

ALLA BASE

Come mettere a dormire i computer

Stefano Morosin è nato a Padova trentatré anni fa e da quando ne ha trenta, vive in Spagna.



Fa parte dello shore team di Luna Rossa ormai da un decennio. "Mi occupo dell'elettronica di bordo e più specificamente del cablaggio e dei sensori. Collaboro all'identificazione dell'hardware più idoneo da utilizzare

su ITA 94, su ITA 86 e sulle stazioni mobili meteo in mare. Alla base faccio coppia fissa con Marco Donati, litighiamo talmente tanto che ci hanno soprannominati "Sandra e Raimondo", io sarei Raimondo ben inteso, ma come per loro, alla fine anche tra me e Marco c'è grande sintonia. I dati trasmessi da una barca di Coppa America sono indispensabili per sapere dove e quando intervenire per migliorarne le prestazioni, li registriamo sulla pilotina per poi elaborarli a terra. Luna Rossa è dotata di tre computer che seppur modernissimi, temono l'acqua salata e le vibrazioni, il nostro compito è anche quello di renderli affidabili. Per evitare che si usurino li rendiamo stagni, li proteggiamo dal caldo e quanto più possibile dalle

vibrazioni. Alla fine sono come dei bambini e alla sera, prima di metterli a dormire accendiamo anche il deumidificatore..."

I vostri processori saranno sicuramente all'avanguardia ma che particolarità hanno, se ne hanno una?

"Sono i più performanti e moderni oggi sul mercato per rispondere alle nostre esigenze di rapidità di elaborazione, bassa dispersione di calore e basso consumo. Le batterie per la loro alimentazione costituiscono un aspetto chiave da risolvere, in barca infatti, il peso gioca un ruolo fondamentale, per questo motivo le nostre sono fatte su misura, uniscono la massima autonomia al minor peso". Stefano, Luna Rossa l'ha ormai nel sangue. È alla sua terza campagna d'America's Cup. **Quali innovazioni, se ci**

sono state, hai rilevato tra le diverse edizioni?

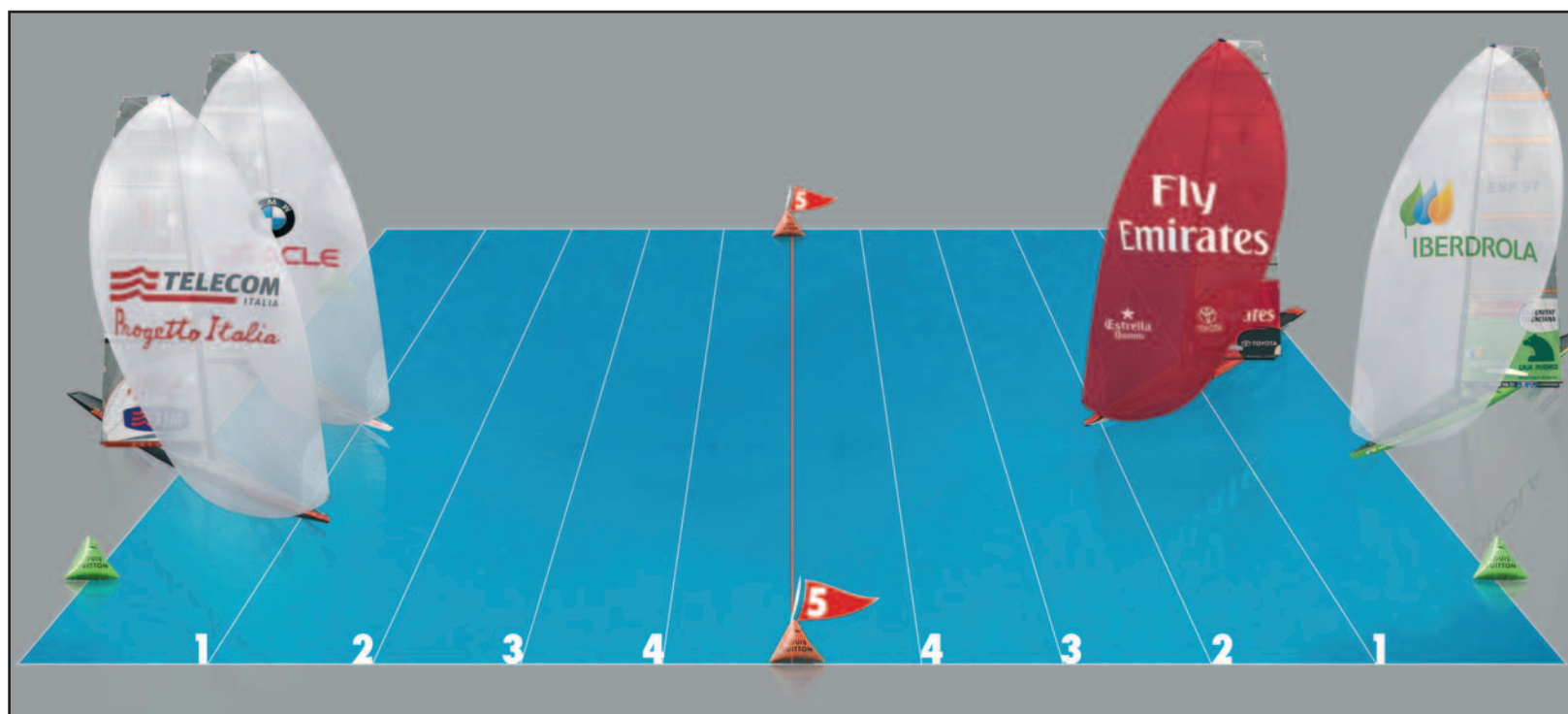
"Un'infinità! Ad Auckland eravamo partiti quasi da zero. Ora, memori delle passate esperienze e lavorando con continuità dal 2000, siamo arrivati molto lontano. Credo comunque che i progressi più rilevanti siano stati ottenuti nell'ambito della qualità dei dati oggi a nostra disposizione, questo grazie ai passi da gigante fatti dalle tecnologie di costruzione e programmazione dei sensori che li registrano". **Quando i "ragazzi" vanno in mare ti senti con loro? Ti senti anche tu parte dell'equipaggio?** "No, non proprio, il mio legame è con la barca. È anche mia e dei miei colleghi, la sentiamo come nostra". **L'emozione più grande che ti potrebbe dare la "Luna"?** "Senza ombra di dubbio vincere la vecchia brocca d'argento".

