjac, member of the European Parliament, Kristina Burja, the founder and creative director of Krie Design, and Ivan Paić, member of the Management Board of the Končar Group.

ENGAGING THE LOCAL COMMUNITY AND NEW GENERATIONS

One of the key messages of this year's programme was the importance of involving the local community and younger generations in the processes of protecting the sea and the environment. Through educational activities and programmes aimed at children and young people, the programme also highlighted the need for a responsible attitude towards the sea and for preserving natural resources for future generations.

In this way, the E1 Series confirms that sustainability is not only the subject of professional conferences and international discussions, but also a shared responsibility of all members of society.

ACI – PART OF THE INTERNATIONAL STORY

ACI was also part of this international story, participating through educational activities and the promotion of Croatian marinas in showcasing the values of sustainable boating. Visitors had the opportunity to discover ACI marinas through visual materials presented during the programme, while the youngest visitors were provided with educational colouring books featuring motifs from ACI marinas Dubrovnik, Milna and Palmižana.

Croatia's participation in a project like the E1 Series once again confirms the importance of bringing together sport, tourism, innovation and sustainability. This is precisely what makes this event unique – it is not only a sporting competition, but a platform that, through its global visibility and appeal, encourages dialogue about the future of the sea, responsible development of coastal destinations and the preservation of one of our most valuable natural resources. ■





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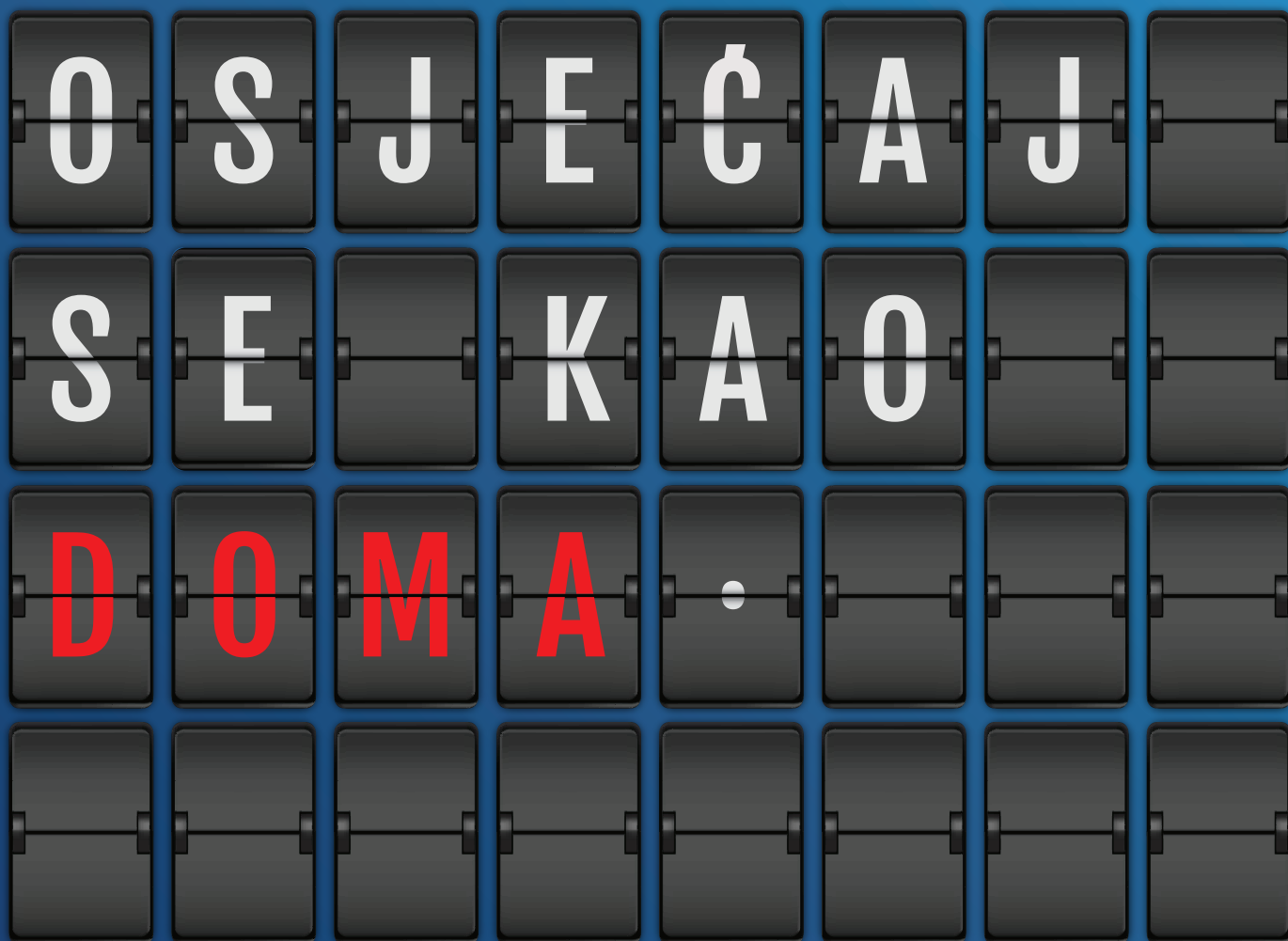
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BUDUĆNOST JADRANA NA SVJETSKOJ POZORNICI

FUTURE OF THE ADRIATIC ON THE INTERNATIONAL STAGE



Fotografije / Photos:
Zvonimir Ferina, Mislav Mesek

More je na jedan dan postalo pozornica, učionica, radionica i mjesto susreta ideja o budućnosti Jadrana. U sklopu E1 Dubrovnik GP 2026 održan je Future Adriatic Experience, jedinstveni program inicijative Krie x Provir, koja kroz edukaciju, dizajn i konkretne ekološke akcije promiče odgovorniji odnos prema moru. Događaj su prije dvije godine osmislili pionirka održive mode Kristina Burja i ribar Božidar Blaslov, osnivači projekta Krie x Provir, koji je do danas iz Jadranskog mora uklonila više od 120 tona odbačenih ribarskih mreža. Zahvaljujući građanima koji su prepoznali inicijativu i aktivno se uključili dojavama lokacija odbačenih ribarskih mreža, inicijativa je prerasla u nacionalni pokret.

Od mreža duhova do dizajnerskih proizvoda

Po prvi put u sklopu projekta predstavljen je i održivi namještaj nastao iz iste priče koja godinama povezuje zaštitu mora, dizajn i kružnu ekonomiju. Dizajnerske fotelje Krie x Altera, čiji dizajn potpisuje Krie Design, a produkciju Altera, izrađene su od recikliranog drva, ispune od recikliranih tekstilnih vlakana nastalih u socijalnoj zadruzi Humana Nova te tkanine od Econyl® regeneriranog vlakna dobivenog preradom odbačenih ribarskih mreža. Ova suradnja još je jedan primjer kako otpad može postati proizvod visoke dodane vrijednosti, što je oduševilo međunarodne goste E1 Dubrovnik GP-a.

Profesionalni ronionici su i ovaj put izveli akciju izvlačenja odbačenih ribarskih mreža iz podmorja, približivši problem „mreža duhova” na konkretan i vizualno snažan način. Mreže koje Krie x Provir prikuplja iz Jadrana šalju se na regeneraciju u Econyl® najlonsko vlakno od kojeg nastaju održive modne kolekcije Krie Designa, ali i novi proizvodi poput predstavljenog namještaja.

Poseban program na brodu otvorila je glumica Zrinka Cvitešić umjetničkim nastupom inspiriranim Mediteranom i morem, dajući emotivan uvod u dan posvećen Jadranu.

U sklopu E1 Dubrovnik GP 2026 međunarodnim su uzvanicima predstavljene inicijative koje povezuju zaštitu mora, kružnu ekonomiju, edukaciju mladih i održivi razvoj, dok je Dubrovnik još jednom potvrdio svoju poziciju jednog od najprepoznatljivijih domaćina globalnih događanja.

As part of E1 Dubrovnik GP 2026, initiatives that bring together marine protection, the circular economy, youth education and sustainable development were presented to an international audience, while Dubrovnik once again reinforced its position as one of the leading host destinations for major international events.

For one day, the sea became a stage, a classroom, a workshop and a meeting place for the exchange of ideas about the future of the Adriatic. As part of E1 Dubrovnik GP 2026, the Future Adriatic Experience took place – a unique programme developed by the Krie x Provir initiative, which promotes a more responsible relationship with the sea through education, design and practical environmental action.

The event was conceived two years ago by Kristina Burja, a pioneer of sustainable fashion, and fisherman Božidar Blaslov, founders of the Krie x Provir project, which has so far removed more than 120 tonnes of discarded fishing nets from the sea. Thanks to citizens, who recognised the importance of the initiative and actively contributed by reporting locations where fishing nets had been discarded, the initiative has grown into a nationwide movement.

From ghost nets to designer products

For the first time, the project also showcased sustainable furniture, created as an extension of the same story that has, for years, brought together marine protection, design and the circular economy. The Krie x Alter designer armchairs, designed by Krie Design and manufactured by Alter, are made from recycled wood, with upholstery filling produced from recycled textile fibres by the Humana Nova social cooperative and the upholstery fabric made from Econyl® regenerated fibre that is produced from discarded fishing nets. This collaboration is yet another example of how waste can be transformed into products with high added value, much to the admiration of the international guests attending E1 Dubrovnik GP.

Professional divers once again hauled discarded fishing nets from the seabed, highlighting the problem of ghost nets in a tangible and visually striking way. The nets collected from the Adriatic by Krie x Provir are sent for regeneration into Econyl® nylon fibre, which is then used by Krie Design to create sustainable fashion collections, as well as new products such as the furniture presented at the event.

The special programme aboard the ship was opened by actress Zrinka Cvitešić, whose artistic performance, inspired by the Mediterranean and the sea, provided an emotional introduction to a day dedicated to the Adriatic.



Budućnost pripada novim generacijama

Središnje mjesto programa pripalo je onima kojima budućnost Jadrana zapravo pripada – djeci i mladima.

Kroz Marine Future Lab, edukativni program održan uz podršku ACI Marinas, djeca su sudjelovala u kreativnim radionicama posvećenima moru, održivosti i zaštiti okoliša. Među sudionicima bili su korisnici Dječjeg doma Maslina te učenici Osnovne škole Marina Držića, koji su kroz umjetnost i kreativni rad imali priliku promišljati vlastitu viziju budućnosti Jadrana.

Upravo je edukativna komponenta jedan od najvažnijih elemenata cijelog projekta jer pokazuje kako održivost ne počinje velikim strategijama, već razumijevanjem i osvještavanjem najmlađih generacija.

Od održivosti do visoke mode

Program je nastavljen u renesansnom ambijentu dubrovačke palače Sponza gdje je održana revija Krie Designa koja je međunarodnim uzvanicima E1 Dubrovnik GP-a pokazala kako odbačene ribarske mreže mogu postati luksuzni modni komadi visoke kvalitete.

Kolekcija inspirirana morem nastala je upravo kao rezultat projekta Krie x Provir, čime je simbolično zaokružen put od otpada izvađenog iz mora do proizvoda koji nosi novu vrijednost i novu priču.

Posebnu podršku projektu dao je Alejandro Agag, CEO Extreme E i E1 Series, koji je istaknuo:

"Kristina Burja i njezin tim rade nešto uistinu važno kroz projekt Krie x Provir. Sretni smo što smo ovdje, u prekrasnom Dubrovniku, i što je Kristina dio naše priče."

Završni dan prvenstva obilježio je i ekskluzivni modni performans Krie Designa na lokaciji St. Pietro Dubrovnik. ■

ACI ZA BUDUĆNOST JADRANA

Kroz podršku edukativnom programu Marine Future Lab, ACI je sudjelovao u inicijativi koja najmlađim generacijama približava teme zaštite mora, održivosti i odgovornog odnosa prema okolišu.

Tijekom događanja međunarodnoj su publici predstavljeni i promotivni sadržaji ACI marina, dok su za najmlađe sudionike osigurane bojanke s motivima ACI marina Dubrovnik, Milna i Palmižana, promovirajući hrvatsku nautičku baštinu i ljepotu naše obale.

Podrška projektima koji povezuju edukaciju, očuvanje mora i održivi razvoj dio je dugoročne predanosti ACI-ja zaštititi morskog okoliša i razvoju hrvatskog nautičkog turizma.

ACI FOR THE FUTURE OF THE ADRIATIC

By supporting the Marine Future Lab educational programme, ACI took part in an initiative that introduces younger generations to the important topics of marine protection, sustainability and responsible attitude towards the environment.

During the event, promotional materials showcasing ACI marinas were presented to the international audience, while the youngest participants received colouring books featuring ACI marinas Dubrovnik, Milna and Palmižana, promoting Croatia's nautical heritage and the beauty of its coast and islands.

Supporting projects that link education, marine conservation and sustainable development forms part of ACI's long-term commitment to protecting the marine environment and developing Croatian nautical tourism.

The future belongs to the next generations

The central part of the programme was devoted to those to whom the future of the Adriatic truly belongs – children and young people.

Through Marine Future Lab, an educational programme delivered with the support of ACI Marinas, children took part in creative workshops focusing on the sea, sustainability and environmental protection. Participants included children from the Maslina Children's Home and pupils from Marin Držić Primary School, who had the opportunity to imagine their own vision of the future of the Adriatic through art and creative activities.

Education is one of the project's most important elements because it shows that sustainability does not begin with major strategies but with understanding and raising awareness among the youngest generations.

From sustainability to haute couture

The programme then continued in the Renaissance surroundings of the Dubrovnik's Sponza Palace, where Krie Design staged a fashion show demonstrating to the international guests of E1 Dubrovnik GP how discarded fishing nets can be transformed into high-quality luxury fashion pieces.

Inspired by the sea, the collection was created as a direct result of the Krie x Provir project, symbolically completing the circle from waste recovered from the sea to products with new value and a new story.

Special support came from Alejandro Agag, CEO of the Extreme E and E1 Series, who said:

"Kristina Burja and her team are doing something really important through the Krie x Provir project. We are happy to be here, in beautiful Dubrovnik, and delighted that Kristina is part of our story."

The closing day of the championship concluded with an exclusive Krie Design fashion performance at St Pietro Dubrovnik. ■



THE 7



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Tel: 01/6470-895

Zadar

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Tel: 023/630-520

Split

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Osječka 52
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Osijek

Ulica hrastova 2
Tel: 031/445-090

Pula

Dukićeva 1a
Tel: 052/215-288

NOVI BMW SERIJE 7

THE NEW BMW 7 SERIES



Fotografije / Photos:
BMW Group / BMW PressClub.



IZVRSTAN U SVAKOM DETALJU. STVOREN ZA ŽIVOT BEZ KOMPROMISA.

U svijetu u kojem luksuz više nije pitanje statusa, već osobnog iskustva, novi **BMW serije 7** donosi novu interpretaciju premium mobilnosti - spoj progresivnog luksuza, pionirskih **Neue Klasse** tehnologija i besprijeorne udobnosti putovanja.

Kao perjanica BMW ponude, nova Serija 7 stvorena je za publiku naviknutu na vrhunsku uslugu, sofisticiran dizajn i životni stil u kojem su ekskluzivnost i kvaliteta dio svakodnevice.

Riječ je o automobilu koji jednako prirodno pripada ispred luksuzne marine, boutique hotela ili privatnog terminala, kao i dinamičnom poslovnom okruženju modernih lidera.

EXCELLENT IN EVERY DETAIL. CREATED FOR LIFE WITHOUT COMPROMISE.

In a world where luxury is no longer a matter of status, but of personal experience, the new **BMW 7 Series** brings a new interpretation of premium mobility - a combination of progressive luxury, pioneering **Neue Klasse** technologies and impeccable travel comfort.

As the flagship of the BMW range, the new 7 Series was created for an audience accustomed to top-notch service, sophisticated design and a lifestyle in which exclusivity and quality are part of everyday life.

It is a car that belongs just as naturally in front of a luxury marina, boutique hotel or private terminal as it does in the dynamic business environment of modern leaders.

Već na prvi pogled novi BMW serije 7 ostavlja dojam samouvjerenosti. Monolitna silueta, osvijetljena BMW **Iconic Glow** maska i minimalistička kristalna svjetla stvaraju vizualni identitet koji spaja suvremeni minimalizam i profinjeni luksuz. Elegancija modela ne temelji se na nametljivosti, već na precizno odmjerenim detaljima i osjećaju prestiža koji dolazi prirodno.

Program BMW **Individual** dodatno naglašava ekskluzivnost modela kroz široke mogućnosti personalizacije, omogućujući vlasnicima da automobil oblikuju prema vlastitom senzibilitetu i lifestyleu.

Interijer otvara sasvim novu dimenziju putovanja. Inspiriran atmosferom luksuznih lounge prostora i privatnih jahti, prostor kabine oblikovan je kako bi svaka vožnja postala trenutak potpune udobnosti i opuštanja. Fini materijali, ambijentalno osvjetljenje, kristalni detalji i vrhunska završna obrada stvaraju intimnu atmosferu u kojoj tehnologija diskretno prati korisnika, nikada ne dominirajući prostorom.

Stražnja sjedala, osobito uz **Executive Lounge paket**, redefiniraju iskustvo putovanja u luksuznoj limuzini. Bilo da se koristi kao mobilni ured, prostor za opuštanje između sastanaka ili privatna zona tijekom dužih putovanja, novi BMW serije 7 osmišljen je za one koji vrijeme provedeno u automobilu žele pretvoriti u kvalitetno iskustvo.

Digitalne tehnologije nove generacije dodatno naglašavaju ekskluzivnost modela. **BMW Panoramic iDrive, BMW Passenger Screen i Theatre Screen** s mogućnošću **8K** streaminga, video poziva i premium entertainment sadržaja stvaraju sofisticirano digitalno okruženje usporedivo s luksuznim hotelskim suiteom ili privatnim kinom u pokretu.

Riječ je o tehnološki najnaprednijoj Seriji 7 dosad, osmišljenoj kako bi svako putovanje učinila intuitivnijim, ugodnijim i potpuno prilagođenim suvremenom načinu života.

Posebnu dimenziju donosi širok izbor motorizacija, u skladu s BMW-ovim pristupom tehnološke otvorenosti. Novi BMW serije 7 već je dostupan za narudžbu s benzinskom i potpuno električnom motorizacijom, dok će dizelska i plug-in hybrid motorizacija biti dostupne za naručivanje do kraja 2026. godine. Potpuno električna motorizacija, zahvaljujući tehnologiji šeste generacije BMW eDrive, nudi više od 720 kilometara doseg prema WLTP standardu, potvrđujući kako vrhunske performanse, održivost i luksuz danas mogu funkcionirati u savršenoj ravnoteži.

Napredni sustavi pomoći vozaču, inteligentne funkcije djelomično autonomne vožnje i iznimno profinjena vozna dinamika omogućuju iskustvo vožnje koje je istovremeno intuitivno, sigurno i opuštajuće. Novi BMW serije 7 ne prilagođava se samo potrebama vozača i putnika, on se prirodno prilagođava ritmu suvremenog života svojih vlasnika.

Novi BMW serije 7 ne predstavlja tek novu generaciju luksuzne limuzine, već i novu filozofiju premium mobilnosti – onu koja jednako naglašava eleganciju, tehnološku inovaciju i kvalitetu svakog putovanja. U ponudi Tomić & Co. već su dostupne za narudžbu benzinska i potpuno električna motorizacija, dok će se dizelska i plug-in hybrid motorizacija moći naručiti do kraja 2026. godine, čime novi BMW serije 7 donosi dodatnu slobodu izbora za one koji u svakodnevnoj mobilnosti traže profinjenost, udobnost i vrhunsko iskustvo. ■

At first glance, the new BMW 7 Series leaves an impression of confident presence. The monolithic silhouette, the illuminated BMW **Iconic Glow** grille and minimalist crystal lights create a visual identity that combines contemporary minimalism and refined luxury. The elegance of the model is not based on obtrusiveness, but on precisely measured details and a sense of prestige that comes naturally.

The BMW **Individual** program further emphasizes the exclusivity of the model through extensive personalization options, allowing owners to shape the car according to their own sensibilities and lifestyle.

The interior opens up a completely new dimension of travel. Inspired by the atmosphere of luxury lounges and private yachts, the cabin space is designed to make every ride a moment of complete comfort and relaxation. Fine materials, ambient lighting, crystal details and superior finishing create an intimate atmosphere in which technology discreetly follows the user, never dominating the space.

The rear seats, especially with the **Executive Lounge package**, redefine the experience of traveling in a luxury sedan. Whether used as a mobile office, a space to relax between meetings or a private zone during longer journeys, the new BMW 7 Series is designed for those who want to turn the time spent in the car into a quality experience.

Digital technologies of the new generation further emphasize the exclusivity of the model. **BMW Panoramic iDrive, BMW Passenger Screen and Theater Screen** with the possibility of **8K** streaming, video calls and premium entertainment content create a sophisticated digital environment comparable to a luxury hotel suite or a private cinema on the move.

This is the most technologically advanced 7 Series yet, designed to make every journey more intuitive, enjoyable and fully adapted to the modern lifestyle.

A special dimension is brought by the wide choice of engines, in line with BMW's approach to technological openness. The new BMW 7 Series is already available to order with petrol and fully electric engines, while diesel and plug-in hybrid engines will be available to order by the end of 2026. The fully electric engine, thanks to the sixth generation BMW eDrive technology, offers more than 720 kilometers of range according to the WLTP standard, confirming that top performance, sustainability and luxury can now work in perfect balance.

Advanced driver assistance systems, intelligent partially autonomous driving functions and extremely refined driving dynamics enable a driving experience that is intuitive, safe and relaxing at the same time. The new BMW 7 Series not only adapts to the needs of the driver and passengers, it naturally adapts to the rhythm of its owners' modern lives.

The new BMW 7 Series represents not only a new generation of luxury sedans, but also a new philosophy of premium mobility - one that equally emphasizes elegance, technological innovation and the quality of every journey. Tomić & Co. offers gasoline and fully electric engines that are already available for order, while diesel and plug-in hybrid engines will be available to order until the end of 2026, which means that the new BMW 7 Series brings additional freedom of choice for those who seek refinement, comfort and a superior experience in everyday mobility. ■

Posjet predsjednika Vlade sjedištu ACI-ja

Prime Minister visits ACI headquarters



Fotografije / Photos:
Ivica Tomić, ACI

Fokus državnog posjeta su bile investicije i stabilan koncesijski okvir

The focus of the state visit was investments and a stable concession framework

Uoči početka nautičke sezone 2026., ACI je u svom sjedištu ugostio predsjednika Vlade Republike Hrvatske Andreja Plenkovića, čime je dodatno naglašena važnost nautičkog turizma kao jednog od ključnih segmenata hrvatskog gospodarstva. Tijekom susreta s predsjednicom Uprave Ankicom Kruljac, članom Uprave Ivanom Herakom, članom Uprave tvrtke ACI – GITONE Anđelkom Petrinićem i predstavnicima ACI-ja, razgovaralo se o budućim razvojnim smjernicama, investicijskom ciklusu te izazovima i potencijalima sektora. U sastavu izaslanstva tijekom državnog posjeta, u Rijeci su bili i potpredsjednik Vlade i ministra mora, prometa i infrastrukture Oleg Butković, ministar rada, miro-

Ahead of the 2026 nautical season, ACI hosted the Prime Minister of the Republic of Croatia, Andrej Plenković, at its headquarters, underlining once again the importance of nautical tourism as one of the key sectors of the Croatian economy. During a meeting with Ankica Kruljac, President of the Management Board of ACI, Ivan Herak, Management Board member, Anđelko Petrinić, Management Board member at ACI – GITONE, and other ACI representatives, discussions focused on future development plans, the planned investment programme, as well as the sector's challenges and growth potential. As part of the official delegation accompanying the Prime Minister on his official



vinskog sustava, obitelji i socijalne politike Alen Ružić, ministar gospodarstva Ante Šušnjar, zamjenik predstojnika Ureda predsjednika Vlade Tomislav Leko, glasnogovornik Vlade Marko Milić i direktor Hrvatske turističke zajednice Kristjan Staničić.

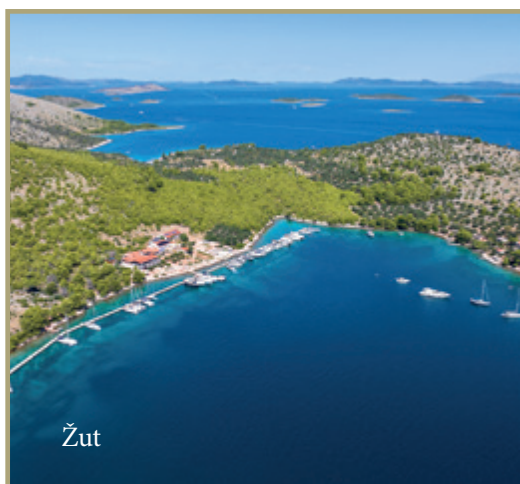
Tijekom razgovora istaknuta je važnost stabilnog i dugoročnog koncesijskog okvira kao ključnog preduvjeta za realizaciju investicijskog potencijala i provedbu kapitalno intenzivnih projekata, uz naglasak na pravovremeno rješavanje koncesijskih pitanja radi osiguravanja dugoročnog planiranja i dodatnog jačanja konkurentnosti hrvatskog nautičkog turizma.

Predsjednik Vlade Republike Hrvatske Andrej Plenković zahvalio je na pozivu u posjetu te je istaknuo važnost nautičkog turizma koji je važan dio turističke ponude naše zemlje. Istaknuo je njegov doprinos razvoju obalnih područja, otoka i ukupnoj međunarodnoj prepoznatljivosti Hrvatske kao atraktivne pomorske destinacije. ■

visit, those present in Rijeka also included Oleg Butković, Deputy Prime Minister and Minister of Maritime Affairs, Transport and Infrastructure, Alen Ružić, Minister of Labour, Pension System, Family and Social Policy, Ante Šušnjar, Minister of Economy, Tomislav Leko, Deputy Head of the Prime Minister's Office, Marko Milić, Government Spokesperson, and Kristjan Staničić, Director of the Croatian National Tourist Board.

Prime Minister Andrej Plenković thanked his hosts for the invitation and highlighted the importance of nautical tourism as a key sector of Croatia's tourism, emphasising its role in the development of coastal areas and islands, as well as in strengthening Croatia's international reputation as an attractive maritime destination.

The visit to ACI's headquarters formed part of the Prime Minister's wider visit to the Primorje-Gorski Kotar County, further underlining the importance of public-private sector cooperation and a shared commitment to the continued development of nautical tourism and the strengthening of the sector's investment potential. ■



Žut



Jezera



Vodice



Milna



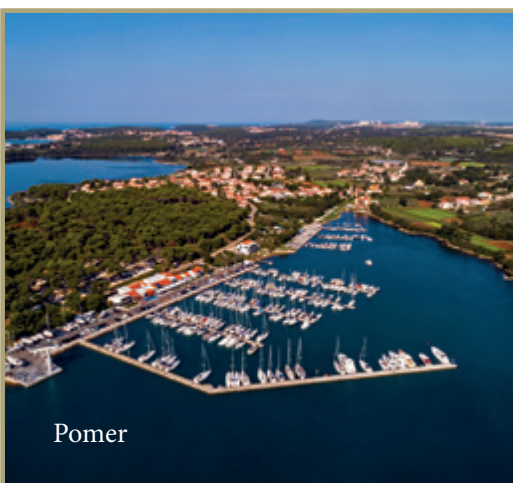
Korčula



Opatija



Palmižana



Pomer



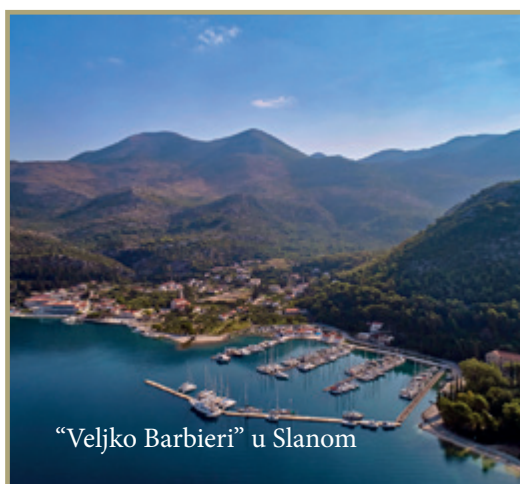
Pula



Trogir



Rovinj



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SVETI DUJE / ST DOMNIUS' DAY:

Blagdan koji čuva autentični duh Splita *A festival preserving Split's authentic spirit*



Fotografije / Photos:
TZ Split



Od antičkih korijena do suvremene fjere, Sudamja ostaje neraskidiva spona Splitsana i njihova zaštitnika

From its ancient roots to the festival of today, Sudamja remains an unbreakable bond between the people of Split and their patron saint

Svakog sedmog svibnja Split prestaje biti samo turističko središte i postaje pozornica jedne od najstarijih proslava na Mediteranu. Blagdan svetoga Dujma, u narodu poznatiji kao Sudamja, nije samo vjerski obred posvećen salonitanskom biskupu i mučeniku, već društveni fenomen koji ujedinjuje antičku povijest, kršćansku baštinu i mediteranski temperament. Središnji događaj proslave započinje tradicionalnom procesijom koja kreće ispred katedrale svetog Duje, smještene u nekadašnjem Dioklecijanovu mauzoleju. Upravo je ta prostorna transformacija, prijelaz iz grobnice progonitelja kršćana u hram posvećen njegovoj žrtvi, ključni simbolički paradoks koji Split živi stoljećima. U povorci koja prolazi preko Peristila do Rive sudjeluje tisuće građana te hodočasnika iz svih dijelova Dalmacije.

Each year on 7 May, Split ceases to be just a tourist destination and becomes the setting for one of the oldest celebrations in the Mediterranean. St Domnius' Day, known locally as Sudamja, is far more than a religious observance dedicated to the bishop and martyr of Salona: it is a social phenomenon bringing together ancient history, Christian heritage and the Mediterranean temperament.

The main event begins with a traditional procession, which starts in front of St Domnius' Cathedral, housed within the former mausoleum of the Roman Emperor Diocletian. It is precisely this spatial transformation – from the tomb of a persecutor of Christians into a temple dedicated to his victim – that constitutes the key symbolic paradox that Split has lived with for centuries. Thousands of Split's residents and pilgrims from across Dalmatia take part in the proces-



Na oltaru postavljenom na samoj obali održava se svečano misno slavlje. Time se sakralni prostor preusmjerava u javnu sferu i naglašava neraskidiva veza grada i njegova zaštitnika. Paralelno s duhovnim dijelom, gradom vlada atmosfera fjere. Gastronomski, dan je nezamisliv bez janjetine s bižima (graškom), jela koje se u splitskim domovima priprema s posebnom pažnjom. Tradicionalni sajam na Rivi i okolnim ulicama čuvar je pučkih običaja. Sudamja je i dalje nezamisliva bez prodaje predmeta od drva, od kuhinjskih pomagala do dječjih igračaka. Kupnja drvne žlice ili bačvice običaj je koji se prenosi generacijama, a potječe iz vremena kada je sajam bio ključno mjesto trgovine za stanovnike otoka i zaleđa. Završetak dana tradicionalno pripada zabavnom programu, no srce proslave za lokalno stanovništvo ostaje tombola. Na Rivi se izvlače brojevi uz specifičan splitski humor i dobacivanja kao živopisan dokaz očuvanja lokalne tradicije i jedan od najljepših kolektivnih rituala koji dodatno obogaćuje društveni život same proslave. ■



sion, which passes through the Peristyle and continues to the Riva waterfront.

A solemn high mass is celebrated at an altar set up on the very waterfront. In this way, the sacred enters the public sphere, emphasising the unbreakable bond between the city and its patron.

Alongside the spiritual aspect, the city is filled with a festive atmosphere. The traditional fair held along the Riva and in the surrounding streets preserves folk customs. The Sudamja would be unimaginable without stalls selling wooden goods, from kitchen utensils to children's toys. Buying a wooden spoon or a small barrel is a tradition passed down through generations and dating back to the times when the fair was the most important trading place for islanders and people from the Dalmatian hinterland.

The day typically ends with an entertainment programme, yet for the local population the heart of the celebration is the raffle. On the Riva waterfront, numbers are drawn accompanied by Split's distinctive humour and banter, which serves as a vivid proof of the preservation of local tradition and is one of the most beautiful collective rituals, further enriching the social aspect of the festival itself.

From a culinary perspective, the day is unimaginable without lamb with peas, a dish prepared in Split households with special care. ■

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MILJENKO ŽANIĆ

LEGENDARNI LUČKI KAPETAN IZ NOVOG VINODOLSKOG LEGENDARY HARBOUR MASTER FROM NOVI VINODOLSKI

Životni izazovi Velebitskog kanala

Dužnost kapetana Lučke ispostave Novi Vinodolski jedna je od najizazovnijih na hrvatskom Jadranu. Česte akcije traganja i spašavanja, neumornost u obavljanju plemenitih zadataka i desetljeća predanog rada rezultirali su, među ostalim, dvostrukim osvajanjem Plave vrpce Vjesnika, najuglednijeg domaćeg priznanja za spašavanje ljudskih života i imovine na moru. Miljenko Žanić i danas je jedini čovjek kojemu je to priznanje dodijeljeno dva puta.

Među pomorcima, ribarima i ljudima od mora Velebitki kanal oduvijek je imao posebno mjesto. S jedne strane fascinantan zbog svoje ljepote, a s druge ozloglašen zbog snažne bure i naglih promjena vremena, stoljećima je bio izazov i za najiskusnije moreplovce. Brojni su brodovi u tom akvatoriju završili svoju plovidbu, a mnoge ljudske sudbine zauvijek ostale zapisane u njegovoj povijesti.

Upravo je taj kanal gotovo četiri desetljeća bio svakodnevica Miljenka Žanića, legendarnog lučkog kapetana iz Novog Vinodolskog. Nakon sedam godina plovidbe u trgovačkoj mornarici, kao kadet i časnik palube na brodovima nekadašnje Jugolinije, 1974. godine dolazi u Lučku ispostavu Novi Vinodolski. Bila je to odluka koja će obilježiti njegov život.

Sa svjetskih mora natrag kući

Prije dolaska u kapetaniju Žanić je plovio svjetskim morima i oceanima. Paralelno s navigacijom nastavio je pomorsko školovanje, a pred njim je bila perspektivna karijera časnika duge plovidbe. Ipak, život na brodu nije bio nimalo jednostavan.

Nisam razmišljao o iskrcaju, ali splet okolnosti natjerao me na to. Bio sam ukrcan na brodu Trepča koji je uspostavljao trgovinske odnose sa Sjevernom Korejom. Kada sam se vratio kući, prvi put sam vidio sina koji je tada imao godinu dana. Samo nekoliko sati poslije prebačen sam na drugi brod koji je plovio prema Bejrutu. Tek sam kasnije doznao da je prevezio oružje i da nitko od starijih časnika nije želio na njega, prisjeća se.

Nakon toga slijedila su nova putovanja i nove neizvjesnosti. Na brodu Kvarner usred oceana došlo je do samozapaljenja tereta.

Life's challenges in the Velebit Channel

Being the head of the Novi Vinodolski Harbour Master's Office is one of the most demanding jobs on the Croatian Adriatic. Frequent search and rescue missions, Žanić's tireless efforts in carrying out these life-saving tasks and decades of dedicated work have earned him, among other things, two Vjesnik Blue Ribbons – Croatia's most prestigious award for saving lives and property at sea. To this day, Miljenko Žanić remains the only person who has received the award twice.

For sailors, fishermen and people of the sea, the Velebit Channel has always held a special place. Fascinating for its beauty on the one hand, yet notorious for its fierce bora wind and sudden changes in the weather on the other, it has challenged even the most experienced seafarers for centuries. Many ships have met their end in those waters, and many destinies have been written into its history.

And it is the Velebit Channel that was part of everyday life for Miljenko Žanić, the legendary harbour master from Novi Vinodolski. After seven years in the merchant navy, serving as a cadet and navigating officer aboard ships of the former Jugolinija, he joined the Novi Vinodolski Harbour Master's Office in 1974. It was a decision that would shape the rest of his life.

Back home from the seven seas

Before joining the Harbourmaster's Office, Žanić sailed the world's seas and oceans. Alongside his seafaring career, he continued his maritime education with a promising career as a navigating officer aboard ocean-going ships. Still, life on board a ship was by no means easy.

I had never thought about giving up life at sea, but circumstances forced me to do so. I was aboard the Trepča, a ship involved in establishing diplomatic relations with North Korea. When I came home, I saw my one-year-old son for the first time. Only a few hours later, I was transferred to another ship bound for Beirut. It was only later that I found out that the ship was carrying arms and that no senior officer wanted to take a posting on it, Žanić recalls.



Fotografije / Photos:

Privatna arhiva / Private archive, Ivica Tomić

Deset dana bili smo na brodu zahvaćenom požarom. Čekali smo pred lukom dok se teret hladio, a kada su otvorili skladište plamen je ponovno buknuo. Srećom, brod je izdržao.

Nakon tri i pol godine plovidbe bez godišnjeg odmora odlučio je iskrcati se. Upravo tada raspisan je natječaj za lučkog kapetana u Novom Vinodolskom.

Mnoge je iznenadilo što sam se javio. Za mene je to bio početak jednog sasvim novog života.

Lučka ispostava na prvom mjestu

Posao u Lučkoj ispostavi Novi Vinodolski za njega je vrlo brzo postao više od zanimanja. Bio je to poziv.

U jednom mandatu bio sam član Nadzornog odbora ACI-ja. Predložena mi je funkcija predsjednika Uprave. Bio sam spreman prihvatiti, ali pod uvjetom da ostanem i u kapetaniji. Jasno, to nije bilo moguće. Odlazak iz kapetanije nikada nije dolazio u obzir.

Danas, kada je nautički turizam jedna od najrazvijenijih turističkih grana u Hrvatskoj, teško je zamisliti kako je izgledao njegov početak.

Marina gotovo da nije bilo. Ljudi su dolazili s malim barkama, gliserima i gumenjacima, često bez iskustva i kvalitetne opreme. Čim bi malo zapuhala bura nisam spavao. Praktički nisam imao čime pomoći. U početku smo raspolagali tek pasarom na vesla.

Veliku pomoć tada su pružali lokalni ribari i iskusni pomorci. Kasnije je nabavljena i adaptirana rashodovana barkasa koja je postala poznati Burin, brod koji je desetljećima bio simbol spašavanja na tom području.

Napravio sam projekt za novi brod, ali trebalo je vremena da ga ostvarimo. Kada smo konačno nabavili barkasu i ugradili dva nova motora, dobili smo plovilo s kojim smo mogli ozbiljno intervenirati na moru.

'Unuke vidim u nautičkom turizmu

Miljenko Žanić završio je Pomorsku školu u Bakru te Višu pomorsku školu u Rijeci. Oba njegova unuka školuju se za pomorce, no njihovu budućnost radije vidi u nautičkom turizmu nego u trgovačkoj mornarici. Obojica su aktivni jedriličari, a mlađi je s 15 godina nastupio na europskom prvenstvu klase Laser.'

I see my grandsons in nautical tourism

Miljenko Žanić completed the Nautical School in Bakar and graduated from the Rijeka College of Maritime Studies. Both of his grandsons are training to become seafarers, but he would rather see their future in nautical tourism than in the merchant navy. They are both active sailors, and the younger competed in the European Championship, in the Laser class, at the age of 15.'

After that came new voyages and new uncertainties. On the Kvarner, the cargo spontaneously combusted in the middle of the ocean.

We spent ten days aboard the ship on fire. We waited off the harbour while the cargo cooled, but when they opened the cargo hold, the fire broke out again. Fortunately, the ship held together.

After three and a half years without annual leave, he decided it was time to come ashore. It was precisely then that a vacancy was advertised for the post of harbour master in Novi Vinodolski.

Many were surprised that I applied. For me, it was the beginning of a completely new life.

The Harbour Master's office comes first

His work at the Novi Vinodolski Harbour Master's Office very quickly became more than just a job to him. It was a calling.

During one of my terms, I was a member of ACI's Supervisory Board. I was offered the job of the President of the Management Board. I was ready to accept it, but on the condition that I could remain at the Harbour Master's Office. Naturally, that wasn't possible. Leaving the Harbour Master's Office was never an option for me.

Today, when nautical tourism is one of the most developed tourism sectors in Croatia, it is difficult to imagine its beginnings.

There were hardly any marinas. Boaters arrived in small dinghies, speedboats and inflatable boats, often with little experience and inadequate equipment. As soon as the bora set in, I wouldn't sleep. There was practically nothing to assist them with. In the early days, we only had a rowing boat.

Local fishermen and experienced seafarers were of great help back then. Later, we acquired a converted, decommissioned launch, which went on to become the well-known Burin, a vessel renowned for decades of rescue missions in that area.

I conceived a project for a new boat, but it took time to bring it to fruition. When we finally acquired the launch and installed two new engines, we had a vessel capable of serious search and rescue operations at sea.

'Harley Davidson – kopnena ljubav

Osim jedrenja, velika strast Miljenka Žanića su motocikli Harley Davidson. Dvaput je sudjelovao na najvećem svjetskom okupljanju Harley Davidsona u Daytoni na Floridi, gdje se okuplja više od milijun motociklista iz cijelog svijeta. „To je doživljaj koji se ne zaboravlja“, kaže.

'Harley-Davidson – his passion on land

In addition to sailing, Miljenko Žanić's great passion is Harley-Davidson motorcycles. He has participated twice in the world's largest Harley-Davidson gathering in Daytona, Florida, where more than a million motorcyclists from around the world come together. "That is something you never forget", he says.

Kada svi bježe s mora

Tijekom četrdeset godina službe akcije spašavanja postale su svakodnevice. Neke su ostale zapisane u službenim evidencijama, a neke zauvijek urezane u sjećanje.

Posebno pamti spašavanje austrijske obitelji kojoj je tijekom plovidbe eksplodirao motor na gliseru.

Vlasnik, supruga i dvoje djece zadobili su teške opekline. Ostali su bez svega – odjeće, dokumenata, osobnih stvari. Nakon izlaska iz bolnice doveo sam ih kući. Kod nas su ostali deset dana dok se preko ambasade nije riješila dokumentacija za povratak. Otišli su u našoj odjeći, a iz toga se razvilo prijateljstvo koje traje cijeli život.

Takve situacije za njega nikada nisu bile samo posao.

Spašavanje na moru nije rutina. To su trenuci u kojima se često riskira vlastiti život. Ukrcati se na brod onda kada svi drugi pokušavaju pobjeći s mora nije nešto što možete raditi samo zato što vam je to posao.

Najljepši trenuci bili su oni kada bi uspio spasiti dijete.

Najbolji je osjećaj uvijek bio kada bih spasio neko dijete. Najteže je bilo kada ne bih uspio. Nažalost, bilo je i takvih slučajeva. To su prizori koje čovjek nikada ne zaboravlja.

Prema evidencijama Lučke ispostave Novi Vinodolski tijekom njegova mandata spašeno je više od 500 ljudi.

Toliko spašavanja nitko nema. Ali za to nisu zaslužni samo djelatnici lučke ispostave. Veliku ulogu imali su i građani, posebno ribari iz Klenovice, koji su uvijek bili spremni pomoći.

Dvije Plave vrpce

Za svoj rad Miljenko Žanić dvaput je nagrađen Plavom vrpcom Vjesnika. Prvu je dobio 1977. godine, a drugu 1982. zajedno s ribarima iz Klenovice.

U jednoj noći spasili smo devet ljudskih života. Takve se stvari ne zaboravljaju.

To priznanje smatra najvećom satisfakcijom za ljude koji se bave spašavanjem na moru.

Takav posao ne može se platiti. Nagrada nije razlog zbog kojeg radite, ali vam potvrdi da je netko prepoznao ono što ste činili.



When everyone else heads for the shore

During forty years of service, rescue missions became an everyday reality. Some were entered into official records, while others have been forever etched into his memory.

He especially remembers rescuing an Austrian family whose speedboat engine exploded while they were at sea.

The owner, his wife and two children suffered severe burns. They lost everything – their clothes, documents and personal belongings. After they were discharged from hospital, I took them home. They stayed with us for ten days while the Embassy arranged the documentation for their repatriation. They left wearing our clothes, and this experience resulted in a lifelong friendship.

Such situations were never just work for him.

Rescue at sea is never routine. These are moments when you often risk your own life. Boarding a ship when everybody else is trying to get to the shore is not something you do just because it's your job.

The best moments were when he managed to save a child.

The greatest feeling was always when I was able to save a child. The hardest were when I didn't manage to. Unfortunately, there were times like that. Those are scenes one can never forget.

More se promijenilo, ali bura nije

Tijekom desetljeća provedenih u službi Žanić je iz prve ruke promatrao razvoj hrvatskog nautičkog turizma.

Iz današnje perspektive teško je spoznati kako je tada izgledalo more. Marina nije bilo, plovila su bila manja i nepouzdanija, a većina ljudi nije imala ni približno iskustva kakvo danas imaju nautičari.

Velika promjena dogodila se razvojem tehnologije.

Nekada vremenske prognoze nisu bile precizne ni lako dostupne. Savjet za isplovljavanje mnogi su stranci tražili od lokalnih ribara i starih kapetana. Danas je prognoza dostupna na svakom mobitelu i za svaku mikrolokaciju.

Ipak, jedna se stvar nije promijenila.

Bura u Velebitskom kanalu uvijek može iznenaditi. Kada se na vrhu Velebita stvori kapa, to je prvi znak. Kad se jednom počne spuštati prema moru, već je kasno za traženje zaklona.

Upravo zato smatra da iskustvo i dalje ostaje jednako važno kao i moderna tehnologija.

More kao posao i život

I kada nije bio na poslu, Žanić je bio na moru. Njegova najveća strast oduvijek je bilo jedrenje.

