

NAUTICAL CROATIA



Croatian National Tourist Board

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The Adriatic Sea

The Adriatic Sea is the part of the Mediterranean Sea which reaches deepest into the European mainland, and the area belonging to Croatia is characterised by an attractive and diverse coastal landscape, and as many as 1185 islands, islets, reefs and rocks. The Croatian coastline extends to the length of 5951 kilometres.

The spread of the Adriatic islands is ideal for yachtsmen. They stretch, with breaks here and there, along most of the coastline, in a string from Rijeka to Dubrovnik. Usually not more than ten nautical miles apart, the islands form numerous channels, both between the mainland and themselves, and between themselves alone. The mainland and the islands abound with bays, coves and ports - large and small - in which mooring or anchorage can be found. These are ideal places to navigate by sail, but also to cruise on a motor yacht or a sports fishing boat. No place is far away from another place, and if you want to you can spend the whole day sailing. If the weather turns bad or a strong wind picks up, there is always some place nearby to find shelter in.

Yachtsmen are, generally speaking, quite familiar with the prevailing winds of the Adriatic Sea. These are - clockwise from the north - the tramontana (N), the bura (bura), (NE, which can be both cyclonic and anticyclonic), the levant (levanter, E), the winter levant (levanter), the jugo (souther, SE, which can be both cyclonic and anticyclonic), the oštro (ostrat, S), the lebić or garbin (SW), the pulenat (W), the maestral (NW) and the burin (a summertime thermal land breeze). Conditions for sailing are for the most part favourable during the nautical season. The maestral, as the most common summer wind, and the stable tramontana, are exceptionally pleasant sailing winds. It is much the same with the levant and jugo - if not too strong, but it is less frequent in summer. Even the bura blows with a somewhat reduced strength, although one should beware of it, as much as of the local storms and squalls which usually come from the west and southwest.

The richly indented coastline, the currents and the local winds make navigation interesting. There is always something happening on a sailing boat. One moment you might be sailing with the wind, then you have to turn into the wind, then pass some narrow channel or a strait. The same applies when navigating a motor boat.

The landscape changes constantly as you sail. In places the coastline is practically uninhabited and deserted, battered by the winter bura, like those on the north side of the islands of Krk, Rab or Pag. The south sides are usually verdant with vegetation. One moment you are sailing alongside thick pine woods descending to the very edge of the sea - as they do on the islands of Lastovo or Jakljan, the next moment all you can see are macchia and karst. You will sail by and drop anchor in towns of unmistakeably Mediterranean character, as well as in small fishing villages. The island settlements are diverse, interesting and well worth getting to know. Many, like Korčula, Stari Grad or Vis, have their roots in the Antiquity. Other settlements are of a more recent origin, having emerged as fishing ports or as the ports of large island settlements located deeper inland.

The Adriatic Sea can be divided in various ways. Croatian meteorologists divide the entire Adriatic Sea into the northern, central and southern Adriatic along the lines stretching from Ancona to Zadar and from Monte Gargano to Dubrovnik. As far as the Croatian part of the Adriatic is concerned the most common division recognized by yachtsmen is defined by the dividing line at the promontory of Ploče or Cape Planka between Rogoznica and Primošten, which divides it into two parts. This division is supported both geographically (there is a break in the string of islands at the Ploče promontory), and with regard to the climatic and atmospheric conditions. For the needs of sailing and of this edition we will divide it as follows: Istria, the islands of Kvarner and the islands and shoreline of the Velebit foothills, archipelagos and shorelines of Zadar, Šibenik, Split and Dubrovnik.



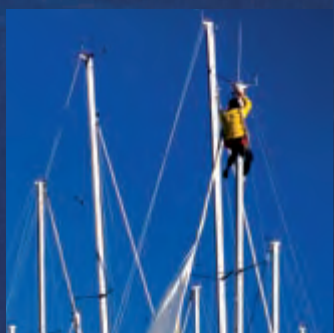
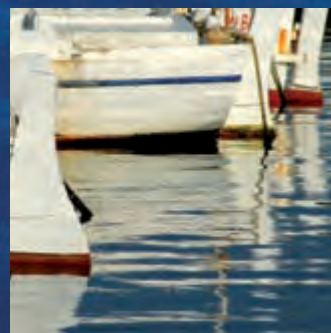
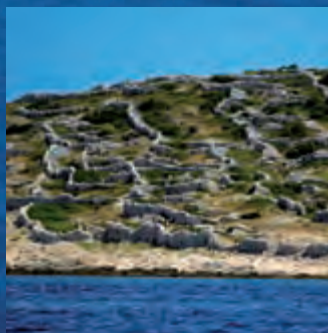
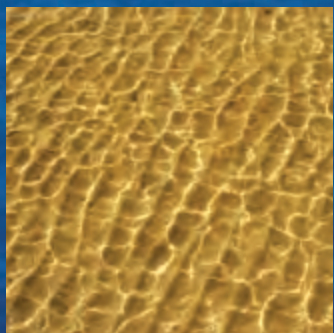
A detailed map of the Dalmatian Coast of Croatia, showing the coastline from Zadar in the north to Dubrovnik in the south. The map highlights 56 marinas, each marked with a red dot and a number. The marinas are distributed along the coast, with a higher concentration in the central and southern regions. The map also shows major cities, islands, and the surrounding sea.

MARINAS

1. ACI UMAG
2. MARINA NAUTICA NOVIGRAD
3. MARINA ČERVAR PORAT / POREČ
4. MARINA POREČ
5. MARINA PARENTIUM / POREČ
6. MARINA FUNTANA
7. MARINA VRSAR
8. MARINA VALALTA
9. ACI ROVINJ
10. ACI PULA
11. TEHNOMONT MARINA VERUDA / PULA
12. ACI POMER
13. ACI CRES
14. ACI OPATIJA / IČIĆI
15. MARINA ADMIRAL / OPATIJA
16. MARINA PUNAT
17. ACI SUPETARSKA DRAGA
18. ACI RAB
19. Y/C MARINA MALI LOŠINJ
20. ACI ŠIMUNI
21. MARINA BORIK / ZADAR
22. TANKERKOMERC MARINA ZADAR
23. MARINA VELI RAT / DUGI OTOK
24. OLIVE ISLAND MARINA / UGLJAN
25. MARINA PREKO
26. MARINA DALMACIJA / BIBINJE-SUKOŠAN
27. MARINA VELI IŽ
28. MARINA KORNATI / BIOGRAD
29. MARINA ŠANGULIN / BIOGRAD
30. ACI ŽUT
31. ACI PIŠKERA
32. MARINA HRAMINA / MURTER
33. MARINA BETINA
34. ACI JEZERA
35. MARINA TRIBUNJ
36. ACI VODICE
37. ACI SKRADIN
38. MARINA MANDALINA / ŠIBENIK
39. YACHT MARINA SOLARIS / ŠIBENIK
40. MARINA KREMIK / PRIMOŠTEN
41. MARINA FRAPA / ROGOZNICA
42. MARINA AGANA / MARINA
43. ACI TROGIR
44. MARINA KAŠTELA
45. ACI SPLIT
46. MARINA LAV
47. MARINA BRELA
48. MARINA BAŠKA VODA
49. MARINA TUČEPI
50. ACI MILNA
51. ACI VRBOSKA
52. ACI PALMIŽANA
53. MARINA OREBIĆ
54. ACI KORČULA
55. MARINA LUMBARDA
56. ACI DUBROVNIK



WHEN, SAILING OUT OF THE BAY OF TRIESTE AND TURNING OUR PROW TOWARDS THE LIGHTHOUSE OF SAVUDRIJA, WHOSE LIGHT IS VISIBLE 32 KILOMETRES AWAY IN FAIR WEATHER, WE CAN JUST FEEL A WONDERFUL ADVENTURE AHEAD OF US. SAILING ALONG THE CROATIAN COAST ALL THE WAY TO ITS SOUTHERNMOST PROMONTORY - CAPE OŠTRO - MEANDERING BETWEEN OVER A THOUSAND ISLANDS, ISLES, ROCKS AND REEFS, ONE CAN FIND PLenty OF PLACES TO TAKE SHELTER IN. THERE ARE MOORINGS AT THE WATERFRONTS OF THE SMALL, CENTURIES-OLD TOWNS, THERE ARE NUMEROUS COVES TO DROP ANCHOR IN - WHERE ON OCCASIONS OUR VESSEL IS GOING TO BE A SOLITARY SAIL IN SEARCH OF ROMANCE, WHILE IN OTHER PLACES IT IS GOING TO BE ONE OF SEVERAL DOZEN SIMILAR BOATS THAT HAVE FOUND SAFETY AND TRANQUILLITY. SOMETIMES WE CAN SAIL INTO A MODERN MARINA, AND THEN AGAIN SEEK BERTHING IN A SMALL PORT OF A SPORTS CLUB. OUR VOYAGE CAN TAKE US FROM ISLAND TO ISLAND, SOMETIMES ACROSS THE OPEN SEAS, AND SOMETIMES THROUGH CHANNELS NOT VERY WIDE AT ALL. IN SHORT, AWAITING US IS WHAT ALL YACHTSMEN DREAM OF THROUGH ALL THOSE DAYS WHEN THE CHILL OF WINTER AND AFFAIRS AND WORRIES OF BUSINESS KEEP THEM AWAY FROM WHAT THEY LIKE MOST - THE SEA.





Umag

Novigrad

Črvar

Poreč

Funtana

Vrsar

Rovinj

BRIJUNI

Pula

Pomer

Opatija

Ičići

Rijeka

Riječki zaljev

Rabac

Beli

Glavotok

CRES

Cres

Valun

Martinšćica

ZEČA

Osor

Nerczine

UNIJE



Istria



Croatia's largest peninsula has two faces for sailors. Its western coast, from Kanegra in the north to the promontory of Kamenjak at its southernmost point, it is adorned by centuries-old towns, characterised by tall bell-towers rising above the sea. It is a coast of age-old communication with the Italian ports of the northern Adriatic. The eastern coast of Istria right up to Preluk is of a more mystical character, less densely inhabited and more rarely visited. Navigation through these waters is not so frequent either because the customary nautical route from the southernmost point of Istria leads to the islands of Cres and Lošinj and further on down the string of islands towards the southeast.

Going back to the lighthouse of Savudrija, and sailing past it, the usual route is straight into Umag - making a wide sweep around the shallows that stretch up to half a mile from the shoreline.

UMAG AND NOVIGRAD

The two border crossings in this town, located at the marina breakwater and at the mole of the Umag waterfront, work at full steam during the summer. Umag is also home to one of the largest and best marinas in the ACI group (Adriatic Croatia International Club), the largest chain of marinas in the Mediterranean.