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METEO	TODAY	H6	H12	H18	H24	TOMORROW	H6	H12	H18	H24
Tempo										
Vento		4	5	6	2		2	5	11	7
Mare										
H. Onda		0.5	0.4	0.4	0.3		0.3	0.3	0.5	0.5
Temp. Superficie		18°	18°	18°	17°		17°	20°	19°	18°

www.meteomed.it

LVC Semi Final



IN EACH SEMI FINAL MATCH THE FIRST CHALLENGER TO WIN FIVE POINTS, ONE POINT PER WIN, ADVANCES TO THE LOUIS VUITTON CUP FINAL

SEMI FINAL A: EMIRATES TEAM NEW ZEALAND: 2 POINTS - DESAFÍO ESPAÑOL 2007: 0 POINTS

SEMI FINAL B: BMW ORACLE RACING: 1 POINT - LUNA ROSSA CHALLENGE: 1 POINT

SEMI FINALS RACE 3

"ROMEO" RACE COMMITTEE

FIRST WARNING SIGNAL 14:50

MATCH 1

DESAFÍO ESPAÑOL 2007, ESP 97 VS EMIRATES TEAM NEW ZEALAND, NZL 92

MATCH 2

BMW ORACLE RACING, USA 98 VS LUNA ROSSA CHALLENGE, ITA 94



RACE 2, IL FILM DELLA REGATA LUNA ROSSA

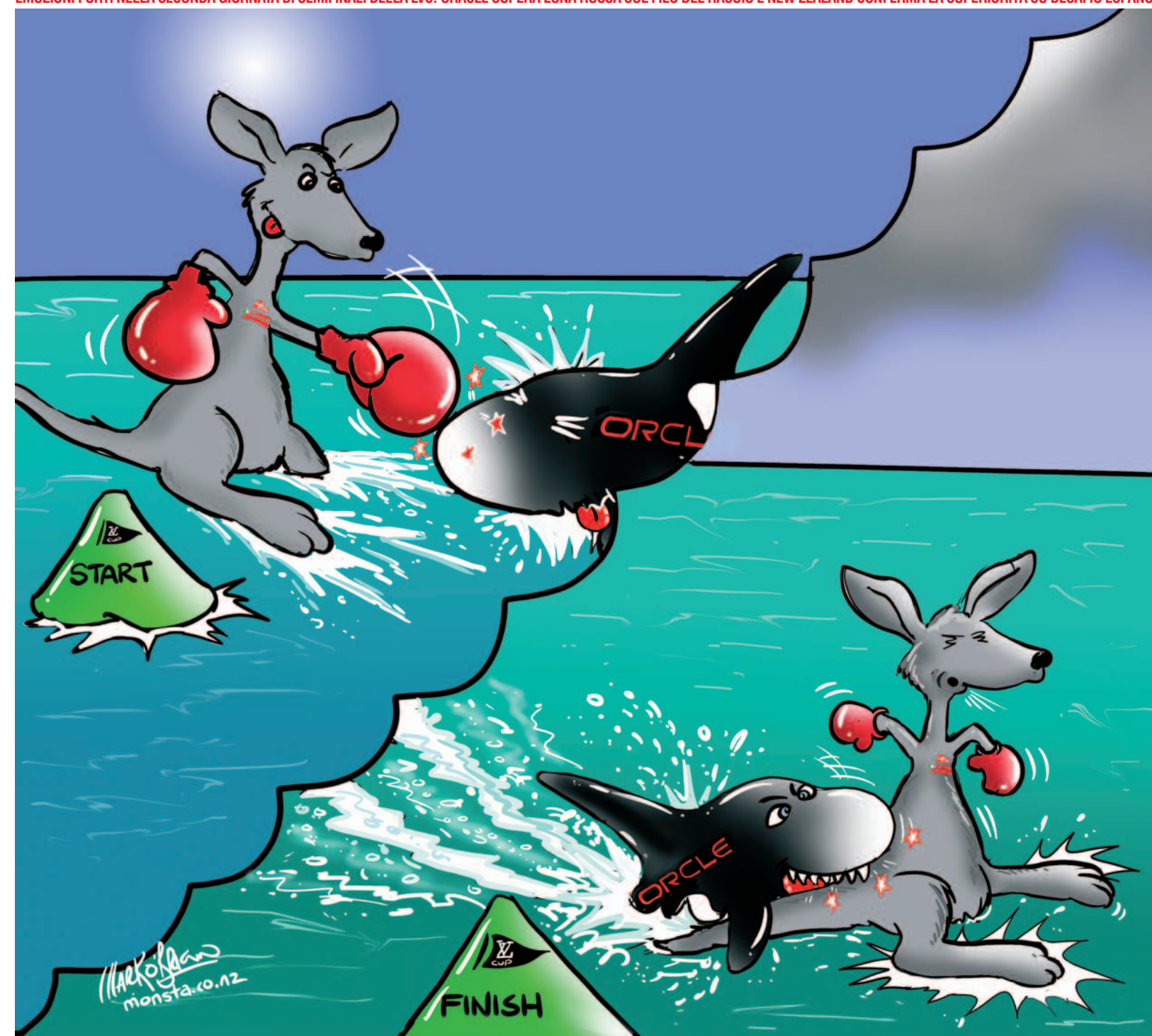
www.lunarossachallenge.com

LUNA ROSSA

IL GIORNALE DELLA COPPA n. 28 16 MAG 07

Start again

EMOZIONI FORTI NELLA SECONDA GIORNATA DI SEMIFINALI DELLA LVC. ORACLE SUPERA LUNA ROSSA SUL FILO DEL RASOIO E NEW ZEALAND CONFERMA LA SUPERIORITÀ SU DESAFÍO ESPAÑOL



SEMI FINAL

Partenza da manuale di Spithill che costringe Dickson nei rifiuti • per liberarsi USA 98 vira due volte e prende la sinistra del campo di regata, alla prima boa accusa un ritardo di 58" • seconda metà della poppa, Oracle prende la destra e colma gran parte del distacco, al cancello ITA 94 ha 20" di vantaggio • ultima poppa, le barche proseguono vicine fino a 3/4, Oracle "rolla" Luna Rossa e vince con un delta di 13"