S četiri godine sam proplivao, a s pet jedrio po portu u Novom. Moj otac bio je među osnivačima Jedriličarskog kluba Burin. Jedrenje je kod nas obiteljska tradicija.

Tijekom desetljeća osvojio je više od 300 regata i niz državnih prvenstava u Hrvatskoj, nekadašnjoj Jugoslaviji i Austriji.

Sudjelovao sam na trideset do četrdeset regata godišnje. Jedrili smo svuda – od sjevernog Jadrana do Dalmacije. Mrduja, Viška regata, Hvar – Komiža, Barcolana... To je bio način života.

Bio je predsjednik Hrvatskog jedriličarskog saveza i jedan od ljudi koji su postavljali temelje sustavnog rada s mladim jedriličarima.

Kada sam došao na čelo Saveza krenuli smo praktički od nule. Organizirali smo kampove za djecu, uglavnom u klasi optimist. Vrlo brzo počeli su dolaziti rezultati. Iz tih generacija stasali su jedriličari koji su kasnije osvajali medalje na europskim i svjetskim natjecanjima.

I danas smatra da je rad s djecom ključ budućnosti jedrenja.

Mi u klubu svake godine organiziramo dvije škole jedrenja. Ako deset posto djece ostane u sportu, to je uspjeh.

Posebno ga veseli što jedrenje danas povezuje nekoliko generacija njegove obitelji.

Posadu mi danas čine djeca i unuci. Najvažnije je da imaju na čemu jedriti.

According to the records of the Novi Vinodolski Harbour Master's Office, during his tenure, more than 500 people were rescued.

No one else has such a rescue record. But the staff of the Harbour Master's Office weren't the only ones who deserve credit. The local residents played a major role, particularly the fishermen from the town of Klenovica, who were always ready to help.

Two Blue Ribbons

For his service, Miljenko Žanić was awarded the Vjesnik Blue Ribbon twice. He received his first one in 1977, and his second in 1982, together with the fishermen from Klenovica.

We saved nine lives in one night. You never forget such a thing.

He considers this award the greatest recognition for people who engage in rescue at sea.

You can't put a price on this kind of work. The award is not the reason you do it, but it is confirmation that somebody has recognised what you do.

The sea has changed, but the bora hasn't

During decades of service, Žanić has witnessed first-hand how the Croatian nautical tourism developed.

From today's perspective, it's hard to imagine what the sea was like back then. There were no marinas, boats were smaller and less reliable, and most people had nothing even remotely resembling the experience that today's boaters have.

A major change came with the development of technology.

In the past, weather forecasts were neither accurate nor readily available. Many foreign tourists asked for advice from local fishermen and old captains. Today, the weather forecast is available on every mobile phone and for every micro-location.

Still, one thing hasn't changed.

The bora in the Velebit Channel can always catch you unawares. When a cap cloud forms over the summit of the Velebit, that's the first sign. Once it starts descending towards the sea, it's already too late to look for shelter.

That is why he believes experience is still just as important as modern technology.

The sea as work and a way of life

Even when he was not working, Žanić was at sea. Sailing has always been his greatest passion.

I learnt to swim when I was four, and when I was five, I sailed in the harbour in Novi Vinodolski. My father was among the founders of the Burin Sailing Club. Sailing is our family tradition.



U luku pod jedrima

S posebnim ponosom ističe jedrenje na hrvatskom školskom brodu Kraljica mora. S njim je na jedra plovio od Betine do Dubrovnika, sudjelovao na dvije Barcolane u Trstu te ga doveo u Novi Vinodolski kako bi ga mogla razgledati djeca njegova grada. „Dobar je to brod“, zaključuje kroz osmijeh.

Sailing into the harbour under sail

With particular pride, he talks about sailing on the Queen of the Sea (Kraljica mora) training ship. On board, he sailed from Betina to Dubrovnik, took part in two Barcolana regattas in Trieste, and brought the vessel to Novi Vinodolski so that children from his city could see it. "It's a good ship", he concludes, laughing.

Jedan od trenutaka koje posebno pamti dogodio se neposredno prije starta jedne regate.

Moj unuk Fran imao je 23 godine kada sam mu rekao da odustajem i da će jedriti bez mene. Bio je to šok za njega jer mu je to bila prva regata na krstašu bez mene. Na kraju je pobijedio.

Jedrenje mora biti u krvi

Kao jedan od osnivača Yacht Cluba Austria i njegov počasni komodor, Žanić je desetljećima povezan s međunarodnom jedriličarskom scenom.

Ako im nešto zatreba, ljudi mi se i danas javljaju. Pomažem koliko mogu.

Kada ga pitaju što je potrebno za dobrog jedriličara, odgovor je jednostavan:

Jedrenje mora biti čovjeku u krvi. Na to dolazi edukacija. Moraš razumjeti more, vjetar i prirodu. To se ne može naučiti preko noći.

Posebno je vezan uz područje Podvelebita.

Za mene je ovo najljepši dio Jadrana. Puno je malih uvala, netaknute prirode i posebnih meteoroloških uvjeta. Ovdje se mora razumjeti more i vjetar. S vremenom naučiš zakonitosti svakog područja.

More koje nikada ne napušta čovjeka

Iako je i za njega impresivna karijera pomorca, lučkog kapetana, jedriličara i sportskog djelatnika, Miljenko Žanić o svojim postignućima govori bez velike pompe. Puno radije govori o ljudima koje je susretao, o moru i jedrenju.

Danas, nakon desetljeća provedenih na moru, i dalje je aktivan u jedriličarskom životu Novog Vinodolskog. Mirovina za njega nije značila rastanak s morem, nego samo drukčiji ritam života.

Tijekom četrdeset godina službe spasio je više od 500 ljudi, osvojio dvije Plave vrpce Vjesnika, odgojio generacije jedriličara i ostavio dubok trag u hrvatskom pomorstvu. No, kada govori o svom životu, Miljenko Žanić najčešće se vraća jednostavnoj činjenici – da je cijeli život proveo uz more. A ono ga, kako kaže, nikada nije prestalo učiti. ■

Over the decades, he won more than 300 regattas and a number of national championships in Croatia, former Yugoslavia and Austria.

I competed in thirty to forty regattas a year. We sailed everywhere – from the northern Adriatic to Dalmatia: Mrduja, Vis Regatta, Hvar–Komiža, Barcolana and so on. That was a way of life.

He was president of the Croatian Sailing Federation and one of the people who laid the foundations for systematic work with young sailors.

When I took over as head of the Federation, we started from scratch. We organised camps for children, mainly in the Optimist class. We started achieving results very quickly. Those generations produced sailors who later went on to win medals at European and world championships.

Today, he still believes that working with children is the key to the future of sailing.

Our club organises two sailing school courses every year. If one out of ten of those children continues in the sport, it's a success.

He is especially pleased that sailing connects several generations of his family.

My crew today is made up of my children and grandchildren. The most important thing is that they have something to sail on.

One of the most memorable moments occurred just before the start of a regatta.

My grandson Fran was 23 when I told him I was going to quit and that he would have to sail without me. It came as a shock to him, as it was his first regatta on a cruiser without me. He won in the end.

You have to have sailing in your blood.

As one of the founders of the Yacht Club Austria and its honorary commodore, Žanić has maintained close links with the international sailing scene for years.

If people need something, they still get in touch today. I help as much as I can.

When he is asked what it takes to become a good sailor, he answers simply:

You have to have sailing in your blood. On top of that comes training. You have to understand the sea, the wind and nature. You can't learn this overnight.

He feels a particular connection to the Podvelebit area.

To me, this is the most beautiful part of the Adriatic. There are a lot of small bays, untouched natural landscapes and unique meteorological conditions. You have to understand the sea and the wind here. Over time, you learn the rules of each area.

The sea that never leaves you

Although he has had an impressive career as a seafarer, harbour master, sailor and sports professional, Miljenko Žanić speaks about his achievements without much fanfare. He prefers to talk about the people he has met, the sea and sailing.

Today, after spending decades at sea, he is still active in Novi Vinodolski's sailing scene. For him, retirement did not mean saying goodbye to the sea; it simply gave his life a different rhythm.

During his forty years of service, he saved more than 500 people, won two Vjesnik Blue Ribbons, trained generations of sailors and left a deep mark on the Croatian maritime sector. However, when he speaks about his life, Miljenko Žanić most often returns to a simple fact – that he has spent his entire life with the sea. And it, as he says, has never stopped teaching him. ■

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AL DI MEOLA

VIRTUOZ VIRTUOSO

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Putovanje kroz pedeset godina karijere
skladatelja i gitarista koji je redefinirao *jazz* i
world music

*A journey through a fifty-year career of a
composer/guitarist who redefined jazz and world
music*

Već pedeset godina Al Di Meola pretvara gitaru u most između *jazza*, tanga i svjetskih ritmova, stvarajući glazbu koja ne prenosi samo note, već čitave svjetove. Njegova fascinacija složenim ritmovima, lirskim melodijama i sofisticiranom harmonijom ostala je srž njegove karijere, koja mu je donijela tri zlatne ploče, više od šest milijuna prodanih albuma i brojne kritičke pohvale. Iako ga od početaka prati status gitarističkog heroja, dubina njegovog skladateljskog rada i emocionalnost izričaja osvojili su i širu publiku, daleko izvan krugova gitarističkih entuzijasta.

Njegov put započeo je u Bergenfieldu, New Jerseyju, gdje je kao tinejdžer, inspiriran glazbom Elvisa Presleyja, Beatlesa i grupe The Ventures, razvio gotovo asketsku posvećenost instrumentu. U tom je razdoblju vježbao osam do deset sati dnevno, a taj intenzivni rad postao je temelj vještina koje će ga ubrzo lansirati na sam vrh svjetske glazbene scene.

Iako su mu rani *jazz* uzori bili Tal Farlow i Kenny Burrell, presudan trenutak bio je susret s radom Larryja Coryella, kojeg je kasnije nazvao kumom fuzije. Fasciniran Coryellovim spajanjem *jazza*, *bluesa* i *rocka*, mladi Di Meola putovao je autobusom iz New Jerseyja u Greenwich Village kako bi ga slušao u malim klubovima.

Godina 1974. bila je prijelomna: devetnaestogodišnjeg Di Meolu pozvao je Chick Corea da se pridruži fuzijskoj supergrupi Return to Forever. Nakon tri povijesna albuma s grupom, započeo je solističku karijeru debitantskim izdanjem *Land of the Midnight Sun* (1976.), na kojem su sudjelovala neka od najvećih *jazz* imena, uključujući Jacoa Pastoriusa i Stevea Gadda.

For the past fifty years, Al Di Meola has turned the guitar into a bridge between jazz, tango and world rhythms, making music that conveys not only notes, but entire worlds. His fascination with complex rhythms, lyrical melodic lines and sophisticated harmonic language has remained at the core of a career that has earned him three gold records, more than six million albums sold and widespread critical acclaim. Although he has been regarded as a guitar hero from the outset, the depth of his compositional work and the emotional charge of his expression have also won over a far broader audience, well beyond the circle of guitar aficionados.

His journey began in Bergenfield, New Jersey, where – as a teenager inspired by the music of Elvis Presley, The Beatles and The Ventures – he developed an almost ascetic devotion to the instrument. During that period, he practised for eight to ten hours a day, and that intensive work became the foundation of the skills that would soon propel him to the very top of the international music scene.

Although his early jazz influences were Tal Farlow and Kenny Burrell, the decisive moment was his encounter with the work of Larry Coryell, whom he would later call the godfather of fusion. Fascinated by how Coryell blended jazz, blues and rock, the young Di Meola would take the bus from New Jersey to Greenwich Village to hear him play in small clubs.

The year 1974 was a turning point: the then nineteen-year-old Di Meola was invited by Chick Corea to join the fusion supergroup Return to Forever. After recording three landmark albums with

'Prvi koncert koji sam odsvirao u karijeri bio je rasprodani nastup u Carnegie Hallu s Return to Forever'

'My very first gig was the sold-out show in Carnegie Hall with Return to Forever'



Početak osamdesetih, kroz kulturni akustični trio s Pacom de Lucíom i Johnom McLaughlinom, Di Meola je dodatno zacementirao svoj međunarodni status. Album *Friday Night in San Francisco* postao je globalni fenomen s prodajom od preko četiri milijuna primjeraka, učvrstivši njegovu reputaciju kao jednog od najvažnijih akustičnih gitarista tog razdoblja.

Kroz projekt *World Sinfonia* hrabro je istraživao utjecaje *flamenco*, tanga i bliskoistočne glazbe. Poseban pečat njegovu radu dalo je prijateljstvo s Astorom Piazzollom, dok su kasniji projekti sa simfonijskim orkestrima pokazali njegovu ambiciju da briše granice između žanrova.

U posljednjem desetljeću, Di Meola se vratio korijenima kroz projekte posvećene Beatlesima, kao što su albumi *All Your Life* i *Across the Universe*. Za njega to nije bila samo posveta – glazba je postala i svojevrsna terapija. U albumu *Opus* (2018.) naglašava novu fazu života.

S više od 20 autorskih albuma i nebrojenim suradnjama s glazbenim velikanima poput Luciana Pavarottija, Paula Simona i Carlosa Santane, Al Di Meola uživa status umjetnika koji je uspio pomiriti tehnički perfekcionizam s liričnošću. Njegova transformacija iz gitarista-skladatelja u skladatelja-gitarista označava zrelu fazu u kojoj tehnika služi isključivo emociji i priči koju želi ispričati, ostavljajući neizbrisiv trag u suvremenoj glazbi.

I publika u Hrvatskoj mogla je uživati u virtuozu na gitari tijekom nastupa u Centru za kulturu Čakovec, u sklopu 31. izdanja *Jazz Fara Čakovec*. Nakon gostovanja Chrisa Bottija, koncert Di Meole

the group, Di Meola embarked on a solo career with his debut release *Land of the Midnight Sun* (1976), which featured some of the biggest names in jazz, including Jaco Pastorius and Steve Gadd.

In the early 1980s, through his iconic acoustic trio with Paco de Lucía and John McLaughlin, Di Meola further cemented his international status. The album *Friday Night in San Francisco* became a global phenomenon, selling over four million copies and strengthening his reputation as one of the most significant acoustic guitarists of the time.

Through his *World Sinfonia* project, he boldly explored the influences of flamenco, tango and the Middle Eastern music. His friendship with Astor Piazzolla left a distinctive mark on his work, while his later collaborations with symphony orchestras revealed his ambition to blur the boundaries between genres.

In the past ten years, Di Meola has returned to his roots through projects dedicated to The Beatles, such as the albums *All Your Life* and *Across the Universe*. For him, it was not merely a tribute – the music became a form of therapy. His album *Opus* (2018) highlighted a new phase in his life.

With more than twenty albums of original material and countless collaborations with musical greats such as Luciano Pavarotti, Paul Simon and Carlos Santana, Al Di Meola enjoys the status of an artist who has succeeded in reconciling technical perfectionism with lyrical expression. His transformation from a guitarist/composer into a composer/guitarist marks a mature phase in which technique serves solely the emotion and the story he seeks to tell, leaving an indelible imprint on contemporary music.

zacementirao je reputaciju Čakovca kao sredine koja sustavno ugošćuje istinske glazbene velike i gradi status snažnog središta jazza.

Bit ću sasvim iskren: Čakovec mi nije bio poznat, ali kada sam doznao da su tamo nastupila dvojica vrhunskih glazbenika koje iznimno cijenim, Béla Fleck i Chris Botti, to mi je istog trenutka privuklo pozornost. Kada umjetnici takvog kalibra posjete neko mjesto, ne možete se ne zapitati: koja je priča iza toga? Shvatio sam da Čakovec teži nečem predivnom - ambiciji da postane istinski grad "jazza". Za nekoga poput mene, tko je proveo cijeli život tragajući za duhom, disciplinom, misterijem i radošću ove glazbe, to je poziv koji duboko odjekuje. Saznanje da Jazz Fair Čakovec živi više od tri desetljeća te da grad njeguje vlastiti Big Band, govori mi sve što trebam znati o srcu ove zajednice. Nadam se da će ova vizija grada "jazza" nastaviti rasti, nadahnjivati i privlačiti glazbenike iz cijeloga svijeta. "Jazz" treba mjesta koja vjeruju u njega – mjesta koja ga tretiraju kao živu umjetnost, što on i jest, rekao je Di Meola, ne skrivajući entuzijizam nakon gostovanja u Međimurju.

Je li izazovno stvarati novu glazbu nakon više od 50 godina aktivne karijere?

U određenoj mjeri, da. Bilo je razdoblja u prošlosti kada je to bilo iznimno teško. Na početku je lakše jer imate puno toga za dokazati, a nema ničega što biste trebali nadmašiti. Nakon toliko izdanih albuma, svaki novi projekt postaje sve zahtjevniji. Pokušavate izbjeći prečesto ponavljanje samog sebe i istovremeno pronaći nešto novo što želite reći. Da biste to postigli, potrebno je staviti se u okruženje koje dopušta da inspiracija preuzme kontrolu. Kada sjednem s gitarom, papir i olovkom, ne razmišljam o pisanju kao nekada – trudim se osmisliti nešto drugačije. Danas ne nedostaje sjajnih svirača, ali nam kronično nedostaje dobre glazbe. Mnogo tih ljudi izvrsno svira, ali su im pjesme dosadne. Skladbe su im zapravo očajne i tu se publika gubi. Većina moje publike nisu glazbenici, ali ih glazba zanima jer u toj hrani ima dovoljno sastojaka. Ako imate puno sastojaka, hrana je

Audiences in Croatia, too, had the opportunity to enjoy the guitar virtuoso during his performance at the Čakovec Centre for Culture, as part of the 31st edition of the Jazz Fair Čakovec. Following Chris Botti's concert, Al Di Meola's performance cemented Čakovec's reputation as a town that consistently hosts leading figures in music and continues to establish itself as a vibrant jazz centre.

I'll be completely honest: I wasn't familiar with Čakovec, but when I learned that two outstanding musicians I greatly admire, Béla Fleck and Chris Botti, had performed there, it immediately caught my attention. When artists of that calibre visit a place, you can't help but wonder: what's the story behind it? I realised that Čakovec is striving for something truly remarkable – an ambition to become a genuine city of jazz. For someone like me, who has spent a lifetime in pursuit of the spirit, discipline, mystery and joy of this music, that is an invitation that resonates deeply. The fact that the Jazz Fair Čakovec has been going strong for more than three decades, and that the town has its own big band, tells me everything I need to know about the heart of this community. I hope this vision of a city of jazz will continue to grow, to inspire, and to attract musicians from all over the world. Jazz needs places that believe in it – places that treat it as a living art, which is exactly what it is, said Di Meola, clearly enthusiastic following his performance in Međimurje.

Is it challenging to create new music after more than 50 years of active career?

To an extent, it is. There were times in the past when it was extremely difficult. It's easier in the beginning because you have a lot to prove, but nothing to top. After so many albums, each new project becomes more demanding. You try to avoid repeating yourself too often and, at the same time, try to find something new you want to say. To do that, you need to put yourself in an environment that lets the inspiration take over. When I sit with my guitar, and pen and paper, I'm not thinking of writing as I used to – I'm trying to come up with something new. Today, there's no shortage of great players, but we are in chronic need of good music. Many of these people play exceptionally

Kvalitetu je zamijenio konformizam: mladi danas ne slušaju ono što je dobro, već ono što je društveno prihvaćeno

Quality has been replaced by conformism: today, young people don't listen to what is good, but to what is socially accepted



Jazz treba mjesta poput Čakovca koja vjeruju u njega – mjesta koja ga tretiraju kao živu umjetnost

Jazz needs places like Čakovec that believe in it – places that treat it like a living art

ukusna. Ali ako su jedini sastojci brzi nizovi nota i solo dionice koje traju vječno, izgubit ćete gotovo svakoga.

San svakog glazbenika u jednom je trenutku zasvirati s omiljenim bendom. Za Al Di Meolu taj se san vrlo rano pretvorio u stvarnost. Već s 19 godina svirao je gitaru u svom najdražem jazz sastavu - Return to Forever Chicka Coree.

Chick Corea i Return to Forever slučajno su svirali u Bostonu dok sam tamo pohađao Berklee College of Music. Sjećam se da sam otišao na koncert, a nakon toga se čuo telefonom s prijateljem koji je bio ton majstor. Imao je snimku na kojoj sviram s jednim drugim bendom i samoinicijativno je odlučio potražiti Chicka, saznati gdje živi i dostaviti mu snimku u nadi da će mu se dovoljno svidjeti da me pozove u bend. Ispostavilo se da je trenutak bio savršen, jer je već sljedećeg tjedna tražio novog gitarista. Tako je započela moja karijera, a prvi koncert koji sam odsvirao bio je rasprodani nastup u Carnegie Hallu s Return to Forever.

Jedan od važnijih trenutaka vaše karijere bio je akustični trio s Pacom de Lucijom i Johnom McLaughlinom..

Za mene je to iskustvo bilo posebno vrijedno jer smo Paco i ja dijelili snažnu povezanost kada je riječ o ritmu. John je dolazio iz sasvim druge glazbene dimenzije, što je bilo iznimno važno jer je upravo to zaokružilo trio i dalo mu dodatnu širinu i raznolikost. Pacov pristup bio je bitno drugačiji od onoga Johna i mene, i upravo je u toj razlici ležala čarolija. Svake večeri na pozornici nastojali smo impresionirati jedni druge. Kada bi došao red na Paca da odsvira solo, razmišljao bih: "O moj Bože, kako ću ja nastupiti nakon ovoga?" To nas je tjeralo da pomičemo vlastite granice, da izlazimo iz okvira onoga što smo dotad radili i da zaista istražujemo kako bismo zadivili ostale nekim ubojitim solom. Dugogodišnje zajedničko sviranje snažno je utjecalo na mene; zahvaljujući tom iskustvu postao sam bolji glazbenik.

Kritični ste prema današnjem svijetu. Izjavili ste da publiku sve manje zanima virtuoznost, a sve više površni i često destruktivni oblici popularne kulture. Kako to komentirate?

Nažalost, djeca odrastaju okružena sadržajem vrlo upitne vrijednosti. Ne želim zvučati kao netko tko idealizira prošlost ili kao roditelj koji se žali na novu generaciju, ali činjenica je da su mladi izloženi ogromnom pritisku okoline. Često im se sviđa ono što slušaju njihovi vršnjaci, ne zato što je kvalitetno, već zato što je društveno prihvaćeno. Zamislite da ih netko usmjeri na ono uz što sam ja odrastao, poput Beatlesa? To je neusporedivo bolje. Danas se površnost prodaje bolje nego ikada. To postaje zabrinjavajuće. Kada se osvrnem na razdoblje vlastitog odrastanja, negativnog sadržaja bilo je znatno manje nego danas. Društvo se postupno urušava - sve je više bijesa, sve više konflikata, sve više negativnih obrazaca ponašanja. ■

well, but their songs are dull. Their music is awful actually, and that is where the audience gets lost. Most of my audience are not musicians, but are interested in music because there are enough ingredients in the food. If you have a lot of ingredients, the food is delicious. But if the only ingredients are fast strings of notes and solo sections that go on forever, you will lose almost everybody.

Every musician's dream is to play with their favourite band at some point. For Al Di Meola, that dream became reality very early. By the age of 19, he played the guitar in his favourite jazz band – Chick Corea's Return to Forever.

Chick Corea and Return to Forever happened to be playing in Boston while I was studying at the Berklee College of Music. I remember going to the show, and afterwards speaking on the phone to a friend of mine, who was a sound engineer. He had a recording of me playing with a different band and, of his own accord, he decided to look for Chick, find out where he lived and get him the recording, hoping Chick would like it enough to invite me to join the band. The timing turned out to be perfect, because Chick started looking for a new guitarist the week after. That was the start of my career, and my first gig was the sold-out show at Carnegie Hall with Return to Forever.

One of the most significant moments in your career was the acoustic trio with Paco de Lucía and John McLaughlin.

For me, it was an especially valuable experience, because Paco and I shared a deep understanding of rhythm. John came from a completely different musical background, which proved essential, as it was precisely this contrast that completed the trio and gave it greater breadth and variety. Paco's approach was markedly different from that of John and myself, and it was in that very difference that the magic lay. Each night on stage, we tried to impress one another. When it was Paco's turn to play a solo, I would think: "Oh my God, how am I supposed to perform after this?" It drove us to stretch our own limits, to move beyond what we'd done before, and to explore more deeply in order to astonish the others with a truly blistering solo. Playing together over so many years had a profound impact on me; it made me a better musician.

You have been critical of the world today. You have said that audiences are becoming less interested in virtuosity, and more in superficial and often destructive forms of popular culture. What do you make of that?

Unfortunately, children are growing up surrounded by content of highly questionable value. I don't want to sound like someone who idealises the past, or like a parent complaining about the younger generation, but the fact is that young people are under immense peer pressure. They often like what their peers are listening to – not because it's good, but because it's socially accepted. Just imagine if they were guided towards what I grew up with, like The Beatles. It's way better. Today, superficiality sells better than ever and it's becoming deeply concerning. When I look back on the time I was growing up, there was far less negative content than there is today. Society is slowly coming apart – there's more anger, more conflict, and more destructive patterns of behaviour. ■



ACI po prvi put na sajmu Salone Nautico Venezia

ACI makes a first appearance at the Salone Nautico Venezia boat show



Fotografije / Photos:
ACI Arhiva



ACI d.d. po prvi je puta sudjelovao na međunarodnom nautičkom sajmu Salone Nautico Venezia, jednom od najvažnijih nautičkih događanja u Italiji i regiji. Sajam tradicionalno okuplja vodeće predstavnike europske i svjetske nautičke industrije, proizvođače plovila, predstavnike marina, brodogradilišta i distributere, a ove godine među izlagačima bili su i neki od najpoznatijih svjetskih brendova poput Azimut Yachtsa, Ferretti Yachtsa, Pershinga, Rive, Nautor Swana, Beneteaua i Jeanneaua.

Tijekom sajma predstavnici ACI-ja održali su niz sastanaka s partnerima, predstavnicima marina, međunarodnih strukovnih udruženja i vodećih tvrtki nautičke industrije. Razgovori su bili usmjereni na aktualne trendove u nautičkom turizmu, razvoj marina, potrebe korisnika te mogućnosti buduće suradnje i međunarodnog povezivanja.

Sudjelovanjem na sajmu ACI je dodatno ojačao svoju prisutnost na međunarodnoj nautičkoj sceni te predstavio aktivnosti najvećeg lanca marina na Mediteranu. ■

ACI d.d. has made its debut at the international Salone Nautico Venezia boat show, one of the most significant nautical events in Italy and the wider region. The boat show traditionally brings together the leading representatives in the European and global boating industry, boat manufacturers, marina operators, shipyards and distributors, and this year's exhibitors also included some of the world's most renowned brands, such as Azimut Yachts, Ferretti Yachts, Pershing, Riva, Nautor Swan, Beneteau and Jeanneau.

During the event, ACI's representatives had a number of meetings with partners, representatives of other marinas, international industry associations and boating industry's leading companies. The discussions focused on current trends in nautical tourism, marina development, user needs and opportunities for future co-operation and international networking.

By participating in this boat show, ACI further strengthened its presence in the international boating scene and presented the activities that the largest marina chain in the Mediterranean engages in. ■

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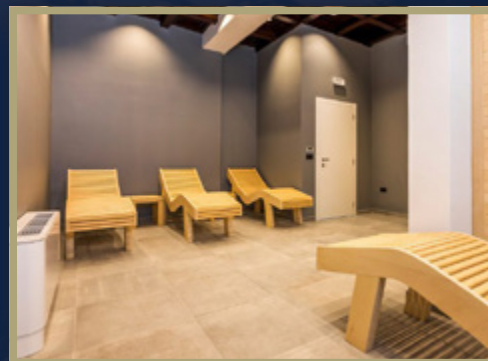




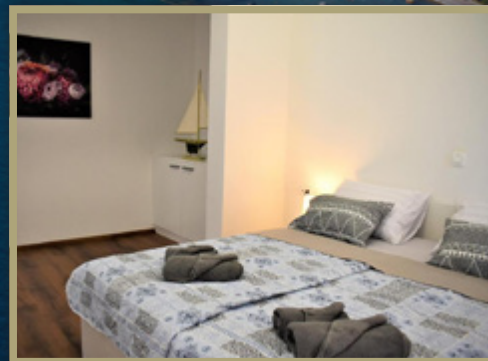
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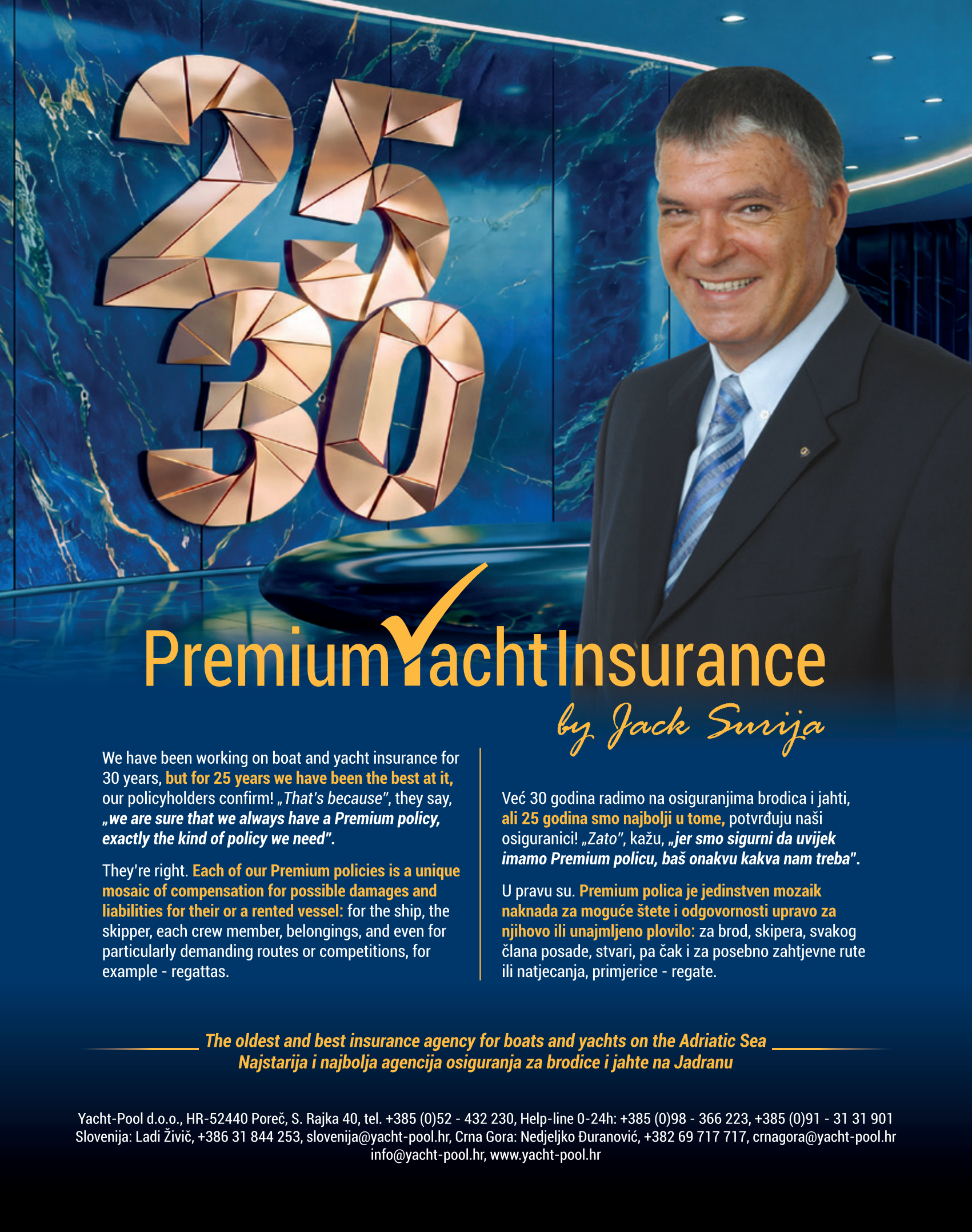
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NAGRAĐIVAN MUZEJSKI POSTAV POVIJESTI LJEKARNIŠTVA

JGL MUZEJ FARMACIJE U CENTRU GRADA RIJEKE

AWARD-WINNING EXHIBITION ON THE HISTORY OF PHARMACY

JGL PHARMACY MUSEUM IN THE HEART OF RIJEKA

U razgovoru s Predsjednicom Upravnog odbora Jadran – galenskog laboratorija, Evom Usmiani Capobianco, doznajemo zanimljivosti o JGL Muzeju farmacije

In an interview with the President of the Board of Directors of Jadran – Galenski Laboratorij, Eva Usmiani Capobianco, we discovered some interesting insights into the JGL Pharmacy Museum

Pokretanje muzeja farmacije bila je dugogodišnja želja moga oca, Iva Usmiani, jednog od najvećih osnivača JGL-a i člana Upravnog odbora, a projekt sam vodila ja sa Marinom Pinturom, povjesničarom i voditeljem našeg muzeja, Goranom Stipeč Brlić iz Studija za arhitekturu i urbanizam AO16 d.o.o, te Veronikom Uravić Čolak iz Reedesign studija.

U samom centru Rijeke otvorili smo JGL Muzej farmacije u listopadu 2020. godine kao, u tom trenutku, jedini privatni muzej u Hrvatskoj priznat od strane Ministarstva kulture i medija. Rijeka je tada osvojila prestižnu titulu Europske Prijestolnice kulture te smo i mi željeli doprinijeti našem gradu u tako važnoj godini.

Radi se o specijaliziranom muzeju u kojem je moderno prikazana hrvatska i svjetska povijest farmacije. Muzej je osnovan u suradnji s Gradom Rijkom i Muzejem grada Rijeke.

Naša vizija kao osnivača, je da JGL Muzej farmacije u budućnosti bude prepoznat kao referentna ustanova u istraživanju povijesti farmacije, da bude dodatna atrakcija u turističkoj ponudi Rijeke, te da svojim aktivnostima odradi kvalitetnu ulogu u edukaciji budućih djelatnika u farmaciji.

Misija Muzeja je afirmacija ljekarništva kao dijela našeg zdravstvenog i kulturnog identiteta, koje je kroz povijest bilo značajno.

Establishing a pharmacy museum was a long-standing wish of my father, Ivo Usmiani, one of the principal founders of JGL and a member of its Board of Directors. The project was led by me together with Marin Pintur, historian and director of our museum, Gorana Stipeč Brlić from AO16 Studio for Architecture and Urbanism and Veronika Uravić Čolak from Reedesign Studio.

We opened the JGL Pharmacy Museum in the very centre of Rijeka in October 2020, as, at the time, the only privately owned museum in Croatia officially recognised by the Ministry of Culture and Media. Rijeka had then been awarded the prestigious title of European Capital of Culture, and we wanted to contribute to Rijeka's cultural life during such an important year.

It is a specialised museum established in cooperation with the City of Rijeka and the City Museum of Rijeka, featuring a contemporary presentation of the Croatian and global history of pharmacy.

Our vision as founders is for the JGL Pharmacy Museum to be recognised in the future as a leading centre for the study of the history of pharmacy, to become an additional tourist attraction in Rijeka and, through its activities, to play an important role in educating future pharmacy professionals.



Fotografije / Photos:
Adrialab



jan čimbenik duhovnog i gospodarskog napretka grada i županije, a to je i danas, te očuvanje, zaštita i prezentacija građe vezane uz bogatu povijest farmacije u Rijeci i Hrvatskoj. Želimo i aktivno sudjelovati u životu lokalne zajednice kao mjesto susreta, učenja i zabave, posebno za mlađe generacije. Također, Muzej mora govoriti o važnosti zdravlja kojemu ljekarništvo bitno doprinosi.

U ovom posebnom Muzeju povijest plemenite i zanimljive struke – farmacije, posjetiteljima je prikazana na vizualno iznimno atraktivan, moderan, način te uz pomoć multimedije. Obilaskom nagrađivanog postava Muzeja možete saznati zašto je baš zmija simbol farmacije i medicine, tko je prvi osmislio karantenu tijekom epidemije, koja se riječka ljekarna nalazi na istome mjestu više od 180 godina, koji je hrvatski nacionalni cvijet, kakva je veza Coca-Cole s farmacijom, za koje se tegobe nekad propisivao heroin i još mnoge zanimljivosti!

Stalni postav Muzeja je podijeljen u 15 izložbenih cjelina, a zaslужno su najimpresivnije dvije povijesne ljekarne s kraja 19. stoljeća. Posebna je atrakcija multimedija putem koje će vam se obratiti čak devet 3D i 2D likova, a putem VR naočala možete postati virtualni ljekarnik te pomagati pacijentima ili poći na virtualno putovanje ljudskim tijelom! Organiziramo i radionice tubiranja kremi što je posebno zanimljivo našim posjetiteljima.

Ono što će iz Muzeja izdvojiti kao najveći uspjeh u više od pet godina djelovanja je činjenica da su većina posjetitelja JGL Muzeja farmacije učenici i studenti koji dolaze organizirano iz cijele Hrvatske.

Može se reći da se u proteklih pet godina JGL Muzej farmacije uspješno upisao na kartu turističke ponude Rijeke, o čemu svjedoči i veliki broj turista koji u ljetnim mjesecima ciljano dolaze u muzej. Što se tiče istraživanja povijesti farmacije kao jednog od glavnih zadataka muzeja, od svog osnivanja, JGL Muzej farmacije je organizirao četiri muzejske izložbe, među kojima se posebno ističe izložba „Alga Sušak – Čuvar vašeg zdravlja“ koja je gostovala i u Zagrebu.

Da JGL Muzej farmacije ispunjava svoju zadaću čuvanja baštine vezanih uz ljekarništvo u našim krajevima, pokazuje i podatak o postavljene čak tri spomen-ploče u organizaciji Muzeja na povijesno važnim mjestima; ploča postavljena na zgradu u kojoj se nalazi ljekarna Pablo u Gospiću jer je tamo čak devet godina živio

The museum's mission is to promote pharmacy as part of our medical and cultural identity, which throughout history has been an important factor in the spiritual and economic development of the city and county and continues to be so today, as well as to preserve, protect and showcase material relating to the rich history of pharmacy in Rijeka and Croatia. We also want the museum to participate actively in the life of the local community, as a place of encounter, learning and entertainment, especially for younger generations. In addition, the museum should also communicate the importance of health, to which pharmacy makes a significant contribution.

In this unique museum, the history of pharmacy – a noble and interesting profession – is presented to visitors in a visually striking and contemporary way, including through the use of multimedia. By visiting the award-winning permanent exhibition, you can discover why the snake became the symbol of pharmacy and medicine, who first introduced quarantine during epidemics, which pharmacy in Rijeka has remained at the same location for more than 180 years, what Croatia's national flower is, what connection exists between Coca-Cola and pharmacy, for which ailments heroin was once prescribed, and many other fascinating things.

The museum's permanent exhibition is divided into 15 thematic units, among which particularly impressive are two historical pharmacies dating back to the late nineteenth century. A special attraction is the multimedia experience, where as many as nine 3D and 2D characters will speak to you, while VR headsets will allow you to become a virtual pharmacist helping patients or embarking on a journey through the human body. We also organise cream tube-filling workshops, which are extremely popular with visitors.

What the museum singles out as its greatest achievement in more than five years of operation is the fact that the majority of visitors to the JGL Pharmacy Museum are school and university students arriving in organised groups from across Croatia.

It can be said that in the past five years the JGL Pharmacy Museum has successfully secured its place on Rijeka's tourist map, as evidenced by the large number of tourists who visit the museum specifically during the summer months. When it comes to research into the history of pharmacy – one of the museum's principal activities – the JGL Pharmacy Museum has organised four exhibi-



Predsjednica Upravnog odbora Jadran – galenskog laboratorija, Eva Usmiani Capobianco, rođena je 24. ožujka 1982. godine u Rijeci. Diplomirala je na Ekonomskom fakultetu u Rijeci na smjeru Menadžment te magistrirala u Madridu 2007. na smjeru Vođenje i upravljanje poduzećem.

Karijeru započinje u JGL-u 2007. godine nakon magisterija u odjelu marketinga i prodaje tadašnje SBU kozmetike. Zatim preuzima poziciju brend menadžerice za bezreceptni program te sa svojim timom unutar odjela strateškog marketinga razvija jedan od danas najpoznatijih brendova u kompaniji: Vizol S. Potom kao pomoćnica direktora JGL-a vodi projekt odvajanja kozmetičkog dijela poslovanja od matične kompanije u tvrtku kćer Adrialab. U godini kada JGL mijenja ustroj upravljanja u monistički ustroj, postaje članicom Upravnog odbora JGL-a. 2020. godine kada Rijeka postaje Europskom prijestolnicom kulture Eva vodi projekt osnivanja i kreiranja JGL Muzeja farmacije.

31. prosinca 2024. preuzima čelnu poziciju u kompaniji, funkciju predsjednice Upravnog odbora JGL-a.

Eva Usmiani Capobianco, President of the Board of Directors of JGL (Jadran – Galenski Laboratorij), was born in Rijeka on 24 March 1982. She graduated in Management from the Faculty of Economics in Rijeka and earned her master's degree in Company Management and Leadership in Madrid in 2007.

After completing her studies in 2007, she began her career at JGL the same year, in the Marketing and Sales Department, which was responsible for SBU cosmetic products at the time. She subsequently took on the role of Brand Manager for the over-the-counter product range, where she and her team developed one of the company's most recognisable brands, Vizol S, within the Strategic Marketing Department. She later served as Assistant Director of JGL, leading the project to separate the cosmetics division from the parent company and establish Adrialab as a subsidiary company. In the year that JGL transitioned to a single-tier governance structure, she became a member of the JGL's Board of Directors. In 2020, the year Rijeka was European Capital of Culture, Eva led the project to establish and develop the JGL Pharmacy Museum.

On 31 December 2024, she assumed the company's leadership position, as President of JGL's Board of Directors.



Fotografije / Photos:
JGL

JGL Muzej farmacije, Užarska 11, Rijeka
T +385(0)51 257 103 / M muzej-farmacije@jglpharma.com

Radno vrijeme: uto – sub 10 – 18h / ned 10 – 14
15.06. – 31.08. uto – ned 10 – 14h, 17 – 21h

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T +385(0)51 257 103 / M muzej-farmacije@jglpharma.com

Working hours: Tue – Sat 10 am – 6 pm / Sun 10 am – 2 pm
15 June – 31 August: Tue – Sun 10 am – 2 pm, 5 pm – 9 pm

velikan Nikola Tesla, ploča na Palaču Alga na Sušaku postavljena u suradnji s Muzejem grada Rijeke i ploča na zgradu ljekarne Pablo u Delnice koja podsjeća na 150 godina postojanja ljekarne u Delnicama.

Muzej je postao i Stručna baza Filozofskog fakulteta Sveučilišta u Rijeci za studente povijesti, dok i studiji farmacije iz Rijeke i Zagreba u svom planu i programu imaju posjet ovom muzeju.

Posjetite ovaj poseban muzej, te se na atraktivan i multimedijalan način upoznajte s poviješću farmacije! ■

tions since its founding, notably the Alga Sušak – Protector of Your Health exhibition, which was also staged in Zagreb.

The JGL Pharmacy Museum's fulfilment of its mission to preserve the pharmacy heritage in our region is demonstrated by the installation of three commemorative plaques at historically important sites organised by the museum: a plaque on the building housing Pablo pharmacy in Gospić, where the great Nikola Tesla lived for nine years, a plaque on the Alga Palace in Sušak, installed in collaboration with the City Museum of Rijeka, and a plaque on the building of the Pablo pharmacy in Delnice, marking 150 years of pharmacy's existence in the town.

The Museum has become a teaching base for history students at the Faculty of Humanities and Sciences of the University of Rijeka, while pharmacy degree programmes in both Rijeka and Zagreb include planned visits to the museum in their curricula.

Visit this unique museum and discover the history of pharmacy through an attractive multimedia experience! ■

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SREDIŠNJA DALMACIJA KROZ OČI SVJETSKIH NAUTIČKIH NOVINARA

CENTRAL DALMATIA THROUGH THE EYES OF INTERNATIONAL BOATING JOURNALISTS

Osam renomiranih stranih novinara upoznalo je Dalmaciju iz perspektive mora, onako kako je već desettljećima doživljavaju nautičari iz cijelog svijeta

Eight renowned international journalists experienced Dalmatia from the sea, in the same way that boaters from around the world have been discovering it for decades

Studijsko putovanje kroz Split, Hvar, Brač i Trogir još je jednom potvrdilo status Hrvatske kao jedne od vodećih svjetskih nautičkih destinacija

A press trip through Split, Hvar, Brač and Trogir once again proved that Croatia's status as one of the world's leading boating destinations is well deserved

Hrvatska obala još je jednom potvrdila svoj status jedne od najpoželjnijih nautičkih destinacija Mediterana. U organizaciji Hrvatske turističke zajednice, Turističke zajednice Splitsko-dalmatinske županije i ACI-ja, osam inozemnih novinara specijaliziranih za turizam i nautiku krenulo je na višednevno studijsko putovanje kroz srce Dalmacije – od Splita i Vrboske do Hvara, Brača i Trogira.

Novinari renomiranih međunarodnih medija kao što su Kurier, National Geographic, National Geographic Traveler, The Independent, Pravda.sk, Yacht i Boote, koji dolaze iz Njemačke, Austrije, Slovenije, Poljske, Češke, Slovačke, Ujedinjenog Kraljevstva i Sjedinjenih Američkih Država, tijekom putovanja imali su priliku upoznati Hrvatsku iz perspektive mora, onako kako je već desettljećima doživljavaju nautičari iz cijelog svijeta. Plovidba između dalmatinskih otoka, boravak u marinama te susreti s lokalnom kulturom i tradicijom pružili su sudionicima autentičan doživljaj hrvatskog Jadrana i njegovog jedinstvenog mediteranskog karaktera.