If you come here in late July, spend a few days and catch the world's best clay court tennis players competing at the

ATP tournament in the shell-shaped stadium right next to the seaside. If, however, you prefer the experience of a typical Istrian fishing port, your best choice is Novigrad, just seven nautical miles south of Umag. Mandrač, which has nestled itself into the centre of the town is chock-full of fishing vessels. The boats are outfitted both for shell fishing, shellfish being abundant in these waters, and for catching fish, mostly sole. Your vessel will be safe, moored in the Nautica marina, one of the most luxurious on the Adriatic, or at the breakwater that protects the port of Novigrad from the southerly winds.

If you like to drop anchor, you will have a chance to do so south of Novigrad in the cove of Tar, at the eastern side of the port of Mirna, which has insinuated itself deeply into the mainland, and into which the river of the same name flows. Owing to the mixture of salt and fresh waters this is an area rich in fish, particularly with sea bass and grey mullet. The fish is being caught once a year, in December to be specific, an occurrence regularly turned into a true fishermen festivity.

POREČ AND VRSAR

Further down the coast, lined one after the other all the way to Vrsar are beautiful little towns, tourist resorts and camps. Here the yachtsmen have at their disposal several marinas. The first, one of the oldest in Croatia, is located in



the port of Črvar (Červar). There are two in Poreč, in the town itself and in the Bay of Mulandarija. It is also nice to moor at the town's waterfront, take a walk through its streets, the geometry of which has been inherited from the ancient Romans, and to tour the famous basilica of St. Euphrasius.

A chance to stop over is available again in Funtana and Vrsar. Two attractive, modern and well-managed marinas have found homes in two very different towns. Funtana seems to have hidden itself from the sea, drawn itself into the interior, leaving only fishing vessels, yachts and swimmers at sea. Vrsar however, a town in which Casanova tested his prowess as a lover, rises above the bay in which one of the most beautiful and best led marinas in the Adriatic is situated. All of the shores of this port are taken up by yachts, boats and fishing crafts. The columns of stone posts adorning the shores are genuine small works of art - each one being an expression of the sculptor's individuality. Vrsar is also the summer residence of Dušan Džamonja, one of the great living Croatian sculptors whose atelier is surrounded by a large park of his sculptures.

ROVINJ

A mere five mile sailing trip brings us to Rovinj, according to many the most beautiful seaside town in Istria. And half way to it is the Lim channel, a narrow, almost ten kilometres long inlet carved long ago by a mighty prehistoric river, which enabled the sea to worm its way deep into the mainland. Today this is a unique geo-morphological and biological environment the likes of which cannot be found in this part of the world. Its southern side is covered by a northern type vegetation, its northern side by southern vegetation, and its submarine world is teeming with life. And part of that world are the famous oysters of Lim, the flavour of which can hardly be matched.

Any yachtsman who has ever been to Rovinj will recognise it from afar. The vista of the old town, which divorces itself

from its shores by way of a string of tiny isles, and above which the bell-tower of the church of St. Euphemia rises high above the sea, is quite unique in its unassuming structure. Wherever we find ourselves, our eyes rest on houses that seem to rise from the sea, on the greenery of Sveta Katarina, a wooded island where once the Polish count Karol Milewski found sanctuary, and which today provides the same for tourists escaping the daily humdrum of globalisation.

And what can one say about the islets stretching from Cape Kurent into the open sea! Sveti Andrija, Maškin, Sturag, Sveti Ivan and Sveti Ivan na Pučini, as well as a number of rocks, imbue Rovinj with a charm of the southern Dalmatian islands, and entice sailors to drop anchor in the safety of their coves. These islands too have their own stories. Sveti Andrija, now a tourist resort, was once the home of the aristocratic family of Hütterott, while Sveti Ivan is home to a small church long looked after by the fishermen of Rovinj. The string of islets ends with Sveti Ivan na Pučini (Saint John on the Open Sea), a large rock on which an impressive stone lighthouse has been built.

THE BRIJUNI ISLANDS

As the journey towards the south of Istria continues, so does the low-lying coastline. The most frequent destination chosen by yachtsmen are the Brijuni islands, which the Austrian industrialist Paul Kupelwieser transformed at the end of the 19th century from a deserted and malaria infested archipelago into a oasis of rest, sports and fashionable pastime. Here you can find a berth in the main port of Sveti Mikula on the island of Mali Brijun. The archipelago is a national park and an attractive tourist resort, while a part of its southern and western coast and the islet of Vanga have been set aside for state residences. The Brijuni islands are still a world of their own. Here you have a chance to tour the islands on which magnates and





crowned heads of Europe found rest and relaxation. Tito, the president of the former Yugoslavia, spent his summers there for almost thirty-five years.

Making your way through the islands you will come across spacious parks with pastures and exotic trees, dense woods of holly-oak, habitats of an unbelievable mixture of animals, a golf course and a polo field, archaeological remnants of the palace of Gaius Lecanius, scattered villas... In the 19th century the Brijuni islands also played a significant military role. Fort Minor on Mali Brijun continues to bear witness to those times, only now instead of the stiff K.u.K. officers its floors are paced by the actors of the Ulysses theatre troupe, to which it serves both as the summer stage and as home. To drop anchor in the Mali Brijun port and take the dinghy to see them, to sit in an improvised grandstand

and abandon oneself to the magic of theatre is, indeed, an excellent proposition, is it not?!

PULA

It takes only a few miles of sailing from the Brijuni islands to Pula, a large port town situated in a deep bay and protected by an old breakwater to this day. In this spacious harbour yachtsmen now have at their disposal a number of berths on the waterfront and in the marina, right beneath the stunningly preserved Vespasian Arena, one of the most beautiful monuments from the period of Antiquity. The remainder is taken up by the well-known Croatian shipyard Uljanik, the former Arsenal, the berths of fishing vessels and many former naval facilities that will, in the future, be converted for nautical tourism. A walk through



the narrow streets of Pula, concerts in the Arena and the film festival will certainly make your stay worthwhile.

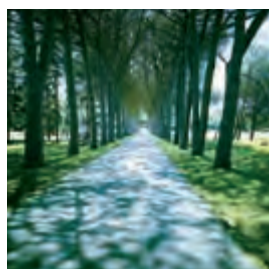
But the real sailing life pulsates a few miles to the south. Having passed the Pula bathing areas, beaches and the flagstones below the villas and hotels, we come to the islets of Veruda and Fraškarić, which shield the entry to the port of Veruda, Pješčana uvala (Valsabion, Sandy Beach) and Soline. Veruda is a safe port whose western shores have been taken by the sailing clubs of Pula, while the eastern side belongs entirely to the Veruda marina, one of the largest in the Adriatic Sea. The harbour is teeming with life, and it is a rare occasion when there is nobody sailing either in or out. Many charter fleets are based here, and it is only some twenty nautical miles from here to the islands of the Adriatic string. You can catch a meal in several excellent restaurants. And should you want to get away from the hustle and bustle of the marina, you do not have to go far. You can go swimming in the sheltered waters by the island of Fraškera, and if it is a quiet night at anchor you are after, all you have to do is sail to the neighbouring cove of Soline.

Veruda and Soline, along with two smaller but protected bays of Paltana and Valmižeja, are the southernmost nautical topographic points in Istria. From here to Cape Kamenjak, the ultimate southern point of the Istrian

peninsula it is only three or four miles. However, south of Kamenjak rises the Porer lighthouse - yet another site of beauty in this lovely land. It warns us of dangerous rocks, islets and shallows that stretch a good mile from the shoreline. Passing under its thirty-five metre high tower means that we have sailed into the area of the Adriatic islands. And to sail among them is what most yachtsmen dream of through the long months of winter. Which is why from Porer they usually set course towards Unije, some twenty miles away, or the somewhat closer Cres. This time, however, we take a different route which will take us along the eastern coast of Istria northwards, up to the largest port in Croatia, Rijeka.

THE EASTERN COAST OF ISTRIA

Just after Cape Kamenjak are Portić and Debeljak, two beautiful inlets brilliant for bathing and anchoring at night, except when the bura is blowing. A little to the north of them lies a small labyrinth of islands, islets and rocks that hide the entrance to the Bay of Medulin, named after the settlement on its north-eastern shore. This large bay which reaches over a mile into the mainland, offers a safe shelter for many vessels. Here, in Pomer, is another ACI marina. All around are picturesque Istrian hamlets — Premantura, Ližnjan, Šišan — where you can







get together with the local folk and enjoy a bukaleta (a local earthenware pitcher) of wine, but you will need a ride to get there.

We sail out of the Bay of Medulin northward bound, circumnavigating the low lying cape of Marlera, passing by the fishing port of Kuje and sailing towards the port of Budava. Before long, the landscape changes. Gone are the fertile fields descending to the edge of the sea, the coast is becoming increasingly rocky, covered by macchia or the evergreen vegetation. We are now in the waters of the Bay of Kvarner. Discernable far to the north is the massif of Mount Učka. In Kvarner the bura is more frequent than the summertime maestral, so care is needed when sailing in it. The first large inlet ahead is the port of Budava. Almost a mile deep it is now used mostly for fish farming and consequently it is fishing boats that are a more frequent sight rather than yachts. A few miles further north is the three-pronged Inlet of Vinjole, the longest prong of which is called Duga uvala (Long Inlet). We carry on to the port of Krnica where a large fleet that fishes this part of the Adriatic is anchored.

The largest bay on this coast of Istria - the Bay of Raša, quite undeservedly ignored by many a yachtsman, has much to offer to those who sail into its waters. Above all the opportunity to escape the summer traffic and find solitude. In the six and a half miles it stretches inland there is room to drop anchor, solitary beaches, wild rocky beaches and two small settlements. The older one is Trget, situated at the very far end of the bay, and the more recent one is Tunarica, whose houses have nestled in a lovely cove on the north-eastern shores of the bay.

Our voyage continues towards Crna punta (the black cape), one of the well-known promontories in the Kvarner area, characterised by a beautiful lighthouse that rises from the sea, and an arch of a dense dark green forest above it. The shoreline to the north is bleak and uninhabited - with the exception of the beautiful and deserted Cove of Prklog and the inhabited Cove of Sveta Marina - and the next stop is Rabac, seven miles of sailing away. Rabac, the first of the towns that we pass by on the way to Preluk, is still waiting to be discovered by yachtsmen. Mooring on the waterfront, anchorage in the inlet and a planned marina is what it has to offer. There are still ten miles ahead of us to Mošćenička Draga, where the string of popular summer resorts on the eastern coast of Istria start. Along the way we sail by the Port of Plomin, a deep bay that is home to a large thermal electric power plant, and Brestovo - a ferry dock, and sail into the waters of the Bay of Rijeka.







