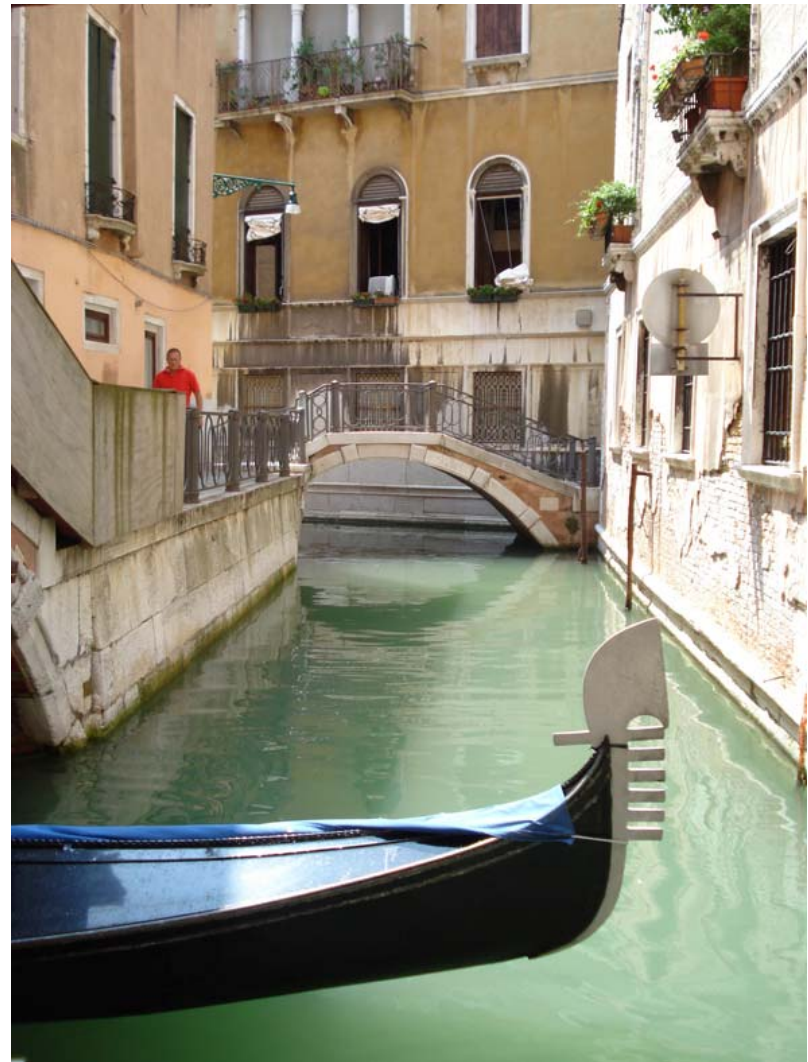


Venice, briefly



In a moment of inspiration just before I left NL, I bought a fan. Venetian women (and a few men) use them, because it's very, very hot .

Venice, briefly



Back canals around the Rialto bridge

Venice, briefly

Pictures from our gondola ride. Also on my camera: a blurry photo of a happy and expectant-looking couple sitting in this gondola. Fortunately, our gondolier was better with the oar, and had the callouses to prove it.. Gondolas are asymmetrical and weighted to right, but going under some bridges we had to not only slide down in the seat (not unpleasant, of course), but for one particularly low bridge Onno had to sit in this chair.



← Grand Canal

Venice, briefly



There was a regatta soon, so we often saw real, live locals (there aren't many of them left , only 62,000) training.

Venice, briefly



The beach on the Lido (around the corner from our hotel). It's a lot warmer than it looks here. The tents are rentable, they have chaise longues, towels change rooms and tables and chairs. The jellyfish stings are free I discovered, but not very sharp (I guess that's why they don't charge for them).