Posebno mjesto na ovom putovanju zauzele su ACI marina Split i ACI marina Vrboska, koje su sudionicima predstavile spoj vrhunske infrastrukture, sigurnosti, mediteranskog ugođaja i suvremenog pristupa razvoju nautike. Uz upoznavanje nautičke ponude, program je uključivao i eno-gastro

The Croatian coast and islands have once again proved that Croatia's status as one of the most desirable boating destinations in the Mediterranean is well-deserved. Organised by the Croatian National Tourist Board, the Split-Dalmatia County Tourist Board and ACI, this several-day press trip took eight international journalists specialising in tourism and boating through the heart of Dalmatia – from Split and Vrboska to Hvar, Brač and Trogir.

During the trip, journalists from distinguished international media outlets such as Kurier, National Geographic, National Geographic Traveler, The Independent, Pravda.sk, Yacht and Boote, hailing from Germany, Austria, Slovenia, Poland, the Czech Republic, Slovakia, the United Kingdom and the United States, had the opportunity to experience Croatia from the sea, in the same way that boaters from around the world have been discovering it for decades. Sailing between the Dalmatian islands, staying in marinas and experiencing the local culture and tradition offered the participants an authentic feel for the Croatian Adriatic and its distinctive Mediterranean character.

ACI Marina Split and ACI Marina Vrboska played a special role in the programme, offering the participants a blend of first-class infrastructure, safety, an authentic Mediterranean atmosphere and a modern approach to the development



Fotografije / Photos:
ACI arhiva

Uz jedrenje i obilazak marina, novinari su kroz eno-gastro iskustva i aktivni odmor upoznali održivu i premium stranu hrvatskog turizma

Alongside sailing and visiting marinas, the journalists also explored the sustainable and premium dimension of Croatian tourism through wine tastings and gastronomic experiences

ACI marine Split i Vrboska predstavile su spoj vrhunske infrastrukture, sigurnosti i autentičnog mediteranskog ugođaja

ACI marinas Split and Vrboska showcased a blend of first-class infrastructure, safety and an authentic Mediterranean atmosphere

doživljaje, posjete lokalnim vinarijama, tradicijskim konobama i obiteljskim gospodarstvima, kao i obilazak kulturnih i povijesnih znamenitosti dalmatinskih gradova i otoka. Kroz aktivnosti poput jedrenja i e-biciklizma sudionici su upoznali i aktivnu stranu odmora na Jadranu, uz poseban naglasak na održivost i premium turističke sadržaje.

Ovakva studijska putovanja imaju važnu ulogu u međunarodnoj promociji Hrvatske jer novinarima omogućuju neposredno iskustvo destinacije i stvaranje autentičnih priča koje dopiru do milijuna čitatelja diljem svijeta. Upravo kroz ovakve projekte Hrvatska dodatno učvršćuje svoju poziciju jedne od vodećih svjetskih nautičkih destinacija – destinacije koja spaja prirodne ljepote, vrhunsku uslugu i nezaboravna iskustva na moru. ■

of nautical tourism. It is precisely experiences such as these that demonstrate why ACI has been synonymous with the quality of Croatian nautical tourism for decades.

Alongside discovering what nautical tourism has to offer, the programme included wine tasting and gastronomic experiences – visits to local wineries, traditional konobas and family farms – as well as tours of cultural and historic sites in Dalmatian towns and on the islands. Through activities such as sailing and e-bike tours, the participants also became acquainted with the active side of an Adriatic holiday, with particular emphasis placed on sustainability and premium tourism experiences.

Press trips of this kind play a major role in Croatia's international promotion, as they give journalists first-hand experience of a destination and enable the creation of authentic stories that can reach millions of readers around the world. It is precisely projects like these that further strengthen Croatia's position as one of the world's leading boating destinations – a destination that combines natural beauty, top-quality service and unforgettable experiences at sea. ■

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RAZGOVOR S PRVIM ČOVJEKOM HRVATSKOG NOGOMETA
INTERVIEW WITH THE HEAD OF CROATIAN FOOTBALL

S ČUĐENJEM I FASCINACIJOM NOGOMETNA EUROPA GLEDA NA HRVATSKU I HRVATSKI MODEL USPJEHA

THE EUROPEAN FOOTBALL SCENE IS LOOKING AT CROATIA
AND THE CROATIAN MODEL OF SUCCESS WITH A MIXTURE
OF AMAZEMENT AND FASCINATION

Fotografije / Photos: Drago Sopta / HNS

**Marijan Kustić, predsjednik Hrvatskog nogometnog saveza o
aktualnom trenutku hrvatskog nogometa i kontinuitetu hrvatskih
nogometnih uspjeha**

U nogometu danas novac diktira jako puno toga, ali Hrvatska je važan izuzetak od tog pravila. Nemamo najbolju infrastrukturu niti najveća sredstva, ali smo na terenu al pari najboljima na svijetu. Zato smo uzor i inspiracija mnogim srednje velikim savezima, koji sanjaju i priželjkiju biti jednako konkurentni velikima kao što smo mi. To je dobro za nogomet.

Hrvatska nogometna reprezentacija, na posljednjem je Svjetskom prvenstvu u Kanadi, Meksiku i SAD-u ponovno ostvarila zapažen rezultat. Srebro na Svjetskom prvenstvu u Rusiji 2018. godine, bronca na Svjetskom prvenstvu u Kataru 2022. godine pokazuju kontinuitet sjajnih rezultata i neprekinutu želju za dokazivanjem na najvećoj sceni.

Predsjednik Hrvatskog nogometnog saveza, Marijan Kustić, u svakom slučaju proživljava najuspješnije razdoblje na čelnoj funkciji krovne organizacije hrvatskog nogometa. Naravno da je A reprezentacija, perjanica i generator uspjeha, ali hrvatski nogomet je puno više od uspjeha Vatrenih. U prilog tome govore nepobitne činjenice. Mlada hrvatska U-17 reprezentacija izborila je nastup na europskom i svjetskom prvenstvu, mlada hrvatska U-19 reprezentacija također je izborila europsko prvenstvo. Sve to, uz plasman najjače vrste na skorašnjem Svjetskom prvenstvu u Kanadi, Meksiku i SAD-u, pošlo je za rukom samo Hrvatskoj i Španjolskoj! Ima još!

Hrvatska futsalna reprezentacija je početkom veljače osvojila povijesnu broncu na Europskom prvenstvu u Latviji, Litvi i Sloveniji, radovi na kampu HNS-a teku izvrsnom dinamikom, SuperSport Hrvatska nogometna liga iz sezone u sezonu raste u svim segmenti-

**Marijan Kustić, president of the Croatian Football Federation, speaks
about the current state of Croatian football and the sustained success
in that field**

Money plays a major role in football today, but Croatia is an important exception. We do not have the best infrastructure or the greatest financial resources, but, on the pitch, we stand next to the world's best. That is why we are a model and an inspiration to many medium-sized federations, which dream of being as competitive with the big football nations as we are. And that is good for football.

The Croatian national football team has departed for the World Cup held in Canada, Mexico and the USA in their usual high spirits, as befits a national team from a "small country with big footballing achievements". The results, after all, speak for themselves: silver at the 2018 World Cup in Russia and bronze at the 2022 World Cup in Qatar. Two consecutive world championships, two major medals. A sustained run of outstanding results and a desire to prove themselves once again on football's biggest stage.

For Marijan Kustić, president of the Croatian Football Federation, this is, in any case, the most successful period at the helm of Croatian football's governing body. The A national team is, of course, the flagship and driving force behind these achievements, but Croatian football is about much more than the success of the Vatreni. The facts leave no room for doubt. The Croatian U-17 youth national team has qualified for both the European and the World Cup, while the U-19 youth national team has also secured its place at the European Cup. The only two countries that have managed to achieve all of this – alongside the qualification of the senior team at the upcoming World Cup in Canada, Mexico and the USA – are Croatia and Spain. And there is even more.



'USPJESI MLADIH NOGOMETAŠA, USPJESI FUTSALA'

'Hrvatska izuzetno kvalitetno prepoznaje, selektira i radi s mladim nogometašima, a mi se trudimo te čvrste temelje iznova nadograđivati u svemu... Zaista možemo biti oduševljeni onime što su naše mlade selekcije pokazale ove godine. U-21 reprezentacija pod vodstvom Ivica Olića sjajno igra u kvalifikacijama, U-19 se plasirala na Europsko prvenstvo, a U-17 na Europsko i na Svjetsko prvenstvo... Oduševljen sam broncom koju je futsal reprezentacija osvojila ove godine, to je izniman uspjeh i ujedno odličan poticaj za daljnji razvoj futsala.'

'YOUTH TEAMS' ACHIEVEMENTS, FUTSAL SUCCESS'

'Croatia identifies, selects and works with young talents extremely well, and we strive to build on these strong foundations in every respect. We can be really thrilled with what our youth national teams have shown this year. The U-21 team, led by Ivica Olić, is performing very well in qualification, the U-19 team has qualified for the European Cup, and the U-17 team has secured places at both the European and the World Cup. I am thrilled by the bronze medal the futsal national team has won this year; this is a remarkable achievement and, at the same time, a great source of motivation for the further development of futsal.'

ma, potpomognuta najvrjednijim sporazumom za televizijska i marketinška prava u povijesti domaćeg klupskog nogometa... Hrvatski nogomet u svakom slučaju uživa velik ugled, a posebnu potvrdu njegova međunarodnog ugleda predstavlja i Kustićevo članstvo u Izvršnom odboru Uefe, čime je dodatno utvrđena pozicija hrvatskog nogometa na europskoj sceni.

URIJEDNOSTI ZAJEDNIŠTVA

O aktualnom trenutku hrvatskog nogometa, ambicijama A reprezentacije uoči Svjetskog prvenstva, radu s mladim generacijama, razvoju futsala, ulaganjima u infrastrukturu i jačanju kvalitete SuperSport Hrvatska nogometna liga, razgovaramo s prvim čovjekom hrvatskog nogometa - Marijanom Kustićem.

Hrvatska nogometna reprezentacija već godinama ostvaruje vrhunske rezultate. Što smatrate ključnim razlogom kontinuiteta uspjeha hrvatskog nogometa?

Uz neosporan talent naših nogometaša, to su svakako sustavan, marljiv i predan rad na svim razinama, od HNS-a kao krovne nogometne kuće preko županijskih saveza sve do klubova koji su najodgovorniji i najzaslužniji za kvalitetan razvoj mladih igrača. Cijeli svijet prepoznaje da Hrvatska izuzetno kvalitetno prepoznaje, selektira i radi s mladim nogometašima, a mi se trudimo te čvrste temelje iznova nadograđivati u svemu. Drugi razlog je kult reprezentacije koji negujemo od najmlađih selekcija pa do A reprezentacije, a koji se očituje u iznimnom zajedništvu koje krasi svaku našu ekipu. To je naša velika snaga u odnosu na sve druge reprezentacije, igrači se istinski vesele doći i predstavljati svoje boje.

In early February, the Croatian national futsal team won a historic bronze at the European Futsal Championship held in Latvia, Lithuania and Slovenia; the construction of the new Croatian Football Federation centre is progressing well, while the SuperSport Croatian Football League continues to grow in every respect year after year, supported by the most significant TV and marketing rights agreement in the history of the Croatian club football. In any event, Croatian football enjoys a great international reputation, and Kustić's election to the UEFA Executive Committee has further strengthened its position on the European football stage.

THE VALUE OF UNITY

We spoke with the head of Croatian football, Marijan Kustić, about the current state of Croatian football, the A national team's ambitions ahead of the World Cup, working with younger generations, the development of futsal, investment in infrastructure and enhancing the quality of the SuperSport Croatian Football League.

The Croatian national football team has been achieving outstanding results for years. What do you think is the key reason behind the sustained success of Croatian football?

Alongside the undeniable talent of our footballers, there is, of course, systematic, diligent and dedicated work at all levels, from the CFF as the governing body of Croatian football to county football associations to the clubs, the last of which deserve the greatest credit for the successful development of young players. It is known around the world that Croatia identifies, selects and works with young talents extremely well, and we strive to build on these strong foundations in every respect. Another reason is the culture of the

REPREZENTACIJA KOJA ZNA

Kakvi su dojmovi s posljednjeg Svjetskog prvenstva?

Mi ne smijemo nikada zaboraviti da je plasman na veliko natjecanje velik uspjeh, koji se ne smije uzimati zdravo za gotovo. Ne moram ići dalje od toga da je Italija propustila tri svjetska prvenstva zaredom. Na veliko natjecanje u pravilu idemo s istim planom - fokusirati se na protivnike u grupi i pokušati proći tu prvu fazu natjecanja, što apsolutno vjerujem da možemo. Dalje od toga je teško nešto planirati - ždrijeb, ozljede, sudačke odluke, faktor sreće - puno toga vam može odrediti sudbinu u knock-out fazi. Imamo reprezentaciju koja zna kako igrati te utakmice, imamo puno iskustva, pobjednički gard, odličan stožer i protiv svakoga možemo igrati - mislim da nitko ne priželjkuje sresti Hrvatsku.

Koliko je važno zadržati kontinuitet uspjeha u razdobljima smjene generacija?

Kontinuitet je najvažniji. Divno je slaviti medalje i takve uspjehe, ali za dugoročnu održivost najvažniji je kontinuitet plasmana na velika natjecanja i boravka među najboljim reprezentacijama svijeta, među njih 10-15. Tu treba odati veliko priznanje Zlatku Daliću koji nije samo potpisao najveće uspjehe hrvatskog nogometa, već je to učinio uspješno mijenjajući ekipu i ubacujući mlade igrače. Već smo u Kataru bili puno drugačiji nego u Rusiji, a sada opet imamo novih lica u reprezentaciji. Kada tome pridodamo uspjehe mladih selekcija, imamo pravo vjerovati u svijetlu budućnost, no nikada se ne treba opustiti - moramo i dalje kvalitetno raditi, ulagati i čuvati vrijednost zajedništva.

national team, which we foster from the youngest age groups all through to the A national team, and this is reflected in the exceptional sense of unity that characterises our every team. That is our great strength in comparison to all other national teams: the footballers are truly happy to play and represent their country's colours.

A TEAM THAT KNOWS HOW TO PLAY

What are the expectations and ambitions of the A national team ahead of the World Cup?

We make no secret of either our ambitions or our respect for the other national teams. We must never forget that qualifying for a major tournament is a significant achievement that should never be taken for granted. I need only point out that Italy failed to qualify for three consecutive world cups. As a rule, we approach every major tournament in the same way: we focus on our opponents in the group and try to progress beyond the first stage of the competition, which I absolutely believe we are capable of doing. It is difficult to plan beyond that: the draw, injuries, refereeing decisions, the luck factor – a great deal can determine your fate in the knockout stage. We have a team that knows how to play these matches, we have a lot of experience, a winning mentality, an excellent coaching and backroom staff and we can play against anyone – I don't think anybody will be eager to have Croatia as their opponent.

How important is it to maintain sustained success during periods of generational transition?

Continuity is the most important thing. Winning medals and celebrating such achievements is wonderful, but for long-term sustainability, the most important thing is to qualify consistently for major tournaments and play with the world's best national teams, 10–15 of them. A great deal of credit must go to Zlatko Dalić, who is not only the person behind the greatest achievements in Croatian football, but who has also achieved such results by successfully making changes in the team and integrating younger players. Our team was dif-

'MAJOR RECOGNITION FOR ZLATKO DALIĆ'

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'VELIKO PRIZNANJE ZLATKU DALIĆU'

'Najvažniji je kontinuitet plasmana na velika natjecanja i boravka među najboljim reprezentacijama svijeta, među njih 10-15. Tu treba odati veliko priznanje Zlatku Daliću koji nije samo potpisao najveće uspjehe hrvatskog nogometa, već je to učinio uspješno mijenjajući ekipu i ubacujući mlade igrače. Već smo u Kataru bili puno drugačiji nego u Rusiji, a sada opet imamo novih lica u reprezentaciji. Kada tome pridodamo uspjehe mladih selekcija, imamo pravo vjerovati u svijetlu budućnost.'



ODUŠEVLENJE MLADIM SELEKCIJAMA

Mlade hrvatske reprezentacije posljednjih godina ostvaruju odlične rezultate. Na koji način Savez sustavno radi na razvoju mladih talenata?

Zaista možemo biti oduševljeni onime što su naše mlade selekcije pokazale ove godine. U-21 reprezentacija pod vodstvom Ivica Olića sjajno igra u kvalifikacijama, U-19 se plasirala na Europsko prvenstvo, a U-17 na Europsko i na Svjetsko prvenstvo. Kada uzmete u obzir da na ta prvenstva ide samo osam selekcija, to je ogroman uspjeh ako pogledamo veličinu naše baze u odnosu na protivnike. Posebno me veseli što su ti rezultati izborni kroz odličnu igru, jer to je najbolji pokazatelj da oni imaju dugoročnu vrijednost. Kao Savez puno ulažemo u razvoj mladih igrača, od osiguravanja odličnih uvjeta za rad, kvalitetnih trenera, odličnog selektivnog procesa, zimskih i ljetnih kampova, kampova u dijaspori, pa do ulaganja u brojne turnire mladeži, poput turnira Vlatko Marković za reprezentacije do 15 godina koji je vjerojatno najjači na svijetu u toj generaciji. Puno smo se fokusirali i na dijasporu, iz koje uspijevamo dovesti puno kvalitetnih talenata i tako proširiti bazu koju imamo.

Bronca hrvatske futsalke reprezentacije odjeknula je u sportskoj javnosti. Vidite li futsal kao jedan od važnih razvojnih projekata hrvatskog nogometa u budućnosti?

Futsal je najgledaniji dvoranski sport u Hrvatskoj, što dovoljno govori i o razvoju sporta proteklih godina i njegovom potencijalu za budućnost. Oduševljen sam broncom koju je reprezentacija osvojila ove godine, to je izniman uspjeh i ujedno odličan poticaj za daljnji razvoj futsala. HNS je i do sada snažno podupirao futsal, nastavit ćemo tako i dalje jer se po rezultatima vidi da taj sport u Hrvatskoj ima itekakvu popularnost.

IZGRADNJA NACIONALNOG KAMPA

Hrvatski nogometni savez posljednjih godina intenzivno ulaže u infrastrukturu?

Mi smo to stavili kao jedan od strateških ciljeva i zaista smo puno uložili proteklih godina u terene diljem Hrvatske, gdje smo postavili više od 40 terena s umjetnom travom u svim županijama. Sada je naš fokus izgradnja nacionalnog kampa u Velikoj Gorici i ponosan sam što rado vi idu sjajnom dinamikom, čak i brže od predviđenoga. Po svemu sudeći, u 2027. godini trebali bismo otvoriti taj toliko želje-

ferent in Qatar from the one in Russia, and now we once again have some new faces in the national team. When we add the success of our youth national teams, we have every reason to be optimistic about the future; however, one should never feel complacent – we have to keep on working hard, invest and preserve the value of unity.

THRILLED WITH THE YOUTH TEAMS

The Croatian youth national teams have been achieving great results lately. How does the Federation work systematically to develop young talent?

We can be really thrilled with what our youth national teams have shown this year. The U-21 team, led by Ivica Olić, is performing very well in qualification, the U-19 team has qualified for the European Cup, and the U-17 team has secured places at both the European and the World Cup. When you consider that only eight national teams qualify for these tournaments, it is a tremendous achievement, particularly given the size of our player pool compared with those of our rivals. I am especially happy that these results were achieved through excellent performances, because that is the best indication that they have a long-term value. As a Federation, we invest heavily in the development of young players, from providing excellent training conditions, high-quality coaching, a great talent identification process, winter and summer camps, as well as camps in the Croatian diaspora, to investment in numerous youth tournaments, such as the Vlatko Marković Tournament for U-15 national teams, which is probably the strongest one in the world in that age group. We have also devoted a lot of attention to Croatian communities abroad, from where we have successfully brought in a lot of talented young players, broadening our player pool.

The bronze medal won by the Croatian futsal national team has attracted considerable attention among the sporting public. Do you see futsal as one of important development projects for Croatian football in the future?

Futsal is the most watched indoor sport in Croatia, which says a great deal about both the progress the sport has made in recent years and its future potential. I am thrilled by the bronze medal the national team has won this year; this is a remarkable achievement and, at the same time, a great source of motivation for the further development of futsal. The CFF has strongly supported futsal to date, and we will continue to do



'OČEKIVANJA OD MUNDIJALA 2026.'

'Na veliko natjecanje u pravilu idemo s istim planom - fokusirati se na protivnike u grupi i pokušati proći tu prvu fazu natjecanja, što apsolutno vjerujem da možemo. Dalje od toga je teško nešto planirati - ždrijež, ozljede, sudačke odluke, faktor sreće - puno toga vam može odrediti sudbinu u knock-out fazi. Imamo reprezentaciju koja zna kako igrati te utakmice, imamo puno iskustva, pobjednički gard, odličan stožer i protiv svakoga možemo igrati - mislim da nitko ne priželjkuje sresti Hrvatsku.'

'EXPECTATIONS AHEAD OF THE 2026 WORLD CUP'

'As a rule, we approach every major tournament in the same way: we focus on our opponents in the group and try to progress beyond the first stage of the competition, which I absolutely believe we are capable of doing. It is difficult to plan beyond that: the draw, injuries, refereeing decisions, the luck factor – a great deal can determine your fate in the knockout stage. We have a team that knows how to play these matches, we have a lot of experience, a winning mentality, an excellent coaching and backroom staff and we can play against anyone – I don't think anybody will be eager to have Croatia as their opponent.'



ni dom hrvatskog nogometa, koji će biti centar naše nogometne izvrsnosti, koji će omogućiti svim selekcijama odlične uvjete za rad, kao i našim trenerima, sucima i svim djelatnicima, jer to postaje naše novo administrativno središte. Naravno, da bi cjelokupna "krvna slika" nogometne infrastrukture bila bolja, potrebna su ulaganja korisnika i posebno vlasnika objekata, dakle u prvom redu lokalne samouprave i klubova. Svjedoci smo već ozbiljnih pomaka i ulaganja, od Rujevice preko Opus Arene do izgradnje Kranjčevićeve koja odlično napreduje. Vidimo da projekt izgradnje novog Maksimira ima ozbiljne obrise, u smjeru rješavanja stadiona kreće i Split, pa bismo onda za nekoliko godina mogli imati već puno, puno bolju sliku. Raduje me što sport u tom pogledu ima veliku potporu Vlade RH i nadam se da će gradovi to znati iskoristiti.

Kvaliteta SuperSport Hrvatske nogometne lige posljednjih sezona vidljivo raste. Što smatrate ključnim pomacima?

Kvaliteta nogometa je prvenstveno odgovornost klubova koji se natječu, koji biraju trenere, određuju svoju sportsku politiku, kupuju i prodaju igrače. Sa svoje strane trudimo im se biti maksimalna podrška i dati im što bolji okvir za natjecanje. Mislim da smo proteklih godina puno napravili i na promociji lige, a najvažnije,

so because the results show that this sport is extremely popular in Croatia.

CONSTRUCTION OF THE NATIONAL CENTRE

The Croatian Football Association has been investing heavily in infrastructure in recent years.

We have set this as one of our strategic objectives and have invested significantly in recent years in pitches across Croatia, including the installation of more than 40 artificial-turf pitches in all counties. We are now focused on the construction of the national centre in Velika Gorica and I am proud that work is progressing according to plan, even faster than originally anticipated. By all accounts, in 2027, we should be able to open this long-awaited home of Croatian football – a centre of football excellence that will provide outstanding training conditions for all our national teams at every level, as well as for our coaches, referees and all staff, as it will become our new administrative headquarters. Naturally, for the overall picture of the football infrastructure to improve, investment is also required from facility users and, particularly, facility owners – primarily the local self-government and football clubs. We are already witnessing significant changes and investment, from the Rujevica Stadium to Opus Arena to the Stadium in Kranjčevićeva, where work is progressing well. We can also see that the new Maksimir construction project is beginning to take shape, Split is also moving towards solving its stadium situation, and, consequently, we could be in a much, much better position in a few years' time. I am pleased that sport enjoys strong support from the Croatian government in this regard and hope that cities will make full use of it.

The quality of the SuperSport Croatian Football League has increased significantly over the past several seasons. What do you see as the key changes?

The quality of football is primarily the responsibility of the clubs, which compete, appoint coaches, define their sporting policies, and buy and sell players. What we do is try to provide maximum support and the best possible conditions for them to compete. I think that in recent years we have done a great deal to promote the league, and most importantly, we have signed a record TV rights agreement, securing significant financial resources for the clubs. Of course, both we and the clubs still face the challenge of improving infrastructure and increasing revenue from all other sources. We have to reduce dependence on transfers, but we are aware of the

potpisali smo rekordan ugovor za TV prava i time osigurali klubovima ipak ozbiljna financijska sredstva. Naravno, ostaje i nama i prvenstveno klubovima borba za bolju infrastrukturu te za povećanje prihoda iz svih drugih područja. Moramo smanjiti ovisnost o transferima, no svjesni smo i ekonomsko-gospodarskih ograničenja koja imamo u odnosu na neke veće i bogatije zemlje.

RESPEKT PREMA HRVATSKOM NOGOMETU

Vaše članstvo u Izvršnom odboru UEFA-e veliko je priznanje hrvatskom nogometu. U kojoj mjeri vaša pozicija otvara nove mogućnosti za hrvatski nogomet?

Zahvalan sam u prvom redu svima unutar hrvatske nogometne obitelji i HNS-a koji su mi dali podršku u toj kandidaturi, uključujući članove Izvršnog odbora HNS-a s kojima odlično surađujem. Hvala i velikom broju europskih saveza na podršci, koju doživljam kao respekt prema svemu što predstavlja hrvatski nogomet - mala zemlja, ali s uređenim sustavom, odličnim modelom razvoja igrača i nevjerojatnim uspjesima na terenu. Naravno da je važno za hrvatski nogomet biti za stolom gdje se donose ključne odluke za hrvatski nogomet, a svoj izbor doživljam prvenstveno kroz odgovornost da se borim za ono što je važno srednjim i manjim savezima - solidarnost i zaštitu europske nogometne piramide. Drago mi je što su upravo to vrijednosti koje itekako zastupa i predsjednik Uefe, Aleksander Čeferin, s kojim odlično surađujem i koji je veliki prijatelj našeg nogometa.

Kako danas nogometna Europa gleda na Hrvatsku i hrvatski model uspjeha?

S čuđenjem i fascinacijom. U nogometu danas novac diktira jako puno toga, ali Hrvatska je važan izuzetak od tog pravila. Nemamo najbolju infrastrukturu niti najveća sredstva, ali na terenu smo „al pari“ najboljima na svijetu. Zato smo uzor i inspiracija mnogim srednje velikim savezima, koji sanjaju i priželjkuju biti jednako konkurentni velikima kao što smo mi. To je dobro za nogomet, da ne bude predvidljiv i da uspjesi nisu rezervirani samo za 5-6 najvećih i najbogatijih. Ponavljam, mi se pritom ne smijemo opustiti ili pomisliti da nam je bilo što zajamčeno, poput plasmana na veliko natjecanje. Na svaku utakmicu, natjecanje, događaj, kamp, moramo gledati kao priliku da se dokazujemo - kao igrači, treneri, suci, dužnosnici, djelatnici. Iz tog pristupa, strasti prema nogometu i kvalitete dolaze naši uspjesi. ■

economic constraints we face compared with some other larger and wealthier countries.

RESPECT FOR CROATIAN FOOTBALL

Your election to the UEFA Executive Committee is a major recognition of Croatian football. To what extent does your position open up new possibilities for it?

I am grateful, first and foremost, to all within the Croatian football family and the CFF for their support for my candidacy, including the members of the CFF Executive Committee, who I work extremely well with. I am also grateful to the many European federations for their support, which I see as respect for everything that Croatian football represents – a small country, but with a well-structured system, an excellent player development model and incredible achievements on the pitch. It is, of course, important for Croatian football to have a seat at the table where key decisions concerning it are made and I see my election primarily as a responsibility to fight for what matters most to medium-sized and smaller federations – solidarity and the protection of the European football pyramid. I am pleased that these are also values advocated by the UEFA president, Aleksander Čeferin, who I have an excellent working relationship with and who is a strong supporter of Croatian football.

How does the European football scene see Croatia and the Croatian model of success today?

They look at us with a mixture of amazement and fascination. Money plays a major role in football today, but Croatia is an important exception. We do not have the best infrastructure or the greatest financial resources, but, on the pitch, we stand next to the world's best. That is why we are a model and an inspiration to many medium-sized federations, which dream of being as competitive with the big football nations as we are. And that is good for football, ensuring that it does not become predictable and that great achievements are not reserved only for the 5–6 largest and wealthiest nations. I repeat, we must not become complacent and think that everything is guaranteed, such as qualifying for a major tournament. We must think of every match, every event and every training camp as an opportunity to prove our worth – as players, coaches, referees, officials, staff. This approach, combined with our passion for football and quality, is where our achievements come from. ■

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FILMOVE, OPREMU I STUDIJ
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'I STARTED MODELLING QUITE BY
CHANCE, AS A WAY TO EARN SOME
MONEY FOR FILM, EQUIPMENT
AND MY PHOTOGRAPHY STUDIES'

Fotografije / Photos:
Ethan James Green, Greg Williams, Chopard

BELLA HADID

MODERNA MUZA

MODERN MUSE

Od ranča i konja, preko neočekivanog puta u svijet mode, Bella Hadid postala je jedna od najutjecajnijih osoba na svijetu

From a life on the ranch with horses to an unexpected journey into the fashion world, Bella Hadid has become one of the most influential figures in the world

Bella Hadid etablirala se kao jedna od istaknutih figura suvremenog *modelinga*. Tijekom karijere koja traje duže od desetljeća ostvarila je više desetaka naslovnica najpoznatijih modnih časopisa i sudjelovala u stotinama revija na tjednima mode, a 2023. godine uvrštena je među 100 najutjecajnijih osoba na svijetu.

Odrasla je u Kaliforniji, a značajan dio djetinjstva provodila je i na farmi svoje majke, gdje je razvila ljubav prema konjima i konjičkom sportu. Kao vrsna jahačica gradila je ozbiljnu sportsku karijeru s ciljem nastupa na Olimpijskim igrama, no tu je ambiciju 2013. godine morala prekinuti zbog zdravstvenih problema.

Selidbom u New York 2014. godine Bella započinje vlastiti profesionalni put u modelingu, slijedeći korake starije sestre Gigi Hadid koja je u tom trenutku već bila afirmirano ime u industriji. U vrlo kratkom roku njezini angažmani rezultiraju globalnim uspjehom; uz titulu modela godine, njezinu su karijeru obilježili nastupi u Parizu i Milanu te status zaštitnog lica luksuznih brendova kozmetike i nakita. Ipak, taj su period vrhunskih profesionalnih postignuća pratili i stalni zdravstveni izazovi. Otvoreno progovaranje o tim borbama postalo je dio njezine javne biografije, ali i povod za širu raspravu o uvjetima rada unutar modne industrije.

Danas je u njezinu radu vidljiv jasan zaokret prema samostalnom poduzetništvu. Razvijajući vlastite projekte u području funkcionalnih napitaka i industrije mirisa, Hadid je ulogu lica tuđih kampanja zamijenila pozicijom osnivačice. Ova faza njezine biografije odražava težnju za ravnotežom između javne karijere i osobnih granica, pri čemu sama određuje smjer i tempo svog daljnjeg angažmana.

Bella Hadid has established herself as one of the most prominent figures in modern modelling. Over a career spanning more than a decade, she has graced dozens of covers for the world's leading fashion magazines and walked in hundreds of shows during fashion weeks. In 2023, she was among the 100 most influential people in the world.

Hadid grew up in California, where she also spent a significant part of her childhood on her mother's farm. It was there that she developed a deep affinity for horses and equestrian sport. An accomplished rider, she pursued the sport with the ambition of competing at the Olympic Games; however, she was forced to abandon that dream in 2013 due to health issues.

After moving to New York in 2014, Bella embarked on her own professional trajectory in modelling, following in the footsteps of her older sister, Gigi Hadid, who was already an established name in the industry. Within a very short period, her work quickly led to global success. Alongside being named Model of the Year, her career has been marked by appearances in Paris and Milan, as well as by her status as the face of luxury cosmetics and jewellery brands. Yet this period of peak professional achievement was accompanied by ongoing health challenges. Her willingness to speak openly about these struggles has become an integral part of her public life story, while also sparking wider debate about working conditions within the fashion industry.

Today, her work reflects a clear shift towards independent entrepreneurship. By developing her own ventures in the field of functional beverages and the fragrance industry, Hadid has replaced her role as the face of oth-

U jednom razgovoru ste istaknuli kako konji imaju isti učinak kao joga jer zahtijevaju potpunu disciplinu i koncentraciju....

Konji su izuzetno intuitivna bića; ako u njihov prostor uđete s lošom energijom ili nervozom, oni će to odmah osjetiti i odraziti. Jahanje me naučilo istinskoj prisutnosti u trenutku. Dok ste u sedlu, ne možete razmišljati o revijama ili kampanjama jer onog trenutka kada vam misli odlutaju, gubite vezu sa životinjom. Tijekom odrastanja, cijela moja osobnost bila je neraskidivo vezana uz konje. Kada sam se razboljela i shvatila da fizički više ne mogu izdržati te napore, osjećala sam se kao da sam izgubila dio sebe. Iako je modeling došao kao svojevrsna zamjena, mir koji osjećam na farmi ne može zamijeniti nijedna modna pista. Čak i kad sam tek počinjala pred objektivima, često bih u mislima prizvala konje i taj osjećaj dok sam s njima; to mi je pomagalo da postignem prirodnu opuštenost i mir pred kamerom. U konjičkom sportu jednostavno nema prečaca, ako ne nahranite konja, ako ga ne timarite i ne posvetite sate treningu, rezultata nema. Tu istu beskompromisnu disciplinu danas nastojim primijeniti na sve svoje poslovne projekte, opisala je Bella Hadid.

Iako se danas čini kao da je modeling bio jedini put, često podsjećate kako je to bio plan B.

Bila sam djevojka u čizmama za jahanje, prekrivena prašinom s ranča i da sam imala priliku nastaviti s jahanjem, vjerojatno nikada ne bih postala model. To je bio moj cijeli život, moja sudbina. Modeling je bio plan B koji se dogodio jer više nisam mogla fizički izdržati napore zbog lajmske bolesti. Bio je to emocionalni vrtlog u kojem sam pokušavala pronaći novu sebe u svijetu o kojem nisam znala ništa. Preselila sam se u New York kako bih studirala fotografiju. "Modeling" je počeo sasvim slučajno, kao način da zaradim nešto novca za filmove, opremu i školarinu. Nisam mislila da će to postati moja karijera; mislila sam da ću samo odraditi nekoliko poslova i vratiti se fotografiranju tuđih lica. Dugo sam se osjećala kao da sam slučajno upala na tuđu zabavu. Gledala sam druge djevojke koje su godinama sanjale o ovome, a ja sam se osjećala kao uljez koji je tu samo zato što su mu se vrata otvorila u

er brands' campaigns with that of a founder. This phase of her career reflects a striving for balance between her public career and her personal boundaries, with Hadid herself determining the direction and pace of her future work.

In one interview, you remarked that horses have much the same effect as yoga, in that they demand absolute discipline and focus.

Horses are extraordinarily intuitive creatures; if you enter their space carrying negative energy or tension, they immediately feel and mirror it. Riding taught me what it truly means to be present. When you're in the saddle, you can't think about shows or campaigns, because the moment your mind drifts, you lose your connection with the animal. Growing up, my entire sense of self was inseparable from horses. When I fell ill and realised I could no longer physically cope with the strain, I felt as though I'd lost a part of myself. Although modelling came as a kind of replacement, the sense of calm I feel on the farm can't be replicated on a runway. Even when I was just starting out in front of the camera, I would often call to mind the horses and the feeling of being with them; it helped me find a natural ease and calm on set. In equestrian sport, there are simply no shortcuts: if you don't feed the horse, if you don't groom it and put in hours of training, there are no results. That same uncompromising discipline is something I now strive to apply to all my business ventures, Bella Hadid explained.

Although today it may seem that modelling was always your destined path, you often emphasise that it was actually a plan B.

I was a girl in riding boots, covered in dust from the ranch, and if I'd had the chance to continue riding, I'd probably never have become a model. That was my whole life, my destiny. Modelling was a plan B that came about because I could no longer physically cope with the strain due to Lyme disease. It was an emotional whirlwind, in which I was trying to find a new version of me in a world I knew nothing about. I'd moved to New York to study photography. Modelling happened quite by chance, as a way to earn some money for film, equipment and tuition. I never imagined that it would become my career; I thought I'd do a few jobs and then go back to shooting portraits. For a long time, I

'KAD SAM DOBILA SVOJU PRVU NASLOVNICU VELIKOG MODNOG ČASOPISA, PLAKALA SAM SATIMA JER SAM KONAČNO OSJETILA DA ME NETKO UISTINU VIDI'

'WHEN I LANDED MY FIRST COVER FOR A MAJOR FASHION MAGAZINE, I CRIED FOR HOURS BECAUSE, FOR THE FIRST TIME, I TRULY FELT SEEN'



'TIJEKOM ODRASTANJA, BILA SAM JAKO VEZANA UZ KONJIČKI SPORT. KADA SAM SE RAZBOLJELA I SHVATILA DA FIZIČKI VIŠE NE MOGU IZDRŽATI TE NAPORE, OSJEĆALA SAM SE KAO DA SAM IZGUBILA DIO SEBE'

'GROWING UP, I WAS DEEPLY CONNECTED TO EQUESTRIAN SPORT. WHEN I FELL ILL AND REALISED THAT I COULD NO LONGER PHYSICALLY COPE WITH THE STRAIN, I FELT AS THOUGH I'D LOST A PART OF MYSELF'

trenutku kad su se neka druga, meni važnija vrata, zatvorila. Uskočila sam u taj svijet bez ikakvih očekivanja, gotovo bezglavo, ne shvaćajući da će to postati moj život sljedećih deset godina, prisjetila se Bella Hadid.

Bella Hadid je u modnoj industriji izgradila reputaciju jedne od najmarljivijih osoba, a taj radnički mentalitet bio je njezin izravan odgovor na optužbe o nepotizmu i način da opravda svoje mjesto na samom vrhu. Njezina je strategija bila jednostavna: raditi više od svih ostalih kako joj nitko ne bi mogao ništa prigovoriti.

Uvijek sam imala osjećaj da se moram dokazati. Ljudi su mislili da mi je sve servirano na pladnju, pa sam odlučila postati osoba koja najviše radi u prostoriji. Na početku karijere radila bih po 15 sati dnevno, bolesna, iscrpljena, bez slobodnog dana, samo da nitko ne može reći kako nisam zaslužila svoje mjesto. Odgojena sam s uvjerenjem da se sve u životu mora zaslužiti; moj je otac došao kao izbjeglica i izgradio sve od nule, pa ni ja ne znam drugačije nego raditi do iznemoglosti. Čak i kad se osjećam najgore, pojavit ću se na setu s osmijehom jer duboko poštujem vrijeme svih tih ljudi koji su tamo zbog mene. Sjećam se, kad sam dobila svoju prvu naslovnicu velikog modnog časopisa, plakala sam satima. To nije bilo zbog taštine, nego zato što sam konačno osjetila da me netko uistinu vidi. To je bio trenutak u kojem sam shvatila da mogu izgraditi vlastiti put, potpuno neovisan o bilo kome drugome.

Nakon godina intenzivnog rada, povlačenje iz javnog života nije bilo impulzivno, već promišljeno. Preseljenje u Texas, daleko od modnih metropola, simboliziralo je prekid s ritmom koji više nije mogla izdržati.

Nakon godina modelinga, shvatila sam da sam toliko energije ulagala u tuđu viziju, u tuđa očekivanja, da mi za mene nije ostajalo ništa. Zahvalna sam za sve što mi je modeling pružio, ali on više ne definira moju vrijednost. Danas na modu gledam kao na umjetnost u kojoj sudjelujem kad ja to želim, a ne kao na stroj koji me mora samljeti da bi radio. U Texasu sam naučila da moja vrijednost ne nestaje ako nisam na naslovnici ili ako nisam produktivna u očima industrije. Tišina je postala moj najveći luksuz. Brinem se o konjima, provodim vrijeme s ljudima koji me vole zbog onoga što jesam, a ne zbog onoga što predstavljam. To je povratak onaj djevojčici koja je odrasla na farmi, pojasnila je svoju odluku.

Bella Hadid simbolično je zatvorila krug tamo gdje je sve počelo, na farmi okružena konjima i tišinom. ■

felt as though I'd stumbled into someone else's party. I'd look at other girls who had dreamt of this for years, while I felt like an outsider who was only there because the door had opened for me at the moment when other, far more important doors in my life, had closed. I stepped into that world without any expectations, almost headlong, not realising it would become my life for the next ten years, recalled Hadid.

Bella Hadid has built a reputation within the fashion industry as one of its hardest-working figures, with this work ethic emerging as a direct response to accusations of nepotism and as a way of justifying her place at the very top. Her strategy was simple: work more than everyone else so that no one could fault her.

I've always felt the need to prove myself. People assumed everything had been handed to me on a plate, so I decided to become the hardest-working person in the room. At the start of my career, I would work 15 hours a day – ill, exhausted, without a single day off – just to ensure no one could say I hadn't earned my place. I was brought up to believe that everything in life has to be earned; my father came as a refugee and built everything from scratch, so I simply don't know any other way than to work to the point of exhaustion. Even when I feel at my worst, I'll show up on set with a smile, because I have a deep respect for the time of all those people who are there because of me. I remember crying for hours when I landed my first cover for a major fashion magazine. It wasn't vanity; it was because, for the first time, I truly felt seen. That was the moment I realised I could forge my own path, entirely independent of anyone else.

After years of intense work, her withdrawal from public life was anything but impulsive; it was a considered decision. Her move to Texas, far away from the fashion capitals, symbolised a decisive break with a pace that she could no longer keep up with.

After years in modelling, I realised I'd been pouring so much energy into other people's visions, into meeting other people's expectations, that there was nothing left for me. I'm grateful for everything modelling has given me, but it no longer defines my worth. Today, I see fashion as an art form I engage with on my own terms, not as a machine that has to grind me down in order to operate. In Texas, I've learnt that my value doesn't disappear if I'm not on a cover or if I'm not productive in the eyes of the industry. Silence has become my greatest luxury. I look after my horses, and I spend time with people who love me for who I am, not for what I represent. It's a return to the little girl who grew up on a farm, she explained.

Bella Hadid has, in a sense, come full circle – back to where it all began, on a farm, surrounded by horses and quiet. ■





LANDO NORRIS

PRVAK KOJI JE OSTAO **VJERAN SEBI**

I DIT IT *MY WAY*

POGLED U SVIJET BRITANSKOG VOZAČA KOJI JE S MCLARENOM STIGAO DO NASLOVA SVJETSKOG PRVAKA U FORMULI 1

U 75-godišnjoj povijesti Formule 1 naslov svjetskog prvaka osvojilo je tek 35 vozača. Od tog ekskluzivnog društva čak njih 11, više nego iz bilo koje druge zemlje, dolazi iz Velike Britanije. Među njima je i Lando Norris, novi svjetski prvak Formule 1.

Landoov put prema najvišoj razini motosporta započeo je već u osmoj godini, kada mu je otac Adam kupio vozilo za karting. Dok se kao dječak probijao kroz niže kategorije, s posebnim je divljenjem promatrao McLarenove bolide koje su 2007. vozili dvostruki svjetski prvak Fernando Alonso i tadašnji debitant, kasniji sedmerostruki prvak, Lewis Hamilton.

INSIDE THE WORLD OF A BRITISH DRIVER WHO TOOK MCLAREN TO THE FORMULA ONE WORLD CHAMPIONSHIP

In the 75-year history of the Formula One racing, the World Championship has been won by only 35 drivers. In this exclusive club, 11 of them have come from the UK, more than any other country. Among them is Lando Norris, the new Formula 1 World Champion.

Lando's path to the pinnacle of motorsport began at the age of eight, when his father, Adam Norris, bought him a kart. As a boy making his way through the junior ranks, he particularly admired the McLaren's cars, which were driven in 2007 by two-time World Champion Fernando Alonso and the then rookie – later a seven-time champion – Lewis Hamilton.



'ZAPLAKAO SAM NA POSLJEDNJOJ UTRCI SEZONE KADA SAM VIDIO KOCKASTU ZASTAVU NA CILJNOJ RAVNINI. TO JE USPO-MENA KOJU ĆU PAMTITI ČITAV ŽIVOT'

'IN THE FINAL RACE OF THE SEASON, I CRIED WHEN I SAW THE CHEQUERED FLAG ON THE START-FINISH STRAIGHT. THAT IS A MOMENT I'LL REMEMBER FOR THE REST OF MY LIFE'



Prvi ozbiljan iskorak prema Formuli 1 napravio je 2016. kada je osvojio godišnju nagradu McLaren Autosport BRDC Young Driver of the Year, namijenjenu najperspektivnijim mladim vozačima. Do tada je već bio svjetski prvak u *kartingu* te pobjednik MSA Formula prvenstva, a niz titula u serijama Formula Renault samo je potvrdilo izniman talent.

Prepoznavši njegov potencijal, McLaren ga je uključio u svoj razvojni program, a Norris je to opravdao nizanjem uspjeha: osvojio je naslov europskog prvaka Formule 3 i bio drugoplasirani u Formuli 2. Kao logičan korak, 2019. godine debitirao je kao stalni vozač McLarena u Formuli 1, simbolizirajući novu eru momčadi.