Kvarner



The islands of Kvarner and the Velebit area — Krk, Cres, Lošinj, Unije, Srakane, Ilovik, Rab, Pag and many other smaller ones, as well as the shores of the mainland, have two faces. All the way to Preluk, where the mainland bends sharply, at a right angle, in the south-easterly direction, the land is covered by lush vegetation, but as soon as we pass Rijeka the coast becomes bleaker, furrowed by coves into which glittering pebbles have been deposited through water-worn ravines, and where waters have carved solitary beaches. The northern sides of the islands of Cres, Krk, Rab and Pag have been whipped barren by strong bura, while their southern faces - where most of the settlements are located - are mellower and have much more vegetation. However, this same wind weakens considerably before it reaches the island of Lošinj and the two smaller islands of Susak and Ilovik farther out to sea, which allows for far more greenery on their northern shores.

During the peak season numerous sailboats and yachts ply the channels lying between these islands, either heading south or returning from it. The coast is dotted with coves, inlets and anchorages. It is enough to make mention of Punta Križa, Maračol, Artatore, Ilovik, Krivica, Čifnata in order to conjure up a vision of rows of safely anchored boats. There are several modern marinas in the area. On the mainland there are marinas at Ičići and Opatija, and on the islands at Punat, Cres, Mali Lošinj, Rab and Supetarska Draga. The Velebit Channel, on the other hand, is a stark contrast. Almost entirely barren

it plummets steeply into the sea and is not a friendly place for yachtsmen, but here too you can find beauty and solitude.

OPATIJA AND RIJEKA

But let us get back to sailing. A string of white beaches beckons us to make a stop and have a swim while we slowly sail into the spacious Bay of Rijeka. On the mainland there are a number of settlements ahead of us - Mošćenička Draga, Lovran, Ika, Ičići, Opatija and Volosko. Beaches come one after another, small docks, marinas, hotels and villas... We opt to berth in the ACI marina in Ičići, one of the best owned by this chain. Here one can look forward to long strolls along the lungomare promenade down the Opatija riviere, the lively atmosphere of these small towns in the summer sailing season, the awakening of nature in springtime and the lull in its activities after the summer and the peak season in late September and in October.

Our route could easily take us to Rijeka, Croatia's largest port town, especially if we happen to be there in early June when the Fiumanka, the largest regatta in the area takes place, or in September when it is the Galiola's turn, a regatta in which, often in heavy seas, the aim is to reach the rock Galiola - sitting right in the middle of the Bay of Kvarner, - and return. Rijeka is a town known for good yachtsmen and fishermen. And this is where their small port and their clubs are.



From the Bay of Rijeka people rarely sail southwards along the mainland coast. The main sailing routes follow the southern shores of the island of Krk and on to Rab, or along Cres and Lošinj. Going south from Rijeka one comes upon a series of small towns of rich history. Bakar, situated in the deep and well sheltered Bay of Bakar, is an old maritime centre and a home to a nautical school. At the south-eastern edge of the Bay of Bakar lie Kraljevica and its shipyard. Also in this area are Crikvenica, Selce and Novi Vinodolski, modern tourist destinations from where numerous boats and speed boats cast off every day heading for the coves and beaches on the northern coast of the island of Krk. Senj, the largest port in the Velebit area, is a place steeped in history. The roots of this stronghold of the Uskoks of Senj (Uskoks were pirates whose attention was concentrated mainly on Venice), of whom the Nehaj Fortress bears witness, reach into the times of Antiquity. In the 19th century it was a port for sailing ships. And although these places lack commercial marinas, berths can be found at their waterfronts. This is also the area of the strongest gusting bura on the Adriatic, but if one follows the forecasts and knows how to spot the warning signs, these waters can be very enjoyable. From Senj to the Sea of Novigrad the coastline is relatively sparsely inhabited and inhospitable with only one small town, Karlobag. Which is why we are going to return to one of the marinas of Opatija, and then turn south, first circumnavigating the island of Krk, and then making our way around Cres and Lošinj.

We leave the Opatija area and under a morning tramontana come to Glavotok on the island of Krk. Left behind us to the north is the Bay of Omišalj, equally divided between the industrial terminals, berths and the beautifully houses of the town of Omišalj. Near by, and lined one after the other are Njivice - a tourist resort with a small port and a good restaurant, Malinska - where a small port has been built, and which is becoming increasingly popular with yachtsmen,



and finally Porat and Vantačić, once fishing villages that are now slowly developing into small towns. The most pleasant part of Krk sailing-wise starts from Glavotok. Edged by dense woods a cove follows a cove in which one can find solitary anchorage and even an occasional berth. One can land at Cape Glavotok itself beneath the monastery and church of Sveta Marija (St. Mary's), but people generally sail on to Vela Jana and Mala Jana Torkula or Sveta Fuska and look for a berth there. From the neighbouring inlet of Valbiska ferries sail almost constantly to Merag on Cres. It is also possible to drop anchor, and some do, in the coves of Lagdimor and Sveti Juraj between Valbiska and the town of Krk, and then sail from there to the main town of the island. Krk, an old centre of Glagolitic literature, is a place exceedingly rich in history, and if you manage to find berthing in its harbour, do try and stay for at least one day, have a walk around the







town, take a look at its churches and walls. Although Krk is the largest town on the island, the most important place as far as yachtsmen are concerned is Punat, three miles further to the east. In this small town on the eastern shore of the completely protected, shallow Punta cove (Puntarska draga) is one of the oldest and finest of the Croatian marinas which offers a wide ranging array of services, and which has its own shipyard. Puntarska draga is home to another place that is well worth visiting. Back in the 12th century the Benedictines founded their monastery on the tiny isle of Košljun. Come and feel the atmosphere of peace and contemplation, and have a walk around the monastery's valuable library. Naturally, you can find anchorage in the cove.

The most beautiful of the beaches on Krk are located on the southernmost part of the island, beneath Stara Baška, and on the way to Senjska vrata (Straits of Senj), one of the mythical homes of the bura on the Adriatic Sea's eastern coast. The white beaches sunk into its shores - which are, again, barren, treeless and accessible by boat, are picturesque and splendid for bathing. Having passed through the Straits of Senj we find ourselves in the Baška draga, a large bay in which the town of Baška is located, as well as the largest beach on the island. Lined along the beach is the new part of town, including hotels, while the old part of this town has wrapped itself around the breakwater protecting the town port. Further to the north and down the entire northern side of the island the coastline is inhospitable, whipped by strong bura. The only two places where one can find shelter along the stretch all the way to Vrbnik, situated in the middle of the north-eastern coast of Krk, are the inlets of Vela Luka and Mala Luka. In the olden days Vrbnik was the seat of the princes of Frankopan, along with the Zrinski family the most powerful of the Croatian feudal lords. If you sail into the small port in Vrbnik and moor behind the tall breakwater offering protection from the bura, you will see the town literally above you. And you will most certainly enjoy its atmosphere, the excellent Žlahtina wine of Vrbnik and several outstanding restaurants and konobas (taverns), whose terraces command a view across the Vinodol Channel. And in the Channel, located on the coast of Krk, is another settlement, Šilo, once the main ferry port on the island. Not far from Šilo is the Bay of Soline which is, like the one at Punat, entirely protected and favoured by yachtsmen. It is the only safe anchorage on the northern side of the island of Krk and there are, therefore, many boats and yachts moored and at anchor there. From Soline to the north-westernmost point of the island one still has to pass the Tihi Channel and sail under the Krk bridge that joins the island to the mainland.

CRES AND LOŠINJ

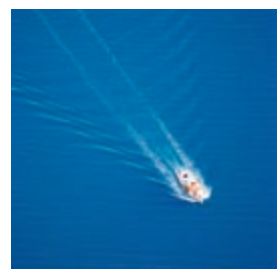
Having arrived at Cape Šilo, we have circumnavigated Krk and could - if we wanted to - return to our port of departure on the mainland at the foot of the Mount Učka. Ahead of us, however, are the coves, inlets, ports and harbours of Cres

and Lošinj, so instead we are going to sail across the Bay of Rijeka, reach Jablanac - the far northern point of the island of Cres and, passing Porozina, continue our way along the uninhabited coastline all the way to the Bay of Cres, to the towns of Cres and Valun. It is interesting to know that the islands of Cres and Lošinj were once joined by a low-lying isthmus at the town of Osor. In the Roman times a canal was dug through the isthmus separating the two islands, which is still used - today by the many owners of small boats and yachts when they wish to shorten their trip. But, we are in no hurry, quite the opposite, we have only just started our journey along the island, and have arrived to the town of Cres. The superbly protected harbour, berths on the waterfront and the spacious ACI marina with a varied range of services, make Cres a place of a lively maritime traffic.

In it yachtsmen can take advantage of one of the most beautiful small docks in the whole of the Adriatic, wander through the narrow old streets lined with numerous Renaissance style buildings of the common folk, view the cathedral, visit the museum, or the town gate, or take a ride to any of the villages perched on top of the island hills - like Loznat, enjoy the views and the famous lamb of Cres... And the next day, weather permitting, return to the Bay of Valun - because that is one of the reasons we are here. Its entire eastern and southern shore is a series of stunning beaches.

Drop anchor, and dive into the blue before sailing to the little town of Valun. With berths for only a few yachts, and this only if no squalls are forecast, it has preserved its intimacy. The parish church which houses the Valun Tablet, one of the most significant of the artefacts of Glagolitic literature, an inn in the old mill (stari toš), a small dock and a 2km walk to little town of Lubenice sitting on a 378m high cliff above the sea are sure to tempt us to stay here as long as possible.

We sail on rounding Cape Pernata onwards to Mali Lošinj, some thirty miles away. On this route there is again much to see. First, there is the sheer coast, then again the sight of Lubenice - this time from the sea, a number of enchanting little coves on the way to Martinšćica - a village at the far end of a wide cove with a view of the uninhabited isle of Zeča. It is also worth stopping in the Bay of Ustrine below the small settlement of the same name at the edge of the hillside. Lined all along the three miles journey from there to Osor are numerous coves, almost every one with its own lovely beach. Osor is spread over both islands, on the slopes of the hillocks of Cres and across the low-lying isthmus under Mount Osorščica on the Lošinj side. During the peak season one has the company of numerous boats waiting for the passage to open enabling the entry into the Lošinj canal. This time we are not going to take that route, but will instead drop anchor in one of the coves on the northern side of Lošinj that run all the way





to the northernmost promontory of Lošinj. From there to Mali Lošinj we sail along a not very indented coastline, with the exception of the Liski inlet, good for anchorage, carry on all the way to Cape Kurila and then turn the rudder towards the harbour of Mali Lošinj. But before entering the harbour - take a break in the many-pronged inlet of Artatural which offers excellent shelter from the tramontana and squalls, and is only four miles from the waterfront in Mali Lošinj.