MATCH 2



VALENCIA

Flavours to test the taste buds

There is much more to Spanish food than paella. Originating in Valencia it is named after the wide, shallow pan in which it simmers.

Locals usually only eat it at lunchtime especially on a Sunday afternoon. There are 2 main varieties; de carne, with chicken and rabbit, the traditional Valencian variety, and de marisco, with seafood. But there are many more rice-based dishes that have their origins in the region. Cultivated around the Albufera Lake, rice is the staple diet of many other Valencian dishes such as Arroz a Banda, rice cooked in a fish stock, Arroz Negro, rice with squid, or Arroz al Horno, rice baked in the oven. Arros amb fesols I naps, is rice with haricot beans and turnip. Rice dishes are often accompanied by a dish of aioli, very garlicky mayonnaise. As a typical Mediterranean port, fish and shellfish feature large on the diet. Behind many a bar, you'll see a dish of boquerones, fresh anchovies, served as a tapa. Juicy, raw and pickled in vinegar, they're quite different from the salty, thirst-inducing variety in tins. As you travel beside the Albufera Lake you will see local fisherman tending to the eel traps. A freshwater favourite

is All I Pebre, hunks of eel in a peppery sauce. Another favourite starter is escarrot, strips of salted cod and roasted red pepper bathed in olive oil. Although the fishing fleet is

and rich in pasta and gobs of meat. Much of the protein in the inland diet comes from lamb and, especially in the maestrazgo, pork. Its popular tombet, which brims