Šest godina kasnije, Lando Norris ušao je u povijest kao osmi vozač koji je s McLarenom osvojio naslov svjetskog prvaka. Time je stao uz bok velikanima poput Emersona Fittipaldija (1974.), Jamesa Hunta (1976.), Nikija Laude (1984.), Alaina Prosta (1985., 1986., 1989.), Ayrtona Senne (1988., 1990., 1991.), Mike Häkkinena (1998., 1999.) i Lewisa Hamiltona (2008.).

Posljednjih nekoliko krugova utrke u Abu Dhabiju bilo je kao u filmu. Dok sam vozio, u mislima su mi se istodobno vraćali svi trenuci s početka moje karijere. Prva vožnja u kartingu, prvi izlazak na stazu, utrke koje sam vozio, naslov svjetskog prvaka u kartingu 2014. godine i niz lijepih uspomena. Imao sam osjećaj kao da promatram samog sebe. Bio sam u tom trenutku, živio ga, ali sam ga istodobno gledao iz ptičje perspektive. Sve se to odvijalo u svega nekoliko minuta, obuhvaćajući i posljednjih sedam godina u McLarenu, sa svim dobrim i lošim trenucima. Najljepša uspomena došla je u posljednjem zavoju. Tada se pogled ponovno vratio iza vizira, u moju perspektivu, kada sam ugledao kockastu zastavu na ciljnoj ravni. U tom sam trenutku popustio gas, svjestan da mogu zaplakati. Bila je ovo godina puna uspona i padova, ali izašao sam kao pobjednik. Želim zahvaliti svima u McLarenu, kao i roditeljima, mami i tati, koji su uz mene od samog početka. Nema mnogo ljudi na

His first important step towards Formula One was made in 2016, when he won the McLaren Autosport BRDC Young Driver of the Year Award, intended for young racing talent. By then, he had already become a world karting champion and a winner of the MSA Formula Championship, and a number of championships he'd won in the Formula Renault series just attested to his extraordinary talent.

Recognising his potential, McLaren included him in its driver development programme, a move Norris justified by winning a number of titles: he won the Formula 3 European Championship and finished runner-up in the Formula 2 Championship. The natural next step came in 2019, when he made his debut as a full-time McLaren driver in Formula One, ushering a new era for the team.

Six years later, Lando Norris made history as the eighth driver to win the championship with McLaren, joining in this way the list of legends such as Emerson Fittipaldi (1974), James Hunt (1976), Niki Lauda (1984), Alain Prost (1985, 1986 and 1989), Ayrton Sena (1988, 1990 and 1991), Mika Häkkinen (1998 and 1999) and Lewis Hamilton (2008).

The closing laps of the Abu Dhabi race were like a movie. As I drove, I was also thinking back to all of those moments from the very beginning of my career: driving a go-kart for the first time ever, my first time on the track, the races I had, the karting world championship I won in 2014, along with many other fond memories. I felt as though I was watching myself. I was in that moment, I was living it, but I was also watching it from a bird's-eye view. This was all within the space of a couple of minutes, and even the last seven years of McLaren were included, with all the good and bad moments. But my best memory is coming round the final corner – this was now from my view from inside my visor, from my own eyes – and seeing the chequered flag in the start-finish straight. That was the moment I lifted off, aware that I could start crying. This year was full of ups and downs, but

svijetu, ni u Formuli 1, koji dobiju priliku doživjeti ono što sam ja doživio ove sezone. Osjećam da sam uspio pobijediti onako kako sam želio: ostajući vjeran sebi. Nisam pokušavao biti agresivan ni nametljiv kao što su to možda bili drugi prvaci u povijesti. Sretno sam jer sam pobijedio u vlastitom stilu, kao korektan i iskren vozač. Jesam li u nekim trenucima mogao biti oštrij, snažnije ući u zavoje i izgurati nekoliko suparnika? Apsolutno. Ali, je li to moj način utrivanja? Nije, opisao je 26-godišnji vozač iz Bristola koji je naslov osvojio sa samo dva boda prednosti ispred četverostrukog uzastopnog prvaka Maxa Verstappena.

Iza sebe imate sedam sezona u Formuli 1. Kako danas gledate na sebe kao vozača?

S vremenom sve postane rutina. Naviknete se u nedjelju probuditi i znati: "Danas je dan utrke." Sjećam se prvih sezona kada bih se budio s mješavinom uzbuđenja i nervoze. Danas su mi jutra uoči utrka puno mirnija. Razumijem što me čeka, lakše mogu predviđati tijek događaja i suziti broj mogućih scenarija. To mi donosi sigurnost, ali i osjećaj kontrole. Sve je to jednostavno rezultat iskustva koje prirodno stječete s godinama. Sigurno sam danas bolji vozač nego što sam bio na početku sezone. Kroz iskustvo utrivanja protiv Maxa Verstappena, četverostrukog svjetskog prvaka, i protiv Oscara Piastrija, vozača koji je materijal za svjetskog prvaka, naučio sam kako konstantno davati maksimum i funkcionirati na najvišoj razini. Bila je to drugačija vrsta pritiska, tolerancija na pogreške bila je izuzetno niska. Upravo me ta nemilosrdna potraga za perfekcijom učinila jačom i kompletnijom osobom. Sada se krug zatvorio, postigli smo ono što smo zacrtali. To je ono zbog čega sam najsretniji i najponosniji.

Na koji način se opušate od Formule 1?

Golf je izuzetno kompetitivan i stresan, ali istovremeno i vrlo ugodan sport. Potpuno mi odvlači misli od utrivanja, premda sam se njime počeo baviti na pomalo neočekivan način. Prije sam gledao

I have emerged a winner. I want to thank everyone at McLaren, as well as my parents, my mum and dad, who have supported me from the very beginning. There are not a lot of people in the world, or in Formula One, who get to experience what I have this season. I feel that I have been able to win the way I wanted: staying true to myself. I wasn't trying to be aggressive or as forceful as other champions might have been in the past. I'm happy to have won in my own style, as a good team member and an honest driver. Could I have been more aggressive at times, attacked the corners harder and forced a few rivals wide? Absolutely. But is that my way of racing? It's not, said the 26-year-old driver from Bristol, who won the title by just two points ahead of four-time consecutive winner Max Verstappen.

You've now had seven seasons in Formula One. How do you see yourself as a driver today?

Over time, everything becomes a routine. You get used to waking up on a Sunday, knowing: "It's race day today." I remember those early seasons, waking up with a mixture of excitement and nerves. Today, mornings before the race are a lot more peaceful. I understand what's coming, I can anticipate more easily how things will unfold and narrow down the number of possible scenarios. That gives me a sense of security, as well as control. All that is simply the result of the experience you gain naturally over time. I'm surely a better driver now than I was at the beginning of the season. Through the experience of racing against Max Verstappen, a four-time world champion, and Oscar Piastri, a driver who is world champion material, I've learnt how to give my best and operate on the highest level at all times. It was a different type of pressure, the margin for error was incredibly small. It's precisely that relentless pursuit of perfection that has made me stronger and more complete as a person. Now, we've come full circle; we've achieved what we set out to do. This is what makes me happiest and proudest.

'U SPORTU U KOJEM NITKO NE ŽELI PROTIVNIKU DATI PREDNOST ILI POKAZATI SLABOST, O MENTALNOM ZDRAVLJU I DALJE NE GOVORIMO ONOLIKO KOLIKO BISMO TREBALI, A DEFINITIVNO BISMO TREBALI PUNO VIŠE'

'IN A SPORT IN WHICH NOBODY WANTS TO GIVE RIVALS AN EDGE OR SHOW WEAKNESS, WE STILL DON'T SPEAK UP ABOUT MENTAL HEALTH AS MUCH AS WE SHOULD, AND WE DEFINITELY SHOULD A LOT MORE'



LANDO NORRIS UŠAO JE U POVIJEST KAO OSMI VOZAČ KOJI JE S MCLARENOM OSVOJIO NASLOV PRVAKA, PRIDRUŽIVŠI SE TAKO VELIKANIMA POPUT FITTIPALDIJA, HUNTA, LAUDE, PROSTA, SENNE, HÄKKINENA I HAMILTONA

LANDO NORRIS MADE HISTORY AS THE EIGHTH DRIVER TO WIN THE CHAMPIONSHIP WITH MCLAREN, JOINING IN THIS WAY THE LIST OF LEGENDS SUCH AS FITTIPALDI, HUNT, LAUDA, PROST, SENNA, HÄKKINEN AND HAMILTON.

golf na televiziji i mislio: "Ovo je najdosadnija stvar na svijetu." No, sve se promijenilo nakon što me nekadašnji timski kolega, Carlos Sainz, nagovorio da mu se pridružim na terenu. Danas sam potpuno ovisan. Gledam ga svaki tjedan na TV-u, provjeravam svoj hendikep, taj fokus na golf služi kao savršen bijeg od utrka Formule 1.

Imate li neki ritual prije utrka?

Prije utrka uvijek radim nekoliko stvari. Jedna je da uvijek imam istu hranu i piće svakog vikenda. Rijetko mijenjam ono što volim, tako da za nedjeljni doručak uvijek jedem poširana jaja ili kajganu na tost s avokadom. Druga stvar je da prije utrke, pozdravim mehaničare. To je nešto što moram učiniti, jer su jednako "u igri" kao i ja koji vozim. Osim toga, uvijek ulazim u bolid s lijeve strane. Mislim da nikada nisam ušao s desne. Jednostavno mi je to postala navika, a sada bi mi bilo čudno da uđem s pogrešne strane. Ovakvi sitni rituali pomažu mi da budem u pravom mentalnom sklopu i kažem: "U redu, vrijeme je za akciju."

Norrisova popularnost rasla je i izvan staze, osobito kada se doznalo da često ostaje pomagati momčadi nakon završetka trkaćih vikenda, dok je globalnu prepoznatljivost dodatno učvrstila serija *Drive to Survive*, koja je publici približila i njegovu osobnost izvan kokpita. Utjecaj serije bio je izvanredan. Iako je ovaj sport dugo imao ženske entuzijaste, ta je baza obožavatelja eksplodirala: 40 posto navijača F1 sada su žene, a 2,2 milijuna ih je prvi put posjetilo utrke tijekom 2024. godine.

Želim uživati u životu, bavljati se i to dijeliti s drugima. To mi je prioritet. Ako mi je loše, kažem to. Ako se super bavljam, kažem i to.

Veliku stvar ste napravili prije nekoliko godina kada ste otvoreno progovorili o mentalnim poteškoćama s kojima ste se suočavali tijekom debitantske sezone....

Nije se lako nositi s time i siguran sam da su se mnogi vozači u prošlosti suočavali s istim izazovima. No, u sportu u kojem nitko ne želi protivniku dati prednost ili pokazati slabost, o mentalnom zdravlju i dalje ne govorimo onoliko koliko bismo trebali, a definitivno bismo trebali puno više. Prije svega, iznimno mi je drago vidjeti da sve više ljudi otvoreno govori o toj temi i shvaća da to može donijeti korist, kako njima samima, tako i drugima. Iskreno, ne vidim nikakve negativne strane u tome. Otvorenost vam može samo pomoći da budete bolji, a ako imate veliku publiku, ako vas prati mnogo ljudi, tada možete pomoći i onima koji se također bore sa sličnim problemima. Zato sam ponosan što sam dio skupine ljudi koji su to prihvatili i koji imaju hrabrosti, ali i samopouzdanja, govoriti o mentalnom zdravlju. Shvatio sam kakav pozitivan utjecaj mogu imati s obzirom na svoju poziciju u Formuli 1 i velikom bazom pratitelja. Stoga sam mislio da je bolje govoriti o tome globalno, te pokušati pomoći što većem broju ljudi koji su imali iste probleme kao i ja, istaknuo je Lando Norris. ■

How do you switch off from Formula One?

Golf is an extremely competitive and stressful – yet very pleasant – sport. It completely takes my mind off racing, although I took it up in a slightly unexpected way. I'd watch golf on TV before, thinking: "This is the most boring thing in the world." But everything changed when my former team colleague, Carlos Sainz, persuaded me to join him on a golf course. I'm totally addicted to it today. I watch it on TV every week, I check my handicap. Focusing on golf serves as a perfect escape from the Formula One races.

Is there a ritual you do before the races?

Before racing I always do a few things. One is that I always have the same food and drink every weekend. I rarely change the things I like, so it's always poached or scrambled eggs on toast with avocado. Another is that I always greet the mechanics before the race. That is something I have to do, because they are just as much part of this "game" as I am. Apart from that, I always get in the car from the left side. I don't think I've ever got in from the right. It's become a habit, and now I would feel odd if I got in from the wrong side. These small rituals help me get into the right frame of mind and say: "Okay, it's action time."

Norris's popularity has grown beyond the track as well, particularly when it emerged that he often stays behind to help the team after a racing weekend is over. His global profile has been further boosted by the series *Drive To Survive*, which has offered fans an insight into his personality beyond the cockpit. The series' reach has been overwhelming. While the sport has long had female enthusiasts, that fanbase has exploded: 40 per cent of F1 fans are now women, with 2.2 million attending races for their first time in 2024.

I want to enjoy my life and have fun and share it with others. For me, that's the priority. If I'm having a bad time, I say it. If I'm having a great time, I'll say that too.

You did a great thing a couple of years ago when you opened out about mental difficulties you'd faced during your debut season.

It's not easy to cope with it and I'm sure that many drivers in the past also faced the same challenges. But in a sport in which nobody wants to give rivals an edge or show weakness, we still don't speak up about mental health as much as we should, and we definitely should a lot more. Above all, I'm exceptionally glad to see more and more people speaking out about it and realising it can benefit both them and others. Honestly, I don't think there's any negatives from doing so. Being open can only help you get better, and if you have a big following, if you have a lot of people watching, you also can help those who are also struggling with similar problems. That's why I'm proud to be a part of that group of people who have accepted it and who have courage – and confidence – to speak out about mental health. I've realised the positive impact I can have through my position in Formula One and my large following. So therefore I thought it better to speak out about it worldwide, and try and help as many people as possible who have had the same problem as I have, Lando Norris highlighted. ■



NAUTIČKO JEDRO NAUTICAL SAIL 2025.

TRI NAGRADE ZA MARINE U SUSTAVU
ACI-JA: ACI MARINE MEĐU LAUREATIMA
NAUTIČKOG JEDRA 2025.

THREE AWARDS WENT TO MARINAS WITHIN
THE ACI CHAIN: ACI MARINAS AMONG THE
RECIPIENTS OF THE NAUTICAL SAIL 2025

ACI marina Šimuni osvojila je brončanu medalju u izboru za Nautičko jedro, ACI marina Palmižana proglašena je marinom s najljubaznijim osobljem, dok je ACI marina Pomer ponijela priznanje za najsajjniju marinu 2025. godine

ACI Marina Šimuni received the Bronze Nautical Sail, ACI Marina Palmižana was named Marina with the Friendliest Staff, and ACI Marina Pomer was awarded the Most Outstanding Marina of 2025 Award

ACI marine još su jednom potvrdile svoje mjesto u samom vrhu jadranske nautike, osvojivši tri prestižna priznanja na svečanoj dodjeli nagrada projekta Nautičko jedro 2025. Događanje koje okuplja ključne dionike hrvatskog nautičkog turizma održano je u Zadru, u ambijentu hotela Hyatt Regency Zadar Maraska.

Među dobitnicima, ACI marina Šimuni uvrštena je među laureate nagrade Nautičko jedro, ACI marina Palmižana proglašena je marinom s najljubaznijim osobljem, dok je ACI marina Pomer ponijela titulu najsajjnije marine 2025. godine.

U svijetu vrhunskog turizma reputacija se gradi dosljednošću u svakom segmentu usluge. Upravo zato priznanja koja dolaze izravno od gostiju imaju posebnu težinu jer reflektiraju stvarno iskustvo i potvrđuju razinu kvalitete. Projekt Nautičko jedro, čiji žiri čine čitatelji i nautičari, temelji se na opsežnom sezonskom istraživanju zadovoljstva, provedenom među više od 24.000 čitatelja Jutarnjeg lista i 4.499 nautičara, čime rezultati dobivaju dodatnu vjerodostojnost.

Kvaliteta potvrđena iskustvom

Među dobitnicima glavnog priznanja Nautičko jedro 2025. našla se ACI marina Šimuni, smještena na zapadnoj strani otoka Paga, potvrđujući da vrhunska infrastruktura i operativna izvrsnost tre-

Three prestigious awards presented to ACI at the Nautical Sail 2025 awards ceremony have once again confirmed that ACI marinas rank among the very best in Adriatic boating. The event, which brings together key stakeholders in Croatian nautical tourism, was held in Zadar at the Hyatt Regency Zadar Maraska hotel.

Among the award recipients, ACI Marina Šimuni received a Nautical Sail award, ACI Marina Palmižana was named Marina with the Friendliest Staff, while ACI Marina Pomer was presented with the Most Outstanding Marina of 2025 Award.

In the world of high-end tourism, reputation is built through consistency across every aspect of the service. For that very reason, awards based directly on guest feedback carry particular significance, as they reflect genuine experience and attest to the standard of quality delivered. The Nautical Sail project, whose jury is made up of readers and boaters, is founded on an extensive seasonal satisfaction survey conducted among more than 24,000 readers of the Jutarnji list newspaper and 4,499 boaters, lending the results additional credibility.

Quality proven by experience

ACI Marina Šimuni, situated on the western side of the island of Pag, was among the recipients of the main Nautical Sail 2025



Fotografije / Photos: Luka Gerlanc / Cropix

baju biti neodvojivo povezane s autentičnim doživljajem destinacije. Slaven Bogut, tadašnji direktor ACI marine Šimuni, izjavio je: *Nagrada koja dolazi izravno od gostiju najsnažnija je potvrda kvalitete jer odražava stvarno iskustvo boravka u marini. Ovaj uspjeh rezultat je predanosti cijelog tima i kontinuiranog ulaganja u razinu usluge, a u ACI-ju vjerujemo u individualan pristup svakom gostu, gdje upravo detalji čine razliku i oblikuju cjelokupan doživljaj destinacije.*

Gostoprimstvo kao standard

Kultura gostoprimstva ne može se standardizirati, ona se gradi kroz svakodnevnu interakciju i autentičan odnos prema gostu. Upravo zato priznanje ACI marini Palmižana za najljubaznije osoblje nosi posebnu vrijednost, jer dolazi iz perspektive nautičara koji su to iskustvo doživjeli iz prve ruke. *Ova nagrada potvrđuje da je ljubaznost temelj svake vrhunske usluge. Najveće je priznanje kada ga dobijete izravno od gostiju jer to znači da su prepoznali trud i posvećenost našeg tima, ali i autentičnost pristupa koji svakodnevno gradimo u odnosu s njima,* naglasio je Rino Krstić, direktor ACI marine Palmižana.

Izvrsnost u svakodnevnom radu

Treće priznanje unutar ACI sustava pripalo je ACI marini Pomer, proglašenoj najsajnijom marinom 2025. godine, čime je dodatno potvrđena njezina operativna izvrsnost i visoki standardi održavanja. *Priznanje je rezultat zajedničkog rada i profesionalnosti našeg tima. Gosti su uvijek najrelevantniji kriterij ocjenjivanja, a njihovo zadovoljstvo za nas je najveća motivacija za daljnje unaprjeđenje kvalitete i održavanje visokih standarda koje kontinuirano razvijamo,* istaknuo je Darko Starčević, direktor ACI marine Pomer i regionalni direktor ACI marina istarske regije.

Ova priznanja dodatno potvrđuju kontinuiranu usmjerenost ACI sustava na izvrsnost, ali i na razvoj iskustva koje nadilazi samu infrastrukturu marina. U vremenu kada gosti sve više vrednuju autentičnost, personaliziranu uslugu i cjelovit doživljaj destinacije, upravo takav pristup postaje ključna diferencijacija na tržištu. ■

award, confirming that first-class infrastructure and operational excellence must go hand in hand with an authentic destination experience. Slaven Bogut, then director of ACI Marina Šimuni, said: *An award based on direct guest feedback is the best proof of quality, as it reflects the real experience of staying in a marina. This award is the result of all the hard work from the marina team and the continued investment in service quality. At ACI, we believe in the individual approach to each guest; here is where a detail can make a difference and shape the entire experience of a destination,* said Slaven Bogut, director of ACI Marina Skradin.

Hospitality as standard

A culture of hospitality cannot be standardised; it is shaped through everyday interaction and a genuinely authentic relationship with each guest. That is precisely why the Friendliest Staff Award given to ACI Marina Palmižana carries particular weight, as it comes from boaters who have experienced staying in a marina first-hand. *This award proves that staff friendliness lies at the heart of every high-quality service. Receiving an award based directly on guest feedback is the greatest recognition, as it shows they value the effort and dedication of our team, as well as the authenticity of the approach we take in our day-to-day relationships with them,* said Rino Krstić, director of ACI Marina Palmižana.

Excellence in everyday work

The third award presented to the marinas within the ACI chain was given to ACI Marina Pomer, which was named the Most Outstanding Marina of 2025, further proving its operational excellence and high maintenance standards. *The award is the result of teamwork and professionalism of our staff. Guests are always the most relevant criteria for evaluation, and their satisfaction is our greatest motivation to continually improve quality and maintain high standards, which we continuously develop across our marinas,* said Darko Starčević, director of ACI Marina Pomer.

These awards further demonstrate ACI's continued commitment to excellence, as well as to developing an experience that goes beyond marina infrastructure alone. At a time when guests increasingly value authenticity, personalised service, and a well-rounded destination experience, it is precisely this approach that sets a marina apart in today's market. ■



KATALOG CATALOGUE 2026.

ACI MARINE / ACI MARINAS

1	ACI Umag	9	ACI Šimuni	16	ACI Split
2	ACI Rovinj	10	ACI Žut + sidrište/anchorage Žut	17	ACI Milna
3	ACI Pula	11	ACI Piškera	18	ACI Vrboska
4	ACI Pomer	12	ACI Jezera	19	ACI Palmižana
5	ACI Opatija	13	ACI Vodice	20	ACI Korčula
6	ACI Cres	14	ACI Skradin	21	ACI Slano
7	ACI Supetarska Draga	15	ACI Trogir	22	ACI Dubrovnik
8	ACI Rab				

SADRŽAJI U MARINAMA - LEGENDA / MARINAS' AMENITIES - LEGEND

	Sanitarije prilagođene osobama s posebnim potrebama / Toilet and shower facilities with a section for persons with disabilities		Apartmani / Apartments		Tesla Only Destination Charge
	Restaurant / Bistro		Sidrište / Anchorage		Golf vježbalište / Golf range
	Caffe bar		Lučka kapetanija / Harbourmaster's office		Škola jedrenja / Nautical Academy
	Trgovina prehrambenim namirnicama / Grocery store		Iznajmljivanje brodova (charter) / Charter agencies		Carina / Customs
	Trgovina nautičkom opremom / Nautical Equipment Store		Iznajmljivanje automobila / Rent-a-car		Fitness centar / Fitness center
	Praonica rublja / Launderette		Iznajmljivanje bicikla / Rent-a-bike		Vanjsko fitness vježbalište / Outside fitness
	Bankomat / ATM		Iznajmljivanje motorkotača / Rent-a-scooter		Wellness centar / Wellness center
	Parkiralište / Car park		Usluga transfera / Transport service		Teniski teren / Tennis court
	Navoz / Slipway		Jet ski centar / Jet ski center		Tehnički servis plovila / Maintenance and repair shop
	Besplatan Wi-Fi / Free Wi-Fi Internet access		Ronilački centar / Diving center		Frizerski salon / Hair salon
	Bazen / Swimming pool		Benzinska crpka / Fuel station		Kozmetički salon / Beauty salon
	Dječje igralište / Children's playground		Samohodna dizalica / Travel lift		Sauna
	Sanitarije / Toilet and shower facilities		Dizalica / Crane		Wine Shop
			Tesla Universal Destination charge		Tattoo studio

22 ACI MARINAS

MEDITERRANEAN'S LEADING
MARINA OPERATOR

www.aci-marinas.com

-  ACI marina
-  ACI sidrište / anchorage
-  ACI Golf Range
-  Tesla Destination Charging
-  Zračna luka / Airport



ZELENE KARIKE - LEGENDA / GREEN LINKS - LEGEND



Plava zastava /
Blue Flag



Punionica za električna vozila /
EV charging station



Energo monitor /
Energo monitor



Racionalizirani način upravljanja
potrošnjom električne energije i vode
pomoću sustava IoT /
Optimisation of energy and water
consumption using the IoT system



Nagrada Naturally Yours Ministarstva
turizma i sporta Republike Hrvatske za
izvršnost u primjeni načela održivog
turizma /
The Naturally Yours award, presented
by the Ministry of Tourism and Sport of
the Republic of Croatia for excellence
in the application of sustainable tourism
principles



Priznanje Nautičkog jedra za zaštitu
okoliša i ekologiju /
Nautical Sail recognition award for
ecology and environmental protection



Morska škovacera /
Seabin



Biser zelene magistrale Nautičkog jedra /
Nautical Sail's Pearl of the Green
Highway



Partner projekta BluePort Solutions:
Advancing Sustainable Waste
Management in Mediterranean Marinas
and Ports – BPSMed koji doprinosi
zelenoj i digitalnoj transformaciji plave
ekonomije /
Partner in the BluePort Solutions:
Advancing Sustainable Waste
Management in Mediterranean
Marinas and Ports – BPSMed project,
contributing to the green and digital
transformation of the blue economy



Sudjeluje u projektima očuvanja
plemenite periske /
Participates in projects relating to the
conservation of the noble pen shell



Natura 2000





ACI MARINA **UMAG**

82



*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 351, INT 3410, 100-15, 11, MK-01, MK-02



📍 ACI marina Umag

✈️ Najbliži aerodrom / Nearest Airport

**Lučka kapetanija Pula /
Harbour Master's Office Pula**

ispostava Umag / branch office Umag

☎️ tel: +385 (0) 52 741 662

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.istria-umag.com





Sjeverni Jadran / Northern Adriatic

ACI MARINA ROVINJ

Otvorena: Cijele godine / Open: All year round | 📍 45°04,06' N 13°38,04' E

Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



0,5 nm

Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Šetalište Vijeća Europe 1,
52210 Rovinj
☎ Tel: +385 (0) 52 813 133
📱 GSM: +385 (0) 98 398 836
✉ m.rovinj@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	195
Priključci struje / Power connections:	125 A
Maksimalna duljina plovila godišnji vez: Maximum vessel length annual berth:	35m
Maksimalna duljina plovila dnevni vez: Maximum vessel length daily berth:	50m

Prometna povezanost / Travel connections:

✈ Pula, Trieste, Ljubljana
🚗 E751

*Za sigurnu plovību preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 300-31, INT3410, 100-15, 100-16, MK-2, MK-3, Plan 11





📍 ACI marina Rovinj

✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Pula /
Harbour Master's Office Pula

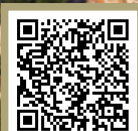
ispostava Rovinj/ branch office Rovinj

☎️ tel: +385 (0) 52 811 132

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzgrovinj.hr





Sjeverni Jadran / Northern Adriatic

ACI MARINA PULA

Otvorena: Cijele godine / Open: All year round | 📍 44°52,6' N 13°50' E

Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Riva 1, 52100 Pula
☎ Tel: +385 (0) 52 219 142
📠 GSM: +385 (0) 98 398 837
✉ m.pula@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	215
Priključci struje / Power connections:	125 A
Maksimalna duljina plovila godišnji vez: Maximum vessel length annual berth:	28m
Maksimalna duljina plovila dnevni vez: Maximum vessel length daily berth:	55m

Prometna povezanost / Travel connections:

✈ Pula, Trieste, Ljubljana
🚗 E751

*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 300-31, INT3410, 100-15, 100-16, MK-2, MK-3, Plan 11





📍 ACI marina Pula
 ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Pula /
 Harbour Master's Office Pula

☎️ tel: +385 (0) 52 222 037
 📻 UHF kanali / VHF channels 10 and 16
 ⓘ Tourist info: www.pulainfo.hr



Sjeverni Jadran / Northern Adriatic

ACI MARINA POMER

Otvorena: Cijele godine / Open: All year round | 44°49' N 13°54' E

Sadržaji u marini /
Amenities in the Marina:



30t

Sadržaji blizu marine /
Amenities near the Marina:



11 nm

5 min

Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Pomer 26 A, 52100 Pula
☎ Tel: +385 (0) 52 573 162
📠 GSM: +385 (0) 98 398 832
✉ m.pomer@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	295
Vezovi na kopnu / Dry berths:	14
Priključci struje / Power connections:	63A
Maksimalna duljina plovila godišnji vez: Maximum vessel length annual berth:	18m
Maksimalna duljina plovila dnevni vez: Maximum vessel length daily berth:	35m

Prometna povezanost / Travel connections:

✈ Pula, Trieste, Ljubljana
🚗 E751

*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*
101, 300-31, INT3410, 100-16, 50-3, MK-3, MK-4





📍 ACI marina Pomer
 ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Pula /
 Harbour Master's Office Pula

☎️ tel: +385 (0) 52 222 037
 📻 UHF kanali / VHF channels 10 and 16
 ⓘ Tourist info: www.tzom.hr





ACI MARINA OPATIJA

15t

2 nm

101, 300-31, INT3410, 100-18, 50-4, MK-5



📍 ACI marina Opatija
 ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Rijeka /
 Harbour Master's Office Rijeka
 ispostava Opatija/ branch office Opatija

☎️ tel: +385 (0) 51 711 249
 📻 UHF kanali / VHF channels 10 and 16
 ⓘ Tourist info: www.tourism-icici.hr
www.opatija-tourism.hr



Sjeverni Jadran / Northern Adriatic

ACI MARINA CRES

Otvorena: Cijele godine / Open: All year round | 📍 44°57' N 14°24' E

Sadržaji u marini /

Amenities in the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Obala sv. Benedikta 3,
51557 Cres
☎ Tel: +385 (0) 51 571 622
📞 GSM: +385 (0) 98 398 839
✉ m.cres@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	440
Vezovi na kopnu / Dry berths:	70
Priključci struje / Power connections:	63A
Maksimalna duljina plovila godišnji vez:	
Maximum vessel length annual berth:	50m
Maksimalna duljina plovila dnevni vez:	
Maximum vessel length daily berth:	50m

Prometna povezanost /

Travel connections:

✈ Mali Lošinj, Rijeka, Zagreb,
Pula, Trieste, Ljubljana
🚗 A6, A7, E65, E71, E751
🚢 Rijeka - Cres,
Brestova - Porozina,
Valbiska - Merag





Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-31, INT3410, 100-16, 100-18, 50-3, Plan 20

📍 ACI marina Cres

✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Rijeka /
Harbour Master's Office Rijeka

ispostava Cres / branch office Cres

☎️ tel: +385 (0) 51 571 111

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzg-cres.hr





Sjeverni Jadran / Northern Adriatic

ACI MARINA SUPETARSKA DRAGA

Otvorena: Cijele godine / Open: All year round | 44°48,2' N 14°43,8' E

Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

Supetarska Draga, 51280 Rab
 Tel: +385 (0) 51 776 268
 GSM: +385 (0) 98 398 841
 m.supdraga@aci-club.hr
 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	274
Vezovi na kopnu / Dry berths:	53
Priključci struje / Power connections:	32A
Maksimalna duljina plovila godišnji vez:	
Maximum vessel length annual berth:	18m
Maksimalna duljina plovila dnevni vez:	
Maximum vessel length daily berth:	18m

Prometna povezanost / Travel connections:

Rijeka, Zagreb, Zadar
 E751
 Stinica - Mišnjak,
Valbiska - Lopar,
Rijeka - Rab



Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-31, INT3410, 100-18, MK-7

📍 ACI marina Supetarska Draga

✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Rijeka /
Harbour Master's Office Rijeka

ispostava Rab / branch office Rab

☎️ tel: +385 (0) 51 725 419

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzg-rab.hr



Sjeverni Jadran / Northern Adriatic

ACI MARINA RAB

Otvorena: 1. 4. - 31. 10. / Open: April 1st - October 31st | 44°45,4' N 14°46,0' E



Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

Šetalište kap. I. Dominisa 101,
51280 Rab
Tel: +385 (0) 51 724 023
GSM: +385 (0) 98 399 482
m.rab@aci-club.hr
UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths: 142
Priklučci struje / Power connections: 63A
Maksimalna duljina plovila dnevni vez:
Maximum vessel length daily berth: 20m

Prometna povezanost / Travel connections:

Rijeka, Zagreb, Zadar
A6, E65, E71
Stinica - Mišnjak,
Valbiska - Lopar,
Rijeka - Rab





Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

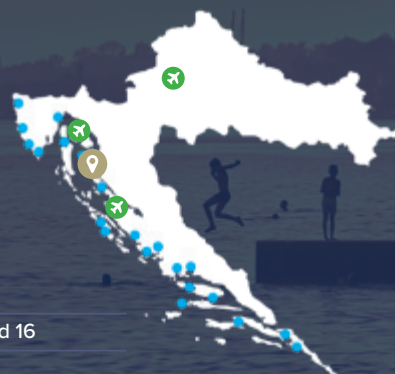
The use of the official navigational charts, the HHI edition is recommended:

101, 300-31, INT3410, 100-18, MK-7, Plan 20

- 📍 ACI marina Rab
- ✈️ Najbliži aerodrom / Nearest Airport

**Lučka kapetanija Rijeka /
Harbour Master's Office Rijeka**
ispostava Rab / branch office Rab

- ☎️ tel: +385 (0) 51 725 419
- 📻 UHF kanali / VHF channels 10 and 16
- 📄 Tourist info: www.tzg-rab.hr





Sjeverni Jadran / Northern Adriatic

ACI MARINA ŠIMUNI

Otvorena: Cijele godine / Open: All year round | 44°28' N 14°58' E

Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

Obala 1, Šimuni, 23251 Kolan
Tel: +385 (0) 23 697 457
GSM: +385 (0) 98 398 843
m.simuni@aci-club.hr
UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths: 191
Vezovi na kopnu / Dry berths: 55
Priključci struje / Power connections: 32A
Maksimalna duljina plovila godišnji vez: 14m
Maximum vessel length annual berth:
Maksimalna duljina plovila dnevni vez: 18m
Maximum vessel length daily berth:

Prometna povezanost / Travel connections:

✈ Rijeka, Zagreb, Zadar
🚗 A6, E65, E71
🚢 Prizna - Žigljen,
Rijeka - Novalja





*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 300-31, INT3410, 100-17, 100-19, MK-9, MK-10

- 📍 ACI marina Šimuni
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Zadar /
Harbour Master's Office Zadar

ispostava Pag / branch office Pag

☎️ tel: +385 (0) 23 611 023

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.pag-tourism.hr





Srednji Jadran / Central Adriatic

ACI MARINA ŽUT

43°53,2' N 15°17,4' E

Sadržaji u marini / Amenities in the Marina:



Sadržaji blizu marine / Amenities near the Marina:



8 nm

Kontakt / Contact

Obala sv. Ivana 47 E,
22242 Jezera
Tel: +385 (0) 22 786 0278
GSM: +385 (0) 98 398 844
m.zut@aci-club.hr
UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths: 120*

Sidrište / Anchorage: 15

Priključci struje / Power connections: 16A

Voda se isporučuje od 8 do 10 sati
Water available from 8 to 10 a.m.

Struja se isporučuje od 8 do 12 sati i od 18 do 24
sata
Electricity available from 8 a.m. to noon and from
6 p.m. to midnight

Maksimalna duljina plovila dnevni vez:
Maximum vessel length daily berth: 40m

Za sigurnu plovību preporučuje se korištenje
službenih pomorskih navigacijskih karata u izdanju
HHI Split:

The use of the official navigational charts, the HHI
edition is recommended:

101, 300-32, 100-20, MK-14, Plan 512

*Gatovi u ACI marini Žut i restoran privremeno su
zatvoreni do daljnjega. Sidrište Žut te ostali sadržaji
marine nastavljaju s redovnim radom.

The pontoons and the restaurant in ACI Marina Žut
are temporarily closed until further notice. The Žut
anchorage and other facilities continue to operate
as usual.





📍 ACI marina Žut

Lučka kapetanija Šibenik /
Harbour Master's Office Šibenik

ispostava Murter / branch office Murter

☎ tel: +385 (0) 22 435 190

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzo-murter.hr,
www.kornati.hr



Srednji Jadran / Central Adriatic

ACI MARINA PIŠKERA

Otvorena: 1. 4 - 31. 10. / Open: April 1st - October 31st | 43°45,6' N 15°21,2' E



Sadržaji u marini / Amenities in the Marina:



Sadržaji blizu marine / Amenities near the Marina:



12 nm

Kontakt / Contact

Obala sv. Ivana 47 E,
22242 Jezera

Tel: +385 (0) 91 470 0091

GSM: +385 (0) 98 398 845

m.piskera@aci-club.hr

UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:

118

Priključci struje / Power connections:

16A

Voda se isporučuje od 8 do 10 sati
Water available from 8 to 10 a.m.

Struja se isporučuje od 8 do 12 sati i od 18 do 24
sata

Electricity available from 8 a.m. to noon and from
6 p.m. to midnight

Maksimalna duljina plovila dnevni vez:

Maximum vessel length daily berth:

30m

*Za sigurnu plovidbu preporučuje se korištenje službenih
pomorskih navigacijskih karata u izdanju HHI Split:*

*The use of the official navigational charts, the HHI
edition is recommended:*

101, 300-32, 100-20, 100-21, MK-14, Plan 512







Srednji Jadran / Central Adriatic

ACI MARINA JEZERA

Otvorena: Cijele godine / Open: All year round | 43° 46' 58" N / 015° 38' 57" E

Sadržaji u marini /

Amenities in the Marina:



10t

Sadržaji blizu marine /

Amenities near the Marina:



Zelene karike u marini /

Green links in the Marina:



Kontakt / Contact

Obala sv. Ivana 47 E,
22242 Jezera

Tel: +385 (0) 22 439 295

GSM: +385 (0) 98 398 846

m.jezera@aci-club.hr

UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:

212

Vezovi na kopnu / Dry berths:

40

Priključci struje / Power connections:

32A

Maksimalna duljina plovila godišnji vez:

Maximum vessel length annual berth:

18m

Maksimalna duljina plovila dnevni vez:

Maximum vessel length daily berth:

20m

Prometna povezanost /

Travel connections:

✈ Zadar, Split

🚗 A1, E65, E71

Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-32, INT3412, 100-20, 100-21, MK-14, MK-15, Plan 512





📍 ACI marina Jezera

✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Šibenik /
Harbour Master's Office Šibenik

ispostava Tisno / branch office Tisno

☎️ tel: +385 (0) 22 439 313,

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzjezera.hr





ACI MARINA **VODICE**

101, 300-32, INT3412, 100-21, MK-15, Plan 533



- 📍 ACI marina Vodice
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Šibenik /
Harbour Master's Office Šibenik

ispostava Vodice/ branch office Vodice

☎ tel: +385 (0) 22 443 055

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.vodice.hr





Srednji Jadran / Central Adriatic

ACI MARINA SKRADIN

Otvorena: Cijele godine / Open: All year round | 📍 43°49,0' N 15°55,6' E

Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Obala Pavla Šubića 18,
22222 Skradin
☎ Tel: +385 (0) 22 771 365
📱 GSM: +385 (0) 98 398 848
✉ m.skradin@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths: 180
Priklučci struje / Power connections: 125A
Maksimalna duljina plovila godišnji vez:
Maximum vessel length annual berth: 50m
Maksimalna duljina plovila dnevni vez:
Maximum vessel length daily berth: 70m

Prometna povezanost / Travel connections:

✈ Zadar, Split
🚗 A1, E65, E71

*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 300-32, INT3412, 100-21, MK-15, Plan 518






ACI marina Skradin


Najbliži aerodrom / Nearest Airport

Lučka kapetanija Šibenik /
Harbour Master's Office Šibenik


tel: +385 (0) 22 217 216


UHF kanali / VHF channels 10 and 16


Tourist info: www.skradin.hr







Srednji Jadran / Central Adriatic

ACI MARINA TROGIR

Otvorena: Cijele godine / Open: All year round | 📍 43°30,8' N 16°15,2' E

Sadržaji u marini /

Amenities in the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Put Cumbrijana 22,
21220 Trogir
☎ Tel: +385 (0) 21 881 544
📠 GSM: +385 (0) 98 398 849
✉ m.trogir@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	161
Vezovi na kopnu / Dry berths:	26
Priključci struje / Power connections:	32A
Maksimalna duljina plovila godišnji vez:	
Maximum vessel length annual berth:	20m
Maksimalna duljina plovila dnevni vez:	
Maximum vessel length daily berth:	30m

Prometna povezanost /

Travel connections:

✈ Split
🚗 A1, E65, E71 (15 km)

Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-21, MK-16, Plan 534





-  ACI marina Trogir
-  Najbliži aerodrom / Nearest Airport

Lučka kapetanija Split /
Harbour Master's Office Split

ispostava Trogir / branch office Trogir

 tel: +385 (0) 21 881 508

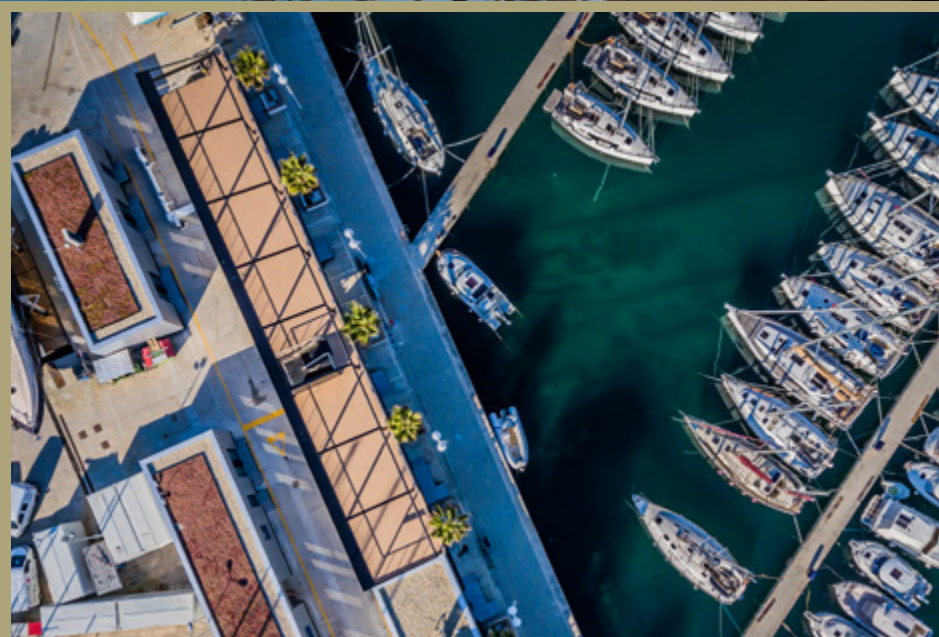
 UHF kanali / VHF channels 10 and 16

 Tourist info: www.tztrogir.hr





ACI MARINA SPLIT



 ACI marina Split
  Najbliži aerodrom / Nearest Airport

Lučka kapetanija Split /
Harbour Master's Office Split

 tel: +385 (0) 21 302 400

 UHF kanali / VHF channels 10 and 16

 Tourist info: www.split.hr



Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-21, 100-26, MK-16, MK-18, Plan 47





Srednji Jadran / Central Adriatic

ACI MARINA MILNA

Otvorena: Cijele godine / Open: All year round | 📍 43°19,6' N 16°27,0' E

Sadržaji u marini /

Amenities in the Marina:



8t

Sadržaji blizu marine /

Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

📍 Brdo I 3, 21405 Milna
☎ Tel: +385 (0) 21 636 306
📱 GSM: +385 (0) 98 398 851
✉ m.milna@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	148*
Vezovi na kopnu / Dry berths:	15
Priključci struje / Power connections:	63A
Maksimalna duljina plovila godišnji vez:	
Maximum vessel length annual berth:	24m
Maksimalna duljina plovila dnevni vez:	
Maximum vessel length daily berth:	35m

Prometna povezanost / Travel connections:

✈ Brač, Split
🚗 A1, E65, E71
🚢 Split Supetar
Split Rogač Milna
Split Milna Hvar Vis
Split Milna Hvar Korčula Mljet Dubrovnik

*Marina ove godine posluje sa smanjenim kapacitetom zbog rekonstrukcije.

*The marina is operating with reduced capacity this year due to the reconstruction.