As settlements on the Adriatic islands go, Mali Lošinj is a relatively sizeable small town, which becomes quite obvious as one sails into its almost three mile long harbour. Residential buildings on both sides of the harbour, a long waterfront, spacious square at the far end of the waterfront... In the 18th and 19th centuries it was one of the leading maritime centres on the Adriatic. With the appearance of a steamboat Lošinj turned to tourism. To yachtsmen Mali Lošinj offers the lively atmosphere of a typical small town on the Adriatic, plenty of berths in the marina on the north-eastern shore, at the far end of the harbour and at the waterfront itself. Many choose to stay here for a few days sailing out daily to one of the coves on the island's southern coast, or to the islets of Unije, Srakane, Susak, Ilovik, Veli Orjul and Mali Orjul. We will make our way to these islands later on, for now let's sail along the coves to the far south of the island.

Along the way one comes to the port of Čikat which is also the largest of the municipal bathing areas and an excellent anchorage. Then come the coves of Veli žal or Sunfarnija, left to those who sail to them. This goes all the more for Krivica and Balvanida which are, together with the Pljeski cove, the last on the western side of the island. The Krivica Cove (Crooked Cove) is one of the most photographed of our coves. Numerous are the posters featuring a birds-eye view of boats moored beneath the pines in a cove that was named after its shape - it meanders into the body of the island in the shape of letter S.

We will take a break here in our tour of Lošinj and Cres and sail off to the surrounding islets. The first stop is Unije, quite a unique isle. Its northern side, with several spacious bays excellent for anchorage, is rocky and covered by dense macchia and woods, while its southwest is low-lying and covered in marl. This soil is exceptionally fertile and not so long ago all this land was tilled. The only settlement on the island, with some three hundred houses, is situated right next to this field. To visit it you should moor at the long local pier, which is also used for the local maritime traffic, or drop anchor in the bay which is open to north-western winds. The beach stretches along the entire coastline, the cuisine is excellent in the local restaurants in which you can savour meals traditional to the island and prepared from foodstuffs grown and livestock reared on the local fields. Should a northwester rise, or should you just wish to find anchorage in a cove outside the settlement, sail to the eastern side of the island to the coves of Maračol, Podkujni or Vognišća. Maračol - a very well protected and deeply indented cove which always attracts the largest number of vessels, is particularly popular with those seeking solitude. Here they can stay at anchor or a buoy all day enjoying swimming and the view of other yachts. When there is no room in Maračol one can proceed to the two neighbouring coves, smaller and somewhat less protected - Podkujni and Vognišća.

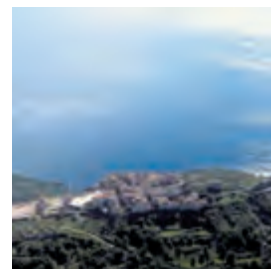
Five miles to the south of Unije is the island of Susak. On the way to it we pass the islands of Vele Srakane and Male Srakane. At Susak one can drop anchor in the inlet of Bok, girdled by sandy beaches, the likes of which are found all around this island of sand which has only two hundred permanent inhabitants, or dock at the only port in Susak, in the cove of Dragoča. If we do so in August, when numerous islanders who emigrated to America, and their descendants, come to visit their native island, the atmosphere is special indeed. The people of Susak, scattered around the world, come home to

be wed, and their wedding pageants provide an opportunity to see their festive folk costumes. The southernmost islands of the Lošinj archipelago, Ilovik and Sveti Petar, are also exceptionally picturesque. Ilovik is the most popular northern Adriatic anchorage. The straits between the islands of Ilovik and Sveti Petar have been a well-known anchorage on an important maritime route as far back as when Venice was a power. There is plenty of room in the straits, but it can get crowded here during the peak season. Nevertheless, especially if you are anchored off Sveti Petar, you can enjoy waking at anchor in the morning. The boats of the local bakery make the rounds of the yachts around eight o'clock in the morning and offer hot buns and croissants, and you can find fresh fish in numerous konoba, or rather taverns, and restaurants.

From Ilovik we sail again to Osor, first along the uninhabited islands of Vele Orjule and Male Orjule, where a great number of boats anchor during the summer, and then past several coves. Having passed them we make it to the port of Rovenska. It is the southern port of the island of Veli Lošinj, the oldest and most attractive settlement on the island. It is worth taking the opportunity to sail into this small port and moor beneath the baroque church on the waterfront. Sailing out again, northward bound, one first comes across the cove of Baldarke, then the port of Sveti Martin, and finally to the passage of Privlaka which, when open, allows you to sail into the harbour of Mali Lošinj. Beyond this point there are no really good shelters, so we sail straight to Nerezine, a well-protected and spacious harbour. It is a nice little place to walk through, and those with a penchant for hiking can make their way to the peak of Mount Osorščica, from where a view opens up over the entire archipelago we are sailing through. There are now less than two miles to the south of Osor, and we are back at Cres.

Unlike the Lošinj side, the Cres side of the channel is much gentler, overgrown in dense greenery, and the inlets are all narrow, shallow towards the end. The most attractive are Sonte and Jazi. From here and for the next three miles to the Kaldonta cove, in a south-easterly direction, we pass many a lovely cove with an occasional beach. Sailing in south-easterly direction takes us past stunning coves and the odd beach in them. The Kaldonta cove is a safe anchorage site. In a small branch off the southern shore of the cove is a fish farm. The neighbouring cove of Martinščica is the largest of a string of coves that run towards the Cape Suha, the southernmost promontory of Cres. Here too is Jadriščica inlet which reaches over a mile deep into the island, and is sometimes referred to as a port. Nestled near the end of the bay is the hamlet of Pogana with some fifty fishermen houses. It is only a kilometre and a half by road from the end of Jadriščica to the only settlement in this part of the island, the village of Punta Križa. The local economy was largely based on sheep breeding, and the difference between this and the fishing village of Pogana is readily noticeable. There are two other coves on the southern coast of Cres, Baldarin and Meli, but we sail on to





the harbour of Pod Sveti Križ (Beneath the Holy Cross), a well-known Cres anchorage.

Pod Sveti Križ, which boasts a number of coves - larger ones being Kolorat, Majiška, Ul and Vrč, and several smaller ones, is filled with the atmosphere that prevailed in the Adriatic decades ago. The coves have preserved their natural appearance, there are only a few small jetties, and there are no buoys, concessionaries and fashion-driven yachtsmen. This is a place favoured by those who wish to escape the crowds and enjoy being at one with unspoilt nature.

For the majority of yachtsmen the most popular anchorage site are two coves beneath the Cape Kolorat - the first carries the same name, the Kolorat cove, the one next to it is Majiška. Since this entire part of Cres is covered with holly oak, and is also a hunting ground, the woods are packed with wild game, especially roe deer that make their way to the seaside. The deepest indentation on this side of Cres is the Ul inlet, and the second is the northern port of the village of Punta Križa in which there is a good restaurant, which allows for an evening out. If there is no room in Ul, you can drop anchor in the neighbouring inlet of Vrč, somewhat to the north.

From the harbour of Pod Sveti Križ we set sail for the island of Rab, as the eastern coast of Cres is rather rugged, with few coves and settlements. Nevertheless, anyone wishing to sail this route will find no shortage of beautiful sites, among them being Tovernašćica, the low-lying islet of Trstenik, Veli Ćutin and Mali Ćutin, the well protected cove of Kruščica, the island of Plavnik which has anchored itself between Krk and Cres, the hustle and bustle of Merag, the second ferry port on the island, and the magical atmosphere of Beli, a settlement perched atop a rock overhanging the sea, above a small beach and a port. Beli, like Lubenice to the west, stands like a sentinel on the eastern coast of Cres which is being left behind us.

Rab

For yachtsmen the island of Rab is an ideal place to come to, particularly when the peak summer crowds thin out, and stay for a few days. With its four belfries, which makes for a unique skyline, the town of Rab boasts the Renaissance heritage that stands shoulder to shoulder with Hvar and Korčula.

Approaching Rab from the north, we first sail into the inlets of Kamporska draga and Supetarska draga. At the edges the inlets are shallow - there are even places with ponds, and around them are wide, partially cultivated fields. While the south-western coast of the peninsula is rocky, the north-eastern one is quite different, made up of marl of a reddish hue into which the waves have carved a wide variety of forms. A large and well-protected marina is located in Supetarska draga. And just like the entire northern side of the island, the Bay of Lopar, the third in this string, is the least reminiscent of a typical Adriatic landscape. A view opens up from the northern coast of Rab towards the islands of Prvić, Goli and Grgur, three barren, uninhabited islands. For lovers of bathing on sandy beaches this part of Rab is a paradise (raj), which is reflected in the name of the large sandy beach below the San Marino hotel resort in the Crnika cove. Also located in the cove is a marina well protected by breakwaters built of boulders.

Further on is the bura-swept side of the island, practically barren and with only one inlet - the Mag inlet. This landscape continues all the way to the ferry port of Mišnjak, and starts petering out when we sail into the five-mile long Barbat Channel with its numerous small landings. Rab's south-western coast, almost all the way to the town of Rab itself, is protected by the elongated uninhabited island of Dolin, almost like an anchored natural breakwater.

Our destination is the harbour of the town of Rab. The top of the peninsula is reserved for passenger ships, while the waterfront is for the most part taken up by local boatmen and boats offering tourist rides. The majority of yachtsmen find





mooring in the marina on the north-eastern side of the port. The best place in town to spend a night in is the other side of the peninsula, in the long and spacious bay of St. Euphemia, there where the belfry quartet is no more, close to the tiny cove of Palit, where one can take advantage of many small jetties. On the northern side of this cove is a 13th century Franciscan monastery of St. Euphemia, after whom the bay has been named (Sveta Eufemija / Saint Euphemia). From the Sveta Eufemija Bay to the westernmost promontory of Kalifronta there is a row of seven large and several small coves, all of which are very attractive to all who enjoy cruising. This entire headland, yet another of Rab's peninsulas, is covered in dense woods which extend to, indeed embrace all those coves. Those closer to Sveta Eufemija have been taken by hotels, but the closer one gets to Kalifronta, the fewer the buildings. Almost all of these coves end in beaches of sand or fine pebbles. The best shelter in this string of coves is found in the first one, Sveta Mara.



PAG

Sailing from Sveta Mara to the island of Pag, or rather to its north-westernmost point at Cape Luna, on a summer afternoon means no more than six miles of pleasant sailing with a maestral. Although Pag is for the most part outside of the main nautical routes - this pertains mostly to its northern and south-eastern coasts - there is nevertheless much sailing along its length. We will certainly pass by the islets of Veli Laganj, Mali Laganj and Dolfin, which are on the route to Novalja, or farther to the south to Šimuni, but even along this ten mile long and narrow Pag promontory one finds places and coves worth stopping for. Tovarnele, Jakišnica or Potočina Bay are some of these.