Benicarlo are a local speciality. Other veggies from the huerta include: lettuces, beans, peppers, tomatoes, aubergines, carrots, courgettes, potatoes, onions, cabbages and cauliflower. Ensalada Valenciana, a regular starter in local restaurants, is a salad of lettuce, tomato, olives and tuna. Oranges are probably the other most famous export from Valencia. They are exported all over Europe and if you travel north from Valencia up the A7 autopista you will see rows and rows of plantations. The harvest season is in November but they are plentiful at all times of the year. Lemons, grapefruit and mandarins are also one of the day's great starters. You'll also find the more exotic nispera and soft squishy caquis, persimmons. They are usually planted around orange orchards as a windbreak. Inland where its cooler, juicy cherries grow in and around the Vall de Gallinera. Another typically refreshing drink originating from the Alborai village in Valencia is Horchata de Chufas. It's made from tiger nuts, water and sugar and served ice cold. There are a number of small carts selling Horchata around the America's Cup Parks.



VALENCIAS FAMOUS PABELLA

depleting in the main port at Valencia, the majority of the seafood unloaded on the Spanish Costa's still comes from the Valencian region. There is nothing like good wholesome food to keep out the cold of winter. Inland traditional cooking owes more to the meseta. Gazpacho, not the cold sloppy Andalusian kind but gazpacho manchego, steaming

with both, or puchero, a slow simmering of meat, potato, onions, green beans and chard or cabrito al horno, roast kid. A regular on the menu will be carnes de cordero, lamb chops. Benefiting from a rich fertile soil and a long warm summer, the huerta provides an ample supply of some of the freshest vegetables your ever likely to taste. The artichokes of

PHOTO



QUOTES OF THE DAY

Another tough day on the water

With a typical Valencian sea breeze settling in, the conditions were more suited to classic match racing but the starts and the downwind legs proved anything but predictable. The tacticians struggled to keep in phase with the oscillating breeze. Again the two match races were sailed quite differently, one with close clover the other with big splits



Ray Davies
Strategist
Emirates Team New Zealand

We certainly liked the upper right hand side of the course, we saw a phasing breeze left and right. We spend a lot of time working out the numbers. Dean did a really good job in the pre-start and made it a lot easier for the weather team and the guys at the back of the boat. We set up to windward and protected the right and made a big gain continuing out that way. The day was very shifty, the conditions deteriorated and on the last run it was really tough to cover the boat behind and the Spanish made a big gain on us. I think the other match learnt more from watching us than we did from them.



John Cutler
Tactician
Desafio Espanol 2007

We wanted the right hand side, we thought there was slightly more pressure there but we just got a bit out of phase. It was an oscillating sort of a breeze today so we were happy to put some pressure on Team New Zealand but as it was they ended up with a slightly better start than us and the race unfolded from that point. We seem to struggle a bit going to windward but pretty competitive downwind. Whether that's a speed aspect or going in a different direction that's hard to say. We have to focus hard on the start, strategy for the first shift and if we can get in front or close, we can make a tough race out of it.



Peter Isler
Navigator
BMW Oracle Racing

We have a good crew and a great boat and comebacks are part of the scene, sometimes your not going to get off the line first, get the first shifts, so you have to have that comeback ability to win the Cup. It didn't matter which side we wanted because we didn't have any choices at the start, James and the team did a great job, basically neutralising the port entry and gaining control of the pre-start. From there it was an oscillating type of a day and the thing we didn't want to do was get out of phase and lose even more. It's completely maddening to sail against a boat that won't tack on you or gybe on you, when you're way behind.



Michele Ivaldi
Navigator
Luna Rossa Challenge

It was a fantastic start by James, our goal was to get the best start and our weather team made a good call, I think we accomplished that very well. Downwind we got out of phase and it was tough to keep our lead. You cannot close that advantage just by boat speed, it's impossible. It was a turning point when we got out of phase, and we couldn't go back. It was the time of day that the left pressure came back and they made a big gain, we were a little slow reacting, we barely had a piece of them and gybed as late as possible. I cannot attribute all the loss to boat speed or we have wasted millions in research!