- 📍 ACI marina Milna
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Split /
Harbour Master's Office Split

ispostava Milna / branch office Milna

☎️ tel: +385 (0) 21 636 205

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.otok-brac.info



Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-21, 100-22, 100-26, MK-16, MK-18





Srednji Jadran / Central Adriatic

ACI MARINA VRBOSKA

Otvorena: Cijele godine / Open: All year round | 43°10,8' N 16°41,0' E

Sadržaji u marini /
Amenities in the Marina:



5t

Sadržaji blizu marine /
Amenities near the Marina:



Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

21463 Vrboska
Tel: +385 (0) 21 774 018
GSM: +385 (0) 98 398 812
m.vrboska@aci-club.hr
UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	116
Vezovi na kopnu / Dry berths:	12
Priključci struje / Power connections:	63A
Maksimalna duljina plovila godišnji vez: Maximum vessel length annual berth:	25m
Maksimalna duljina plovila dnevni vez: Maximum vessel length daily berth:	35m

Prometna povezanost / Travel connections:

Split, Brač
A1, E65, E71
Split - Stari Grad,
Drvenik - Sućuraj,
Split - Milna - Hvar - Vis,
Split - Bol - Jelsa,
Split - Bol - Hvar - Korčula - Dubrovnik,
Ancona - Stari Grad - Split





Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-25, 100-26, MK-19, Plan 535



- 📍 ACI marina Vrboska
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Split /
Harbour Master's Office Split

ispostava Jelsa / branch office Jelsa

☎️ tel: +385 (0) 21 761 055

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tz-vrboska.hr



Srednji Jadran / Central Adriatic

ACI MARINA PALMIŽANA

Otvorena: 1. 4. - 31. 10. / Open: April 1st - October 31st d | 43°09,8' N 16°23,8' E



Sadržaji u marini /
Amenities in the Marina:



Sadržaji blizu marine /
Amenities near the Marina:



2,5 nm

Zelene karike u marini /
Green links in the Marina:



Kontakt / Contact

21450 Hvar
Tel: +385 (0) 21 744 995
GSM: +385 (0) 98 398 853
m.palmizana@aci-club.hr
UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths: 180*
Priklučci struje / Power connections: 32A
Maksimalna duljina plovila dnevni vez:
Maximum vessel length daily berth: 15m

**Marina ove godine posluje sa smanjenim kapacitetom zbog rekonstrukcije.*

**The marina is operating with reduced capacity this year due to the reconstruction.*

Prometna povezanost / Travel connections:

✈ Brač, Split
🚗 A1, E65, E71
🚢 Dubrovnik - Hvar,
Ancona - Split - Hvar,
Bari - Dubrovnik - Hvar,
Taxi boats: Hvar - Palmižana





Za sigurnu plovību preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-22, 100-25, 100-26, MK-19, Plan 50

- 📍 ACI marina Palmižana
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Split /
Harbour Master's Office Split

ispostava Hvar/ branch office Hvar

☎ tel: +385 (0) 21 741 007

📻 UHF kanali / VHF channels 10 and 16

📄 Tourist info: www.tzhvar.hr





Južni Jadran / Southern Adriatic

ACI MARINA KORČULA

Otvorena: Cijele godine / Open: All year round | 42°57,6' N 17°08,4' E

Sadržaji u marini / Amenities in the Marina:



Zelene karike u marini / Green links in the Marina:



Sadržaji blizu marine / Amenities near the Marina:



Kontakt / Contact

📍 20260 Korčula
☎ Tel: +385 (0) 20 711 661
📠 GSM: +385 (0) 98 398 854
✉ m.korcula@aci-club.hr
📻 UHF kanal / VHF channel 17

Vezovi / Berths:

Vezovi u moru / Wet berths:	166
Vezovi na kopnu / Dry berths:	16
Priključci struje / Power connections:	125A
Maksimalna duljina plovila godišnji vez:	
Maximum vessel length annual berth:	17m
Maksimalna duljina plovila dnevni vez:	
Maximum vessel length daily berth:	50m

Prometna povezanost / Travel connections:

✈ Split, Dubrovnik
🚗 A1, E65, E71
🚢 **Trajekt / Ferry (cijelu godinu / all year):**
-Orebić- Dominče (Korčula)
-Split-Vela Luka
-Ploče-Trpanj
-Dubrovnik-Bari
🚢 **Katamaran / Catamaran**
Cijelu godinu / all year:
-Orebić-Korčula
-Split-Hvar-Korčula
-Split-Hvar-Vela Luka-Ubli
-Dubrovnik-Korčula-Ubli
Samo u sezoni:
-Split-Hvar-Korčula-Mljet(Pomena)-Dubrovnik
-Split-Bol-Makarska-Korčula-Mljet(Sobra)-Dubrovnik

Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:

The use of the official navigational charts, the HHI edition is recommended:

101, 300-33, INT3412, 100-25, 100-26, 100-27, MK-22





- 📍 ACI marina Korčula
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Dubrovnik /
Harbour Master's Office Dubrovnik
ispostava Korčula / branch office Korčula

- ☎️ tel: +385 (0) 20 711 178
- 📻 UHF kanali / VHF channels 10 and 16
- 📄 Tourist info: www.visitkorcula.net





„VELJKO BARBIERI” SLANO



- 📍 ACI marina "Veljko Barbieri" Slano
- ✈️ Najbliži aerodrom / Nearest Airport

Lučka kapetanija Dubrovnik /
Harbour Master's Office Dubrovnik
ispostava Slano / branch office Slano

- ☎️ tel: +385 (0)20 871 552
- 📻 UHF kanali / VHF channels 10 and 16
- 📄 Tourist info: www.visit-slano.com





ACI MARINA DUBROVNIK





*Za sigurnu plovidbu preporučuje se korištenje službenih pomorskih navigacijskih karata u izdanju HHI Split:
The use of the official navigational charts, the HHI edition is recommended:*

101, 300-34, INT3414, 100-27, 50-20, MK-25



📍 ACI marina Dubrovnik

✈️ Najbliži aerodrom / Nearest Airport

**Lučka kapetanija Dubrovnik /
Harbour Master's Office Dubrovnik**

☎️ tel: +385 (0) 20 418 988

📻 UHF kanali / VHF channels 10 and 16

🌐 Tourist info: www.tzdubrovnik.hr





Zelene karike ACI-jeva lanca

Green links in ACI's chain

LEGENDA / LEGEND



Plava zastava /
Blue Flag



Punionica za električna vozila /
EV charging station



Energio monitor



Racionalizirani način upravljanja potrošnjom
električne energije i vode pomoću sustava IoT /
Optimisation of energy and water consumption
using the IoT system



Nagrada Naturally Yours Ministarstva turizma i
sporta Republike Hrvatske za izvrsnost u primjeni
načela održivog turizma /
The Naturally Yours award, presented by the
Ministry of Tourism and Sport of the Republic
of Croatia for excellence in the application of
sustainable tourism principles



Priznanje Nautičkog jedra za zaštitu okoliša i
ekologiju / Nautical Sail recognition award for
ecology and environmental protection



Morska škovacera /
Seabin



Biser zelene magistrale Nautičkog jedra /
Nautical Sail's Pearl of the Green Highway



Partner projekta BluePort Solutions: Advancing
Sustainable Waste Management in Mediterranean
Marinas and Ports - BPSMed koji doprinosi zelenoj
i digitalnoj transformaciji plave ekonomije /
Partner in the BluePort Solutions: Advancing
Sustainable Waste Management in Mediterranean
Marinas and Ports – BPSMed project, contributing
to the green and digital transformation of the blue
economy



Sudjeluje u projektima očuvanja plemenite periske /
Participates in projects relating to the conservation
of the noble pen shell



Natura 2000

- jedna od prvih tvrtki iz turističkog sektora certificirana po 4 ISO standarda / One of the first companies in the tourism sector certified with 4 ISO standards
- redovite akcije čišćenja mora i podmorja / Periodic sea and underwater clean-up campaigns
- selektivno prikupljanje otpada - zeleni otoci / Selective waste collection – recycling drop-off points
- u suradnji s Green Sailom u marinama diljem Jadrana edukacije na temu održivog nautičkog turizma / Training programmes on sustainable boating tourism held in marinas in partnership with Green Sail
- članstvo u Međunarodnom institutu za klimatske aktivnosti / Membership of the International Institute for Climate Action
- ambasadori posidonije u sklopu projekta Postani čuvar posidonije / Neptune's grass ambassadors within the Become a Posidonia Keeper project

ACI MARINE

1	ACI Umag							
2	ACI Rovinj							
3	ACI Pula							
4	ACI Pomer							
5	ACI Opatija							
6	ACI Cres							
7	ACI S. Draga							
8	ACI Rab							
9	ACI Šimuni							
12	ACI Jezera							
13	ACI Vodice							
14	ACI Skradin							
15	ACI Trogir							
16	ACI Split							
17	ACI Milna							
18	ACI Vrboska							
19	ACI Palmižana							
20	ACI Korčula							
21	ACI Slano							
22	ACI Dubrovnik							

ACI MARINE NAGRADE I PRIZNANJA

ACI MARINAS AWARDS AND RECOGNITIONS



GODINA/YEAR Marina	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
DUBROVNIK																	
CRES																	
KORČULA																	
JEZERA																	
SPLIT																	
OPATIJA																	
VODICE																	
UMAG																	
SKRADIN																	
TROGIR																	
ROVINJ																	
PULA																	
ŽUT																	
ŠIMUNI																	
VRBOSKA																	
PALMIŽANA																	
POMER																	
ACI d.d.																	



TURISTIČKI CVIJET - KVALITETA ZA HRVATSKU // TOURIST FLOWER - QUALITY FOR CROATIA

-  1. mjesto u kategoriji marina godine/
1st place in the Marina of the Year category
-  2. mjesto u kategoriji marina godine/
2nd place in the Marina of the Year category
-  3. mjesto u kategoriji marina godine/
3rd place in the Marina of the Year category
-  1. mjesto u kategoriji marine po veličini/
1st place in the Size category
-  2. mjesto u kategoriji marine po veličini/
2nd place in the Size category
-  3. mjesto u kategoriji marine po veličini/
3rd place in the Size category
-  Kategorija velikih marina/
Large marina category
-  Kategorija srednjih marina/
Medium marina category
-  Kategorija malih marina/
Small marina category
-  Posebno priznanje za najbolju otočnu marinu/
The Best Island Marina special recognition
-  Posebno priznanje za razvoj ponude luksuznog turizma /
Special Recognition for the Development of Luxury Tourism
-  Finalist izbora za najbolju marinu/
Finalist for the best marina



NAUTIČKO JEDRO JUTARNJEG LISTA // "NAUTICAL SAIL" AWARD OF THE JUTARNJI LIST

-  Zlatno jedro/
Gold sail
-  Srebrno jedro/
Silver sail
-  Brončano jedro/
Bronze sail
-  Posebno priznanje za razvoj nautičkog turizma/
Special award for the development of nautical tourism
-  Posebno priznanje za gastro marinu Jadrana/
Special award for the gastronomic marina of the Adriatic
-  Posebno priznanje za najbolju ponudu dodatnog sadržaja/
Special award for the best offer of additional content
-  Posebno priznanje za najsajniju marinu/
Special recognition for the shiniest marina
-  Priznanje za zaštitu okoliša i ekologiju /
Environmental protection and ecology award
-  Posebno priznanje za bogatstvo sadržaja (prema ocjenama čitatelja) / Special recognition for the best offer of content (according to reader ratings)
-  Posebno priznanje za ljubaznost (prema ocjenama čitatelja) / Special recognition for kindness (according to readers' ratings)



ZLATNO SIDRO NAUTIČKE PATROLE // "THE GOLDEN ANCHOR" AWARD OF THE NAUTICAL PATROL

-  Najbolja marina po ocjenama nautičara
The best marina recognized by their boaters
-  Druga najbolja marina po ocjenama nautičara
The second-best marina recognized by their boaters
-  Treća najbolja marina po ocjenama nautičara
The third-best marina recognized by their boaters
-  Ekskluzivno priznanje za razvoj elitnog turizma
The exclusive recognition for the development of elite nautical tourism
-  Posebno priznanje Moja najdraža marina
"My favorite marina" Special Reward
-  Posebno priznanje za najljubaznije osoblje
Zlatni osmijeh
The "Golden Smile of the Adriatic" -
Staff Kindness Special Reward
-  Posebna zahvala
Special Acknowledgment
-  Najsigurnija korona-free marina
The safest Coronavirus-free marina
-  Biser zelene magistrale
The Pearl of the green highway
-  Zlatni vez gastronomije
The Golden berth of gastronomy

OSTALE NAGRADE I PRIZNANJA // OTHER AWARDS AND RECOGNITIONS

REXPO Best New Investment Reward

-  Plava zastava/
Blue Flag
-  Nagrada Kolos/
Kolos award
-  Priznanje za izvrsnost u turizmu/
Excellence in tourism recognition
-  Čovjek, ključ uspjeha – djelatnik godine Hrvatske turističke zajednice/
Man, the key to success – employee of the year of the Croatian Tourist Board
-  Čovjek, ključ uspjeha – djelatnik godine Turističke zajednice Kvarnera/
Man, the key to success – employee of the year of the Kvarner Tourist Board
-  Nagrade za promociju i razvoj turizma Splitsko-dalmatinske županije/
Awards for the promotion and development of tourism of the Split-Dalmatia County
-  Nagrada Naturally Yours Ministarstva turizma i sporta Republike Hrvatske za izvrsnost u primjeni načela održivog turizma/
The Naturally Yours award, presented by the Ministry of Tourism and Sport of the Republic of Croatia for excellence in the application of sustainable tourism principles
-  Priznanje za doprinos razvitku pomorskog gospodarstva i nautike Ministarstva mora, prometa i infrastrukture/
Recognition for contribution to the development of the maritime economy and nautical industry by the Ministry of the Sea, Transport and Infrastructure
-  Nagrada Grada Skradina za izniman doprinos razvoju nautičkog turizma /
Town of Skradin Award for Outstanding Contribution to the Development of Nautical Tourism
-  TouRisk nagrada za najsigurniju marinu /
TouRisk Award for the safest marina



ACI MARINE NAGRADE I PRIZNANJA

ACI MARINAS AWARDS AND RECOGNITIONS

Fotografije / Photos:
Davor Žunić
Petar Fabijan



PLAVA ZASTAVA / BLUE FLAG

ACI Umag, ACI Rovinj, ACI Pula, ACI Pomer, ACI Opatija, ACI Cres, ACI Supetarska Draga, ACI Rab, ACI Jezera, ACI Vodice, ACI Skradin, ACI Trogir, ACI Split, ACI Milna, ACI Vrboska, ACI Korčula, ACI Slano, ACI Dubrovnik

ACI marine dugoodišnji su i redovni osvajači prestižnih nagrada i priznanja "Turistički cvijet – kvaliteta za Hrvatsku" i "Zlatno sidro" Nautičke patrole Jutarnjeg lista koja se dodjeljuju najuspješnijim, najkvalitetnijim i najprepoznatljivijim hrvatskim turističkim subjektima i destinacijama. Slijede samo neka od priznanja i nagrada koje su ACI marine osvojile od 2010. godine:

For many years, ACI marinas have regularly won prestigious awards and recognitions "Tourism Flower - Quality for Croatia," and "The Golden Anchor" of the Jutarnji list Nautical Patrol awarded to the most successful, the best and the most recognized Croatian tourist companies and destinations. These are some of the recognitions and awards ACI marinas have won since 2010:



- 1 ACI Umag
- 2 ACI Rovinj
- 3 ACI Pula
- 4 ACI Pomer
- 5 ACI Opatija
- 6 ACI Cres
- 7 ACI Supetarska Draga
- 8 ACI Rab
- 9 ACI Šimuni
- 10 ACI Žut
+ sidrište/anchorage Žut
- 11 ACI Piškera
- 12 ACI Jezera
- 13 ACI Vodice
- 14 ACI Skradin
- 15 ACI Trogir
- 16 ACI Split
- 17 ACI Milna
- 18 ACI Vrboska
- 19 ACI Palmižana
- 20 ACI Korčula
- 21 ACI Slano
- 22 ACI Dubrovnik

-  ACI marina - Dobitnik priznanja
ACI Marina - award winner
-  Plava zastava /
Blue flag
-  Posebno priznanje za razvoj ponude luksuznog
turizma / Special Recognition for the Development
of Luxury Tourism



ADRIATIC CROATIA INTERNATIONAL CLUB

ACI APARTMENTS

ACI MARINA MILNA



ACI MARINA ŠIMUNI



www.aci-marinas.com

ODABRANE USLUGE I PARTNERI U ACI MARINAMA

SELECTED SERVICES AND PARTNERS IN ACI MARINAS

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CHARTER

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- Rijeka je **prvi grad** koji je imao sajam nautike i **to nije slučajno!**
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- Geografska lokacija grada Rijeke je oduvijek imala **strateški značaj**. Rijeka je oduvijek bila **"Prvo more"** za **Srednju Europu**.
- Rijeka Boat Show je **najpovoljniji** sajam u odnosu na dobiveno i uloženo sa **najnižim** cijenama izlagačkih prostora u Republici Hrvatskoj i **visokom marketinškom vrijednošću** za partnere, sponzore i izlagače.
- Rijeka Boat Show je danas sajam na kojem **izlagači zaista prodaju svoje proizvode i usluge!**

Dragi posjetitelji i izlagači, kao i prije 42 godine, sa veseljem Vas pozivamo na druženje tamo gdje je Grad Luka, a Luka je Grad.

Od 1984 Vaš, Rijeka Boat Show.

-
- For **42 years**, the **history of the first and at one time the largest boat fair** in the region has been made.
 - Rijeka is **the first city** to have a boat fair and **that is no coincidence!**
 - **The rich history** related to the sea, ever since the proclamation of the **Free Royal Port of Rijeka 306** years ago, has charted the development path of the city by the sea, which is experiencing a **new, renewed rise today**, and where the boat fair in Rijeka, the Rijeka Boat Show **since 1984**, has had its **purpose and important place**.
 - The geographical location of the city of Rijeka has always had **strategic significance**. Rijeka has always been the **"First Sea"** for **Central Europe**.
 - Rijeka Boat Show is the **most favorable** fair in relation to the received and invested with the **lowest prices** of exhibition spaces in the Republic of Croatia and **high marketing value** for partners, sponsors and exhibitors.
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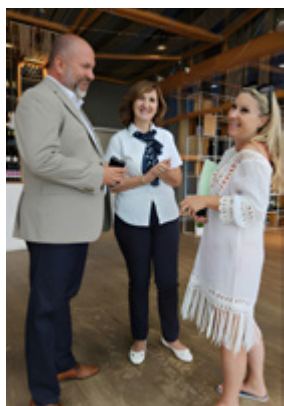




ACI POMER

Ljepota istarskog juga

The beauty of southern Istria



Darko Starčević u svom prirodnom okruženju – u marini s timom i gostima, gdje se svakodnevno grade povjerenje, suradnja i izvrsno iskustvo boravka

Darko Starčević in his natural environment – at the marina with his team and guests, where trust, collaboration and exceptional guest experiences are created every day



Fotografije / Photos: ACI arhiva

Okružena prekrasnim plažama, kristalno čistim morem i šarmom ribarskog gradića, ACI Pomer nudi savršenu kombinaciju modernog komfora i mediteranske idile

U južnoj Istri priroda se otvara poput slikovnice. Fascinantan krajolik najvećeg hrvatskog poluotoka u kojem su glavna atrakcija more, vjetar i netaknuta priroda.

Privlačnost Pomeru prepoznali su još stari Rimljani gradeći ovdje svoje ljetnikovce, a ovaj stari ribarski gradić i danas je idealno utočište za one koji traže pravi, izvorni Mediteran. Pomer je ujedno i raj za gurmane; ovdje se nastavlja tisućljetna tradicija uzgoja ribe i školjaka, pa nautičari redovito uživaju u morskim delicijama pripremljenima prema recepturama koje se prenose generacijama.

Samo desetak kilometara od Pule, u najdubljem dijelu Medulinskog zaljeva, smjestila se ACI marina Pomer. Potpuno obnovljena 2016. godine, marina je okružena plažama, čistim morem i mediteranskom vegetacijom. Posebno se ističe sustavom zelenih otoka za selektivno prikupljanje otpada, a restoran Sopravento s autentičnom istarskom kuhinjom i bazen s barom već su godinama prepoznatljivo lice marine.

Jedna od najvećih prednosti marine Pomer je njezin položaj. Od Trsta je udaljena svega 136 km, od Ljubljane 209 km, a izvrsno je cestovno povezana i s velikim središtima poput Milana, Münchena, Beča i Budimpešte. Onima koji preferiraju putovanje avionom, zračna luka Pula je nadohvat ruke, dok blizina zračnih luka u Zagrebu, Ljubljani, Trstu i Veneciji dodatno otvara marinu široj europskoj mreži letova i gostima koji dolaze bez automobila.

Surrounded by beautiful beaches, crystal-clear sea and the charm of a small fishing town, ACI Marina Pomer offers the perfect blend of modern comfort and Mediterranean idyll

In southern Istria, nature unfolds like the pages of a picture book. In the captivating landscape of Croatia's largest peninsula, the sea, the wind and unspoilt nature are the main attractions.

The allure of Pomer was recognised even by the ancient Romans, who built their summer villas here, and this old fishing town remains an ideal retreat for those seeking the true, authentic Mediterranean. Pomer is also a paradise for gourmets: the centuries-old tradition of fish and shellfish farming continues here to this day, allowing boaters to enjoy seafood delicacies prepared using recipes passed down through generations.

Just some ten kilometres from Pula, in the innermost part of the Medulin Bay, lies ACI Marina Pomer. Completely renovated in 2016, the marina is surrounded by beaches, clear sea and Mediterranean vegetation. It is particularly distinguished by its system of recycling and waste collection areas, while the Sopravento restaurant, serving authentic Istrian cuisine, and the swimming pool with its bar have been among the marina's most recognisable features for years.

One of the key advantages of Marina Pomer is its location. It is only 136 km from Trieste and 209 km from Ljubljana, and is exceptionally well connected by road to major centres such as Milan, Munich, Vienna and Budapest. For those who prefer travelling by air, Pula Airport is within easy reach, while the proximity of airports in Zagreb, Ljubljana, Trieste and Venice further

Iz Pomera se za nekoliko minuta plovitve otvara Medulinski arhipelag s preko 30 uvala i 11 otočića savršenih za istraživanje brodom, a samo nekoliko milja udaljen je rt Kamenjak, jedinstveni dragulj hrvatske obale.

Iza svake dobre marine u sustavu ACI-ja stoji tim ljudi koji je poznaje do detalja. U Pomeru to znači 13 zaposlenika s dugogodišnjim stažem. Na čelu svega, uz šeficu recepcije Nives Željković i u vođu posade Dragana Brizića, stoji Darko Starčević, regionalni direktor za Istru koji marinom upravlja od 2020.

Nautičari često Pomer opisuju kao destinaciju koja nudi mir, intimnost i autentičan doživljaj Istre. Koji su to detalji i pažnja prema gostu kojima osvajate njihovo povjerenje?

Mislim da nam je upravo nagrada Nautičko jedro za najsajjniju marinu 2025. godine dala najbolji odgovor na to pitanje - jer su gosti ti koji su glasali. To je potvrda da nešto radimo kako treba, ali i obveza da tu razinu održimo. Ovim putem želim zahvaliti svim našim djelatnicima, čiji su predan rad, profesionalnost i posvećenost svakom nautičaru bili presudni za ovakav rezultat.

Ključna prekretnica u razvoju marine bila je kapitalna rekonstrukcija 2016. godine koja nam je dala fizički okvir - novu marinu, infrastrukturu i ambijent. Ono što je ispunilo taj okvir sadržajem gradimo godinama, sezona po sezoni. Vjerujem da su detalji ti koji čine razliku. Naši klijenti često ističu da se u Pomeru osjećaju kao kod kuće; ovdje točno znaju tko ih od mornara čeka na molu, gdje im je parkirno mjesto i kojeg će konobara u restoranu Sopravento pitati za preporuku dana. Taj prijelaz iz klasičnog odnosa 'marina-gost' u prostor izgrađene prisnosti naša je najveća vrijednost.

Vlasnici brodova kod nas najviše cijene tišinu, intimnost i zaštićenost. U nautičkom svijetu, mirna uvala u kojoj se možete odmoriti luksuz je koji nema cijenu. Naša je marina prirodno duboko uvučena u Medulinski zaljev, a kapitalnom rekonstrukcijom tu smo prirodnu prednost nadogradili vrhunskom infrastrukturom. S 294 veza u moru na pet pontona i suvremenim sadržajima koji poštuju ekološke standarde, stvorili smo ambijent koji ispunjava očekivanja nautičara, pojasnio je regionalni direktor za Istru, Darko Starčević na početku razgovora.

Primjećujete li da se profil modernog nautičara mijenja, i ako da, u kojem smjeru?

Apsolutno, profil modernog nautičara doživio je transformaciju u post-covid razdoblju. Gosti su postali dinamičniji, borave kraće, a sezona počinje u travnju i proteže se do listopada. Nautičari su otkrili sve prednosti predsezona i postsezona, a mi smo se prilagodili pružajući im vrhunsku uslugu i mirnu bazu za odmor tijekom gotovo sedam mjeseci u godini. Najzanimljivija promjena je pojava onoga što bismo mogli nazvati digitalnim nomadima na moru. Sve je više vlasnika brodova koji plovilo ne koriste samo za odmor, već na njemu obavljaju poslove dobar dio godine. Za njih marina mora funkcionirati kao ozbiljna radna baza sa stabilnom internetskom vezom, pouzdanom infrastrukturom i mogućnosti brzog dolaska i odlaska. Tu naša lokacija postaje sjajan adut. Budući da smo od zračne luke Pula udaljeni svega petnaestak minuta, a iz metropole poput Milana, Beča ili Münchena dostupni za pet do šest sati vožnje, gostima je postalo normalno doći na brod samo na produženi vikend. Put im više ne predstavlja prepreku.

connects the marina to a wide European flight network, making it easily accessible to visitors not travelling by car.

From Pomer, a short sailing trip reveals the Medulin archipelago, with more than 30 bays and 11 islets perfect for exploration by boat, while only a few nautical miles away lies Cape Kamenjak, a unique gem of the Croatian coast.

Behind every successful marina in the ACI chain there is a team of people who know it in detail. In Pomer, this means 13 long-standing employees: at reception, reception manager Nensi Željković with two colleagues, and on the piers and pontoons, dockmaster Dragan with a team of eight marina attendants, supported by the housekeeping staff. Responsible for the marina's overall management is Darko Starčević, Regional Director for Istria, who has been managing the marina since 2020. The Nautical Sail Award for the Most Outstanding Marina of the Year is simply a confirmation of their expertise and long-term dedication.

Boaters often describe Pomer as a destination offering peace, privacy and an authentic experience of Istria. What are the details and the attention given to guests that has earned their trust?

I believe that the Nautical Sail Award for the Most Outstanding Marina of 2025 is the best answer to that question - because it was the guests who voted for it. It confirms that we are doing things right, while also reminding us of the responsibility to maintain those standards. I would like to take this opportunity to thank all our employees, whose dedicated work, professionalism and commitment to every boater were decisive in achieving this result.

A turning point in the marina's development was the major reconstruction in 2016, which provided the physical framework: a new marina and infrastructure and an improved setting. What fills that framework with content has been built year after year, season after season. I believe it is the details that make the difference. Our clients often say they feel at home in Pomer; here, they know exactly which marina attendant will be waiting for them on the pontoon, where their parking space is, and which waiter at the Sopravento restaurant they can ask for the daily specials. This shift from a standard "marina-guest" relationship to one built on genuine personal connection is our greatest asset.

What boat owners value above all in our marina is its tranquillity, privacy and shelter. In the boating world, a quiet bay in which to rest is a luxury beyond price. Our marina is naturally set deep within the Medulin Bay, and through the major reconstruction we enhanced this natural advantage with top-quality infrastructure. With 294 sea berths across five pontoon piers and modern facilities that respect environmental standards, we have created an environment that meets boaters' expectations, said Darko Starčević, Regional Director for Istria, at the beginning of the interview.

Have you noticed a change in the profile of the modern boater, and if so, in what ways?

Absolutely. The profile of the modern boater has undergone a transformation in the post-Covid period. Guests are more mobile, they stay for shorter periods, and the season now starts in April and extends through to October. Boaters have discovered all the advantages of the pre- and post-season, and we have adapted accordingly, providing high-quality service and a peaceful base for relaxation for almost seven months of the year. The most interesting change is the emergence



'Nautički turizam predstavlja važan segment naše ponude i doprinosi cjelogodišnjem životu destinacije. Medulinska rivijera nalazi se na strateškoj poziciji sjevernog Jadrana, gdje kopno najdublje ulazi u more. Zbog toga je, još od doba Histra, imala važnu ulogu u nadzoru plovidbenih pravaca, a danas je idealno čvorište za nautičare i istraživa-nje Jadrana — od zapadne obale Istre, Slovenije i Italije s jedne do kvarnerskih i dalmatinskih otoka s druge strane. ACI Marina Pomer s 295 vezova, naša je najveća marina i posebno smo ponosni što je 2025. proglašena u izboru nautičara i čitatelja Jutarnjeg lista za najsajjniju marinu na Jadranu što dodatno potvrđuje njenu kvalitetu i dobar rad njenog vodstva i djelatnika.'

'Nautical tourism is an important segment of our tourism offering and contributes to the year-round vitality of the destination. The Medulin Riviera occupies a strategic position in the northern Adriatic, where the land extends furthest into the sea. This is why, from the time of the Histrian people, it played an important role in monitoring maritime routes, and today it is an ideal hub for boaters and for exploring the Adriatic – from the western coast of Istria, Slovenia and Italy on one side to the islands of Kvarner and Dalmatia on the other. With its 295 berths, ACI Marina Pomer is our largest marina and we are particularly proud that, in 2025, it was voted the Most Outstanding Marina in the Adriatic by the boaters and readers of Jutarnji List, further confirming the quality of its services and the excellent work of its management and staff.'

Mihael Idžaković, direktor TZO Medulin/
director Medulin tourist board



of what we might call digital nomads at sea. An increasing number of boat owners are no longer using their boats solely for leisure; instead, they work from their boats for a significant part of the year. For them, a marina must serve as a functional working environment, with a stable internet connection, reliable infrastructure and the possibility of quick arrivals and departures. In this respect, our location is a major advantage. Given that we are only around fifteen minutes from Pula Airport, and accessible within five to six hours' drive from major cities such as Milan, Vienna or Munich, it has become normal for guests to come to their boats just for a long weekend. Travel is no longer a barrier.

How important are additional facilities and amenities (restaurants, wellness facilities, and the local scene) in creating a complete marina experience?

Today's modern boater – whether a boat owner or a charter guest – is looking for an experience. A secure berth alone is no longer enough. They want a good restaurant, environmental awareness from the marina such as our recycling and waste collection areas, and amenities like a swimming pool or water sports equipment. In that respect, Pomer has become a true destination.

Which segments of the nautical market are you currently focusing on most – transit, annual berths or charter?

With 85 per cent of berths occupied by privately owned boats on annual berthing contracts, Pomer is primarily a marina with a family atmosphere and a base of regular guests who are not looking for just a berth, but for the peace and security of a second home. At the same time, we certainly do not neglect the charter segment. Several charter companies operate successfully in the marina and are very important part of the marina's activity. Charter brings a steady flow of guests and has helped establish Pomer as an ideal starting point for sailing around Istria and the northern Adriatic. ■

Koliko su važni dodatni sadržaji (gastronomija, wellness, lokalna ponuda) u stvaranju cjelovitog doživljaja marine?

Moderni nautičar, bio on vlasnik broda ili gost u čarteru, danas traži iskustvo. Više nije dovoljno imati samo siguran vez. Oni traže dobar restoran, ekološku osviještenost marine poput naših zelenih otoka i dodatne sadržaje poput bazena ili opreme za sportove na vodi. Pomer se u tom smislu transformirao u pravu destinaciju.

Na koje segmente nautičkog tržišta danas najviše ciljate - tranzit, godišnji vez ili čarter?

S udjelom od 85 posto vlasničkih brodova na godišnjem vezu, Pomer je primarno marina obiteljske atmosfere i stalnih gostiju koji ovdje ne žele samo vez, već mir i sigurnost drugog doma. S druge strane, nipošto ne zanemarujemo čarter segment. U marini uspješno posluje nekoliko čarter kompanija koje su ključne za dinamiku marine. Čarter nam donosi stalnu cirkulaciju gostiju i pozicionira nas kao idealno mjesto za plovidbu Istrom i sjevernim Jadranom. ■

Sail into the blue planet.

Fotografije / Photos: TZ Medulin



Medulin Riviera
The blue planet.
www.medulinriviera.info

IVAN BULAJA

U srcu morske Formule 1

At the heart of sailing's Formula One

Hrvatski trener u američkom SailGP timu vodi nas iza kulisa jednog od najbržih i tehnološki najnaprednijih jedriličarskih natjecanja današnjice

The Croatian coach in the American SailGP team is taking us behind the scenes of one of the fastest and most technologically advanced sailing competitions in the world today

SailGP je od pokretanja 2018. godine u kratkom vremenu prerašao u globalno sportsko natjecanje koje se zbog formata, dinamike i tehnologije često naziva Formulom 1 na vodi. U tom prestižnom okruženju, gdje se na visokotehnološkim F50 katamaranima natječu najbolji svjetski jedriličari, svoje je mjesto pronašao i hrvatski jedriličarski stručnjak Ivan Bulaja kao jedan od trenera američkog SailGP tima. Kao bivši olimpijac koji je predstavljao Hrvatsku u klasi 470 na Igrama u Sydneyju 2000. i trofejni trener s iskustvom na šest Olimpijskih igara, Bulaja iz prve ruke zna što je potrebno za vrhunске performanse, a svoj dugogodišnji rad nadopunjuje inovacijama poput aplikacije SailViewer, koju je samostalno razvio kako bi omogućio bržu analizu i donošenje ključnih odluka na moru.

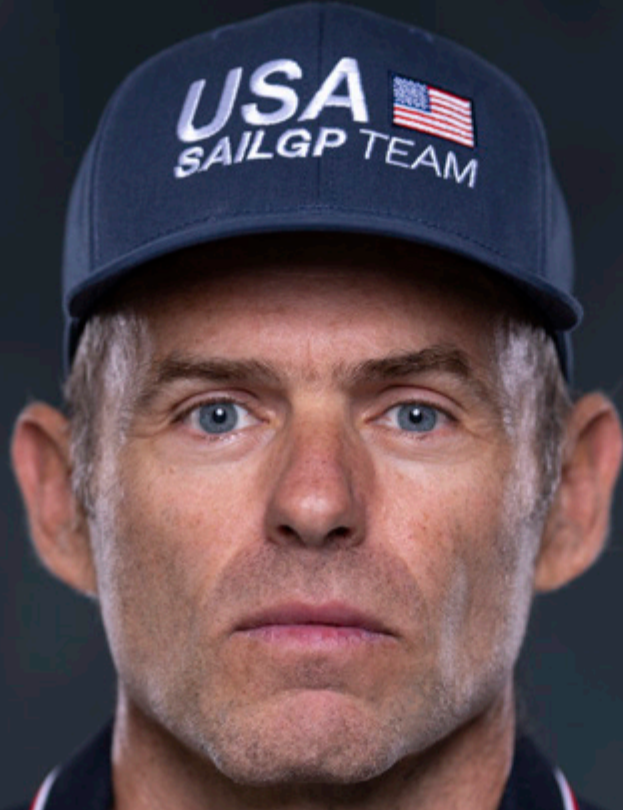
Koliko dugo ste trener u američkom SailGP timu i kako je došlo do suradnje?

Američkom timu pridružio sam se u ljeto 2024. godine, a sve je krenulo preko moje aplikacije SailViewer. Njihov tadašnji trener, Evan Aras, koristio ju je za trening olimpijskih klasa te me zamolio da mu pomognem s analizom podataka sa SailGP-a. Suradnja mu se izuzetno svidjela, pa me uključio u tim, ali uz rad na daljinu, "online". Prekretnica je bio odlazak na natjecanje u Dubai tijekom studenoga 2024. Iako sam išao prvenstveno radi upoznavanja s ekipom, reakcije su bile toliko pozitivne da je odmah pao dogovor o mom

Since its launch in 2018, SailGP has rapidly evolved into a global sporting competition, often dubbed the "Formula One on water" due to its format, intense racing and technology. In this elite environment, where the world's top sailors compete on high-performance F50 catamarans, Croatian sailing expert Ivan Bulaja has established himself as one of the coaches of the US SailGP team. A former Olympian who represented Croatia in the 470 class at the Sydney Olympics in 2000, and a trophy-winning coach with experience spanning six Olympic Games cycles, Bulaja knows first-hand what it takes to achieve top-level performance. He complements his extensive coaching background with innovation, such as the SailViewer application, which he developed himself to enable faster analysis and quicker decision-making on the water.

How long have you been a coach in the American SailGP team, and how did the collaboration come about?

I joined the US team in summer 2024, and it all started through my SailViewer app. Their coach at the time, Evan Aras, had been using it for training in the Olympic classes and asked me to help with analysing SailGP data. He liked our collaboration very much, so he included me in the team, to work remotely, online. The turning point came when I travelled to the Dubai event in November 2024. I went there mainly to meet the team, but the response was so pos-



Fotografije / Photos:
U.S. SailGP Team



dolasku na sva buduća natjecanja. Osim analize podataka, svidjelo im se što sam im već tada ukazivao na mnoge druge aspekte, više s pozicije jedriličarskog trenera. Osjetio sam da imaju povjerenje u mene i da cijene moje veliko iskustvo. Uspio sam još nekoliko dalekih destinacija odraditi "online". Kada je Evan napustio poziciju trenera, ponudili su mi da preuzmem njegovu ulogu.

Koje su vaše dužnosti u timu?

Jedan sam od dvojice trenera u ekipi. S obzirom na kompleksnost natjecanja, uloge smo podijelili tako da svatko daje maksimum tamo gdje je najjači. Novi trener Marcus Lynch fokusiran je na organizaciju i vođenje tima, dok sam ja primarno posvećen jedrenju i performansama. Prvenstveno se bavim analizom svih podataka s jedrilice, u realnom vremenu za vrijeme natjecanja, kao i u periodu između. Osim toga, dajem im savjete vezane uz regatno polje, strategiju i taktiku. Izravno smo povezani s ekipom na moru, pa funkcioniramo kao dodatni, "virtualni" član posade koji ih hrani ključnim informacijama. Na ekranima ispred sebe vidimo apsolutno sve: od pozicija na "trackeru" i videa uživo, do najsitnijih tehničkih postavki na svakom katamaranu u floti. Upravo je to ključna razlika u odnosu na klasično jedrenje gdje treneri s udaljenosti samo promatraju plov bez prava na intervenciju, mi smo potpuno uključeni u samo jedrenje.

itive that we immediately agreed I would attend all future events. In addition to data analysis, they liked that I was able to provide insight into many other aspects from a sailing coach's perspective. I could sense they trusted me and appreciated my considerable experience. I did a few more overseas events remotely. When Evan stepped down from his role, I was offered to take over as coach.

What are your responsibilities in the team?

I'm one of two coaches. Given the complexity of the competition, we've split our roles so that each of us gives his best in what is his strong suit. The new coach, Marcus Lynch, is focused on organization and team leadership, while I'm primarily responsible for the sailing side and performance. My main responsibility is analysing all the data coming off the sailing boat, both in real time during the races and in the period between them. I also provide advice relating to the racecourse, strategy and tactics. We're directly linked to the team out on the water, so we are operating as an additional, "virtual" crew member, feeding them key information. On the screens in front of us, we can see absolutely everything: from tracker positions and live video feeds to the finest technical settings on every catamaran in the fleet. That's precisely what sets this apart from traditional sailing, where coaches can only observe the race from a distance and can't intervene. We, in contrast, are fully included in the racing.





'Mjere sigurnosti su izrazito rigorozne, ali SailGP je i dalje jedno od najopasnijih natjecanja danas u kojem "leteći" katamarani postižu brzine veće od 100 km/h'

'Extremely rigorous precautions are in place, yet SailGP is still one of the most dangerous competitions in the world, with "flying" catamarans exceeding speeds of 100 km/h'

Kakav je vaš osobni dojam SailGP-a kao natjecanja, ne samo iz trenerske perspektive, već i kao koncepta koji mijenja način na koji se profesionalno jedrenje doživljava?

SailGP je uspio ono što se na prvi pogled činilo nemogućim. Približio je jedrenje široj publici i na dobrom je putu da bude financijski isplativ. Velika ulaganja i početni rizici lige danas se isplaćuju; sponzori su sve prisutniji, a ulazak globalno poznatih investitora poput Ryana Reynoldsa, Issa Rae, Kyliana Mbappéa i Hughja Jackmana podižu natjecanje na višu razinu i otvaraju vrata novom kapitalu. Cijeli doživljaj je nevjerojatno sličan onome u Formuli 1. Ulaznice su redovito rasprodane, a gledatelji, osim samih regata, uživaju u bogatom popratnom programu. Svaki plov traje maksimalno 15 minuta i jedri se tik uz gledatelje. Puno je uzbuđenja, napetih trenutaka i pretjecanja koji publiku drže stalno na nogama. Fascinantna je i logistička strana priče: kompletna baza i flota sele se iz grada u grad i postavljaju u samo nekoliko dana. Liga nezaustavljivo raste - već imamo trinaest timova, uskoro stiže i četrnaesti, a broj ljudi koji natjecanje prate uživo putem interneta je golem. Jedriličari su postali vrhunski profesionalci s uređenim tržištem, uključujući i prijelazne rokove te transfere, baš kao u najpopularnijim svjetskim sportovima.

S obzirom na brzine koje katamarani u SailGP-u postižu, koliko je sigurnost postala jednako važan dio treninga kao i performanse, i gdje je danas granica prihvatljivog rizika?

U SailGP-u sigurnost katamarana i posade je prioritet. Svi članovi moraju proći rigorozne testove spašavanja i preživljavanja prije nego što uopće stanu na brod. Jedriličari, između ostalog, moraju znati koristiti dodatnu bocu kisika koju nose sa sobom, koja se koristi u slučaju da ostanu zarobljeni ispod trupa. Svaki kontakt između katamarana strogo se kažnjava jer može biti izuzetno opasan za posadu. Unatoč svim mjerama opreza, SailGP je i dalje jedno od najopasnijih natjecanja danas. Katamarani postižu brzine veće od 100 km/h, često jureći jedan prema drugom. Vidno polje po-

What is your personal view of SailGP as a competition, not just from a coaching perspective, but also as a concept that is reshaping the way professional sailing is perceived?

SailGP has managed to do what seemed impossible at first. It has brought sailing closer to a wider audience and is on its way to become financially sustainable. Significant investment and initial risks are starting to pay off now; there is an increasing number of sponsors, while the involvement of globally famous figures such as Ryan Reynolds, Issa Rae, Kylian Mbappé and Hugh Jackman as investors is taking the competition to another level and opening the door to fresh capital. The overall experience is remarkably similar to Formula One. Tickets regularly sell out, and in addition to the races, the visitors can enjoy a rich supporting programme. Each race lasts no more than 15 minutes, with boats sailing very close to the spectators. There's a lot of excitement, thrilling moments and frequent overtaking, all of which keep the audience constantly on their feet. The logistic side is also fascinating: the entire base and fleet move from one city to another and are set up in just a few days. The league keeps growing – we already have thirteen teams, with the fourteenth on the way, and the number of people watching the competition live on the Internet is huge. Sailors have become elite professionals operating in a highly organised market, including transfers and transfer windows, just like in the most popular international sports.

Given the speeds reached by SailGP's catamarans, has safety become as important in training as performance, and where is the limit of acceptable risk today?

In SailGP, the safety of both the catamarans and the crews is paramount. Every crew member has to pass rigorous rescue-and-survival training before they can set a foot aboard a boat. Sailors, among other things, have to be able to use the additional oxygen supply they carry with them, which is used in the event they are trapped beneath the hull. Any contact between catamarans is strictly penalised, as it can pose a serious danger to the crew. Despite all precautions in place, SailGP is still one of the most dangerous competitions in the world today. The catamarans exceed speeds of 100 km/h, often charging directly towards one another. The crew and helmsman have a restricted field of vision, with the wing sails obstructing visibility, while constant spray from the sea makes the boat even harder to control. In those moments, we act as their "extra set of eyes", providing real-time information on any potential hazards from the coaching booth.

'Unatoč svim brojkama i podacima, SailGP je i dalje prije svega jedrenje. Podaci su važni, ali prevagu donosi onaj 'klasični' trenerski instinkt i iskustvo na moru'

'Despite all the numbers and data, SailGP is still, first and foremost, sailing. The data is important, but what tips the balance is the "traditional" coaching instinct and experience on the water'

sade i kormilara je suženo, krila zaklanjaju pogled, a stalni udari morske vode dodatno otežavaju kontrolu. U tim trenucima mi smo njihove dodatne oči, pružajući im u realnom vremenu iz naše trenerske kabine informacije o potencijalnim opasnostima.

SailGP se oslanja na nevjerojatnu količinu podataka (Oracle Cloud). Koliko vremena nakon utrke provodite analizirajući telemetriju, a koliko se i dalje oslanjate na čisti instinkt jedriličara?

Podaci s jedrilica šalju se i logiraju deset puta u sekundi, a prati se tisuće različitih varijabli. Svaki pomak i svaka postavka bilježe se kontinuirano pa je najveći izazov izdvojiti one informacije koje su u datom trenutku najvažnije. Telemetriju pratimo i analiziramo tijekom plovova i između njih, fokusirajući se na ključne podatke jer novi plov počinje za manje od deset minuta. Kada natjecanje završi, ulazimo u dublje analize, tražeći sve razlike između nas i trenutačno najboljih posada, pregledavajući manevre, brzine i postavke u ravnoj liniji. Uvijek postoji prostor za dodatno kopanje i pronalazak sitnica koje mogu odlučiti regatu. Unatoč svim brojkama i podacima, SailGP je prije svega jedrenje. Ništa ne može zamijeniti instinkt i osjećaj kormilara i posade. Ono što mene razlikuje od drugih analitičara jest to što sam i sam jedriličar i trener. Brojevi su važni, ali jednako je važno znati granicu, povući se korak unatrag i promatrati situaciju kao na bilo kojoj drugoj regati. Pustiti posadi da vjeruje vlastitim osjećajima ključno je za uspjeh, a tu mi pomaže iskustvo treniranja brzih jedrilica klase 49er, koje su po brzini i konceptu slične.

SailGP je uveo koncept u kojem su podaci svih timova dostupni svima. Je li otvorena arhitektura podataka ključ za brži napredak sporta ili se time gubi onaj mistični dio jedrenja?

S obzirom na kompleksnost katamarana, vjerujem da bez dijeljenja svih podataka nove posade ne bi imale nikakve šanse. Godine bi bile izgubljene u pokušajima da se kopira one najbolje. Za razliku od konvencionalnog jedrenja gdje još možete i snimati i analizirati brod i jedra, katamarani na SailGP-u imaju i nevidljive podvodne foilove koje je nemoguće analizirati. Ono što natjecanje čini uzbuđljivim je izjednačenost posada. Svatko može pobijediti i nitko ne zaostaje. Puno je bliskih kontakata i pretjecanja u svakom plovu. Na kraju svega dolazi ono što radi razliku, a to je donošenje brzih odluka te osjećaj za brod i pozicioniranje. To se ne može naučiti iz brojeva već dolazi prirodnim talentom i iskustvom, kao u svakom drugom sportu. Koliko je ovaj koncept uspješan govori podatak da smo u prošloj sezoni u dvanaest natjecanja imali čak osam različitih ukupnih pobjednika. Liga čak ide korak dalje u održavanju jednakosti: timovi s dna ljestvice dobivaju dodatne dane za trening, dok oni najbolji jedva dobiju priliku za izlazak na more izvan samih regata.