The atmosphere is radically different in Novalja, a summer resort frequented by trendy youth looking for all-night parties. And while most of these are held on the Zrće Beach, on the



island's other coast, in Novalja too you can feel a taste of this somewhat wild living, so bear this in mind if you have made anchor in this wide bay, open to the west and to squalls, or if you have managed to moor at the waterfront. It's a safer bet to sail on to the eight miles distant marina in Šimuni. On the way you will pass the barren and uninhabited islets of Škrad and Maun. The marina in Šimuni has not significantly altered the appearance of this deep inlet. Here the architects were mindful of the bay's configuration and designed its waterfronts to follow the appearance of the sheltered branch.

From Šimuni you can go to the other side of the island, to the town of Pag. This town of exceptional urban planning, of lace, sheep-milk cheese and salt must be experienced once you've sailed to the island. We will come to it later after having rounded the south-eastern part of the island. Sailing further to the southeast the island will gradually drop in height, especially after we pass the Bay of Košljun and reach Poveljane. Here we are again in an area of strong bura, and jugo - the southerly wind is also strong in the channel that stretches between the islands of Pag and Vir, so you should sail with caution. Shelter is available in the inlets of of Stara Poveljana and Dinjiška, opposite the Bay of Nin and Ljubački Bay on the northern coast of the Ravni kotari region. Pag is connected to the mainland by a bridge under which we will sail into the Velebit Channel. The channel is very dangerous for navigation when the bura is blowing, particularly during the winter and early spring.

That is another of the reasons why the town of Pag developed at the far end of a well protected bay. Having moored at the berths on the waterfront we can rest easy and head out for a stroll on the streets of a town that preserves a wealth of history, and to this day preserves the image of a place shaped to the measure of man. Pag is a boisterous town, full of life, the home of Pag's own lace, where there is a scent of cheese and young lamb in the taverns... In the morning do not miss sailing the bay and anchoring off one of the solitary beaches or under Metajna, Zuboviće or Caska. And when you leave the Bay of Pag, you should head out to Luna, from whence we started our tour of Pag, sail again along the rocky, northern coast of the island, were the ferry port of Žigljen and Stara Novalja are the only ones remaining on our route.







DALMATIA

The waters of Zadar



When our southbound sailing brings us to Premuda, Silba and Olib, we have entered the waters of Zadar, which encompasses many other islands. The southern half of Pag also falls under the waters of Zadar, but we have already sailed it with the northern isles. Here again we meet with a low-lying and fertile coastline with some of the oldest urban agglomerations on the Adriatic. These include Nin, Zadar and Biograd, packed with history. Off the coast is another string of islands: Dugi otok, Iž, Ugljan, Pašman, Vrgada and others. If we are looking for small island settlements or are seeking the backcountry, or if we are looking to anchor in bays such as Pantera or Telašćica, which enjoy the status of nature reserves, we will find it all on these islands. Here again there are many modern marinas.

SILBA AND OLIB

The waters of Zadar are usually entered by sailing from Ilovik. Strike out a course for Silba, and then continue out to Premuda, Škarda, Ist and Molat. The settlement of Silba is an ancient captains' port on the island of the same name. Typically, people find berthing in the harbour of Mul, Silba's eastern port, well protected from northerlies by a high breakwater. You can also find mooring on the other side of the island in the harbour of Žalić, the main landing on the island, but its passenger ship traffic and exposure to northwesterly winds makes the first a better choice. Silba is situated on a low-lying isthmus in the middle of the island. Sea captains of old used to build their homes here, the gardens of which are full of the plants they kept

bringing from all corners of the world. They also built six votive churches. In addition to being able to moor beneath the town one can also drop anchor further to the north in the Pernastica Bay and to the south in the harbour of Sveti Ante. It consists of two bays, the western one is Sveti Ante and the southern is known as Porat. There is a chapel in the western bay dedicated to the same saint the bay is named after (Sveti Ante / Saint Anthony), while Porat offers a pleasant sandy beach.

To the east of Silba is Olib, a low-lying island that most yachtsmen undeservedly bypass. Perhaps it is because, unlike the captains' island of Silba, it was an island with a peasant population, and therefore less known. The economy of Olib was once based on the felling and transport of firewood timber to Venice and Zadar. Since this and agriculture made for hard living conditions, many left the island to seek better life in America. Their descendants now return and pass the odd summer month here on the island. They enjoy, as we can, its sandy beaches, which differ from the white-pebbled beaches of the surrounding islands.

PREMUDA AND ŠKARDA

The usual sailing route from Silba is towards Premuda, an island in the open seas which boasts one of the most stunning anchorage sites, Krijal. The harbour of Krijal is a passage between Premuda and a string of reefs that stretch parallel to the shoreline forming a protected lagoon, five metres at its deepest, in which the sea glisters in every possible nuance of



blue. Additionally, the anchorage is quite safe, as the reefs offer protection from the waves. The village of Premuda is situated a little ways above the shoreline on the crest of the island. Just some two miles from here one of the best known shipwrecks, the Szent Istvan, lies at a depth of sixty metres. From Premuda we follow the coast past the inlets of Premuda, Zaporat and Široka, and make our way to Škarda. When we come to the southernmost promontory on Premuda, Cape Lopata, to our north we will leave Grebeni, three stark tall rocks around which there is always some sort of fishing vessel.

On deserted Škarda the twenty or so houses on the north-eastern side of the cove of Trate were abandoned by their last permanent inhabitants a few years ago, who now come here only in the summer. Just like in Griparica cove, where an old deserted house with tower has now been renovated. The cove is suitable for anchorage when a maestral is blowing, and there are usually five or six boats at anchor.

IST AND MOLAT

To the southeast of Škarda are Ist and Molat, two islands important to sailors. We land first in Široka Bay on Ist, which we could call the port of the settlement of the same name that is situated on the isthmus between the two bays of quite different faces. Kosirača, which faces the northwest has preserved the atmosphere of a fishermen's port with its small docks, jetties and little houses at the seaside, while Široka, facing the southeast, is chock full of sailboats and yachts of every description in the summer, with large houses offering accommodation to tourists onshore. There is plenty of room for mooring, on the inside and outside of the jetty and at the many buoys. The bay is safe, except when there is a southerly blowing. By day you can bathe in peace, and in the evening take a boat to the shore, but do not sit yourself down in one of the restaurants straight away. Just behind the settlement there is a trail that will take you on a twenty minute walk to the 175 metre high peak of Mount Straža and a small church dedicated



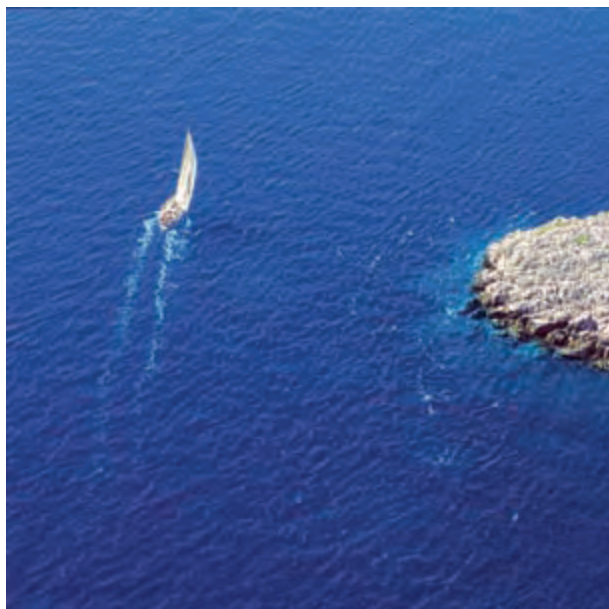
to Our Lady of Snow (Gospa od sniga) from where you can enjoy a stunning view of the straits of Zapuntel, through which numerous vessels pass in the summer, while the surrounding islands of Škarda, Premuda, Silba, Olib and Molat are laid out below you - as if in the palm of your hand.

If you are unsure of whether to stay on Ist or to sail to the neighbouring Molat, a possible solution would be to anchor at Zapuntel, a strait lying between the two islands. Many sailors pass this way in the summer and there are two customary anchorage sites. The first is in the cove of Mljake on Ist to the north of the strait, and the other is across the way in the cove of Porat on Molat. Mljake, an uninhabited, lovely cove, is an excellent shelter in all weather conditions, except when the bura is blowing. If you have a hankering for a different setting, sail to Porat, a cove that falls under Zapuntel, a settlement some kilometre and a half into the island's interior. There are a few houses here, a port with a jetty, several moorings and

what is most important, two restaurants, so you can leave your boat and enjoy an "excursion" to civilisation.

From Zapuntel it takes almost four miles of sailing along the southern shores of the island to round the Cape Bonaster and sail into the two mile deep Bay of Brgulje, to the north side of which is the main island settlement of Molat. It is a five minute walk to the settlement from the landing and its berths. There are two anchorages on the north side of the bay. The first, smaller and not as well known is in the cove of Podgarbe, and the second, much better known, is protected by the islet of Brguljce. You can drop anchor anywhere in the bay, and it is nice to head for its inner end, known as Luka, and be in the company of much fewer boats there. At first glance there does not seem to be much going on in Brgulje, but those making anchor here are perhaps looking for just that. There are several coves on the northern side of Molat, the largest of which is the port of Jazi.





Molat forms the northern side of Sedmovračé strait, which leads us to the smaller and sparsely inhabited islands of Zverinac, Tun, Sestrunj and Rivanj, close to the island of Ugljan, and the closest to Zadar, but that comes later. These islands are not well known even to experienced sailors, but are in fact quite interesting. There are no large nautical facilities on them, marinas or waterfronts, except on Zverinac and Sestrunj, but that is precisely the source of their charm. The small settlements on Zverinac, Sestrunj and Rivanj (Tun is uninhabited) radiate the atmosphere of the past - you will still find fishermen there, just drawing their nets onto the small docks, and in the summer figs are dried on the terraces. Our journey, however, goes on from Molat we head towards Dugi otok (the Long Island).

DUGI OTOK

The shores of Dugi otok are again quite different one from the other. The south-western one, facing the open seas, does not have a single cove of any significance with the exception of the splendid cove of Sakarun, where the sea is of turquoise colour and the beaches are sandy. Only fishermen and an occasional yacht navigate along this poorly indented coastline, with its odd solitary strand facing the open sea. If this is the route you have chosen you will come under the famous cliffs of Dugi otok after having sailed to the tip of Mrzlovica. Rock walls over a hundred fifty metres high plummet, almost vertically into the sea.