We went to a concert (Brahms, Bach and Beethoven) at Teatro de Fenice

Venice, briefly



Onno with San Marco in the background

Venice, briefly



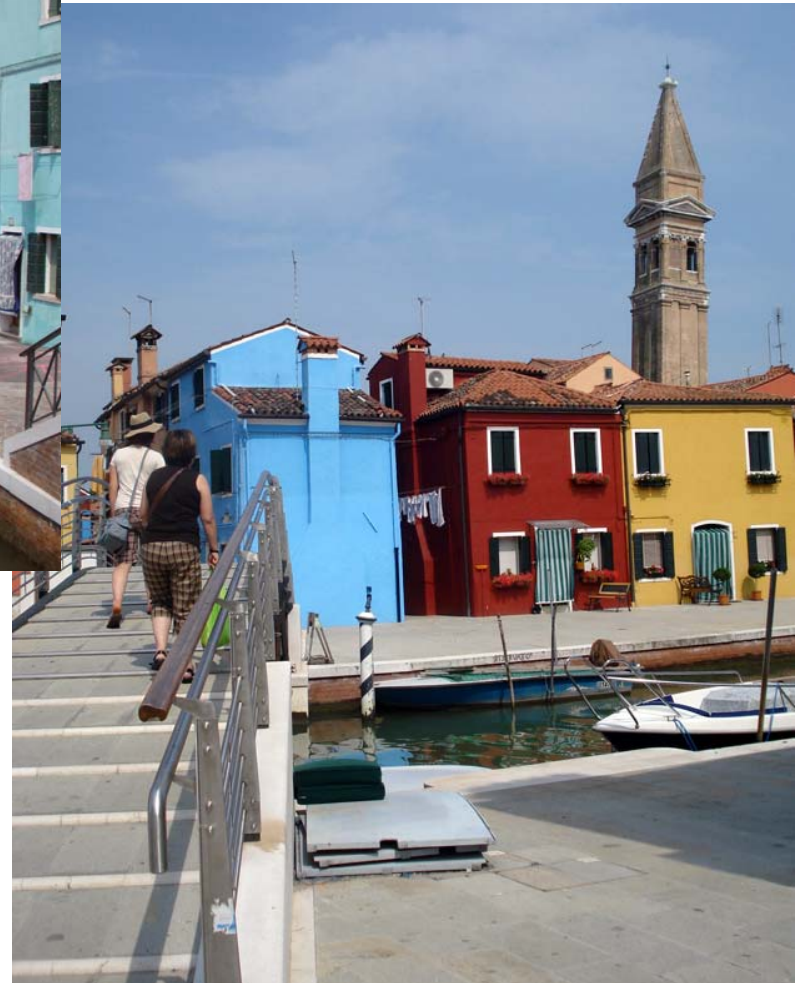
Murano, known for its glass manufacturing from 1 A.D.



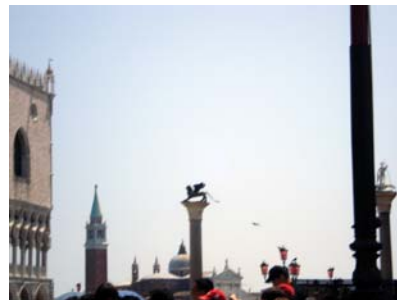
Venice, briefly



I also went to Burano, originally known for its lace, now for its 'local colour'.



Venice, briefly



San Marco Palazzo, the Grand Canal



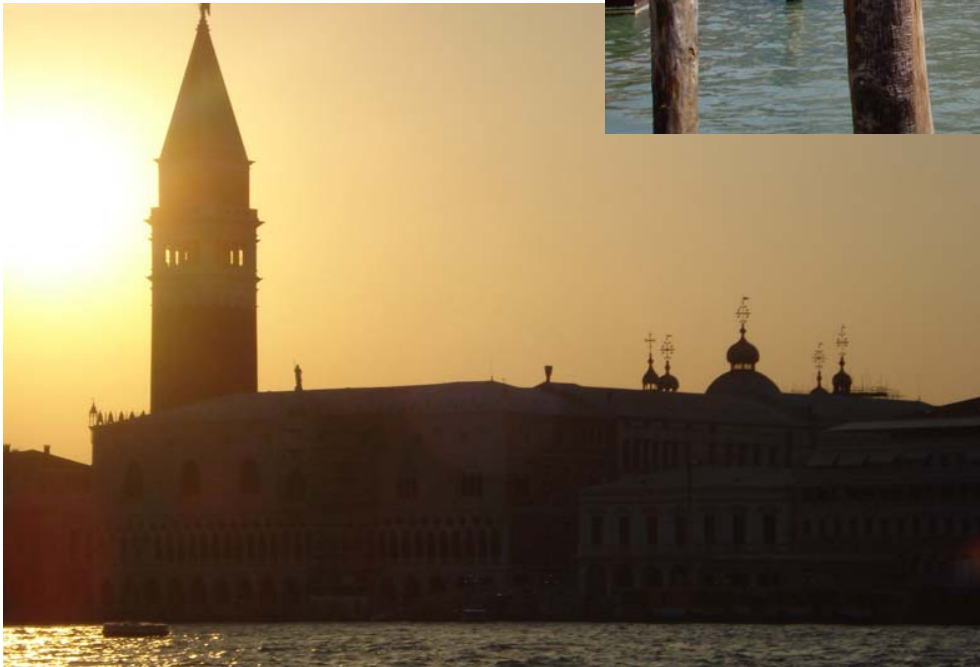
Venice has a long history of ship-building, and was the first place that ships were made in series (and quickly – a galley could be completed in 24 hours). The naval museum contained an interesting hull, which is reminiscent of (and drastically pre-dates) the revolutionary design which debuted at the America's Cup race about 20 years ago.

SCALE MODEL OF A HULL SUSTAINED BY SUBMERGED WINGS, CONCEIVED BY CAPT. ETTORE BUSSEI, R.I.N. (LIVORNO 1897 - ROMA 1965). THIS CONCEPT WAS DEVELOPED INTO A PROJECT BY A GROUP OF ITALIAN NAVAL INDUSTRIES IN 1941, BUT A PROTOTYPE WAS NEVER BUILT.

AFTER W. W. II, IN THE LATE 1960's, THIS CONCEPT FOUND ITS REALIZATION IN A TYPE OF HYDROFOIL DEVELOPED AND BUILT JOINTLY BY THE U.S. AND ITALIAN NAVIES ("PEGASUS" AND "SPARVIERO" CLASSES RESPECTIVELY).

Inv. n° 6768

Venice, briefly



We had a great time.