SailGP relies on an incredibly big amount of data (Oracle Cloud). How much time do you spend analysing the telemetry after a race, and how much do you still rely on the sailors' instinct?

Data from the boats are sent and logged ten times per second, and thousands of different variables are monitored. Every movement and every setting are recorded continuously, and the biggest challenge is to isolate the information that is most important at any given moment. We monitor and analyse telemetry both during the races and in between them, focusing on the key data, as every new race starts in intervals that are less than ten minutes long. When the event is over, we get into more in-depth analysis, looking for any differences between ourselves and the leading teams at that time, and reviewing manoeuvres, speeds and straight-line performance. There is always room for digging deeper and finding small things that can decide a race. Despite all the numbers and data, SailGP is, first and foremost, sailing. Nothing can replace the instinct and feel of the helmsman and the crew. What sets me apart from other analysts is that I'm also a sailor and a coach. The numbers are important, but it's equally important to know where the limit is, when to take a step back and assess the situation, just as you would in any other race. Allowing the crew to trust their instinct is crucial to success, and here is where my experience of coaching the fast 49er class, similar in both speed and concept, proves helpful.

SailGP has introduced a concept in which all teams have access to each other's data. Is this "open data architecture" key to a faster development of the sport or is the mystique of sailing lost in this way?

Given the complexity of these catamarans, I believe that without sharing all the data, new teams wouldn't stand a chance. Years would be lost trying to replicate the performance of the best crews. Unlike conventional sailing, where you can record and analyse the boat and the sails, the SailGP catamarans have underwater foils, which are not visible and are impossible to analyse. What makes the competition exciting is the level playing field between the crews. Anyone can win and nobody is falling behind. There are a lot of close encounters and overtaking manoeuvres in every race. In the end, what makes the difference is quick decision-making and the feel for the boat and positioning. This is not something that can be learnt from numbers; it comes with natural talent and experience, just like in any other sport. The success of this approach is shown by the fact that in twelve events last season, we had as many as eight different overall winners. But that's not all the league is doing to keep the level playing field: the teams at the bottom of the standings get additional training days, while the top teams don't get many chances to get out on the water outside the races themselves.

Many claim that SailGP "has stolen the show" from the America's Cup thanks to its league format, a large number of crews and short and attractive races. How do you see this rivalry?

In today's world, when audiences' attention span is short, and the information overload is high, hardly anyone wants to wait for four or five years for a competition that has, more often than not, been decided even before it starts. The America's Cup has historically been based on technological innovation and design. Winners are mostly those who have managed to produce the fastest boat. Since it's a match race, once a crew builds a lead, overtaking is



Mnogi tvrde kako je SailGP ukrao show America's Cupu zbog ligaškog formata, velikog broja posada te kratkih i atraktivnih regata. Kako gledate na taj rivalitet?

U današnje vrijeme, kada je pažnja publike kratka, a zasićenost informacijama velika, rijetko tko želi čekati četiri ili pet godina na natjecanje koje je često odlučeno i prije nego što počne. America's Cup se povijesno bazira na tehnološkim inovacijama i dizajnu. Uglavnom pobjeđuje onaj koji je uspio napraviti najbrži brod. Budući da se jedri "match race", čim jedna posada stekne prednost, pretjecanja su izuzetno rijetka. SailGP ima puno širu bazu gledatelja jer je postavljen na potpuno drugačijim temeljima: svi su katamarani identični, što jamči napetost od starta do cilja. Ove godine imamo 13 natjecanja, što znači da gledatelji svako malo dobivaju novu dozu vrhunskog uzbuđenja. Fokus je na čistom sportu, adrenalinu i akciji nadohvat ruke svakih nekoliko tjedana, a ne jednom u pola desetljeća.

S obzirom na angažman u SailGP-u koliko vam vremena ostaje za olimpijske klase? Planirate li voditi nekoga na Igrama u Los Angelesu?

Moj zaokret prema SailGP-u rezultat je dugogodišnjeg angažmana u olimpijskom jedrenju, koje zahtijeva više od dvjesto dana godišnje na putovanjima. Takav tempo postao je previše zahtjevan, a najveću cijenu plaća obitelj i normalni život. Zahvaljujući modernim tehnologijama i mogućnostima rada na daljinu, ukazala mi se prilika za ostanak u vrhu svjetskog jedrenja, ali uz bitno drukčiji tempo. SailGP natjecanja traju jedan vikend, a na putu sam maksimalno tjedan dana dok ostatak posla mogu obavljati iz Hrvatske. Iako mi je bilo žao što sam se povukao iz olimpijskog jedrenja, u kojem sam uživao i koje sam dugo pratio, veselim se novim izazovima. Uživam u činjenici da više vremena provedem kod kuće i radim jednim zdravijim i mirnijim tempom.

Razvili ste i aplikaciju SailViewer. Možete li nam pojasniti čemu služi taj alat i koliko se danas koristi među jedrilicarima i na regatama?

Programiranje me zanima od malih nogu i da se nisam posvetio jedrenju, sigurno bih završio u tom sektoru. S pojavom suvremenog hardvera i senzora koji bilježe podatke, odlučio sam kreirati aplikaciju koja na brz i jednostavan način daje odgovore na ključno pitanje: što se točno događalo na moru? SailViewer sam inicijalno razvio za vlastite trenerske potrebe, no svi koji su ga vidjeli na djelu, odmah su prepoznali njegov komercijalni potencijal. Cilj je bio stvoriti alat koji omogućuje brzo donošenje zaključaka. Drugi dostupni alati često su bili previše znanstveno orijentirani i komplicirani, pa bi treneri od njih odustajali jer su oduzimali previše vremena. Danas se aplikacija raširila u olimpijskom jedrenju; koriste je reprezentacije Velike Britanije, Francuske, Danske, Švedske, Poljske i mnoge druge. Danas SailViewer koristim i na način koji nisam prvotno planirao: za analizu raznih natjecanja diljem svijeta. Radim s klasama J70, Cape 31, Etchells, Melges 24 i surađujem s mnogim legendama America's Cupa i Olimpijskih igara. Posebne dodatke razvijam i za SailGP, što nam daje prednost u analizi jer nove mogućnosti možemo implementirati gotovo preko noći. Ne trebam komunicirati s drugim kompanijama koje razvijaju software, a ne razumiju jedrenje. Ono što zamislimo, često imamo spremno već idući dan. ■

'Ulazak globalno poznatih investitora poput Ryana Reynoldsa, Issa Rae, Kyliana Mbappé i Hugh Jackmana podigao je regate SailGP-a na višu razinu'

'The involvement of globally famous figures such as Ryan Reynolds, Issa Rae, Kylian Mbappé and Hugh Jackman as investors has taken the SailGP competition to another level'

extremely rare. SailGP appeals to a much broader audience because it's built on entirely different foundations: all the catamarans are identical, which guarantees a thrilling race from start to end. This year, we have 13 events, which means that the audience gets a fresh dose of top-level excitement at frequent intervals. The focus is on pure sport, adrenaline and action "within reach" every few weeks, rather than once in half a decade.

Given your involvement in SailGP, how much time do you have left for Olympic classes? Do you have plans for coaching at the Los Angeles Olympics?

My shift towards SailGP is the result of my long-term involvement with Olympic sailing, which meant being away from home for more than 200 days a year. Such a pace became too demanding, with family and normal life paying the highest price. Thanks to modern technology and the option to work remotely, I got a chance to remain at the top level of international sailing, but at a significantly different pace. SailGP events take place over a single weekend, which means that I spend a maximum of one week away from home and can carry out the rest of my work in Croatia. Although I was sorry to withdraw from Olympic sailing, which I enjoyed and followed for a long time, I'm looking forward to new challenges. I enjoy the fact that I can now spend more time at home and work at a healthier, more balanced pace.

You also developed the SailViewer app. Could you explain what the tool is for and how often it is used among sailors and in races?

I've been interested in programming since I was a child, and hadn't it been for sailing, I'd probably have ended up working in that field. With the advent of modern hardware and sensors that record data, I decided to create an application that could, in a quick and simple way, answer the key question: What exactly happened out on the water? I initially developed SailViewer for my own coaching needs, but everyone who saw it in use immediately recognised its commercial potential. The aim was to create a tool that allows for quick conclusions. Other available tools were often too scientific and overly complex, which put coaches off as they would take too much time to use. Today, the app is widely used in Olympic sailing; it's used by the British, French, Danish, Swedish and Polish national teams, among others. I also use SailViewer today in ways I didn't initially plan: to analyse various competitions around the world. I work with the J/70, Cape 31, Etchells and Melges 24 classes and collaborate with many America's Cup and Olympic legends. I'm also developing special features for SailGP, which gives us a real edge in analysis, because we can implement new possibilities almost overnight. I don't have to communicate with other software companies which don't understand how sailing works. What we come up with is often ready the very next day. ■



TARDI

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MARTIN & VALENT SINKOVIĆ

ZLATNA BRAĆA

GOLDEN BROTHERS

Rijetki su sportaši koji uspiju ostati na vrhu više od desetljeća, a još su rjeđi oni koji, poput braće Sinković, mijenjaju discipline i pomiču granice mogućeg

Few athletes manage to remain at the top for more than a decade, and even fewer are those who, like the Sinković brothers, change disciplines and push the boundaries of what is possible

Braća Martin i Valent Sinković spadaju među najuspješnije veslačke posade u povijesti. S više od 50 medalja s najvećih međunarodnih natjecanja, uključujući tri olimpijska zlata i jedno srebro, ujedno su i najtrofejniji hrvatski sportaši na ljetnim Olimpijskim igrama. Tijekom karijere dominirali su u različitim disciplinama, od dvojca na pariće do dvojca bez kormilara, ostvarivši rezultate koji ih ubrajaju među legende svjetskog veslanja.

Kada ste shvatili da veslanje može postati vaša profesionalna karijera?

M: Ja sam to shvatio, recimo, 2008. godine. Ima jedna utrka koju često spominjem – u dublu na Croatia Openu, kada smo Valent i ja pobijedili Vekića i Kušurina i kada smo došli svega dvije sekunde od Čopa i Špika, koji su godinu prije toga bili svjetski prvaci. Tada sam prvi put stvarno shvatio da mogu biti među najboljima u veslanju i da bi to mogao biti moj životni poziv.

Brothers Martin and Valent Sinković are among the most successful rowing crews in the world. With more than 50 medals from major international competitions, including three Olympic golds and one silver, they are also Croatia's most decorated athletes at the summer Olympic Games. Over the course of their careers, they have dominated across different disciplines, from the double sculls to the coxless pair, achieving results that place them among the legends of international rowing.

When did you realise that rowing could become your professional career?

M: I think I realised it in 2008. There was a race that I often mention – the double scull event at the Croatia Open, when Valent and I beat Vekić and Kušurin, finishing just two seconds before Čop and Špik, who had been world champions the year before. That was the first time I truly understood I could reach the very top in rowing and that it could become my profession.

'Naš odnos je jako pozitivno utjecao na karijeru. Provodimo jako puno vremena zajedno i bratu možeš reći stvari koje možda ne bi mogao reći nekome drugome'

'Our relationship has had a very positive impact on our careers. We spend a huge amount of time together, and there are things you can say to your brother that you probably wouldn't say to anyone else'

V: Kod mene je to došlo postupno. Vjerojatno u trenutku kada sam prešao u seniorsku konkurenciju i kada su krenule prve seniorske medalje. Tada sam shvatio da to može biti karijera, ali ništa se nije dogodilo naglo – sve je dolazilo korak po korak, kroz godine rada i napredovanja.

Koji je trenutak u karijeri za vas bio trenutak najvećeg ponosa?

M: Mislim da su mi svako olimpijsko zlato, svjetsko zlato i svaka velika utrka ogroman ponos. Ipak, definitivno se izdvaja olimpijsko zlato osvojeno u Parizu. To zlato je posebno zbog načina na koji smo ga osvojili – nismo bili favoriti ni blizu, a sama utrka, pogotovo završnica, bila je nešto što ću pamtiti cijeli život.

V: Vjerojatno prvo olimpijsko zlato u Riju 2016. godine. Olimpijske igre su uvijek iznad svega, to je vrhunac sporta i natjecanje koje se pamti cijeli život. Upravo to prvo zlato bilo je trenutak kada sam osjetio najveći ponos, ali i potvrdio da se sav trud i odricanje isplate.

Koliko je vaš odnos kao braće utjecao na karijeru u sportu? Biste li mogli zamisliti veslanje bez brata kraj sebe?

M: Naš odnos je jako pozitivno utjecao na karijeru. Uvijek ističemo da bi bilo puno teže da nismo braća. Provodimo jako puno vremena zajedno i bratu možeš reći stvari koje možda ne bi mogao reći nekome drugome. Isto tako, bratu češ puno više oprostiti. Mislim da nam je to povjerenje i međusobno razumijevanje jako pomoglo.

V: Definitivno nam je to puno značilo. Meni je bilo puno lakše jer sam uvijek imao brata kraj sebe. Uvijek imaš s kim trenirati, s kim podijeliti i dobre i loše trenutke. Kada je teško, imaš nekoga tko te razumije bez puno riječi i tko te gura naprijed.

Često kažete da se razumijete bez riječi. Možete li opisati taj trenutak u utrci kada se dogodi kemija i znate da je vrijeme za slamanje suparnika?

M: Teško je to opisati riječima. Mislim da je tu najviše riječ o povjerenju. U Parizu smo, primjerice, krenuli u finiš bez ikakvog posebnog dogovora. Nismo u tom trenutku razmišljali o zlatu, nego smo obojica htjeli jedan od drugoga izvući maksimum i dati sve od sebe. Davali smo apsolutno sve, bez kalkulacija. Mislim da je to suština – taj trenutak kada bez riječi znaš što onaj drugi misli i osjeća.

V: To se zapravo ne događa u samoj utrci. To su sati, dani i godine zajedničkog treniranja. Kroz trening naučiš kako se drugi kreće u čamcu, kako reagira pod opterećenjem i gdje mu je granica. U utrci se onda ništa posebno ne dogodi – ona je samo odraz svega što smo zajedno prošli na treninzima.

Koliko je mentalna priprema važna u odnosu na fizičku?

M: Mislim da su jednako važne. Ne volim govoriti u postocima jer bez jednog nema drugoga. Ako nemaš mentalnu pripremu, nećeš

V: In my case, the realisation was gradual. It was probably when I moved up to the senior category and started winning my first medals at that level. That was when I realised that it could become a career, but nothing happened over night – everything came step by step, through years of hard work and improvement.

Which moment in your careers are you most proud of and why?

M: I think every Olympic and World Championship gold, as well as every major race, is something I'm immensely proud of. Still, the Olympic gold we won in Paris stands out in particular. That medal is special because of the way we won it – we were far from the favourites, and the race itself, especially its closing stages, was something I'll remember for the rest of my life.

V: Probably our first Olympic gold in Rio in 2016. The Olympic Games are always a level above everything else; it's the pinnacle of sport and a competition that stays with you your entire life. That first gold was the moment when I felt the greatest pride and became aware that all the effort and sacrifice had been worth it.

How has your relationship as brothers influenced your sporting career? Could you picture yourself rowing without your brother at your side?

M: Our relationship has had a very positive impact on our career. We always say things would be a lot harder if we weren't brothers. We spend a huge amount of time together, and there are things you can say to your brother that you probably wouldn't say to anyone else. Also, you forgive your brother much more easily. I think this trust and mutual understanding have helped us a lot.

V: It has definitely meant a lot. Personally, it has made everything much easier for me because I've always had my brother by my side. There's always someone to train with, and share your good and bad moments with. When things get hard, you have somebody who understands you without many words and who keeps pushing you forward.

You often say you understand each other without words. Can you describe that moment in a race when everything clicks between you, and you know it's time to defeat your rivals?

M: It's hard to describe. I think it's mainly about trust. In Paris, for instance, we went into the closing stages of the race without any special agreement. At that moment, we weren't thinking about gold; both of us simply wanted to get the maximum out of each other and do our very best. We gave absolutely everything, without holding anything back. I think that's the key – that moment when, without saying a word, you know exactly what the other one is thinking and feeling.

V: This, actually, doesn't really happen during the race itself. It comes from hours, days and years of training together. Through training, you learn how the other person moves in the boat, how he reacts under pressure and where his limits are. So when the race comes, nothing special happens – the race is simply a reflection of everything we've gone through together in training.

How important is mental preparation compared with physical fitness?

M: I think they are equally important. I don't want to talk in percentages here, because you can't have one without the other. If you're not mentally prepared, you won't be physically ready either. And if you're not physically fit, you can be mentally as prepared as





'Disciplina je jedna od najvećih lekcija koje možeš naučiti u sportu. Naučiš doći na trening i odraditi ga maksimalno čak i kad nisi raspoložen'

'Discipline is among the most valuable lessons sport can teach you. You learn to show up to training and give your best even when you don't feel like it'

ni fizički biti pravi. A ako nemaš fizičku, možeš se mentalno pripremiti savršeno, ali nećeš moći pobijediti. Jedno bez drugoga ne ide.

V: Oboje je presudno. U vrhunskom sportu moraš imati i mentalnu i fizičku komponentu na visokoj razini. Ako jedno zakaže, drugo te neće spasiti. Tek kad su oboje posloženi, možeš očekivati vrhunski rezultat.

Kako se nosite s pritiskom očekivanja, posebno kada ste favoriti na velikim natjecanjima?

M: Naučili smo se nositi s pritiskom. Svjesni smo da je on uvijek prisutan, pogotovo kad imaš velika očekivanja, i od okoline i od samoga sebe. Pokušavamo taj stres pretvoriti u nešto pozitivno, da nas gura naprijed. Shvatili smo da je pritisak sastavni dio sporta.

V: Na to smo se naviknuli još od 2010. godine, kada smo često bili favoriti. Jednostavno o tome ne razmišljamo previše. Fokus nam je na utrci, na ritmu, na brzini i na tome da izvučemo maksimum iz sebe.

Koja je najvrjednija lekcija koju ste naučili kroz sport?

M: Definitivno da se isplati raditi, truditi i uvijek davati sve od sebe. Dugoročno se to uvijek vrati.

V: Ima puno lekcija, ali izdvojio bih disciplinu. Naučiš doći na trening i odraditi ga maksimalno čak i kad nisi raspoložen. Naučiš puno raditi, razvije se timski duh i međusobno povjerenje tj. podrška.

Postoji li osoba koja vas je posebno inspirirala ili usmjeravala tijekom karijere?

M: Definitivno bih izdvojio Iztoka Čopa. Kada smo dolazili na scenu, radio je s nama, išli smo zajedno na pripreme i jako nam je pomogao savjetima i iskustvom. Od njega smo naučili da se može trenirati više i bolje nego što smo tada mislili. Osjećam da je imao najveći utjecaj na nas. Naravno, tu su i braća Skelin, koji su bili na vrhu kada smo mi počinjali, ali su tada već bili pri kraju karijere i onda nismo toliko savjeta od njih mogli čuti kao od Čopa.

V: Definitivno trener Bralić, koji nas je vodio i usmjeravao kroz cijelu karijeru i pomogao nam da ostvarimo sve ove rezultate.

Koji san ili cilj još niste ostvarili?

M: Dobro pitanje....Iskreno, san mi je osvojiti četvrto olimpijsko zlato. To još nisam ostvario. Ostalo smo osvojili – sve što smo mogli i željeli, sve o čemu smo sanjali. Uvijek se pokušavam koncentrirati na nešto ispred sebe. Što me čeka naprijed, ne

possible, but you still won't be able to win. One simply cannot exist without the other.

V: Both are crucial. In top-level sport both the mental and the physical aspect have to be at the highest level. If one of them fails, the other won't save you. Only when the two are fully aligned can you expect top results.

How do you cope with the pressure of expectations, especially when you are favourites in major competitions?

M: We have learnt to cope with pressure. We know it's always there, especially when expectations are high, both from the people around you and from yourself. We try to turn that pressure into something positive, something that pushes us forward. We've realised that pressure is simply part of sport.

V: We've got used to it since 2010, when we often entered competitions as favourites. We just try not to think too much about it. We focus on the race, the rhythm, the speed and getting the maximum out of ourselves.

What is the most valuable lesson you have learnt through sport?

M: That hard work, effort and giving your best pay off. They always pay off in the long term.

V: There are a lot of lessons, but I'd single out discipline. You learn to show up to training and give your best even when you don't feel like it. You learn to work hard, and you develop team spirit, mutual trust and support.

Is there a person who has been a particular inspiration to you or who has guided you throughout your careers?

M: I'd definitely single out Iztok Čop. When we were just starting out, he worked with us; we had some training camps with him and he helped us enormously with his advice and experience. He taught us that we were capable of training far harder and far better than we had ever thought possible. I think he had the greatest influence on us. Of course, there were also the Skelin brothers, who were at the top when we were beginning our careers, but they were already nearing the end of theirs at that point, so we weren't able to learn as much from them or get as much advice as we did from Čop.

V: Coach Bralić definitely. He has coached us and guided us throughout our careers and helped us achieve all these results.

What dream have you still not achieved?

M: That's a good question. Honestly, my dream is to win a fourth Olympic gold. That is something I still want to do. We've already won everything else – everything we have been able to and

'Bez supruge koje nam daju podršku i preuzimaju veliki dio odgovornosti ne bi mogli normalno funkcionirati i baviti se sportom na ovoj razini'

'Without our wives, who support us and take on a large share of responsibilities, we wouldn't be able to function properly and compete in sport at this level'

gledam unatrag. Trenutačni cilj su svjetsko i europsko zlato u dublu, a dugoročno olimpijsko zlato u Los Angelesu.

V: Ostvarili smo većinu ciljeva koje smo si postavili, ali motivacija je i dalje tu. Još uvijek imamo želju dokazati da možemo biti na samom svjetskom vrhu.

Vaše supruge i obitelji su vam golema podrška. Koliko je teško balansirati ulogu vrhunskog sportaša i ulogu supruga/oca, s obzirom na stalna putovanja i pripreme?

M: Definitivno, supruga mi je daleko najveća podrška i uvijek je obitelj bila najveća podrška. Meni nije teško sve to uskladiti, jer supruga ima razumijevanja, podržava me i mislim da bi bez toga bilo teško. Imam osjećaj da mi u životu ništa ne nedostaje i da vodimo jako kvalitetan život.

V: To je izazovno, pogotovo kada dođu djeca. Moraš imati suprugu koja je spremna preuzeti veliki dio odgovornosti. Bez takve podrške ne bih mogao normalno funkcionirati i baviti se sportom na ovoj razini.

Planirate li ostati u veslanju i nakon karijere, možda kao treneri ili mentori?

M: Volio bih ostati u sportu i u veslanju nakon karijere, ali teško je sada reći u kojoj ulozi. Vidjet ćemo kamo će me život odvesti.

V: Trenutačno nemam konkretne planove u tom smjeru, ali nikad se ne zna.

Što biste rekli onom klincu koji prvi put sjeda u čamac i sanja o Olimpijskim igrama, a da nije klišej vježbaj više?

M: Rekao bih mu da uživa u svakom treningu i u cijelom procesu, a ne samo u rezultatima. I da uvijek daje sve od sebe, jer se to dugoročno isplati.

V: Rekao bih mu da ne odustaje. Bit će puno padova i poraza, ali najvažnije je ustrajati, vjerovati u sebe i nastaviti raditi.

ACI No.1 je magazin koji prati nautiku i život na moru, pa nas zanima: jeste li ikada pokušali jedriti ili boraviti na brodu izvan sportskog veslanja, i kako ste to doživjeli?

M: Nažalost, još nisam imao priliku jedriti. Uvijek me to zanimalo i čuo sam da je to posebno iskustvo. Osim vožnje trajektom i barkom, nisam bio na brodu, ali definitivno je u planu da to jednog dana pokušam.

V: Jesam, jednom sam jedrio s Ivicom Kostelićem na njegovoj jedrilici i dva puta sam dobio jarbolom po glavi. Tada sam brzo naučio što znači paziti na manevar i kako izgleda okretanje broda. To mi je zasad cijelo iskustvo s jedrenjem. ■

wanted, everything we've ever dreamt of. I always try to focus on what lies ahead, on what still awaits me in the future; I don't like looking back. Right now, the goals are World and European gold in the double sculls, and, in the long term, the Olympic gold in Los Angeles.

V: We've achieved most of our goals, but the motivation is still here. We still have the desire to prove that we can be at the very top of world rowing.

Your wives and families have been a huge source of support. How difficult is it to balance the role of a top-level athlete with the one of husband and father, especially with the constant travelling and training?

M: My wife is by far my greatest support, and my family have always been there for me as well. It's not difficult for me because my wife is incredibly understanding and supportive. Without that, it would be much harder. I don't feel anything is missing in my life and I truly feel we live a very good life.

V: It's a challenge, especially once children come along. You need to have a wife who is willing to take on a large share of responsibilities. Without that kind support, I wouldn't be able to function properly and compete in sport at this level.

Do you plan to stay in rowing after your careers, perhaps as coaches or mentors?

M: I'd like to stay involved in sport and rowing once my career is over, but it's difficult to say at this point in what role. We'll see where life takes me.

V: At the moment, I don't have any plans regarding this, but you never know.

What would you say to a kid sitting in a boat for the first time and dreaming about the Olympic Games, apart from the cliché of "train harder"?

M: I'd tell them to enjoy every training session and the entire process, not just the results. And to always give their best, because it always pays off in the long term.

V: I'd tell them never to give up. There will be a lot of difficult moments and defeats, but the most important thing is to persevere, believe in yourself and keep working hard.

ACI No. 1 is a magazine about boating and life at sea, so we would like to ask whether you have ever tried sailing or spent time on a boat outside rowing as a sport, and what that experience was like for you.

M: Unfortunately, I haven't had a chance to go sailing yet. I've always been interested in it, and I've heard it's a special experience. Apart from travelling by ferry and spending time on a small boat, I've never been on a real boat before, but I definitely plan to try it one day.

V: I have, I went sailing with Ivica Kostelić on his boat once and got hit by the boom twice. That was when I learnt really fast what it means to stay alert during manoeuvres and how boat turns work. So far, that has been my only sailing experience. ■



An aerial photograph of Biograd Marina and the surrounding town. The marina is filled with numerous sailboats and yachts docked in rows. The town features traditional Mediterranean-style buildings with red-tiled roofs. In the background, there is a large body of water (the Adriatic Sea) and a small, forested island. The overall scene is bright and sunny, suggesting a clear day.

28. BIOGRAD BOAT SHOW

21. - 25. 10. 2026.

Najveći sajam brodova u srednjoj i istočnoj Europi proslavit će svoje 28. izdanje, nakon još jednog rekordnog sajma 2025. godine, koji je imao preko 400 izlagača i više od 500 plovila.

Biogradski sajam brodova pokazao se kao jedan od najdinamičnijih i najživljih sajmova na svijetu, s posebnom atmosferom i bogatim kalendarom događanja koji privlače brojne izlagače i bogate posjetitelje iz svih susjednih zemalja.

Sajam se održava u turističkom gradu Biogradu, u Marini Kornati, a uključuje hotele, restorane i zabavne sadržaje Ilirije d.d. Osim fantastičnog prikaza plovila, opreme i usluga, sajam je poznat po svom

legendarnom zabavnom programu i gastronomskoj ponudi koja se prelijeva u grad stvarajući festivalsku atmosferu.

Sajam je također pionir u B2B aktivnostima, uključujući kongresni program „Dani hrvatske nautike“, Biograd B2B i Croatia Charter Expo. ACI je dugogodišnji partner događaja i dočekat će posjetitelje na svom izložbenom štandu u Hali C, gdje će se u blizini održati Biograd B2B poslovno umrežavanje s proširenim kongresnim programom i društvenim događanjima.

Za spektakularne videozapise, fotografije i potpuni virtualni obilazak posjetite www.bbs.com.hr



Ilirija d.d.

MARINA
KORNATI



Central and Eastern Europe's largest boat show will celebrate its 28th edition, following yet another record-breaking show in 2025 that had over 400 exhibitors and more than 500 vessels. The Biograd Boat Show has proven to be one of the most dynamic, and vibrant shows in the world, with special atmosphere and a rich calendar of events attracting many exhibitors and affluent visitors from all neighboring countries.

The show is held in the resort town of Biograd, at Marina Kornati and includes Ilirija hotels, restaurants, and entertainment facilities. Beyond a fantastic display of vessels, equipment and services. The show is fa-

mous for its legendary entertainment program and gastro offerings that spill into the the town creating a festival atmosphere.

The show is also a pioneer in B2B activates, Including the Croatia Nautical Days congress program, Biograd B2B networking event, and the Croatia Charter Expo. ACI is a long-term partner of the event, and will welcome visitors at their exhibition stand in Hall C, where nearby the Biograd B2B business networking event will take place with an expanded congress program and social events.

For spectacular videos, photos, and a complete virtual tour, go to www.bbs.com.hr

POVJERENJE PACIJENATA IZGRAĐENO NA VISOKIM PROFESIONALNIM STANDARDIMA

PATIENT TRUST BUILT ON HIGH PROFESSIONAL STANDARDS

Fotografije / Photos:
Privatna arhiva / Private archive

RAZGOVOR / INTERVIEW

Dr. Ivan Gabrić i dr. Krešimir Gabrić, oftalmolozi u Klinici Svjetlost koju je prije gotovo tri desetljeća osnovao njihov otac prof. dr. sc. Nikica Gabrić te je postala referentni centar u Europi

Dr Ivan Gabrić and Dr Krešimir Gabrić are ophthalmic surgeons at the Svjetlost Eye Clinic, founded almost thirty years ago by their father, Prof. Nikica Gabrić, which has since become a European reference centre

“Bez očeve vizije i strasti ne bi bilo Svjetlosti. Danas imamo klinike u Zagrebu, Splitu, Sarajevu te Budvi, i tim koji se mjeri u stotinama ljudi”, kaže dr. Krešimir Gabrić, a dr. Ivan Gabrić sumira da je najveći izazov zadržati razinu kvalitete: “Biti najbolji uz ljude raspoređene u tri zemlje znači imati protokole, kontrolu kvalitete, internu edukaciju i kulturu koja se prenosi neovisno o tome tko i gdje ju provodi.”

“Without our father’s vision and passion, there would be no Svjetlost. Today we have clinics in Zagreb, Split, Sarajevo and Budva, and a team of several hundred people”, says Dr Krešimir Gabrić, while Dr Ivan Gabrić identifies the key challenge as maintaining standards of quality: “Being the best with teams spread across three countries means having protocols, quality control, in-house training and a professional culture that is consistently upheld regardless of who implements it or where.”

Specijalna bolnica za oftalmologiju Svjetlost vodeća je oftalmološka ustanova u regiji koja pruža cjelovitu uslugu, štoviše prva je privatna sveučilišna klinika u Hrvatskoj te međunarodno prepoznat brend. Njezin osnivač i ravnatelj prof. dr. sc. Nikica Gabrić, svjetski poznat specijalist oftalmolog, utemeljio je Kliniku Svjetlost prije gotovo tri desetljeća. Nije rijetkost da djeca liječnika odabiru liječnički poziv, a tako se dogodilo i sa sinovima prof. Gabrića, Ivanom i Krešimirom. Obojica su liječnici, oftalmolozi, svaki je od njih vrstan u svojoj specijalizaciji, i dakako rade u Klinici Svjetlost. S njima razgovaramo o njihovom odrastanju i odabiru liječničkog zanimanja, o Svjetlosti te o oftalmologiji danas, pa i sutra jer oni su, kao i njihov otac, kao i Klinika Svjetlost uvijek par godina ispred onoga što se u regiji očekuje.

The Svjetlost Eye Clinic is the leading ophthalmology centre in the region, providing a comprehensive range of services. It was also Croatia’s first private university-affiliated clinic and is an internationally recognised brand. Its founder and director, Nikica Gabrić, MD, PhD, a world-renowned eye surgeon, established the Svjetlost Eye Clinic almost thirty years ago. It is not unusual for children to follow their parents into medicine, and this was also the case with Prof. Gabrić’s sons, Ivan and Krešimir. Both are ophthalmologists, each highly accomplished in his own subspecialty, and, naturally, both work at the Svjetlost Eye Clinic. We spoke to them about growing up in a medical family and their decision to pursue medicine, about Svjetlost itself, and about ophthalmology today, as well as tomorrow – because, just like their father and like the Svjetlost Eye Clinic, they are always several years ahead of developments in the region.

Sjećate li se kako je nastajala Klinika Svjetlost?

Krešimir: Sjećam se da smo Ivan i ja kao djeca provodili vikende u tatinoj ordinaciji. Jednom sam bio na pultu i zaigrao se s korektorom. Rezultat je bio da sam izbrisao sve pacijente koji su bili naručeni.

Pacijenti, dijagnostika, razgovori o slučajevima, sve je to bilo dio obiteljske svakodnevice. Klinika se rodila od očeve ideje kako privatna oftalmologija u Hrvatskoj može i mora biti na svjetskoj razini.

Ivan: Pamtim selidbe, opremu koja je dolazila iz Njemačke i Amerike, prve laserske platforme koje su se postavljale praktički preko noći. Otac je bio nositelj cijele priče, a mi smo, htjeli - ne htjeli, odrasli unutar nje.

Koliko je razvoj klinike bio vođen vizijom vašeg oca prof. dr. sc. Nikice Gabrića, a koliko tržišnom prilikom?

Krešimir: Bez očeve vizije i strasti ne bi bilo Svjetlosti. Tržišne prilike postoje za sve, ali da ih pretvoriš u održivu instituciju, treba ti hrabrost da uložiš u tehnologiju i ljude, hrabrost da, osim što si liječnik, postaneš i poduzetnik i da stvoriš priliku prije nego što tržište to traži.

Ivan: Svjetlost je u svakom trenutku bila par godina ispred onoga što se u regiji očekivalo. To nije slučajno. To je posljedica odluke da se kupi prvi excimer laser, prvi femtosekundni laser za skidanje dioptrije. Kada to radiš dosljedno tridesetak godina, to više nije prilika nego strategija. Onda od regionalnog oftalmološkog centra postaješ predvodnik oftalmoloških trendova, što se nama dogodilo uslijed razvoja lasera ATOS koji smo napravili u partnerstvu s njemačkom tvrtkom Schwind eye-tech-solutions.

Jeste li medicinu odabrali svjesno ili na nagovor oca?

Krešimir: Tata nas nikada nije gurao u medicinu. Davao nam je primjer i prostor da sami zaključimo. Mislim da smo Ivan i ja, obojica odabrali svjesno, ali uz ogromnu prednost jer smo iz prve ruke vidjeli što ovaj posao znači, i dobre i loše dane.

Ivan: Svjesno. Da je odluka donesena pod pritiskom, danas to ne bih mogao raditi ovim intenzitetom.

TEŽINA OBITELJSKOG IMENA

Koliko je teško graditi karijeru unutar obiteljskog imena koje već ima težinu?

Ivan: Prezime otvara vrata, ali sve što se događa nakon toga moraš dokazati sam. U operacijskoj sali, pred mikroskopom, na kongresu, u recenziji časopisa, nitko te ne pita kako se prezivaš. Ili znaš ono što tvrdiš da znaš ili ne.

Krešimir: Postoji i druga strana. Standard koji je tata postavio je visok i to je stvarna profesionalna težina. Ne radiš samo za sebe, radiš za ime koje su drugi gradili tridesetak godina.

Na proslavi 25 godina Svjetlosti dokumentarac Legacy sugerirao je kontinuitet rasta, osjećate li teret nasljeđa ili privilegiju?

Krešimir: Privilegiju. Teret postoji, ali u zdravoj formi. Tjera te da budeš bolji.

Ivan: I privilegiju i odgovornost. Klinika koja je krenula od nule i postala referentni centar u Europi nije nešto što se može voditi po inerciji. Mi sada moramo nastaviti rasti, a istovremeno ne razvodniti standard po kojem nas pacijenti prepoznaju.

Kako danas izgleda menadžment Klinike Svjetlost? S kojim se izazovima susrećete?

Krešimir: Imamo klinike u Zagrebu, u Splitu, u Sarajevu smo na dvije lokacije te u Budvi, i tim koji se mjeri u stotinama ljudi. Tu više ne funkcionira model jednog čovjeka koji sve drži pod kontrolom. Mi danas vodimo organizaciju sa strukturom medicinskih voditelja,

Do you remember the early days of the Svjetlost Eye Clinic?

Krešimir: I remember Ivan and I spending weekends in our father's practice when we were children. Once, I was sitting at the reception desk and started playing with correction fluid. I ended up erasing the names of all the patients who had appointments booked.

Patients, diagnostics, discussions of clinical cases – all of it was part of our family's everyday life. The clinic grew out of our father's conviction that eye care in the private sector in Croatia could, and should, meet the highest international standards.

Ivan: I remember that we moved around a lot, the equipment arriving from Germany and the United States, and the first laser platforms being installed almost overnight. Our father was the driving force behind it all, and we simply grew up as part of that journey.



To what extent was the development of the clinic driven by your father's vision, Prof. Nikica Gabrić, and to what extent by market opportunity?

Krešimir: Without our father's vision and passion, there would be no Svjetlost. Market opportunities are there for everyone, but transforming them into a sustainable institution requires the courage to invest in technology and people, the courage not only to be a doctor but also to become an entrepreneur, and to create opportunities before the market itself demands them.

Ivan: At every stage, Svjetlost was several years ahead of its time in the region. That was no coincidence. It was the result of decisions to acquire the first excimer laser and the first femtosecond laser for refractive surgery. When you do that consistently for thirty years, it ceases to be an opportunity and becomes a strategy. That is how you grow from a regional ophthalmology centre into a driver of innovation in the field, which is exactly what we have achieved through the development of the ATOS laser in partnership with the German company SCHWIND eye-tech-solutions.

Was choosing medicine entirely your own decision or did your father encourage you to take up that profession?

Krešimir: Dad never pushed us into medicine. He led by example and allowed us to make our own choice. I think both Ivan and I

operativnih voditelja i odjela koji rade samostalno, ali pod jasnim standardima kvalitete.

Ivan: Najveći izazov je zadržati razinu kvalitete, kako rastemo. Lako je biti najbolji s deset ljudi. Biti najbolji uz ljude raspoređene u tri zemlje znači imati protokole, kontrolu kvalitete, internu edukaciju i kulturu koja se prenosi neovisno o tome tko i gdje ju provodi.



Hrvatska oftalmologija danas sjedi za istim stolom s najboljim europskim centrima, i ne moramo razgovarati s pozicije gosta. Svjetlost je dio te priče i to nije slučajno.

Croatian ophthalmology now sits at the same table as the leading European centres and we are no longer there as guests. The Svjetlost Eye Clinic is part of that, and it's no coincidence.

dr. / Dr Ivan Gabrić

PACIJENT JE NAJVAŽNIJI

Gdje konkretno povlačite granicu između medicinske etike i poslovne logike?

Ivan: Pacijent koji nije kandidat za zahvat ne dobiva zahvat. Bez iznimke. Možeš izgubiti pacijenta, prihod, vrijeme uloženo u konzultacije, ali jednom kad operiraš nekoga koga nisi smio operirati, to više ne vraćaš. To je granica oko koje nema rasprave.

Krešimir: Slično je i kod katarakte. Nije svaka leća za svakog pacijenta. Premium leća kod krivog pacijenta nije premium iskustvo, to je problem. Naša je obveza biti iskren i ponekad reći ne.

A kakvi ste vi mentori i voditelji, što bi zaposlenici rekli?

Krešimir: Vjerojatno bi rekli da smo zahtjevni, ali poštteni. Tražimo puno, ali jednako tražimo i od sebe.

Ivan: Direktan sam. Ako nešto nije dobro, čuje se odmah. Ako jest, također. Mislim da kolege to cijene više od povremenog tapšanja po ramenu koje ne znači ništa. Mladim oftalmolozima koji žele učiti dajemo prostora kakav rijetko gdje mogu dobiti.

Pacijent je najvažniji, moto je Svjetlosti. Što to konkretno za vas znači?

Krešimir: Znači da odluka o zahvatu uvijek ide iz pacijentove perspektive. Što tom čovjeku, s njegovim životom, profesijom i očekivanjima, donosi najveću dobit uz najmanji rizik. Ne što je tehnološki najimpresivnije ili financijski najisplativije.

came to that decision ourselves, although we had a tremendous advantage because we saw first-hand what this profession really involves – the good days as well as the difficult ones.

Ivan: My own decision. If it had been made under pressure, I would not be able to do this work today with the same level of intensity.

THE “WEIGHT” OF THE FAMILY NAME

How difficult is it to build a career under a family name that already carries considerable weight?

Ivan: A surname may open doors, but everything that follows has to be earned through your own ability. In the operating theatre, behind the microscope, at a congress or during peer review for a journal, nobody asks what your surname is. Either you know what you claim to know, or you don't.

Krešimir: There is another side to it as well. The standard our father set is high, and that brings with it a real sense of professional responsibility. You are not working only for yourself; you are helping uphold a reputation that others have spent thirty or so years building.

At the celebration marking 25 years of Svjetlost, the documentary Legacy suggested a continuity of growth. Do you feel the burden of the legacy or a sense of privilege?

Krešimir: Privilege. There is a certain weight of responsibility, but it is a positive one. It pushes you to be better.

Ivan: Both privilege and responsibility. A clinic that started from nothing and became a reference centre in Europe is not something that can be run on inertia alone. We now have to continue growing while preserving the standard our patients have come to expect from us.

What does the management structure of the Svjetlost Eye Clinic look like today? What challenges do you face?

Krešimir: We have clinics in Zagreb, Split, two locations in Sarajevo, and one in Budva, as well as a team of several hundred people. At that scale, the model of one person keeping everything under control simply no longer works. Today we manage an organisation with a structure that includes clinical directors, operations managers and departments that function independently, but according to clearly defined quality standards.

Ivan: The greatest challenge is maintaining the same level of quality as we continue to grow. It is easy to be the best when you have a team of ten people. But being the best with teams spread across three countries means having protocols, quality control, in-house training and a professional culture that is consistently upheld regardless of who implements it or where.

THE PATIENT COMES FIRST

Where, specifically, do you draw the line between medical ethics and business logic?

Ivan: A patient who is not a suitable candidate for a procedure does not undergo that procedure. No exceptions. You may lose a patient, the revenue, or the time invested in consultations, but once you operate on someone you should never have operated on in the first place, there is no undoing it. That is a boundary on which we do not compromise.

Krešimir: The same applies to cataract surgery. Not every intraocular lens is suitable for every patient. A premium lens in the wrong patient does not result in a premium experience – it creates a problem. Our duty is to be honest and sometimes say no.

Ivan: To konkretno znači i da ne forsiramo metodu zato što je nova, ne forsiramo leću zato što ima veću maržu, ne operiramo zato što imamo slobodnu salu. Operiramo kada je to za pacijenta bolje od svih drugih opcija.

Oftalmologija se brzo razvija, ali što je stvarni napredak, a što samo dobro zapakiran marketing?

Ivan: Stvarni napredak ima podatke iza sebe. Dugoročne, prospektivne, recenzirane. Sve ostalo zove se obećanje. Zadnjih godina vidimo niz novih platformi i tehnika koje se predstavljaju kao revolucija, a kad pogledaš što stoji iza marketinških materijala, podaci su tanki ili ih nema. Lektikularna ekstrakcija, naprednija dijagnostika, novi ablacijski profili, to su realni iskoraci. Zahvati na platformi koju izvan tvorničkih centara ne koristi gotovo nitko nisu iskorak, to je marketinška pozicija.

LASERSKO SKIDANJE DIOPTRIJE

Dr. Ivane Gabriću, pozicionirani ste kao jedan od nositelja SmartSight metode na svjetskoj razini. Što ovu metodu čini boljom od postojećih rješenja?

Ivan: SmartSight je femtosekundna ekstrakcija lentikula na SCHWIND ATOS platformi. Bitne razlike u odnosu na klasične metode su tri. Prva je očuvanje strukture rožnice, jer ne radimo flap od stotinjak mikrona, nego mali pristupni rez od dva do tri milimetra. Druga je centracija na vrh rožnice umjesto pupile, što kod određene skupine pacijenata mjerljivo smanjuje indukciju koma aberacija. Treća je geometrija laserske skene koja je u novijim verzijama optimizirana tako da je ukupno vrijeme djelovanja lasera na rožnicu kratko i predvidljivo.

Što se povjerenja tiče, svaki pacijent koji sjedne pred mene zna da o tome predajem na ASCRS-u i ESCRS-u, ali to za njega nije relevantno. Relevantno je hoće li sutra dobro vidjeti. Imamo registar tisuća operiranih očiju s jasnim ishodom i to je jedini odgovor koji vrijedi.

Tko je idealan kandidat i koliko je važno razumjeti pacijenta prije laserskog skidanja dioptrije?

Ivan: Idealan kandidat je netko sa stabilnom dioptrijom, zdravom rožnicom dovoljne debljine, bez teškog suhog oka i s realnim očekivanjima. Posljednje je možda i najvažnije. Pacijent koji misli da će s pedeset godina, poslije laserskog zahvata, vidjeti kao s dvadeset, taj nije kandidat za zahvat, taj je kandidat za razgovor o tome kako oko stvarno radi. Pola pripreme za dobru operaciju je dobar razgovor pred operaciju.

Stječe se dojam da su pacijenti nakon nekog vremena i vaši prijatelji, kako ste izgradili odnos povjerenja?