All of the island's settlements are located on the northern side of the 45 mile long island of Dugi otok. At both ends of the island are large bays. To the northwest there is Solišćica, and to the southeast Telašćica, a nature reserve at the entrance to the Kornati islands. We will sail first into Solišćica, to the part of it known as Pantera Bay, one of the largest anchorage sites in the Adriatic. There can be upwards of a hundred vessels at anchor or moored to buoys here, but have no fear, the bay is spacious and it will not be crowded. You will enjoy the view of the tallest lighthouse on the Adriatic Sea at the promontory known as Veli rat, situated just outside the bay. There are beaches near the lighthouse where yachtsmen come to bathe. At the end of the bay are the settlements of Veli Rat and Verunić, behind which lies the entirely closed cove of Čuna. There are good restaurants in both settlements, and few depart the place without having taken their fill of excellent fish. A small marina has been built in Veli Rat. At the end of the other part of the Solišćice bay, situated farther to the north, is the small village of Soline.

Navigation along the northern coast of the island starts in Zverinac Channel, where Dugi otok and Zverinac are only half a mile apart. The first settlement on this coast is

Božava. Sheltered behind the wooded Cape Muljkovac, it has hidden itself in a small cove. If you moor behind the breakwater, you can enjoy the charm of this little island settlement from your cockpit. Going southwards from Božava, along the many coves, you will come across the cove of Dumboka, the small port of the village of Dragova, drawn into the shore. The tiny port of Bokašin also belongs to Dragova. Next we come to Lučine, a fair sized bay which is additionally sheltered by the islet of Utra. There is a ferry that docks at Lučine, and the bay is large and safe enough for a large number of vessels to drop anchor here. If we land at Lučine we can make our way over a low-lying isthmus to the settlement of Brbinj, to which yachtsmen usually sail. It is one of the most beautiful anchorage sites on Dugi otok, much smaller than Pantera or Telaščica, but romantic, especially if you drop anchor under the Cape Koromašnjak. Here you should tie your prow to a buoy



and the stern to the shore, and then bathe or read in the cockpit, take the dinghy to the settlement, go for a stroll, have a coffee at the restaurant on the waterfront or buy something in the shop, which also doubles as the local post office. Savar, somewhat more to the south, is also a picturesque small village. If we make anchor in its port we will be protected by the wooded Cape Pelegrin on which there is a small church and a cemetery. The coast from Savar to Luka Bay is for the most part uninhabited, and, outside of the small cove of Ovča, there is no place to drop anchor, so we will, for the moment, sail away from Dugi otok and sail to Rava.

Squeezed between Iž and Dugi otok is Rava, an islet that is worth stopping over at. There is no hurry here, so moor in Mala Rava, drop anchor in Paladinice or land in Marinica Bay, the

harbour of Vela Rava, and take a stroll around the island. Walk through its settlements, climb to the top of the hill in Vela Rava, a village that is being renovated daily, where its former inhabitants, now scattered from Zadar to America, return to spend their summers.

From Rava we sail back to Dugi otok straight to Luka Bay, protected by the islet of Luški. It is nice to drop anchor just off it, and if your draught is not too deep you can also dock at the waterfront. Next up is the settlement of Žmanšćica beneath the village of Žman, which is situated five hundred metres uphill and which has preserved its original contours.

To get to the bay and settlement of Zaglav, we will pass through the channel between Dugi otok and Krknata, yet another islet that stretches alongside. Krknata is a real little paradise, full of olive groves, with only a dozen houses. Zaglav is protected by an over three hundred meter long breakwater that stretches from land to the rock Pohlib. A nice three-pronged bay with



a newly constructed waterfront to the northern side of it, is a very lively place. A ferry docks here, and the only fuel filling station for boats on the island is also here.

It is livelier still in Sali, the largest settlement on Dugi otok. Once the centre of fishing in the region, it is now turning its eyes more and more to yachtsmen and tourism. Few years ago a new waterfront was built at the southern side of the port for travellers who sail these waters, so together with the old waterfront the port now offers safe and peaceful mooring for some seventy vessels. Sali is a picturesque place. Three small docks at the far end of the port are full of local boats. Here you can often buy fish directly from fishermen returning from sea. To get to Telaščica, the other large bay on the island, through Mala Proversa, a narrow strait that separates the islands of Katina and Dugi otok, we need to pass by the islet of Lavdar,

which lies to the north of Dugi otok. A nature reserve, the harbour of Telašćica is a large and safe anchorage to the south side of Dugi otok, right next to the Kornati National Park. It consists of several coves suitable for anchorage. The best known of these is the Mir, located by the lake of the same name. Making the trip to it and climbing the cliffs on the southern side of the island is a part of a nautical ritual. There are plenty of buoys in this part of Telašćica and quite a bit of crowding. Over recent years many buoys have been anchored in the other coves, most in the deepest and safest part of the harbour. Given the number of coves, in Telašćica you will find one to shelter in whatever the weather conditions and whatever the wind.

IŽ

From Telašćica we will not head forward towards the Kornati islands, but will, rather, if our draught is less than 2 metres, make our way back through Velika Proversa and sail to Iž, an island set halfway between Dugi otok and Ugljan. The settlements of Iž are also on the northern coast of the island, which is more indented, if we do not count the Bay of Soline and the islets off its shores. The main island settlement and the main nautical centre is Veli Iž. It developed around the harbour in which there is a marina with fifty berths. If there happens to be no space in the harbour you can moor in the neighbouring Draga Cove. Veli Iž, or as the natives call it, Zmorašnje selo, was inhabited as far back as the time of the Liburnians. Iž is an island of olive growers, fishermen and seamen, and as such still retains the qualities of a real island settlement, even though tourism is now making inroads here as well. To spend a day or two here, sail out for a swim in the neighbouring coves or off the islet of Rutnjak is certainly a good choice. The other settlements on Iž are equally picturesque, especially Mali Iž, but it is hard to land there unless we are sailing a small vessel, so it is best to tour them on foot. If we are looking for a place to drop

anchor somewhere along Iž, the best place to do so would be on the southern part of the north-eastern side in Vodenjak Bay, protected by the islets of Temešnjak and Školjić.

UGLJAN AND PAŠMAN

From Iž we will again take the route that will rarely be taken by a summertime sailor. We head out to the island of Ugljan which, together with Pašman protects the low-lying coastline around Zadar and Biograd from the southerly wind. The first port of call are Male Lamjane and Vele Lamjane, two inlets on the southern coast of Ugljan that, together with Sabušćica and the islets of Košara and Školj, make the far southern coast of Ugljan a very indented one. If we want to drop anchor here it is best to do so in Male Lamjane or in Sabušćica. In Vele Lamjane there is a shipyard which has, together with a fishing port and fish farm, taken up the entire bay. Just under a mile to the south of Sabušćica is the strait known as Ždrilac, where the islands of Ugljan and Pašman are no more than fifty metres apart. It is always lively in this strait so you should proceed with caution and raise your eyes high because the bridge that spans the straits bears a large figure of 16.5 - which indicates the height of the bridge. So, if you have a sailboat with a high mast, you will have to take a somewhat longer way to the Zadar Channel. Having passed the narrow straits the shores of Ugljan and Pašman abruptly move apart and then close again, creating a lake in the sea safe for anchorage. But we are not going to stop over here, but will instead make our way to Kukljice, attractive with its fishing port atmosphere, a setting we will come across frequently on Ugljan. In the deep and protected harbour you can always find mooring, and although the locals are increasingly involved in tourism and less in fishing, there is no shortage of good fish in the restaurants of Kukljice. The fishing fleet of the inhabitants of Kali, the next settlement we will sail to, is big enough to fill its two harbours, Kali and







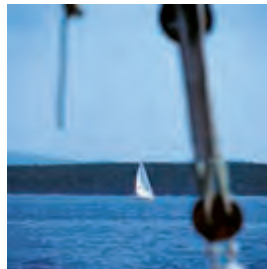
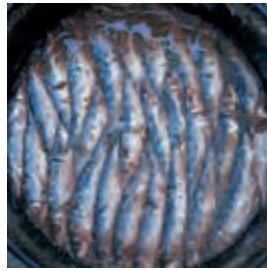
Batalaža, and even the waterfront in Lamjane. If you do, however, manage to find mooring - with the permission of the fishermen, to one of their vessels, or at the pier, you will be in the fishing epicentre of the Adriatic Sea: fishing nets strewn along the breakwater, crews busy on their boats even when in dock. If you come during a full moon in July, you'll be in for the Kali Fishermen Fiesta which consists not only of Dionysian summer festivities but also of a serious convention of Croatian fishermen. The people of Kali are not only excellent fishermen in the Adriatic. They also hunt in the Pacific Ocean. They are getting ready to widen their small harbour to make way for their ships, but for nautical tourists too, who are sure to come - both for the atmosphere and the fish.

What the people of Kali have planned, the people of Preko are already achieving. The local harbour is being widened. Preko, a charming island village, gains added charm with its two islets. The larger of the two, Ošljak, and the smaller, Galovac, stand like sentinels to the eastern and western sides. Sutomišćica has also become a frequent destination over the past two years. In the bay in which you could once only drop anchor or moor to a small pier, a new marina has been built. Its owners have conceived an entire project based on the olive growing tradition of Ugljan. Along with this, when we wish to visit Zadar by boat, but avoid the crowds, we can sail here and a fast motor launch from the marina will take us over the Zadar Channel in no time at all. From the northern side of Ugljan we will sail to two larger settlements, Veli Lukoran and Ugljan, and then by way of the strait of Veli Ždrilac on to its south-western shores. It is much more sparsely inhabited, and the two bays on this part of the island worth stopping in, Pavlešina and Prtljug, are open to the south, and it is from this side of Ugljan that we continue on our way to Pašman.

Pašman is a quieter island than Ugljan, its settlements along the seaside are smaller, but that is what gives it its charm. We sail along its southern side when we want to be along an

almost barren coast and stop and spend the night at anchor in one of the protected coves. There are several such coves. No one sails into Kablin any more as it is the site of a fish farm so we continue on to Kobiljak and Sveti Ante Bay, in which there are often many boats. There are even more in the next three coves— Soline, the best anchorage on the island, and Žinčeni and Landina. A decade or two ago all those coves were deserted, with the odd cottage to be used only in summer. Today this is no longer the case; there are people here, houses, but also taverns and shops all of which come in handy when a yachtsman at anchor gets an urge for dry land. From Landina we sail to the northern side of the island and the Pašman Channel passing a small archipelago made up of the islets of Košara, Maslinjak, Žižanj, Gangaro and Kotula.