Ivan: Iskrenošću. Ako je pacijent dobar kandidat, kažem mu to s podacima. Ako nije, kažem mu i to, isto s podacima. Ne radim sa skriptama. Ljudi to prepoznaju. Mnogi se nakon godina vraćaju s djecom, roditeljima, partnerima i to je profesionalno najveći kompliment koji možeš dobiti.

Koliko je izazovno postati redovni predavač na svjetskim kongresima ESCRS i ASCRS?

Ivan: Izazovno je na način da to traži stalan rad u pozadini. Predavanje na ASCRS-u nije stvar prijave, nego godina prikupljanja podataka, pisanja radova, recenzija, suradnje s grupama poput SCHWIND-ove i kolegama iz Italije, Njemačke, Koreje. Kada izađeš na pozornicu pred dvije tisuće oftalmologa iz cijeloga svijeta, oni te ne slušaju zbog tebe, slušaju zbog podataka koje donosiš. Ako podaci nisu kvalitetni, drugi te put ne pozovu.

What are you like as mentors and managers? What would your employees say about you?

Krešimir: They would probably say we are demanding, but fair. We expect a great deal, but we expect just as much from ourselves.

Ivan: I am quite direct. If something is not good enough, people hear about it straight away. If it is, they hear that too. I think my colleagues value that more than the occasional pat on the back that doesn't mean anything. We give young ophthalmologists who genuinely want to learn opportunities they would rarely find elsewhere.

"The patient comes first" is Svjetlost's motto. What does that mean to you in practical terms?

Krešimir: It means that decisions about surgery are always made from the patient's perspective. What will give that particular person – with their lifestyle, profession and expectations – the greatest benefit with the least possible risk? Not what is technologically the most impressive or financially the most profitable.

Ivan: In practical terms, it also means that we do not push a method simply because it is new, we do not recommend a lens simply because it carries a higher margin, and we do not operate simply because we have an available operating theatre. We operate when surgery is genuinely the best option for the patient.

Ophthalmology is developing rapidly, but what constitutes genuine progress and what is merely well-packaged marketing?

Ivan: Genuine progress is backed by data – long-term, prospective, peer-reviewed data. Everything else is just a promise. In recent years we have seen a series of new platforms and techniques presented as revolutionary, but when you look beyond the marketing materials, the supporting evidence is weak or non-existent. Lenticule extraction, more advanced diagnostics and new ablation profiles – those are genuine advances. A procedure performed on a platform that virtually nobody outside the manufacturer's own centres is using is not innovation – it is marketing.

LASER VISION CORRECTION

Dr Ivan Gabrić, you are recognised as one of the leading global proponents of the SmartSight method. What makes this method superior to existing solutions?

Ivan: SmartSight is a femtosecond lenticule extraction procedure performed using the SCHWIND ATOS platform. There are three key differences compared with conventional methods. The first is that it preserves the corneal structure, because instead of creating a flap around one hundred microns thick, we make only a small access incision measuring two to three millimetres. The second is centration on the corneal vertex rather than the pupil, which, in certain patients, demonstrably reduces the induction of coma aberrations. The third is the laser scanning pattern, which in the latest versions has been optimised to make the laser application to the cornea both shorter and more predictable.

As far as trust is concerned, every patient sitting in front of me knows that I lecture on this subject at ASCRS and ESCRS congresses, but for the patient that is ultimately irrelevant. What matters is whether they will see well tomorrow. We maintain a registry of thousands of operated cases with clearly documented outcomes, and that is the only answer that truly matters.

Who is the ideal candidate, and how important is it to understand the patient before laser vision correction?

Ivan: The ideal candidate is someone with a stable refractive error, a healthy cornea with adequate thickness, no severe dry-eye symptoms, and realistic expectations. The last point may well be the most important. A patient who believes that, at the age of fifty, they will



dr. Nikica Gabrić sa svjetski poznatim glumcem Andre Assante
Dr. Nikica Gabrić with world-famous actor Andre Assante

KIRURGIJA KATARAKTE

Dr. Krešimire Gabriću, kirurgija katarakte danas se često naziva rutinskom, slažete li se s tim?

Krešimir: Rutinska je u smislu da se izvodi često i da je tehnika standardizirana. Nije rutinska u smislu da je svejedno. Operacija od petnaest minuta može pacijentu osigurati sljedećih trideset godina dobrog vida ili mu, ako je loše planirana, doslovno promijeniti svakodnevnicu. Riječ rutina ne smije značiti rutinski pristup.

Znači li to da ćemo svi u jednoj fazi života dobiti mrenu i kako da postupimo u tom slučaju?

Krešimir: Mrena je biološka neminovnost. Leća u oku stari kao što stari sve drugo i prije ili poslije će zamutiti. To se najčešće događa poslije šezdesete godine, nekima ranije. Postupak je jasan. Kada vid počne ometati svakodnevnicu, vožnju, čitanje, prepoznavanje lica, dolazite na pregled. Ne treba čekati da mrena bude zrela. Suvremena kirurgija puno je sigurnija na ranijoj mreni nego na onoj koju ste odgađali deset godina.

U operacijskoj sali, da li vam je prof. dr. sc. Nikica Gabrić mentor ili i dalje otac?

Krešimir: U sali je kolega i mentor. Ispred sale i poslije, otac. To smo davno razdvojili i bez toga ne bi bilo moguće raditi zajedno na ovaj način. Ne sjećam se da mi je u operacijskoj sali ikada nešto rekao tonom koji bi netko izvana doživio kao očinski. Sve je profesionalno i to je razlog zašto funkcionira.

Kako pacijent treba razmišljati o izboru intraokularnih leća, sluša li se nužno struka ili je to odluka koju donosite u skladu sa životnim potrebama pacijenata?

Krešimir: Odluka se donosi u dijalogu. Mi kao struka znamo što tehnika može i koja leća kome odgovara. Pacijent zna kako živi, što radi, vozi li noću, koliko mu znači ne nositi naočale. Te dvije strane moraju razgovarati. Ako vam liječnik nudi leću prije nego što vas je pitao kako provodite dan, niste još u dobrom razgovoru.

Koje premium intraokularne leće su vaš izbor i zašto?

Krešimir: Biram prema pacijentu, ne prema brendu. Za pacijente koji žele širok raspon vidova bez naočala često idemo na trifokalne i EDOF leće renomiranih proizvođača. Kod pacijenata s graničnim makularnim nalazom radije idem na monofokalne EDOF varijante koje daju bolji kontrast. Bitno je da se u kliničkoj svakodnevici pouzdamo u proizvođače koji imaju dugogodišnji track record optike i kvalitete materijala.

see as they did at twenty after laser surgery is not a candidate for the procedure; they are a candidate for a conversation about how the eye actually functions. Half the preparation for a successful procedure lies in having the right conversation before surgery.

One gets the impression that many of your patients eventually become your friends. How did you build that relationship of trust?

Ivan: Through honesty. If a patient is a good candidate, I tell them so and support it with data. If they are not, I tell them that as well – again, supported by data. I do not work from a prepared script. People recognise the difference. Many return years later with their children, parents or partners, and professionally that is the greatest compliment one can receive.

How challenging is it to become a regular speaker at major international congresses such as ESCRS and ASCRS?

Ivan: It is challenging in the sense that it requires constant work behind the scenes. Lecturing at ASCRS is not simply a matter of submitting an application; it involves years of collecting data, writing papers, carrying out peer review, and collaborating with groups such as SCHWIND and colleagues from Italy, Germany, Korea. When you stand on stage in front of two thousand ophthalmologists from around the world, they are not listening because of who you are – they are listening because of the data you present. If the data are not of sufficient quality, you will not be invited back next time.

CATARACT SURGERY

Dr Krešimir Gabrić, cataract surgery today is often described as routine. Do you agree?

Krešimir: It is routine in the sense that it is performed frequently and that the technique itself is highly standardised. It is not routine in the sense that it isn't important. A fifteen-minute operation can provide a patient with the next thirty years of good vision or, if poorly planned, can quite literally alter their everyday life. The word "routine" must never imply a routine approach.

Does that mean that all of us will eventually develop cataracts at some stage in life, and what should we do when that happens?

Krešimir: Cataracts are a biological inevitability. The lens inside the eye ages just as everything else does and, sooner or later, it becomes cloudy. This usually happens after the age of sixty, although for some people it occurs earlier. The process is straightforward. When your vision begins to interfere with everyday activities – driving, reading or recognising faces – you should come for an examination. You should not wait for the cataract to mature. Modern cataract surgery is far safer in the earlier stages than in advanced cataracts that have been postponed for ten years.

In the operating theatre, is Prof. Nikica Gabrić your mentor, or still your father?

Krešimir: In theatre, he is a colleague and mentor. Before and after theatre, he is my father. We separated those roles a long time ago, and without that it would not be possible for us to work together in this way. I cannot remember him ever saying anything to me in theatre in a tone that anyone from outside would interpret as fatherly. Everything is entirely professional, and that is precisely why it works.

How should patients approach the choice of intraocular lens? Should they simply defer to medical expertise or is it a decision made in line with the patient's lifestyle and everyday needs?

Krešimir: The decision is made in dialogue with the patient. As specialists, we know what the technology can achieve and which lens is suitable for which patient. The patient knows what kind of life they

Koliko je kirurgija oka danas sigurna i što pacijenti najčešće podcjenjuju?

Krešimir: Sigurnost je danas na razini koja se prije dvadeset godina nije mogla ni zamisliti. Komplikacijske stope mjerimo u promilima. Ono što pacijenti podcjenjuju je važnost predoperativne dijagnostike i postoperativnog ponašanja. Operacija je dio. Priprema i oporavak su jednakovrijedni dijelovi.

Ivan: Isto vrijedi za laserske refraktivne zahvate.



U razvoju struke najviše me veseli to što se kvaliteta vida koju možemo ponuditi pacijentu poboljšala u zadnjih deset godina. Stvarno smo u zlatnom dobu katarakte i refraktivne kirurgije.

What excites me most about the development of the profession is how dramatically the quality of vision we can offer patients has improved over the past decade. We truly are living in a golden age of cataract and refractive surgery.

dr. / Dr Krešimir Gabrić

ISKRENA KOMUNIKACIJA S PACIJENTOM

Kako komunicirate rizik bez uljepšavanja?

Krešimir: Brojevima. Postotak komplikacija na ovoj klinici za ovaj zahvat je toliki, postotak teških komplikacija je toliki, ovo su mogući scenariji, ovo su procedure ako se dogode. Bez metafora. Pacijent ima pravo na podatak.

Ivan: I jasno odvajamo statistiku od konkretnog pacijenta. Pacijent s tankom rožnicom i nestabilnom dioptrijom nije isti pacijent kao netko bez tih obilježja. Iskrena komunikacija.

Sjećate li se slučaja koji vas je profesionalno promijenio?

Krešimir: Bilo ih je više. Zajedničko im je da su me naučili kako rana sumnja, ona koju imate prije nego što intervenirate, gotovo nikada nije pogrešna. Kada vas nešto u nalazu zaustavlja, zaustavite se. Vrijeme uloženo u dodatnu provjeru ne košta ništa.

lead, what they do, whether they drive at night and how important it is for them not to wear glasses. Those two sides have to communicate. If your doctor is recommending a lens before asking how you spend your day, then you are not having the right conversation.

Which premium intraocular lenses do you personally favour, and why?

Krešimir: I base my choice on the patient, not the brand. For patients who want a wide range of vision without glasses, we often opt for trifocal and EDOF lenses from established manufacturers. In patients with borderline macular changes, I prefer monofocal EDOF options that provide better contrast sensitivity. What matters is that, in everyday clinical practice, we rely on manufacturers with a long-standing track record in optics and material quality.

How safe is eye surgery today, and what do patients most commonly underestimate?

Krešimir: Safety today is at a level that would have been unimaginable twenty years ago. Complication rates are below one per cent. What patients tend to underestimate is the importance of pre-operative diagnostics and post-operative care. The surgery itself is only one part of the process. Preparation and recovery are equally important components.

Ivan: The same applies to laser refractive surgery.

HONEST COMMUNICATION WITH THE PATIENT

How do you communicate risk without softening the reality?

Krešimir: With numbers. The complication rate at this clinic for this particular procedure is this, the rate of serious complications is that, these are the possible scenarios, and these are the procedures we follow if complications occur. No metaphors. Patients have the right to information.

Ivan: And we make a clear distinction between statistics and the individual patient. A patient with a thin cornea and unstable refractive error is not the same as someone without those characteristics. Honest communication.

Do you remember a case that changed you professionally?

Krešimir: There have been several. What they all had in common is that they taught me that early suspicion – the instinct you have before taking action – is almost never wrong. If something in the findings gives you pause, then pause. Time invested in an additional check costs nothing.

Ivan: For me, the formative period was when we analysed our early KLEx outcomes and identified the influence of laser fluence on the speed of visual recovery. I learnt that the data from your own centre must be your primary reference point, rather than what is published by other centres working with a different patient profile.

Are there practices within the profession with which you openly disagree?

Ivan: I agree with reviewers who reject papers lacking a prospective design and a control group. I do not agree with an approach in which new techniques are promoted on the basis of twenty-five operated cases and a single congress presentation. That is not a scientific breakthrough; it is a marketing event.

Should there be a public database showing the success rates of all clinics?

Ivan: Yes, but only if it is structured fairly. Raw data without adjustment for case complexity is misleading. A clinic that takes on the most challenging cases will appear to have poorer outcomes than one that selects only straightforward cases. What is needed is a

Ivan: Za mene je formativno bilo razdoblje analize naših vlastitih ranih KLEx ishoda, u kojima smo prepoznali utjecaj fluencije lasera na brzinu vizualnog oporavka. Naučio sam da podaci tvoga vlastitog centra moraju biti najvažnija referenca, a ne ono što se objavljuje iz tuđih centara s drugačijim profilom pacijenata.

Postoje li prakse u struci s kojima se otvoreno ne slažete?

Ivan: Slažem se s recenzentima koji odbijaju radove bez prospektivnog dizajna i bez kontrolne skupine. Ne slažem se s pristupom u kojem se nove tehnike afirmiraju na temelju dvadeset i pet operiranih očiju i jednog kongresnog predavanja. To nije znanstveni iskorak, to je marketinški događaj.

Treba li postojati javna baza uspješnosti svih klinika?

Ivan: Treba, ali pošteno postavljena. Sirovi podatak bez prilagodbe za kompleksnost slučajeva je obmana. Klinika koja preuzima najteže slučajeve naizgled će imati lošije rezultate od one koja bira samo jednostavne. Treba registar uz statističku korekciju, kakav postoji u nekim europskim sustavima. Tada da, podržavam transparentnost.

Krešimir: Prije svega bi to disciplinarno djelovalo na struku. Tamo gdje se mjeri, kvaliteta raste.

AI NEĆE ZAMIJENITI LIJEČNIKA

Može li umjetna inteligencija jednog dana bolje odlučiti tko je kandidat za operaciju nego liječnik?

Ivan: Već danas u određenim segmentima donosi konzistentnije procjene od prosječnog liječnika. Detekcija ranog keratokonusa, predviđanje refraktivnog ishoda, tu AI ima što reći. Ali odluka tko ide na operaciju nije samo zbroj brojeva. Uključuje pacijentova očekivanja, životne okolnosti, psihološku pripremljenost. To je razgovor koji algoritam ne vodi. AI će pomoći liječniku, neće ga zamijeniti.

Krešimir: Vidim AI kao alat koji liječniku oslobađa vrijeme za pacijenta. Ako mi algoritam odradi preklasifikaciju i upozori na rizične nalaze, ja ću imati više vremena za razgovor s čovjekom. To je dobar pravac.

Što vas u razvoju struke najviše veseli?

Krešimir: Brzina kojom se kvaliteta vida koju možemo ponuditi pacijentu poboljšala u zadnjih deset godina. Stvarno smo u zlatnom dobu katarakte i refraktivne kirurgije.

Ivan: Veseli me što hrvatska oftalmologija danas sjedi za istim stolom s najboljim europskim centrima i da ne moramo razgovarati s pozicije gosta. Svjetlost je dio te priče i to nije slučajno.

Što vas motivira?

Ivan: Znanstvena znatiželja. Pacijent koji se vraća na kontrolu i kaže da prvi put u životu vidi tablu na ulici. I činjenica da uvijek postoji sljedeći zahvat koji možemo napraviti bolje od prethodnog.

Krešimir: Slično. Plus odgovornost prema timu i prema imenu klinike. Imamo ljude koji su s nama godinama i koji vjeruju u ono što gradimo. To te drži u igri.

Kako braća Gabrić vide Svjetlost u narednom razdoblju? Što možemo očekivati?

Krešimir: Konsolidaciju kvalitete na svim lokacijama, daljnji razvoj katarakte i refraktivne kirurgije i jačanje istraživačke infrastrukture.

Ivan: Više objavljenih radova, više multicentričnih studija u kojima Svjetlost nije sudionik nego nositelj. Nove platforme kada za njih postoje podaci. Edukaciju mladih oftalmologa iz regije unutar naše klinike. I nastavak onoga što je tata postavio prije više od dvadeset i pet godina, biti dvije godine ispred onoga što tržište očekuje. ■

registry with appropriate statistical adjustment, such as those that already exist in some European healthcare systems. In that context, yes, I support transparency.

Krešimir: Above all, it would have a disciplinary effect on the profession itself. Wherever outcomes are measured, quality improves.

AI WILL NOT REPLACE DOCTORS

Will artificial intelligence one day be better at deciding who is a suitable candidate for surgery than a doctor?

Ivan: Even today, in certain areas, it produces more consistent assessments than the average doctor. Early keratoconus detection and prediction of refractive outcomes are fields in which AI already has an important role to play. But deciding who should undergo surgery is not simply a matter of adding up numbers. It also involves the patient's expectations, life circumstances and psychological readiness. That is a conversation an algorithm cannot have. AI will assist doctors; it will not replace them.

Krešimir: I see AI as a tool that frees up more time for doctors to spend with patients. If an algorithm performs the pre-classification and flags high-risk findings, I will have more time for an actual conversation with the patient. That is a positive direction.

What excites you most about the development of the profession?

Krešimir: The speed at which the quality of vision we can offer patients has improved over the past ten years. We truly are living in a golden age of cataract and refractive surgery.

Ivan: What excites me is that Croatian ophthalmology now sits at the same table as the leading European centres and that we are no longer there as guests. The Svjetlost Eye Clinic is part of that, and it's no coincidence.

What motivates you?

Ivan: Scientific curiosity. A patient returning for a follow-up examination and saying that, for the first time in their life, they can clearly read a street sign. And the fact that there is always another procedure we can perform better than the previous one.

Krešimir: Much the same. Plus the responsibility towards the team and the clinic's name. We have people who have been with us for years and who believe in what we are building. That keeps you going.

How do the Gabrić brothers see the future of the Svjetlost Eye Clinic? What can we expect in the coming years?

Krešimir: Consolidation of quality standards across all locations, further development in cataract and refractive surgery, and strengthening of our research infrastructure.

Ivan: More published papers, more multicentre studies in which Svjetlost is not merely a participant but the lead centre. New platforms when the supporting data justify them. Training young ophthalmologists from across the region within our clinic. And continuing what our father established more than twenty-five years ago – remaining two years ahead of what the market expects. ■

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Regata je u ACI marini Split okupila gotovo dvadeset veleposlanica i veleposlanika te brojne predstavnike diplomatskog zbora, pružajući jedinstvenu priliku za vrhunsku promociju hrvatskog turizma, jačanje postojećih veza i stvaranje novih poznanstava

The regatta brought together almost twenty ambassadors and numerous representatives of the diplomatic corps at ACI Marina Split, creating a unique opportunity to promote Croatian tourism at the highest level, strengthen existing ties and forge new connections



Fotografije / Photos:
Jozo Čabraja, HOO., ACI Arhiva

ACI DIPLOMATSKA REGATA ACI DIPLOMATIC REGATTA

SPOJ DIPLOMACIJE I SPORTA FUSION OF DIPLOMACY AND SPORT

ACI Diplomatska regata predstavila je hrvatski identitet u najboljem svjetlu i postavlja čvrst temelj za novu tradiciju diplomatskih susreta na moru

The ACI Diplomatic Regatta showcased Croatia's identity in the best possible light, laying the foundations for a new tradition of diplomatic encounters at sea

Premijerno izdanje ACI Diplomatske regate, održano pod visokim pokroviteljstvom Ministarstva vanjskih i europskih poslova Republike Hrvatske, pretvorilo je Jadran u mjesto susreta, sporta i diplomacije. U ACI marini Split okupili su se veleposlanici i veleposlanice, uz brojne predstavnike diplomatskog zbora, što je pružilo izvrsnu priliku za promociju hrvatskog turizma, jačanje postojećih veza i stvaranje novih kontakata.

Regata je poslužila i kao uvertira u četvrto izdanje humanitarne utrke Jedrite uz Zakladu hrvatskih sportaša & Rotary, održane u sklopu 94. Mrdujske regate, najstarije regate u Hrvatskoj i jedne od najstarijih u Europi. Time se dodatno istaknula tradicija jedrenja u Splitu i važnost ovog nautičkog događanja.

Sudionici Diplomatske regate natjecali su se na ACI-jevim sportskim jedrilicama ClubSwan 36. Posade su nosile nazive obližnjih marina: Skradin, Trogir, Palmižana i Milna čime je istaknuta raznolikost i bogatstvo hrvatske obale. Iako su vremenski uvjeti smanjili planirani broj jedrilica s četiri na dvije, entuzijazam i sportski duh sudionika nisu splasnuli. Dio diplomata regatu je pratio s ACI-jeva VIP katamarana, što je dodatno doprinijelo svečanom i prijateljskom ugođaju događanja.

The inaugural edition of the ACI Diplomatic Regatta, held under the auspices of the Ministry of Foreign and European Affairs of the Republic of Croatia, transformed the Adriatic into a place of encounter, sport and diplomacy. Ambassadors and numerous representatives of the diplomatic corps gathered at ACI Marina Split, creating a unique opportunity to promote Croatian tourism at the highest level, strengthen existing ties and forge new connections.

The regatta also served as an overture to the fourth edition of the Sail with the Croatian Athletes Foundation & Rotary charity race, held as part of the 94th Mrduja Regatta, the oldest regatta in Croatia and one of the oldest in Europe. This further highlighted Split's tradition of sailing and emphasised the importance of this nautical event.

The participants in the Diplomatic Regatta competed aboard ACI's ClubSwan 36 sports sailing yachts. The crews were named after neighbouring marinas – Skradin, Trogir, Palmižana and Milna – highlighting the diversity and natural beauty of the Croatian coast and islands. Although weather conditions forced the fleet to be reduced from the planned four yachts to two, the participants' enthusiasm and sporting spirit remained undiminished. Some diplomats watched the race aboard ACI's VIP catamaran, which added to the ceremonial and friendly atmosphere of the event.





'Nadamo da će ACI Diplomatska regata postati tradicija jer je posebno iskustvo bilo zaploviti na ACI-jevim sportskim jedrilicama i doživjeti ljepote hrvatske obale', istaknuo je veleposlanik Kraljevine Belgije, William De Baets

'We hope that the ACI Diplomatic Regatta will become a tradition, as being aboard ACI's sport sailing yachts and enjoying the beauty of the Croatian coast and islands was a very special experience', said William De Baets, Ambassador of the Kingdom of Belgium

Među sudionicima bili su veleposlanici Republike Austrije, Kraljevine Belgije, Republike Čilea, Republike Finske, Republike Indonezije, Irske, Države Izrael, Japana, Države Katar, Kraljevine Danske, Portugalske Republike i Kraljevine Španjolske, kao i vojni ataše Veleposlanstva Savezne Republike Njemačke.

Veleposlanik Kraljevine Belgije, William De Baets, istaknuo je: Dojmovi su sjajni. Posebno je iskustvo bilo zaploviti na ACI-jevim sportskim jedrilicama, i to u ovako izazovnim uvjetima. No, naši su domaćini iskazali profesionalnost i nadamo se da će ACI diplomatska regata postati tradicija. Budući da su sva veleposlanstva zbog poslovnih obaveza smještena u Zagrebu, ova nam je regata bila izvrsna prilika da doživimo ljepote hrvatske obale, jednog od najvećih dragulja zemlje, i doista nam je drago što smo ih imali prilike vidjeti.

Among the participants were the ambassadors of the Republic of Austria, the Kingdom of Belgium, the Republic of Chile, the Republic of Finland, the Republic of Indonesia, Ireland, the State of Israel, Japan, the State of Qatar, the Kingdom of Denmark, the Portuguese Republic and the Kingdom of Spain, as well as the military attaché of the Embassy of the Federal Republic of Germany.

William De Baets, Ambassador of the Kingdom of Belgium, said: *The impressions are truly excellent. Being aboard ACI's sport sailing yachts, and in such demanding conditions, was a very special experience. However, our hosts demonstrated exceptional professionalism and we hope that the ACI Diplomatic Regatta will become a tradition. Since all embassies are based in Zagreb due to official commitments, the regatta provided an excellent opportunity for us to experience the beauty of the Croatian coast and islands – one of the country's greatest treasures – and we are extremely pleased to have had the opportunity to see them.*

With the support of Ivana Vladović and the Split Tourist Board, the regatta served as a significant promotion of Central Dalmatia, highlighting its natural beauty, sailing tradition, and the cultural role of regattas. The event showed how Croatia builds bridges of friendship and cooperation through the sea and sport, confirming its status as a premier nautical destination.

This prestigious sailing event represents a major accolade for Split-Dalmatia County and a strong affirmation and promotion of Central Dalmatia on the international nautical scene. Here, where the sea is a way of life, we have the opportunity to showcase everything that makes our region unique: a rich sailing tradition, the exceptional beauty of the sea and an authentic experience. This regatta once again confirms our role as the centre of Croatian nautical life and a destination that rightfully holds a special

Više od 20 proslavljenih olimpijaca i sportaša sudjelovalo je na humanitarnoj regati Jedrite uz Zakladu hrvatskih sportaša & Rotary, a poseban doprinos dali su ACI-jevi ambasadori.

Over twenty celebrated Olympians and other athletes took part in the Sail with the Croatian Athletes Foundation & Rotary charity race, with a special contribution from ACI Ambassadors: windsurfer Palma Čargo and celebrated Olympian Ivica Kostelić



Uz potporu Ivane Vladović i Turističke zajednice grada Splita, regata je bila i značajna promocija središnje Dalmacije, ističući prirodne ljepote, jedriličarsku tradiciju i kulturni značaj regate. Događanje je pokazalo kako Hrvatska morem i sportom gradi mostove prijateljstva i suradnje, potvrđujući svoj status vrhunske nautičke destinacije.

Ovo prestižno jedriličarsko okupljanje veliko je priznanje za Splitsko-dalmatinsku županiju te snažna potvrda i promocija Srednje Dalmacije na međunarodnoj nautičkoj karti. Upravo ovdje, gdje je more način života pružila nam se prilika pokazati sve ono što naš kraj čini jedinstvenim: bogatu tradiciju jedrenja, iznimnu ljepotu akvatorija i autentičan doživljaj. Ova regata još jednom potvrđuje našu ulogu središta hrvatske nautike i destinacije koja s pravom zauzima posebno mjesto među najpoželjnijima u svijetu, izjavila je Ivana Vladović, direktorica Turističke zajednice Splitsko-dalmatinske županije.

Dan regate završio je prigodnim domjenkom i druženjem uzvanika, u vrtu ljetnikovca obitelji Cindro, dan prije održavanja humanitarne regate Jedrite uz Zakladu hrvatskih sportaša & Rotary. Regata je okupila brojne olimpijce i sportaše, među kojima su Ivica Kostelić, Milivoj Bebić, Željko Jerkov, Zoran Primorac, Petar Metličić, Nikša Kaleb, Vlado Šola, Ivan Ninčević, Tomislav Paškvalin, Marija Anzulović, Duško Mrduljaš, Josip Reić, Damir Polić, Deni Lušić, Anđelo Šetka, Filip Jurišić, Palma Čargo i Dina Levačić.

Humanitarna regata, koja je i ove godine okupila ACI, Rotary, Hrvatski olimpijski odbor i sportaše kako bi podržali potrebite, održana je u okviru 94. izdanja Mrdujske regate. Više od 20 proslavljenih olimpijaca i sportaša sudjelovalo je u događaju, a poseban doprinos dali su ACI-jevi ambasadori jedreći na ACI Sail jedrilicama. Oko deset veleposlanika regatu je pratilo s ACI Sail katamarana, uživajući u kombinaciji sportskog nadmetanja, prirodnih ljepota i druženja, što je cijelom događaju dalo jedinstven ugođaj.

Sav prihod regate, posredovan Zakladom hrvatskih sportaša, doniran je bivšim sportašicama i sportašima koji su se nakon karijera suočili s egzistencijalnim i zdravstvenim izazovima. ■

place among the world's most desirable destinations, said Ivana Vladović, Director of the Split-Dalmatia County Tourist Board.

The day concluded with a reception and informal gathering for guests in the garden of the Cindro family summer residence, on the eve of the Sail with the Croatian Athletes Foundation & Rotary charity race, which brought together many Olympians and other athletes, among which Ivica Kostelić, Milivoj Bebić, Željko Jerkov, Zoran Primorac, Petar Metličić, Nikša Kaleb, Vlado Šola, Ivan Ninčević, Tomislav Paškvalin, Marija Anzulović, Duško Mrduljaš, Josip Reić, Damir Polić, Deni Lušić, Anđelo Šetka, Filip Jurišić, Palma Čargo and Dina Levačić.

The charity race, which once again brought together ACI, Rotary, the Croatian Olympic Committee and athletes in support of those in need, was held as part of the 94th Mrduja Regatta. Over twenty celebrated Olympians and other athletes took part in the event, with a special contribution from ACI Ambassadors: windsurfer Palma Čargo sailed aboard a ClubSwan 36, while celebrated Olympian Ivica Kostelić took on the role of skipper. About ten ambassadors watched the race from the ACI Sail catamaran, enjoying the combination of sporting competition, beautiful scenery and socialising, all of which gave the event a distinctive atmosphere.

All proceeds from the race, channelled through the Croatian Athletes Foundation, was donated to former athletes facing financial hardship and health challenges following the end of their sporting careers. ■

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FLAVORS SHAPED BY THE WIND:

How Pag's Winds Craft Gourmet Luxury on Your Deck

Svaki nautičar zna da je plovidba Jadranom zapravo stalni dijalog s vjetrovima. Od osvježavajućeg maestralskog koji krati topla ljetna popodneva, do nepredvidive i moćne bure koja izaziva strahopoštovanje, vjetar diktira ritam života na moru. No, postoji jedno mjesto na našoj obali gdje vjetar ne upravlja samo jedrima, već i okusima. Riječ je o otoku Pagu, mističnom kamenjaru čiji je cijeli gastronomski identitet neraskidivo vezan uz njegove najsnažnije vjetrove.

Kada u hladnijim mjesecima zapuše čuvena paška bura, ona se silovito obrušava s Velebita prema moru, podižući morske kapljice i pretvarajući ih u finu, suhu posolicu. Ta sol potom prekriva oskudno, ali iznimno žilavo i aromatično bilje poput kadulje i smilja. Paške ovce, hraneći se tom jedinstvenom mješavinom soli i ljekovitog bilja, daju gusto, visokokvalitetno mlijeko nevjerojatno kompleksnog okusa. Upravo od tog mlijeka, kroz spoj stoljetne tradicije i strasti, nastaje Paški sir Gligora – najnagrađivaniji hrvatski sir. Kada ga kušate na svojoj palubi, dok ste usidreni u nekoj mirnoj, tirkiznoj uvali ili privezani u sigurnosti jedne od vrhunskih ACI marina duž obale, vi zapravo kušate samu esenciju i karakter jadranskih vjetrova.

Donijeti takav gastronomski dragulj na svoj brod znači osigurati neprocjenjivo gourmet iskustvo koje prirodno nadopunjuje nautički stil života. Pravi luksuz na moru krije se u jednostavnosti, autentičnosti i uživanju u krugu obitelji i prijatelja. Nakon jedrenja, kroćenja vjetra i uživanja u valovima, ne trebate provoditi sate u brodskoj kuhinji. Priprema vrhunske plate zahtijeva tek malo mašte. Dovoljno je Paški sir Gligora narezati na trokutiće kako bi se oslobodile sve njegove bogate arome, posložiti ga uz tanke fete domaćeg pršuta, dodati šaku maslina, pokoji badem ili orah te domaći džem od smokve koji će svojom slatkoćom savršeno kontrirati moćnom okusu sira. Otvorite bocu rashlađenog vrhunskog vina, prepustite se laganom ljuljuškanju broda i stvorite trenutke koji postaju trajne ljetne uspomene.

Every sailor knows that navigating the Adriatic is essentially a constant dialogue with the winds. From the refreshing mistral that breaks up warm summer afternoons, to the unpredictable and mighty bura that commands absolute respect, the wind dictates the rhythm of life at sea. Yet, there is one place on our coast where the wind governs more than just the sails—it also shapes flavors. This is the island of Pag, a mystical, rocky landscape whose entire gastronomic identity is inextricably linked to its most powerful winds.

When the famous Pag bura blows during the colder months, it rushes violently down from Mount Velebit toward the sea, lifting water droplets and transforming them into a fine, dry sea salt dust. This salt then blankets the sparse yet incredibly resilient and aromatic wild herbs like sage and immortelle. Grazing on this unique blend of salt and medicinal flora, the indigenous Pag sheep produce a rich, high-quality milk with an incredibly complex flavor. It is from this very milk, through a blend of centuries-old tradition and passion, that Gligora Paški sir is born—the most awarded Croatian cheese. When you taste it on your deck, while anchored in a calm, turquoise cove or moored in the safety of one of the premium ACI marinas along the coast, you are truly tasting the very essence and character of the Adriatic winds.

Bringing such a gastronomic gem aboard means ensuring an invaluable gourmet experience that naturally complements the nautical lifestyle. True luxury at sea lies in simplicity, authenticity, and sharing moments with family and friends. After a day of sailing, taming the wind, and enjoying the waves, there is no need to spend hours in the galley. Preparing a premium platter requires only a bit of imagination. Simply slice Gligora Paški sir into wedges to release all its rich aromas, pair it with thin slices of local prosciutto, add a handful of olives, a few almonds or walnuts, and some homemade fig jam, which will perfectly contrast the robust flavor of the cheese with its sweetness. Uncork a bottle

Fotografija/Photo: Robert Novak/NOVACUT



Kako bi ova fascinantna priča o vjetru, moru i tradiciji uvijek bila na dohvata ruke vašoj posadi, Gligora je razvila mrežu od 14 ekskluzivnih Cheese & Deli trgovina diljem Hrvatske. Ulazak u Gligora Cheese & Deli trgovinu nudi jedinstveno iskustvo za sva osjetila i idealan je uvod u vašu plovību okusima. Tamo vas čeka ljubazno i stručno osoblje koje će vam pomoći u kreiranju savršene brodske zalihe. Osim legendarnog Paškog sira u različitim stupnjevima zrelosti, otkrit ćete i druge vrhunske sirne kreacije poput Žigljenja, Kolana ili Kozlara, kao i sireve s plemenitim crnim tartufima ili aromatičnim mediteranskim biljem. No, Gligora Cheese & Deli ponuda daleko nadilazi same sireve. Kako bi vaša gastronomska priča na moru bila potpuna, na jednom mjestu možete pronaći brojne vrhunske delicije koje se savršeno sljubljuju sa sirom: autohtoni domaći pršut i slasnu dalmatinsku pancetu, ručno brane i aromatizirane masline, domaće namaze te vrhunska, ekstra djevičanska maslinova ulja koja svojim pikantnim notama zaokružuju svaki zalogaj. Posebna pažnja posvećena je vinskoj karti na kojoj se nalaze pažljivo selektirana vina najboljih hrvatskih vinara.

Ako planirate plovību unaprijed ili se jednostavno želite prepustiti odmoru bez razmišljanja o odlasku u nabavu, sve ove gourmet namirnice i prateće delicije možete jednostavno naručiti preko našeg webshopa. Tako ćete osigurati da vas vaša idealna zaliha za palubu čeka spremna i spakirana prije nego što uopće odriješite cime. Slobodno skenirajte i naš QR kôd kako biste pronašli vama najbližu od naših 14 poslovnica. Unesite na svoj brod autentični okus koji je oblikovala sama priroda i uživajte u svakoj milji. Želimo vam mirno more i dobar tek! ■

of chilled fine wine, surrender to the gentle rocking of the boat, and create moments that become lasting summer memories.

To ensure this fascinating story of wind, sea, and tradition is always within reach for your crew, Gligora has developed a network of 14 exclusive Cheese & Deli stores across Croatia. Stepping into a Gligora Cheese & Deli shop is a unique sensory experience and the ideal introduction to your voyage of flavors. Our welcoming and knowledgeable staff will gladly guide you through our selection to help create the perfect provisions for your boat. Beyond the legendary Paški sir in its various stages of aging, you will discover other premium cheese creations like Žigljen, Kolan, or Kozlar, as well as cheeses infused with noble black truffles or aromatic Mediterranean herbs. However, the Gligora Cheese & Deli offering goes far beyond cheese alone. To complete your culinary story at sea, you can find a variety of premium delicacies in one place that pair beautifully with cheese: authentic local prosciutto and savory Dalmatian pancetta, hand-picked and seasoned olives, artisanal spreads, and premium extra virgin olive oils that round out every bite with their peppery notes. Special attention is given to the wine list, featuring carefully curated selections from Croatia's finest winemakers.

If you are planning your sailing trip in advance or simply want to indulge in your vacation without worrying about provisions, all these gourmet items and accompanying delicacies can easily be ordered via our webshop. This ensures your ideal deck provisions are ready and packed before you even untie the lines. Feel free to scan our QR code to find the closest of our 14 locations. Bring the authentic taste shaped by nature itself onto your boat and enjoy every single mile. We wish you calm seas and bon appétit! ■





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BRUNO JURIČIĆ

Mediterraneo

Arhitekt, kustos i umjetnik govori o Mediteranu, suvremenom luksuzu, interijerima, ekologiji i odgovornosti arhitekture u vremenu novih tehnologija.

The architect, curator and artist speaks about the Mediterranean, contemporary luxury, interiors, ecology, and the responsibility of architecture in the age of new technologies.

Bruno Juričić jedan je od najprepoznatljivijih hrvatskih arhitekata međunarodne generacije. Školovan u Veneciji, Beču i Los Angelesu, s iskustvom rada između Europe, Kine, Bliskog istoka i Mediterana, razvio je jezik koji spaja snažnu formu, kulturnu dubinu i precizan osjećaj za mjesto. Iz pulskog studija Atelier Bruno Juričić razvija projekte od urbanih strategija, hotela i javnih zgrada do privatnih vila, kuća za odmor i interijera. Mediteran pritom ostaje baza promišljanja: prostor svjetla, mora, kamena i suvremenog luksuza koji ne traži spektakl, nego atmosferu, inteligenciju i trajnu vrijednost.

Vaš rad povezuje snažnu formu, mediteranski senzibilitet i preciznu ideju života u prostoru. Što za vas znači projektirati?

Moj rad nikada nisam doživljavao samo kao proizvodnju forme. Arhitektura je za mene način mišljenja, ali još više način stvaranja mogućnosti. Ona organizira odnose između prostora, tijela, krajolika, investitora, javnosti, tehnologije i vremena. Projektiranje nije samo pitanje kako će nešto izgledati, nego kakav život taj prostor može potaknuti. Svaka dobra arhitektura predlaže jedan mogući svijet: novi ritam svakodnevice, novu atmosferu, novi odnos čovjeka prema mjestu.

Ne zanima me arhitektura kao zatvoreni objekt, nego kao živi sustav. Često se doživljam i kao kustos procesa, netko tko uređuje slojeve stvarnosti: ekonomiju, emociju, krajolik, funkciju, svjetlo, materijal i društveni kontekst. Zato se prirodno bavimo i interijerima - ne kao dekoracijom nakon arhitekture, nego kao njezinim nastavkom u intimnijem mjerilu. Interijer je mjesto gdje se arhitektonska ideja najizravnije susreće s tijelom, navikama i svakodnevним ritualima.



Fotografija / Photo: Igor Popović

Bruno Juričić is one of the most recognisable Croatian architects of his generation on the international stage. Educated in Venice, Vienna and Los Angeles, with professional experience spanning Europe, China, the Middle East and the Mediterranean, he has developed a language that combines a strong formal expression with cultural depth and an acute sensitivity to place. From his Bruno Juričić Atelier in Pula, he develops projects ranging from urban strategies, hotels and public buildings to private villas, holiday homes and interiors. Yet, in his work, the Mediterranean remains the foundation of his thinking: a space of light, sea and stone, and of a contemporary luxury that does not seek spectacle, but atmosphere, intelligence and lasting value.

Your work combines a strong formal expression, a Mediterranean sensibility and a clearly articulated idea of how people inhabit a space. What does designing mean to you?

I have never thought of my work simply as creating forms. To me, architecture is a way of thinking – and, even more, a way of creating possibilities. It organises relationships between space, the human body, the landscape, investors, the public, technology and the weather. Designing is not just a question of what something will look like, but of the kind of life a space can inspire. Every successful piece of architecture suggests a possible world: a new rhythm of everyday life, a new atmosphere, a new relationship between an individual and a place.

I am not interested in architecture as a closed object, but as a living system. I often think of myself as a curator of processes – someone who arranges the layers of reality: economy, emotion, landscape, function, light, material and the social context. That is why our work

Govorite o etici. Gdje ona ulazi u arhitekturu?

Etika u arhitekturi nije moralni dodatak na kraju projekta. Ona počinje već u prvoj odluci. Arhitektura nije samo oblikovanje prostora; ona je stvaranje mogućnosti koje prije nisu postojale. Svaka odluka je kaskada: otvara neke odnose između ljudi, mjesta, prirode i resursa, a zatvara druge. Tko dobiva svjetlo, pogled, mir, hlad i zvuk mora, a tko buku, zagušenje i loš odnos prema krajoliku?

U mediteranskom prostoru to se posebno jasno osjeti.

Luksuz nije samo kvadratura, materijal ili pogled.

Pravi luksuz je dobro postavljen odnos: između kuće i sjene, terase i vjetra, interijera i pejzaža, privatnosti i otvorenosti.

Pravi mediteranski luksuz za mene je luksuzna ležernost. To nije spektakularni luksuz koji želi impresionirati na prvi pogled, nego prostor koji polako otkriva svoju vrijednost: kroz svjetlo, sjenu, pogled, teksturu, mir, materijal i način na koji se u njemu živi. Kada radimo kuće i interijere na Mediteranu, pokušavamo stvoriti atmosferu u kojoj je sve pažljivo osmišljeno, ali ništa ne djeluje ukočeno. To je luksuz koji dopušta opuštanje, sezonalnost, more, obitelj, goste, tišinu i svakodnevni ritual. U najboljem slučaju, kuća postaje istovremeno dom, privatno utočište i produžetak krajolika.

U vremenu u kojem "manje štetiti" više nije dovoljno, prostor mora postati otporniji, prilagodljiviji i regenerativniji. To je za mene etička os projekta: stvaranje okvira u kojem ljudi, priroda i resursi mogu stupiti u bolji odnos nego prije.

Mnogi vaši projekti smješteni su u mediteranske krajolike. Koliko taj kontekst oblikuje vaš izraz?

Mediteran za mene nije samo geografija. On je medij, gotovo fluid, prostor između zemlje, mora, svjetla i memorije. Tu arhitektura nikada nije izolirani objekt, nego dio veće atmosferske cjeline. More, kamen, sjena, vjetar, refleksija, miris borova ili sol u zraku — sve su to elementi prostora jednako važni kao konstrukcija ili fasada.

Dok sam živio i radio u Beču, Los Angelesu ili Abu Dhabiju, shvatio sam koliko mi taj element fizički nedostaje. Sjevernoeuropski prostor ima čvršći rub, dok me Mediteran zanima zbog mekoće granica i preklapanja stvarnog i imaginarnog. Venecija je radikalan primjer: grad u kojem arhitektura nikada nije odvojena od vode, magle, refleksije i vremena.

Bili ste jedan od prvih hrvatskih arhitekata koji je ostvario pobjedu na velikom međunarodnom natječaju u Kini. Kako je to iskustvo promijenilo vašu perspektivu?

Kina mi je radikalno promijenila osjećaj mjerila. Kada radite na hotelsko-rezidencijalnom kompleksu od oko 65 tisuća četvornih metara, s investicijom od približno 100 milijuna eura, arhitektura više nije samo pitanje forme. To postaje pitanje strategije, kulture, ekonomije i sposobnosti da jedna ideja preživi veliki sustav. Koncept mora nositi luksuzni hotelski program, kulturni narativ, investicijsku logiku i kompleksnu izvedbu. Ako je projekt samo lijepe slika, brzo se raspadne. Ako ima jasnu unutarnju logiku, može preživjeti pritisak brzine, novca i realizacije.

naturally extends to interiors as well; not as decoration added after the architecture, but as its continuation on a more intimate scale. The interior is where an architectural idea meets the body, people's habits and daily rituals in the most immediate way.

You speak of ethics. Where is its place in architecture?

In architecture, ethics is not a moral addition that comes at the end of a project. It is present from the very first decision. Architecture is not simply the shaping of space; it is the creation of possibilities that did not exist before.

Every decision creates a cascade: it opens up certain relationships between people, nature and resources, while closing off others. Who gets the light, the view, peace, shade and the sound of the sea, and who gets noise, congestion and a poor relationship with the landscape?

This is particularly evident in a Mediterranean space. Luxury is not simply a matter of square metres, materials or views. True luxury lies in a well-considered relationship: between the house and the shade, the terrace and the wind, the interior and the landscape, privacy and openness.