The waters along the northern coast of Pašman are shallow, and strewn through it are thirteen islets and a few nabs, so you need to navigate with caution, but that is what makes our sailing still more interesting. And all around us there is activity - numerous boats taking people for a swim, boats that sail out of the marinas in Biograd and Sukošan... As for us, we are heading to Tkon, two miles from the southernmost point on the island. Here you can find a berth at the pier of the local harbour, land, take a stroll and visit the nearby 12th century Benedictine monastery with its Gothic church on Mount Čokovac, and the three kilometre distant Franciscan monastery by the sea, in the village of Kraj. From there the houses of Pašman, the island's main settlement, are clearly visible. If we decide to sail to its port, we have to be careful and steer to the north of the small string of islands that includes Veliki Dužac, Mali Dužac and Muntar. Only that way are we going to have enough sea under our keel. Lining the route from Pašman to Ždrelac are a number of small villages: Barotul, Mrljane, Nevidane, Dobropoljana, Banj and Ždrelac. Mooring can be found in all of them, thus allowing us to enjoy the solitude and intimacy these small places offer.



ZADAR

From Ždrelac to Zadar it is a straight six miles. On this occasion we are not going to sail further north to visit Petrčane, Zaton and Privlaka and, by circumnavigating Vir, arrive to the Bay of Nin and Ljubački Bay, and the southernmost part of the Velebit Channel - entering yet again the realm of the bura. From there we could first make land in the small ports of Ražanac and Vinjerac, and then pass through the Straits of Novigrad and sail into the Sea of Novigrad and the Sea of Karin - enclosed sea basins. We could then drop anchor off Posedarje and treat ourselves to a superb prosciutto produced there, or perhaps go on to the small port of Novigrad to mingle with its renowned fishermen. All that we, however, are going to leave for some other time, instead we are going to sail into the Tankerkomerc marina in the heart of the ancient city of Zadar. We could also

find a berth in the Borik marina on the western shore of the city, in the neighbourhood of the best known sailing club in the region, the Uskok Sailing Club. These two marinas are, along with other ports, large and small, the centre of nautical life in this area.

Over recent years Zadar has become a large nautical centre. Numerous regattas are staged in its waters, spectacular yachts dock here, it is the seat of many charter companies, there are three shipyards here manufacturing yachts and sailboats. You can stay in Zadar for days and never be bored. It is a town of rich history, ravaged and occupied again and again, passing from one power to another, and preserving elements from each of them: the remnants of the forum of the Roman Iadera, the church of St. Donatus, the Romanesque cathedral... Zadar is also its main street, the Kalemargi, the Foša, its betule, or



rather its inns, and cafés, endless discussions about basketball and the sea - for that is what people here live for.

From here we sail to the Dalmacija marina, the largest on the eastern coast of the Adriatic, exactly half way between Bibinje and Sukošan. Set in what was once a nondescript part of a shallow coastline, it is now a nautical base from where you can quickly get to the most attractive islands of the central Adriatic. Only nine nautical miles to the south of this marina is the ancient Croatian royal town of Biograd.

Biograd is also an important nautical centre. It is home to the marinas Kornati and Šangulin, where almost a thousand boats can berth. It is nice to wander along the streets of Biograd, sit in its pubs, walk the waterfront. You can always meet a familiar face, and invariably a discussion will ensue about Vis, Hvar, the Kornati islands, or about autumn in Biograd when numerous regattas take place, as does the highly entertaining nautical fair of Biograd.

The narrow coastal belt between the Lake Vrana and the mainland, together with islands of Vrgada and Murvenjak and two islets Arta Velika and Arta Mala, lying south of Biograd, also form a part of the waters of Zadar. And although the usual route from Biograd is to sail towards Pašman and Vrgada, it is just as nice to follow the low-lying coastline to Pakoštan or to slip into the inlets of Vela luka and Mala luka. Wherever you may go, Lake Vrana - the largest natural fresh water lake in Croatia, and a nature park within which is an important ornithological reserve - is within reach since it stretches parallel to the shore.

We are heading to Vrgada, a small island with a charming settlement named Luka, a cove of the same name and an anchorage in the straits between the islets of Artina and Vrgada, where we drop anchor for the last swim in our tour of the waters of Zadar. The next stage of our cruise takes us along the shores and to the islands that comprise the waters of Šibenik.









DALMATIA

The waters of Šibenik

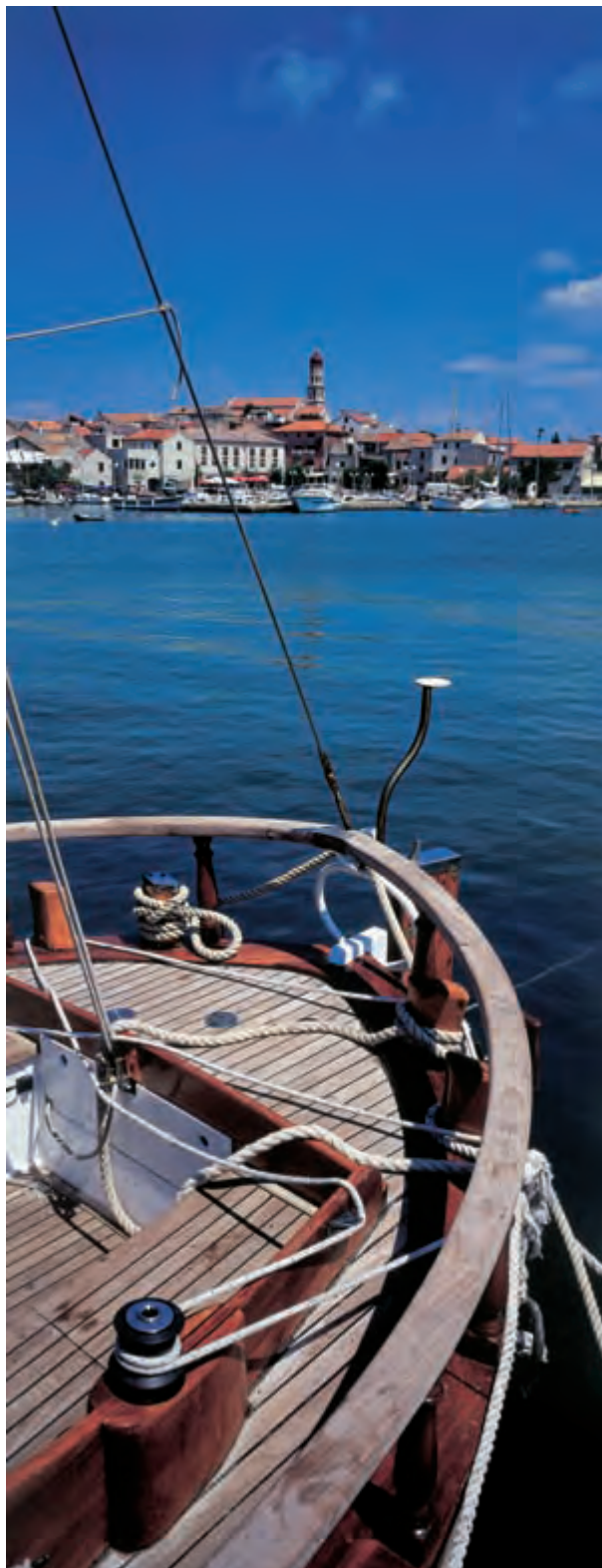


The coastline and the islands of the waters of Šibenik differ from those of the Zadar area we have just sailed. It is still a low-lying shoreline, but much more indented, with numerous harbours and bays carved into the mainland. Here too there are many modern marinas. The closest islands are joined to the mainland or almost touching it, and have large settlements, while those further away from the mainland have but few houses used only on a temporary basis, or small fishing ports and hamlets in the fields. The crown jewel of the waters of Šibenik is the Kornati archipelago - a group of islands unto their own which many would sail here for, if for nothing else.

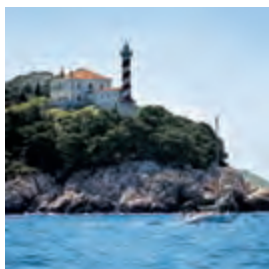
MURTER

Murter, the first island we come across, is also called the capital of the Kornati islands. Hardly surprising since the inhabitants of Murter own the majority of land and houses on the archipelago. In summer they move to the Kornati islands for a few months to fish or, in late autumn, pick olives. For them the most important thing in the world is the gajeta (a half-decked, one masted fishing boat) which takes them there. Few are the places where one can see so many of them, and in such good condition. They are moored at dozens of small docks built just for them.

From the olden days the trip to the Kornati islands was made by sail and by oar - a tradition still going strong. And there is plenty of opportunity to sail not only among the Kornati



islands but also in the small archipelago just off Murter itself. We need to sail cautiously between the islets of Radelj, Žminjak, Veli Vinik and Mali Vinik, because there are many shallows. Having passed them we can find a safe berth in Hramina, the spacious marina of Murter where, if we feel the need, we could invigorate our strength with a good meal in one of the numerous restaurants. On the other hand, we could opt for another safe berth, the one in the neighbouring Betina - an old ship-building town where the skill and craft of building wooden boats is still alive and well, just as it is in the town of Murter. From Betina we sail down a long and entirely protected bay to Tisno, a place at which the island is connected to the mainland by a bridge. From there one can head out to Pirovac, at the end of the Bay of Pirovac, somewhat further to the north, but we want to sail around



the island, and in order to do that we have to pass under the bridge at Tisno, which is raised twice each day. About a mile from Tisno, where we can moor at the waterfront, is Jezera, a safe harbour that is home to the third marina on the island. Having left Jezera and passed Cape Rat about a mile and a half later, we could continue along the southern coast of Murter to the coves of Sveti Nikola, Kosirina, Vučigrade and Slanica, or just carry on. Our choice is the natural route - we are going to the Kornati National Park.

KORNATI

To sail around the Kornati is a dream of every yachtsman. To imbibe the breathtakingly beautiful, and yet forbidding panoramas spread before one's eyes while sailing the channels of Kornati or Žut, claw our way against the wind between Rašip and Piškera, Gustac and Lavsa, to slip into a cove so tiny that it offers just enough room for our yacht and a Kornati boat or two, to meet the folk living in the cottages above the small docks where their leuts, or rahter fishing boats are docked, to climb Toret on a dewy morning and let your eyes sail the Kornati Channel or to wander across Tarac, perhaps join one of the fishermen when he pulls out his fishing nets... In the Kornati one indeed does blend with nature, but do not be hasty in thinking that they are a complete wilderness - for they are not.

The Kornati islands are entirely different from all the other Adriatic islands. Here we shall not find small seaside towns which, however small or even abandoned, radiate urban spirit and in summers live to the rhythm of dithyrambic mood, rather we come to a place where man hides himself in tiny sheltered coves, in a hut in the middle of a field, and leaves everything else to the will of the sun, to sheep bounding over rocks by the sea, to donkeys in the shade, and to us who come sailing here.