To me, the true Mediterranean luxury is luxurious ease. It is not the kind of spectacular luxury that seeks to impress at first glance, but a space that slowly reveals its value: through light, shadow, views, texture, peace, materials and the way it is inhabited. When we design houses and interiors in the Mediterranean, we always strive to create an atmosphere in which everything has been carefully considered, yet nothing feels rigid. It is a luxury that leaves room for relaxation, seasonal rhythms, the sea, family, guests, moments of silence, and everyday rituals. At its best, a house becomes a home, a private sanctuary and an extension of the landscape all at once.

At a time when "doing less harm" is no longer enough, space must become more resilient, adaptable and regenerative. That, for me, is the ethical axis of a project: to create a framework in which people, nature and resources can have a better relationship than they had before.

Many of your projects are set in Mediterranean landscapes. To what extent does that context shape your architectural expression?

For me, the Mediterranean is not just geography. It is a medium, almost a fluid, a space between land, sea, light and memory. Here, architecture is never an isolated object, but part of a larger atmospheric whole. The sea, stone, shade, wind, reflections, the scent of pine trees or the salt in the air — they are all elements of space, equally important as structure or façade.

While I was living and working in Vienna, Los Angeles and Abu Dhabi, I realised how I missed that element in physical terms. Northern European landscapes have firmer edges, whereas I am drawn to the Mediterranean because of the softness of its boundaries and the overlap of the real and the imaginary. Venice is a radical example: a city where architecture is never separate from the water, the mist, the reflections and the weather.



Kako ste u projektu Xia Ke pomirili kinesku tradiciju sa svojim suvremenim arhitektonskim jezikom?

Projekt Xia Ke bio je zanimljiv jer kulturni kontekst nije bio dekorativan, nego suštinski. Ime dolazi iz književnog svijeta Jin Yonga, jednog od najvažnijih kineskih pisaca, pa zadatak nije bio samo projektirati hotel, nego prevesti jedan imaginarij u prostor. Nisam želio površno citirati tradiciju. Zanimalo me kako književni, pejzažni i kulturni slojevi mogu postati dio suvremenog jezika. Projekt je funkcionirao kao kontrapunkt: između kineskog narativa i suvremene geometrije, krajolika i programa, velikog hotelskog sustava i intimnog iskustva korisnika.

Što je bila prijelomna točka za povratak u Pulu?

Moj povratak u Pulu nije bio nostalgija, nego profesionalni i unutarnji trenutak. Natječaj za Infobipov kampus Pangea u Vodnjanu bio je ključan. Tada sam shvatio da Hrvatska, a posebno Istra, ima ogroman prostor za razvoj - ne kroz kopiranje globalnih modela, nego kroz stvaranje nove lokalne inteligencije. Pula i Istra imaju specifičnu gustoću: povijest, industriju, turizam, krajolik, more, napuštene prostore i novu kreativnu energiju.

Danas iz Pule i Istre ne izvozimo samo projekte, nego modele. Razvijamo arhitektonske, razvojne i operativne modele za turizam, hospitality, stanovanje, interijere i veće investicijske strukture. Iz te istarske baze možemo ponuditi spoj mediteranske inteligencije prostora, međunarodnog iskustva i provedbene discipline.

Coworking centar u Puli privukao je veliku pozornost...

Ta lokacija u centru Pule godinama je bila gotovo nevidljiva. Projekt nije smio biti samo još jedna poslovna zgrada. Trebao je postati znak da se u Puli može graditi suvremena javna i kreativna infrastruktura. Nosivu konstrukciju, koja se obično skriva, izveo sam prema van i pretvorio je u vidljivu logiku zgrade - strukturni potpis koji komunicira s gradom. Noću, kada fasada svijetli, zgrada pulsira kao živo mjesto: signal nove energije u gradu.

You were one of the first Croatian architects to win a major international competition in China. How did that experience change your perspective?

China radically changed my sense of scale. When you are working on a hotel and residential complex of around 65,000 square metres, with an investment of approximately €100 million, architecture is no longer simply a question of form. It becomes a question of strategy, culture, economy and whether an idea can survive a large system. The concept has to combine a luxury hotel programme, a cultural narrative, investment logic and a complex delivery. If the project is nothing more than a pretty picture, it quickly falls apart. If it has a clear internal logic, it can withstand the pressures of pace, money and implementation.

How did you reconcile Chinese tradition with your contemporary architectural language in the Xia Ke project?

The Xia Ke project was interesting because the cultural context was not decorative, but intrinsic to the concept. The name comes from the literary world of Jin Yong, one of China's most important writers, so the task was not simply to design a hotel, but to translate a literary imaginary into a space. I did not want to quote tradition in a superficial way. What interested me was how literary, landscape and cultural layers can become part of a contemporary architectural language. The project functioned as a counterpoint: between the Chinese narrative and contemporary geometry, landscape and programme, and a large hotel system and users' intimate experience.

What was the turning point that brought you back to Pula?

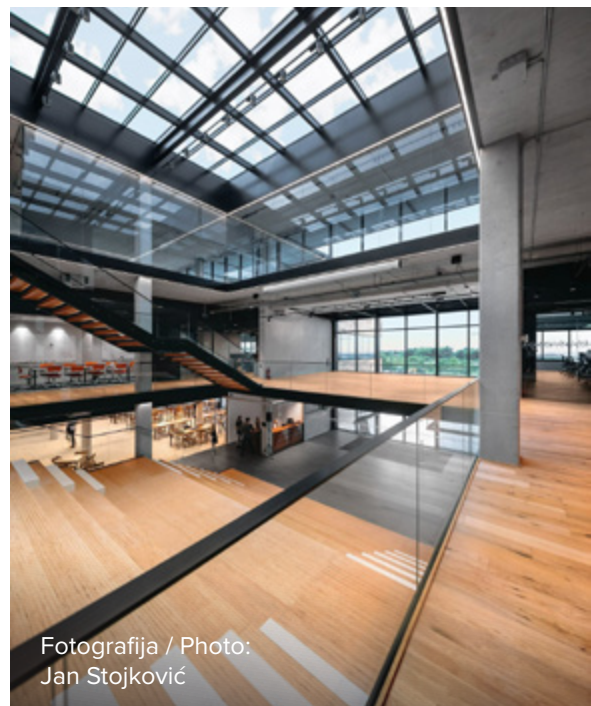
My return to Pula was not driven by nostalgia; it was both a professional decision and a personal moment. The competition for Infobip's Pangea Campus in Vodnjan was key. It was then that I realised that Croatia, particularly Istria, offers significant room for development – not by copying global models, but by creating a



Fotografija / Photo:
Atelier Bruno Juričić

'AI može proširiti imaginaciju, ali ne smije zamijeniti kritičko, kulturno i etičko mišljenje arhitekta. To je novi instrument, ali netko i dalje mora znati što želi odsvirati'

'AI can expand imagination, but must not replace the architect's critical, cultural and ethical judgement. The instrument is new, but someone still has to know what to play'



Fotografija / Photo:
Jan Stojković



Fotografija / Photo: Jan Stojković



Fotografija / Photo: IDA

Mislite li da će arhitektura u budućnosti biti više prepuštena umjetnoj inteligenciji?

Mislim da je to lažna podjela. Arhitektura je uvijek bila povezana s tehnologijom, od antičkih akvedukata do današnjih algoritama. Pravo pitanje nije koristi li arhitektura tehnologiju, nego tko upravlja odlukama i kome ta tehnologija služi.

AI može ubrzati procese i otvoriti nove formate mišljenja. Ali algoritam može proizvesti opcije, ne može preuzeti etičku odgovornost za prostor. AI može proširiti imaginaciju, ali ne smije zamijeniti kritičko, kulturno i etičko mišljenje arhitekta. To je novi instrument, ali netko i dalje mora znati što želi odsvirati.

Što vas danas još uvijek uzbuđuje u arhitekturi?

Najviše me uzbuđuje mogućnost da se stvori nešto pozitivno što prije nije postojalo. Iz razgovora, ograničenja, budžeta, parcele, svjetla, programa i konflikata nastane prostor koji može promijeniti nečije svakodnevno iskustvo.

Arhitektura ima posebnu privilegiju jer nije samo ideja. Ona postaje opipljiva, traje, koristi se, pamti se. Ljudi u njoj žive, rade, odmaraju se, gledaju more, piju kavu. Kada razmišljam o idealnom projektu, ne mislim na najveći budžet ili najprestižniju lokaciju, nego na projekt koji uspije promijeniti način na koji čovjek doživljava mjesto. Ako prostor nakon naše intervencije postane jasniji, bogatiji, otvoreniji ili humaniji, onda arhitektura ima smisla. ■

'Pravi mediteranski luksuz za mene je luksuzna ležernost koja polako otkriva svoju vrijednost: kroz svjetlo, sjenu, pogled, teksturu, mir, materijal i način na koji se u njemu živi'

'To me, the true Mediterranean luxury is luxurious ease that slowly reveals its value: through light, shadow, views, texture, peace, materials and the way it is inhabited'

new, locally rooted intelligence. Pula and Istria have a unique density: history, industry, tourism, landscape, the sea, disused spaces and new creative energy.

Today, we do not export only projects from Pula and Istria; we export models. We develop architectural, development and operational models for tourism, hospitality, housing, interiors and major investment structures. From this Istrian base, we can offer a combination of the Mediterranean intelligence of space, international experience and the discipline of delivery.

The Coworking Centre in Pula has attracted a great deal of attention.

That site in the centre of Pula was almost invisible for years. The project could not be just another office building; it had to signal that a contemporary public and creative infrastructure could be built in Pula. I brought the load-bearing structure, which is usually hidden, to the exterior, turning it into a visible logic of the building – a structural signature that communicates with the city. At night, when the façade is illuminated, the building seems to pulsate with life, signalling a new energy in the city.

Do you think that in the future architecture will be more entrusted to artificial intelligence?

I think that is a false dichotomy. Architecture has always been inseparable from technology, from ancient aqueducts to today's algorithms. The real question is not whether architecture uses technology, but who makes decisions and whom this technology serves.

AI can speed up processes and open up new modes of thinking. But algorithms can only generate options; they cannot assume the ethical responsibility for a space. AI can expand imagination, but must not replace the architect's critical, cultural and ethical judgement. The instrument is new, but someone still has to know what to play.

What do you still find exciting about architecture today?

What I find most exciting is the possibility of creating something positive that did not exist before. Out of a conversation, constraints, a budget, a land plot, light, a project brief and conflict, a space emerges that can transform someone's everyday experience.

Architecture has a particular privilege, because it is not just an idea. It becomes tangible, it lasts, it is used and remembered. People live, work, rest, look at the sea, and have coffee in it. When I think about an ideal project, I do not think of the largest budget or the most prestigious location; I think of a project that can change the way a person experiences a place. If that place becomes clearer, richer, more open or human after our intervention, then architecture has meaning. ■

SKRADIN CUP REGATTA

DONIJELA JOŠ JEDNO VRHUNSKO JEDRILIČARSKO ISKUSTVO NA JADRANU

SKRADIN CUP REGATTA DELIVERS ANOTHER TOP-CLASS SAILING EXPERIENCE ON THE ADRIATIC

TREĆE IZDANJE MEĐUNARODNE REGATE OKUPILO JE 180 SUDIONIKA IZ CIJELOGA SVIJETA I SPOJILO VRHUNSKO JEDRENJE, DALMATINSKE DESTINACIJE I AUTENTIČNO ISKUSTVO NA JADRANU

THE THIRD EDITION OF THE INTERNATIONAL REGATTA BROUGHT TOGETHER 180 PARTICIPANTS FROM AROUND THE WORLD FOR A UNIQUE COMBINATION OF TOP-CLASS SAILING, DALMATIAN DESTINATIONS AND AN AUTHENTIC ADRIATIC EXPERIENCE

Fotografije / Photos: Z.Barišin



Treće izdanje međunarodne regate Skradin Cup Regatta zaključeno je svečanom završnicom i dodjelom nagrada na otoku Čiovu, još jednom potvrdivši status jednog od najatraktivnijih jedriličarskih događanja na hrvatskoj obali. Ovogodišnja regata okupila je 180 sudionika iz brojnih zemalja svijeta koji su tijekom višednevnog programa plovili rutom od Skradina preko Primoštena, Trogira i Hvara do Čiova, povezujući pritom neke od najljepših dalmatinskih gradova i otoka u jedinstveno iskustvo jedrenja na Jadranu.

Na regati su sudjelovale ukupno 24 jedrilice i katamarana, a međunarodna atmosfera, natjecateljski duh i zajednička događanja dodatno su istaknuli sve veću prepoznatljivost Skradin Cup Regatte na europskoj jedriličarskoj sceni. Uz sportski dio programa, sudionici su uživali i u brojnim popratnim sadržajima poput Best Crew Style, Cook Off!, Show Off! i Shoot Off! natjecanja, koji su regati dali dodatnu *lifestyle* dimenziju i stvorili opuštenu mediteransku atmosferu po kojoj je ovo događanje sve prepoznatljivije.

Posebnu vrijednost regati daje njezin doprinos međunarodnoj promociji Hrvatske kao vrhunske nautičke i jedriličarske

The third edition of the international Skradin Cup Regatta came to a close with an award and closing ceremony held on the island of Čiovo, once again confirming its status as one of the most attractive sailing events on the Croatian coast and islands. This year's regatta brought together 180 participants from many countries around the world, who, over the course of the several-day programme, sailed the route from Skradin through Primošten, Trogir and Hvar to Čiovo, linking some of Dalmatia's most beautiful towns and islands into a unique Adriatic sailing experience.

A total of 24 sailing yachts and catamarans took part in the regatta, while the international atmosphere, competitive spirit and shared activities highlighted the growing appeal of the Skradin Cup Regatta on the European sailing scene. Alongside the sporting segment of the programme, participants enjoyed a variety of side events, such as Best Crew Style, Cook Off!, Show Off!, and Shoot Off! competitions, which added an additional lifestyle dimension to the regatta and created a relaxed Mediterranean atmosphere for which the event is increasingly renowned.



Ovogodišnja regata okupila je 24 jedrilice i katamarana koji su plovili rutom od Skradina preko Primoštena, Trogira i Hvara do Čiova

A fleet of 24 sailing yachts and catamarans took part in this year's regatta, sailing the route from Skradin through Primošten, Trogir and Hvar to Čiovo

Sudionici iz brojnih zemalja svijeta još su jednom potvrdili rastući međunarodni značaj hrvatske kao jedne od vodećih jedriličarskih destinacija Mediterana

Participants from many countries around the world once again confirmed Croatia's growing international reputation as one of the leading sailing destinations in the Mediterranean

destinacije. Tijekom nekoliko dana sudionici su imali priliku doživjeti ljepotu hrvatske obale, autentični mediteranski ambijent i kvalitetu domaće nautičke infrastrukture, uključujući ACI marinu Skradin kao važnu polazišnu i završnu točku regate. Regatu je podržao i ACI, dodatno potvrđujući važnost ovakvih događanja za razvoj i promociju hrvatskog nautičkog turizma. Plovidba između dalmatinskih destinacija još je jednom istaknula posebnost hrvatskog Jadrana i iskustvo jedrenja koje Hrvatsku već godinama svrstava među najpoželjnije nautičke destinacije Mediterana.

Povratak flote u ACI marinu Skradin označio je završetak još jednog uspješnog izdanja Skradin Cup Regatte, događanja koje iz godine u godinu okuplja sve veći broj međunarodnih sudionika i potvrđuje rastući značaj Hrvatske na svjetskoj jedriličarskoj karti. Spoj vrhunskog jedrenja, dalmatinskih destinacija, prirodnih ljepota i zajedničkih trenutaka na moru još je jednom stvorio atmosferu koja Skradin Cup Regattu čini jednim od prepoznatljivih događanja nautičke sezone na hrvatskoj obali. ■



The regatta's particular value lies in its contribution to the international promotion of Croatia as a premier nautical and sailing destination. Over the course of several days, participants had the opportunity to experience the beauty of the Croatian coast and islands, the authentic Mediterranean setting and the quality of Croatia's nautical infrastructure, including ACI Marina Skradin as an important starting and finishing point of the regatta. ACI supported the regatta, additionally confirming the importance of events of this kind for the development and promotion of Croatian nautical tourism. Sailing between Dalmatian destinations once again highlighted the uniqueness of the Croatian Adriatic and the sailing experience that has, for years, placed Croatia among Mediterranean's most desirable nautical destinations.

The fleet's return to ACI Marina Skradin marked the close of another successful edition of the Skradin Cup Regatta, an event that has, year after year, brought together an ever-growing number of international participants, highlighting Croatia's increasing prominence on the global sailing scene. A blend of top-class sailing, Dalmatian destinations, natural beauty and shared moments at sea once again created the distinctive atmosphere that makes the Skradin Cup Regatta one of the most attractive events of the nautical season on the Croatian coast and islands. ■

NOĆ U KOJOJ HVAR POSTAJE JEDNA DUŠA

NIGHT WHEN HVAR BECOMES ONE SOUL

Procesija Za križen jedinstveni je sakralni obred otoka Hvara koji se neprekidno održava više od pet stoljeća

The Following the Cross procession is a unique religious ritual on the island of Hvar, with an unbroken tradition spanning more than five centuries

Svake godine, čim kalendar dovede do Velikog četvrtka, na otoku postoji samo jedno pitanje: Greš za križen? Točno u 22 sata iz šest župnih crkava, u istom trenutku, kreće šest povorki. Mjesta koja sudjeluju u ovom drevnom obredu su Jelsa, Pitve, Vrisnik, Svirče, Vrbanj i Vrboska. Hodočasnici polaze u noć, napredujući smjerom kazaljke na satu, zaustavljajući se uz posebno ukrašene Božje grobove u crkvama susjednih mjesta. Niti jedna od povorki neće sresti drugu. Pučka je vjera oduvijek govorila da bi eventualni susret bio predznak velike nesreće.

Nitko ne zna točan trenutak u kojemu je tradicija počela, kada je netko u tim mjestima prvi put uzeo križ i krenuo u noć. Povjesničari i kroničari nude nekoliko odgovora...

Najraširenija teorija o nastanku procesije seže u 1510. godinu, kada su se na Hvaru isprepleli vjera i politika. Otok je u to vrijeme bilo žarište društvenih napetosti; pučani su nastojali izboriti ravnopravni udio u upravljanju institucijama, dok je mletačka uprava favorizirala plemićko vijeće. Čak ni najmućniji pučani nisu imali pristup odlučivanju, što je naposljetku dovelo do formiranja urote pod vodstvom hvarskog kanonika Matija Lukanića i Nikole Bevilaque.

Prema predaji, urotnici su plan o likvidaciji dijela plemstva zapečatili zakletvom nad malenim drvenim raspelom u kući Nikole Bevilaque. Čekao se samo povod za napad.

Each year, as Maundy Thursday approaches, there is only one question heard across the island: Are you going to follow the cross? At 10 pm sharp, at exactly the same moment, six processions set off from six parish churches. The villages that take part in this ancient ritual are: Jelsa, Pitve, Vrisnik, Svirče, Vrbanj and Vrboska. Participants set off into the night, moving in a clockwise direction, and stopping at specially adorned representations of Christ's tomb in the churches of the neighbouring villages. None of the processions cross paths with another. Folk tradition has long held that such an encounter would be a bad omen.

No one knows exactly when this tradition began, when someone from those villages took up a cross and set off into the night. Historians and chroniclers have offered several explanations.

According to the most widespread theory, the procession originated in 1510, when religion and politics became intertwined on the island of Hvar. At that time, the island was a centre of social tensions: the common people sought a more equal share in the governance of public institutions, while the Venetian administration favoured the council of nobles. Not even the wealthiest commoners had access to decision-making, which eventually resulted in a conspiracy headed by Matija Lukanić, canon of Hvar, and Nikola Bevilaqua.

POVORKE IZ JELSE, PITAVA, VRISNIKA, SVIRČA, VRBANJA I VRBOSKE NIKADA SE NE SUSREĆU, JER SE TO PREMA PUČKOJ PREDAJI SMATRA PREDZNAKOM NESREĆE

PROCESSIONS FROM JELSA, PITVE, VRISNIK, SVIRČE, VRBANJ AND VRBOSKA NEVER CROSS PATHS BECAUSE, ACCORDING TO FOLK TRADITION, SUCH AN ENCOUNTER WOULD BE A BAD OMEN





Fotografije / Photos:
Vedran Rafael Janić

Preokret se dogodio 6. veljače 1510. Dok je otok pogodilo snažno nevrijeme praćeno potresom koji je srušio dio krova crkve Navještenja, u kući Bevilaquinih zabilježen je događaj koji će promijeniti tijek stvari. Jedna od ukućana primijetila je da iz raspela na zidu curi krv. Vijest se munjevito proširila; ribari i težaci ostavili su posao i nagnuli u hvarsku katedralu kamo je raspelo preneseno. Čudo je protumačeno kao opomena protiv prolijevanja bratske krvi, što je privremeno zaustavilo urotu.

Primirje je bilo kratkog vijeka. U svibnju iste godine ustanak je buknuo, ovaj put predvođen Matijem Ivanićem iz Vrbanja. Trajao je četiri godine i završio brutalnim mletačkim gušenjem.

U znak pokore zbog nasilnih događaja, diljem otoka počele su se održavati procesije koje su s vremenom prerasle u današnji obred Za križen. Procesija u svom sadašnjem, cjelonoćnom obliku nije stara pet stoljeća, smatra se da je današnja forma hoda, duga oko 25 kilometara, oblikovana prije otprilike dvjesto godina. U ranijim stoljećima procesije su bile kraće, kretale su se kasnije i obuhvaćale su tek posjete Božjim grobovima u susjednim župama.

Osim legende o raspelu, u opticaju su i drugačija tumačenja nastanka ovog običaja, iako za većinu njih nema pisanih potvrda. Prema jednom od njih, zajednička hodočašća služila su kao način za smirivanje napetosti između susjednih župa, sklonih čestim sporovima oko zemljišta ili prestiža. Drugo tumačenje, nešto utemeljenije u poznatim obilježjima procesije, ne traži dramatičan povod: vidi je kao izraz tipične srednjovjekovne pobožnosti i intenzivnog promišljanja o Kristovoj mucu, koje se najdublje doživljavalo uz Božje grobove, bogato ukrašene oltarne prikaze posebno uređene za Veliki tjedan.

Vjerojatno je da tradicija nema samo jedan izvor. U njoj se, kroz stoljeća, ispreplele više slojeva: politički, društveni i duhovni, što je možda i razlog zašto je ostala živa do danas.

Na čelu svake od šest povorki hoda križonoša, čovjek koji na ramenima nosi tkaninom prekriven križ težak više od deset kilogra-

According to tradition, the conspirators sealed their plan to eliminate certain members of the nobility by taking an oath over a small wooden crucifix in Nikola Bevilaqua's house. Then they waited for a reason to strike.

A turning point came on 6 February 1510. The island was struck by a violent storm accompanied by an earthquake, during which part of the roof of the Church of the Annunciation collapsed. Simultaneously, an event occurred in Nikola Bevilaqua's house that would change the course of events: a member of the household noticed that there was blood coming from the crucifix on the wall. News spread quickly; fishermen and peasants abandoned their work and rushed to Hvar Cathedral, where the crucifix had been taken. The miracle was interpreted as a warning against bloodshed among brothers, which temporarily halted the conspiracy.

The truce, however, was short-lived. In May of the same year, an uprising broke out, this time led by Matij Ivanić from Vrbanj. It lasted four years and was brutally suppressed by the Venetian Republic.

As an act of penance for the violent events, processions began to take place across the island, and, over time, evolved into today's Following the Cross ritual. The procession, in its present all-night form, is not five centuries old; today's format of the walk – approximately 25 kilometres long – is believed to have taken shape around two hundred years ago. In earlier centuries, the processions were shorter, began later in the evening and consisted of visits to the representations of Christ's tomb in neighbouring parishes.

In addition to the legend of the bleeding crucifix, there are also other interpretations of the origins of this custom, although most of them lack written confirmation. According to one of them, communal pilgrimages served as a way of easing tensions among neighbouring parishes, which were prone to frequent disputes over land or prestige. Another interpretation, somewhat more firmly grounded in the known characteristics of the procession, does not seek

ma. Zašto se netko odlučuje na ovaj iscrpljujući, osmosatni hod kroz hvarske kale i polja, najčešće ostaje osobna tajna. Razlozi su rijetko javni; to može biti ispunjenje zavjeta, izraz zahvalnosti, čin iskupljenja ili molitva za bližnje. Upravo ta intimna dimenzija u kojoj pojedinac nosi vlastiti teret pod okriljem zajednice daje procesiji emocionalnu snagu.

Čast nošenja križa na Hvaru duboko je ukorijenjena u obiteljsku tradiciju, o čemu najbolje govore liste čekanja koje se popunjavaju i po dvadeset godina unaprijed. Nerijetko se radi o naslijeđu; sinovi preuzimaju ulogu koju su nekada obnašali njihovi očevi ili djedovi, stvarajući tako neprekinuti generacijski niz. Ta privrženost tradiciji unutar obitelji često je snažniji pokretač od bilo kakvih zapisanih pravila.

Iza svega toga stoji starija, sveobuhvatnija simbolika. Nošenje križa oduvijek je bilo metafora za ono što nitko od nas ne može izbjeći: vlastite terete, gubitke, borbe koje se ne vide izvana. Svaki hodočasnik koji prati povorku nosi, uz fizički umor, i nešto svoje.

Iza križonoše koračaju batištrade, dvojica pratilaca zaduženih za njegovu sigurnost na neravnom putu koji vijuga od mjesta do mjesta. Za njima idu kandaliri s masivnim svijećnjacima, potom šest do dvanaest nosača voštanih torcih te osam i više sudionika s ferali, svećanim fenjerima čije svjetlo titra kroz noćni krajolik. U povorci najčešće prvo idu muškarci, a žene slijede iza njih. Taj raspored odražava stoljetna pravila bratovština koje su od srednjeg vijeka organizirale i čuvale pučke pobožnosti.

Zvučnu kulisu procesije čini Gospin plač, pasionski tekst u osmercu čiji korijeni sežu u 15. stoljeće. Pjevači, poznati kao kantaduri, izvode napjev u formi glazbenog dijaloga na točno određenim postajama duž rute. Arhaični napjevi ne uče se iz nota ili knjiga, već se prenose isključivo usmenom predajom unutar obitelji.

Procesija traje oko osam sati, tijekom kojih sudionici prijeđu put od 25 kilometara. Obred okuplja sve dobne skupine: djeca i mladi postupno sudjeluju u sve duljim dionicama hoda, dok stariji mještani procesiju prate molitvom u crkvama na postajama puta.

U Jelsi završetak ima posebnu dimenziju. Nakon cjelonoćnog hoda, na posljednjih nekoliko desetaka metara, križonoša se zatrči prema crkvi gdje ga dočekuje svećenik, čime se simbolično označava kraj cjelonoćnog hoda i izvršenje zavjeta.

Upravo je ta potreba za kontinuitetom omogućila da se tradicija očuva i u trenucima kada je njezin fizički opstanak na otoku bio onemogućen. Najupečatljiviji primjer takve ustrajnosti dogodio se 1944. godine, tisućama kilometara daleko od hvarskih crkava.

OD 2009. GODINE, PROCESIJA ZA KRIŽEN UVRŠTENA JE NA UNESCO-OV POPIS NEMATERIJALNE KULTURNE BAŠTINE ČOVJEČANSTVA

IN 2009, THE FOLLOWING THE CROSS PROCESSION WAS INSCRIBED ON UNESCO'S REPRESENTATIVE LIST OF THE INTANGIBLE CULTURAL HERITAGE OF HUMANITY

a dramatic reason; instead, it views the custom as an expression of typical medieval piety and intense contemplation of Christ's Passion, experienced most deeply before the richly decorated altar representations of Christ's tomb, specially ornamented for the Holy Week.

The tradition is likely to have more than one origin. Several layers became intertwined over the centuries – political, social and spiritual – which may be the reason why it has remained alive to this day.

At the head of each of the six processions is the cross-bearer, a man carrying on his shoulders a cross draped in cloth and weighing more than ten kilogrammes. Why someone would choose to go on this exhausting, eight-hour walk through the narrow streets and fields of Hvar usually remains personal matter. The reasons are rarely made public; they may involve the fulfilment of a vow, expression of gratitude, an act of penance or a prayer for loved ones. It is precisely this personal dimension – in which an individual bears their own burden within the community – that gives the procession its emotional strength.

On Hvar, the honour of carrying the cross is deeply rooted in family tradition, as shown by waiting lists extending as far as twenty years in advance. Often, it is a matter of inheritance: sons take on the roles once held by their fathers or grandfathers, creating an unbroken generational line. This attachment to tradition within one's family is often a stronger motivation than any written rule.

Behind it lies an older and more universal symbolism. To carry a cross has always been a metaphor for something none of us can escape from: our own burdens, losses and inner struggles that cannot be seen from the outside. Each participant in the procession carries not only physical fatigue, but also something deeply personal.

Two attendants, known as batištrade, walk behind the cross-bearer, ensuring his safety on the uneven road winding from one village to the other. They are followed by kandaliri, carrying large processional candlesticks, and then six to twelve candle-bearers holding wax candles, as well as eight or more participants with ferali, ceremonial lanterns whose light shimmers across the night landscape. Most often, men walk at the front of the procession, followed by women. This order reflects centuries-old rules of lay confraternities, which, from the Middle Ages onwards, organised and maintained popular devotional practices.

The musical backdrop of the procession is formed by the Lamentation of Our Lady, a Passion text in octosyllabic verse whose origins date back to the 15th century. The singers, known as kantaduri, perform the antiphonal chant at precisely designated stations along the route. The archaic chants are not learnt from musical notation or books, but are transmitted exclusively through oral tradition within families.

The procession lasts around eight hours, during which participants cover approximately 25 kilometres. The ritual brings together all age groups: children and young people gradually take part in increasingly longer sections of the walk, while the elderly join in by praying in churches along the way.

The conclusion in Jelsa has a special dimension. After the night-long procession, in the final few dozen metres, the cross-bearer runs towards the church, where he is welcomed by the priest,



PROCESIJA JE SAMO JEDANPUT ODRŽANA IZVAN OTOKA HVARA, 1944. ORGANIZIRANA JE U IZBJEGLIČKOM KAMPU U SINAJSKOJ PUSTINJI

THE PROCESSION TOOK PLACE OUTSIDE HVAR ONLY ONCE, IN 1944, WHEN IT WAS HELD IN A REFUGEE CAMP IN THE SINAI DESERT

U jeku Drugog svjetskog rata, Hvar je bio pod okupacijom, a nekoliko tisuća njegovih stanovnika nalazilo se u izbjegličkom logoru El Shatt na Sinajskom poluotoku. Kada je do egipatske pustinje stigla vijest da su nacističke vlasti na otoku zabranile procesiju, izbjeglice su odlučile da se petostoljetni niz ne smije prekinuti. U nemogućim uvjetima, od dasaka pronađenih u logoru, izradili su šest drvenih križeva, dok je šest točaka u pijesku zamijenilo šest matičnih župa.

Dok su britanski i američki vojnici u tišini promatrali obred, procesija je za Hvarane prestala biti samo sakralni čin i postala jedina preostala veza s domom koji su napustili.

Ti drveni križevi, skovani u izbjeglištvu, nakon rata su vraćeni na otok. Danas se čuvaju u crkvama hvarskih mjesta kao svjedoci godine u kojoj procesija nije održana na Hvaru, ali nije bila ni prekinuta. Činjenica da je tradicija opstala u sinajskoj pustinji potvrđuje njezinu važnost za otočnu zajednicu, čineći je jednim od najstabilnijih simbola hvarske povijesti.

Procesiju organiziraju bratovštine, a može joj se pridružiti svatko. Postoji samo jedan uvjet: otvoreno srce i poštovanje onoga čemu se svjedoči. Od 2009. godine, procesija Za križen uvrštena je na UNESCO-ov popis nematerijalne kulturne baštine čovječanstva. Iako se na tom popisu nalaze brojni sakralni obredi iz cijeloga svijeta, hvarska procesija ističe se jedinstvenom kombinacijom elemenata: noćnim karakterom, specifičnim pasionskim napjevima, kružnom rutom u kojoj se povorke nikada ne susreću te isključivo pučkom organizacijom koja traje stoljećima.

U zoru Velikog petka, dok prve zrake sunca izlaze nad horizontom, šest procesija istovremeno zatvara krug. Krug koji se ne prekida više od pet stoljeća. ■

symbolically marking the end of the walk and fulfilment of the vow.

It is precisely the need for continuity that made it possible to preserve the tradition even at moments when its enactment was under threat. The most striking example of this perseverance occurred in 1944, thousands of kilometres away from the churches of Hvar.

At the height of the Second World War, Hvar was under occupation, and several thousand of its inhabitants were held in the El Shatt refugee camp on the Sinai Peninsula. When news reached the Egyptian desert that the Nazi authorities on the island had banned the procession, the refugees decided they could not allow five centuries of tradition to be broken. In conditions next to impossible, they made six wooden crosses from planks found in the camp, while six marked points in the sand stood in place of the six parishes.

As British and American soldiers observed the ritual in silence, the procession became far more than a religious ritual for the refugees from Hvar; it represented the only remaining link to the home they had left behind.

Those wooden crosses, made in the refugee camp, were brought back to the island after the war. Today, they are kept in the churches of the Hvar villages as testimonies to the year when the procession did not take place on the island of Hvar, yet the tradition itself was not interrupted. The fact that the tradition survived even in the Sinai Desert confirms its significance for the island community, making it one of the most enduring symbols of Hvar's history.

The procession is organised by lay confraternities, and anyone can take part. There is only one condition: an open heart and respect for what is being witnessed. In 2009, the Following the Cross procession was inscribed on the UNESCO's Representative List of the Intangible Cultural Heritage of Humanity. Although many religious rituals from around the world are included on the list, the procession on Hvar stands out for its unique combination of elements: its nocturnal setting, the distinctive Passion chants, the circular route along which the processions never cross paths and its exclusively lay organisation, which has continued for centuries.

At dawn on Good Friday, as the first rays of sunshine rise above the horizon, the six processions simultaneously complete the circle. A circle that has remained unbroken for more than five centuries. ■





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WRC CROATIA RALLY 2026:

NAJBRŽI NAČIN DA DOŽIVIŠ HRVATSKU
THE FASTEST WAY TO EXPERIENCE CROATIA

More u daljini, miris borova u zraku i zvuk motora koji para tišinu lokalnih cesta - WRC Croatia Rally ove je godine dobio novo lice. Preseljenjem servisnog parkirališta i direkcije utrke na autotodrom Grobnik te itinererom koji vodi kroz Primorsko-goransku, Istarsku, Karlovačku i Ličko-senjsku županije, najveći hrvatski rally je prerastao sport i postao iskustvo: spoj adrenalina, putovanja i mediteranskog hedonizma. Ovo nije samo utrka, ovo je najbrži način da doživiš Hrvatsku.

Već prvog dana spektakl na Korzu pretvorio je centar Rijeke u pozornicu na kojoj su se susreli vozači i publika koja je stigla u velikom broju na Ceremonijalni start. Prelet Krila oluje dodatno je začinio prerasnu riječku proljetnu večer tijekom koje su Lado i Halubajski zvončari pokazali svijetu dio hrvatske bogate kulturne baštine. Zvuk motora odbijao se od pročelja zgrada, a automobili su još stotinama metara vozili kroz okupljene znatiželjnike koji su došli pozdraviti posade uoči dvadeset izazovnih brzinskih ispita na pedeset nijansi hrvatskog asfalta.

I ranijih godina dionice WRC Croatia Rallyja prolazile su uz hrvatsku obalu, ali ovoga puta trasa natjecanja ponudila je pravi vizualni spektakl. Brzinci kroz Istru i Kvarner izgledali su kao razglednice u pokretu, uske ceste koje vijugaju kroz kamena sela, vinograde i šume, pa sve do dionica gdje se more pojavljuje iza svakog zavoja i prijevoja.

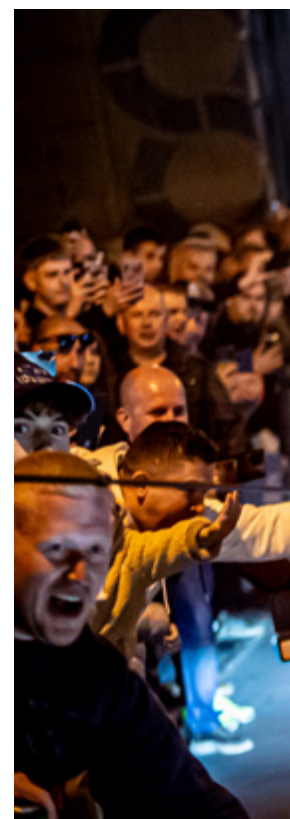
Na Platku, visoko iznad Rijeke, priroda postaje gotovo dramatična kulisa, oštri zavoji, nagle promjene ritma i pogled koji puca prema moru. Nekoliko desetaka kilometara dalje, Ravna Gora donosi potpuno drugačiji ugođaj, gustu šumu, hlad i ceste koje traže preciznost i koncentraciju. Fantastični prizori obilježili su i brzince kroz Karlovačku županiju koji su se smjestili uz rijeke Mrežnicu i Dobru. Upravo ta raznolikost čini WRC Croatia Rally jedinstvenim. U samo

The sea shimmering in the distance, the scent of pine in the air and the sound of engines tearing through the tranquillity of the local roads – this year, WRC Croatia Rally has taken on a new identity. With the service park and race headquarters relocated to the Grobnik Circuit and an itinerary stretching across the counties of Primorje-Gorski Kotar, Istria, Karlovac, and Lika-Senj, Croatia's biggest rally has grown beyond a sporting event to become a real experience: a blend of adrenaline, travel and Mediterranean hedonism. This is not only a race; it is the fastest way to experience Croatia.

On the very first day, the spectacle on Korzo transformed the centre of Rijeka into a stage where drivers and the crowd came together, with large numbers turning out for the ceremonial start. A flypast of the Wings of Storm additionally spiced up the beautiful Rijeka spring evening, during which Lado and the Bellmen of Halubje offered the world a glimpse of Croatia's rich cultural heritage. The sound of engines echoed off the façades, and the cars drove for hundreds of metres through the gathered crowd, who had come to greet the crews ahead of twenty challenging special stages across the fifty shades of Croatian asphalt.

In the earlier editions, the stages of the WRC Croatia Rally also ran along the Croatian coast, but this year the race route offered a genuine visual spectacle. The special stages through Istria and Kvarner looked like moving postcards, from narrow roads winding through stone villages, vineyards and forests, to sections where the sea appeared around every bend and crest.

On Platak, high above Rijeka, the landscape becomes an almost dramatic backdrop, with sharp bends, sudden changes of rhythm and sweeping views of the sea. Several dozen kilometres further on, Ravna Gora offers a completely different atmosphere: dense forest, deep shade and roads that demand precision and concentration. Equally striking scenes marked the special stages through Karlovac County, set along the rivers Mrežnica and Dobra. It is precisely this diversity that makes the WRC Croatia Rally unique. In





Fotografije / Photos: Uroš Modlić, Mario Pavlović



jednom vikendu prolaziš kroz nekoliko različitih svjetova i svaki od njih ima svoj tempo, miris i karakter.

Rally nisu samo cesta i posade u trkaćim automobilima, to su i ljudi. Publika uz brzince daje ovom događaju posebnu energiju. Gledatelji stoje uz cestu, navijaju, fotografiraju i dijele trenutak s vozačima koji prolaze brzinom koja oduzima dah. To je rijedak osjećaj bliskosti između sportaša i publike, gotovo izgubljen u modernom sportu. Navija se za sve, a ne kao u mnogim sportovima protiv suparničke momčadi.

U središtu svega su, naravno, automobili. WRC bolidi danas su više od strojeva, oni su pokretne skulpture, spoj tehnologije i dizajna. Njihove linije, boje i zvuk stvaraju gotovo umjetnički doživljaj. Promatrajući ih kako prolaze kroz zavoj, jasno je da se ovdje ne radi samo o brzini, nego o savršenoj koordinaciji čovjeka i stroja.

Završnica donosi kulminaciju svega. Dionica Alan - Senj, kao završni Power Stage, pružila je dramatičan kraj. Surov krajolik, napetost do posljednjih sekundi i osjećaj da odlučuje svaka sitnica. Thierry Neuville ispustio je ono što je bilo teško ispustiti, no mala pogreška stajala ga je plasmana. Sve to iskoristio je Takamoto Katsuta i postao prvi pobjednik iz Japana nakon Kenjira Shinozuke koji je slavio na Rallyju Obale Bjelokosti davne 1992. Fotografije i snimke ceremonijalnog cilja na opatijskoj plaži Slatina donijele su Hrvatskoj veliku promociju diljem svijeta.

Na dalekom je istoku Katsutina pobjeda imala daleko širi odjek od samog sportskog rezultata. Kroz opsežno medijsko praćenje, Hrvatska se kontinuirano pojavljivala kao atraktivna kulisa, a prizori koji spajaju more, planine i uske asfaltne ceste dodatno su naglašavali njezinu vizualnu privlačnost. Posebno snažan dojam ostavio je ceremonijalni cilj u Opatiji, čija je elegantna mediteranska atmosfera u televizijskim prijenosima i digitalnim sadržajima predstavljena kao savršena kulisa za završetak jednog od najzabudljivijih rallyja WRC sezone.

the space of a single weekend, you pass through several different worlds, each with its own rhythm, scent and character.

A rally is not just about the roads and the crews in fast cars; it is also about the crowd. The spectators lining the stages give this event a special kind of energy. The crowd gathers by the roadside, cheering, taking photographs and sharing a moment with the drivers who flash past in their cars at breathtaking speed. There is a rare sense of closeness between competitors and spectators, something almost lost in modern sport. Unlike in many other disciplines, the crowd here cheers for everybody, rather than cheering against their rivals.

At the heart of it all are, naturally, the cars. Today's WRC machines are far more than mere vehicles; they are sculptures in motion, a combination of technology and design. Their lines, colours and sound create an almost artistic experience. Watching them take a corner, it becomes clear that it is not simply about the speed, but about the perfect coordination between driver and machine.

The final stage of the rally is what provides a fitting climax. The Alan-Senj section, as the closing Power Stage, delivered a dramatic finale. A harsh landscape, tension right down to the final



Brojke WRC Croatia Rallyja su impozantne. U 2026. uz brzinske ispite, ceremonijalni start i cilj tijekom četiri dana bilo je više od 400.000 gledatelja. Posade su stigle iz 28 zemalja, a s lica mjesta o natjecanju je izvještavalo više od 200 akreditiranih novinara koji su stizali čak iz Južne Koreje i Japana. Vozilo se na deset različitih staza, više od 300 trkaćih kilometara, uz ukupnu dužinu itinerera od 1136 km.

WRC Croatia Rally je mnogo više od sportskog događaja. To je vikend koji spaja adrenalin i hedonizam jutra i poslijepodneva uz brzinske ispite, a večeri uz more, čašu vina i lokalne specijalitete. Istra donosi svoje tartufe i maslinovo ulje, Kvarner svježinu mora i jednostavnost vrhunske kuhinje, unutrašnjost svoje specijalitete.

Možda je upravo u tome njegova najveća snaga. Jer na kraju, nije presudno samo tko je najbrži. Ono što ostaje su prizori, zvukovi i osjećaj slobode koji se teško opisuje riječima. ■

seconds and the sense that every minor detail could prove decisive. Thierry Neuville was on the verge of a remarkable win, but a small mistake cost him his position. Takamoto Katsuta seized the opportunity to become the first Japanese winner since Kenjiro Shinozuka, who celebrated his victory at the Ivory Coast Rally in 1992. Images and footage from the finishing ceremony on Slatina Beach in Opatija brought Croatia significant global promotion.

In the Far East, Katsuta's victory resonated far beyond the result itself. Extensive media coverage consistently presented Croatia as an attractive backdrop, while the scenes combining the sea, mountains and narrow asphalt roads further highlighted its visual appeal. Particularly impressive was the finishing ceremony in Opatija, whose elegant Mediterranean atmosphere was portrayed in television broadcasts and digital coverage as the ideal setting for the conclusion of one of the most exciting rallies of the WRC season.

The WRC Croatia Rally figures are impressive. In 2026, more than 400,000 spectators watched the special stages, the ceremonial start and the finishing ceremony across the four-day event. Crews from 28 countries took part, and more than 200 accredited journalists – some travelling from as far as South Korea and Japan – covered the story from the event itself. The rally ran over ten different stages, covering more than 300 competitive kilometres, with a total itinerary distance of 1,136 km.

WRC Croatia Rally is far more than a sporting event. It is a weekend combining adrenaline with the morning hedonism, afternoons spent following the special stages, and evenings by the sea with a glass of wine and local specialities. Istria contributes its truffles and olive oil, Kvarner the freshness of its sea and the simplicity of its high-quality cuisine, while the hinterland adds its own specialities into the mix.

Perhaps that is precisely where the rally's true strength lies. Because in the end, what matters most is not who was fastest. What endures are the images, the sounds and the feeling of freedom that is so difficult to put into words. ■

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Ono što ovaj model čini posebno snažnim činjenica je da spaja dvije iznimno važne dimenzije. S jedne strane, donosi oglašivačima mjerljivu komercijalnu vrijednost jer komuniciraju s publikom u trenutku visoke receptivnosti. S druge strane, brendovima omogućuje da budu prisutni u prostoru koji prirodno poziva na edukaciju, prevenciju i odgovornu potrošnju. Ta kombinacija prodajne učinkovitosti i kredibiliteta danas je rijetka i zato iznimno vrijedna. Za B1 Media ključna je upravo ta pozicija: biti ondje gdje komunikacija ima smisla. U svijetu prezasićenom sadržajem najjača poruka nije ona koja najglasnije viče, nego ona koja se pojavi u pravom trenutku, pred pravom osobom i u prostoru koji joj daje vjerodostojnost. Zato su kanali B1 Medije medijski ambijent posebne vrijednosti, a zato je i uloga B1 Medije sve snažnija.

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