One could sail the Kornati islands endlessly. To pass the straits of Mala Proversa or Velika Proversa and moor at Katina or, leaving the massive lighthouse at Vela Sestrica to our right and sailing into the Kornati Channel with its countless places where one can stop, and drop anchor, or moor in front of the houses - as for instance in the cove of Špinate, or the isle of Levrnaka with its few houses and its beach in the cove of Lojena - one of the most beautiful beaches in the Adriatic, or in the tiny fishing port of Lučica... It is worth one's while to take time and stop beneath the Church of Our Lady of Tarac where the folk of Kornati gather at the beginning of July to celebrate her feast day, and to climb to Tureta, a fortress from which the local navigation was monitored as far back as the 6th century AD. And then there is the cove of Strižnja where fishermen are again going to welcome us in front of their homes, or perhaps we may decide to drop anchor off the islet of Strižnjak. The next stop is Vrulje, shall we say, the capital of this archipelago, which boasts all of three streets, and its houses and people are so many that come summer everything is teeming with life. From here on we go to the



cove of Gujka above which are the huts and livestock grazing on the sparse, dry grass and roaming free - to a degree. The individual plots of land are fenced by drystone walls stretching "from sea to sea".

Just as tempting is the outlying string of islands. To pass through the Kornati and not see their southern side, where the cliffs of Mane and Rašip drop sheer into the sea, would deprive us of the sight of the clash between the might of the sea and the endurance of rock. Sailing on during a calm we can moor at Piškera marina, the only one in this national park, or sail into the cove that worked its way into the body of the Lavsa isle, with a dozen or so houses - a typical Kornati idyll with miniature boat havens and tiny jetties, and sailboats at anchor.

A little further on, minding the shallows and kalahatina, reefs on which many ships have come to grief, we come to Ravni Žakan, once a purchasing station where fishermen brought



their catch, today a pier and restaurant where yachtsmen moor. If we head back to the Kornati route we still have the Opat inlet in front of us. Nestling at the foot of a barren mount of rock, with a peak that resembles a friar's hat, the inlet is known for its betulas - or rather somewhat modest inns - just like the one at Smokvica Vela.

And if you now think we have seen it all you are mistaken. There is yet the northern side of the Kornati islands with the coves of Stival, Lupeščina and Stiniva, and it is no effort at all to sail to neighbouring Žut and to the marina in Žut harbour or to one of the anchorages of that island. Although no longer in the national park, we are still in the true Kornati atmosphere. The marina too appears to have been here forever. There are other lovely places on the island: Bizikovica - west of Žut, Sabuni - a genuine little lagoon, and Pristanište in Hiljača - the other port on the island. It is quite different if you sail along the southern shores of Žut, almost barren, with

only the odd cottage and a few coves. Leaving Žut and the Kornati archipelago in our wake few indeed are those among us who do not think to themselves: "When will I return?"

ŽIRJE, KAKAN, KAPRIJE AND TIJAT

Strewn to the east of the Kornati islands and all the way to the coast off Šibenik there are eight large and almost forty smaller islands. There are no sizeable settlements on them with the exception of those closest to the mainland, Prvič, Zlarin and Krapanj. The situation is the same on Žirje, the island furthest from the mainland in this part of the Šibenik archipelago. Arriving from the Kornati islands, the most frequent route runs along its southern side, past the deep Tratinska cove, which is a very good anchorage site, and on towards the southernmost coves of Vela Stupica and Mala Stupica. Along the way one should at least cast a glance towards the open seas and the three miles distant lighthouse



of Blitvenica. Most drop anchor in Vela Stupica, where it is much safer and the time can be passed in swimming and relaxation. There are three settlements on the northern side: in Koromašna cove, where you can anchor, in the small cove of Mikavica on the north-western coast and at Muna, the main harbour, where the boat that connects the island to Šibenik docks. If you moor here you can stroll off to Žirje, a village that has nestled itself into a small valley in the centre of the island, and which today, somewhat forlorn, still lives its ancient rhythm.

From here it is not far to Kakan and Kaprije, two islands not more than half a mile apart. The Kakan Channel looks more like a small gulf as it is protected by Veliki Borovnjak and Mali Borovnjak, and there are always many yachts at anchor there. If you want to stay in a settlement you have only to sail two more miles to the port of Kaprije, drawn deep into the island. Kaprije is a small village serviced by a

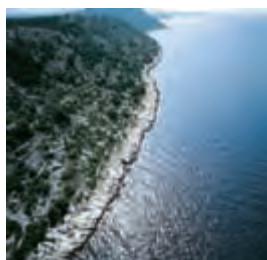
boat coming from Šibenik, and with the arrival of summer and tourists it becomes quite lively. The neighbouring Zmajan, somewhat closer to the mainland, is uninhabited, but there are no good anchorages there, only the coves Bok and Zaklošćica on its northern side and Smetnja Vela on its southern side. The small island of Obonjan is quite a different story due to a camp which operates on it during the summer months. Uninhabited and closer yet to the mainland is Tijat, whose Tijašćica cove is a large anchorage and a favoured excursion spot for boats from all the nearby settlements.

PRVIĆ, ZLARIN AND KRAPANJ

The three islands closest to shore are inhabited and rather interesting. Prvić, a mile from the mainland, has two picturesque settlements, Šepurine and Prvić Luka. Although Šepurine, a village of lovely stone houses that appear to rise

out of the sea, is spread across the narrow island isthmus and boasts two harbours, any slightly larger vessel will be hard put to find mooring. There is space at the pier to the south of the settlement, but a ship coming in from Šibenik docks there several times a day. It will be easier to find space in Prvić Luka, where motor yachts and sailboats moor behind the breakwater that protects the bay from the south.

Zlarin, an island just a mile from the mainland has preserved the atmosphere of past times. During the Austro-Hungarian monarchy it was an important harbour where even the largest naval vessels docked. It was for those that the one hundred and forty metre long stone pier was constructed and which today offers plenty of room for the line coming in from Šibenik, for excursion boats and for numerous yachtsmen who come sailing in. There are some smaller coves on the north-eastern side of the island, off the coast of which are six islets of which only Krapanj, lying





closes to the mainland, is inhabited. Despite its diminutive dimensions, with a surface area of under half a square mile, its fame is great - and it owes it to the divers of Krpanj, renowned for their art of harvesting, processing and shaping sea sponges and coral. Once it was the only occupation on the island, today those days are preserved in the small museum in the monastery of the Holy Cross (Sveti Križ).

TRIBUNJ AND VODICE

By docking at Krpanj we have completed the rounds of all of the islands of the Šibenik waters, and we now sail the Šibenik Channel back to the mainland, to the eight miles distant Tribunj, yet another picturesque settlement the old part of which - located on a tiny isle - is linked to the mainland by a bridge. Ever since a marina was constructed here it has become a major nautical centre. The marina at

Tribunj is superbly appointed and stages numerous events, from regattas to a small nautical fair every autumn. Even more lively is the neighbouring Vodice, home to a large ACI marina, and there is also plenty of space to moor in the town port. And though Vodice is a tourist destination with many hotels, it is the marinas and the numerous charter boats which give it its nautical atmosphere.

ŠIBENIK

Šibenik, an ancient Croatian city on the coast of a protected bay, is increasingly following the same path. Whenever one sails the narrow, a mile or so long channel of Sveti Ante, the fortress of the same name and many other military fortifications along the channel and above the city serve as a reminder of the huge strategic significance Šibenik has always held, and indeed still does. Today nautical tourists sail into





Šibenik harbour in place of warships. One of the nicer places to moor is at the Šibenik waterfront, under St. Jacob's cathedral, the Renaissance masterpiece built by master builders Juraj Dalmatinac and Nikola Firentinac (Georgius Dalmaticus and Nikola Firentinac). Few years ago the Mandalina marina was built in Šibenik in the vicinity of the ship repair yard. Šibenik is a city of song, merriment, good food that comes both from the sea and from the Šibenik Range, it hosts the International Child's Festival - so make the best of it while you are here.

Šibenik is the only town on the Croatian coast from which you can sail deep into the mainland, all the way to Skradin in the lower reaches of the River Krka. On the shores of the three-mile long Bay of Šibenik, which is in fact the submerged estuary of that river, there are numerous shellfish farms, and near the end, sits the small town of Zaton. High above us an elegant bridge spans the two sides as we turn into the mile and a half long Prokljanski tjesnac (Strait of Proklja), with steep cliffs on both sides, and sail into the Proklja Lake. There are two more miles to sail up the River Krka to the marina in Skradin. On the way we pass under another bridge, this one part of the highway that leads from Zagreb to the south of Dalmatia, and we find ourselves in a true river setting, surrounded by reeds, bulrush and clear water. Skradin too is an ancient town, its history reaching back to the time of the Liburni tribe, and it was an important port as far back as the 13th century. We can moor in the marina or anchor off the shore, dine on Skradin risotto and the next day take an excursion boat (as there is no sailing further upstream) to the Krka Falls and the Franciscan monastery on the isle of Visovac in the National Park.



PRIMOŠTEN AND ROGOZNICA

Having gone deep into the mainland, we return to the sea and sail out of Sveti Ante Channel following the coastline to Primošten, again passing Zlarin and the islets south of it. Left to the north are the deep bays of Grebaštica and Tmara,



while ahead of us lies Primošten, a small town spread over two small peninsulas. On the northern peninsula, closer to us, secluded in dense pine woods, are hotels, while the old part of the settlement and the church are on the southern peninsula. Primošten has two landings: the one right by the peninsula where the town waterfront and the long breakwater are, is teeming with berthed yachts in summer months, while the other one in Porat Bay provides berths for excursion vessels and fishing boats. Among yachtsmen, however, Primošten is known far and wide for the Kremik marina in the Peleš harbour, a mile to the south. This large and well-equipped marina covers the entire northern branch of this harbour. All around the place, around the marina and above Primošten, growing practically out of rock - all be it like a lace of rock - are the grapes from which the famous, and truly delectable Babić wine is produced. Do not miss the chance to sample it when you sail in.

There are just under three miles from here to Rogoznica, a harbour whose two branches reach deep into the mainland. Rogoznica has for ages been an excellent and important anchorage and a harbour known to yachtsmen who sailed the waters of the Croatian coast even before the now numerous marinas appeared. Dense pine woods covering Kopar, and the old stone houses on its shores, under which fishing boats are often moored, give the old part of Rogoznica the atmosphere of a fishing town. Some ten years ago the Frapa marina was built on the western shore of Rogoznica's Soline Bay just below the Zmajevsko oko lake (Dragon's Eye). It is one of the best equipped marinas offering numerous facilities which ensure that yachtsmen and their crew have as pleasant a stay as possible, as well as making the maintenance of their boats easier. When sailing out of Rogoznica, passing the islet of Smokvica and the coves of Movar and Stivančica, we come to Cape Ploča, better known as Punta Planka, an Adriatic divide where the Split region of the Dalmatian waters begins.







DALMATIA

The waters of Split



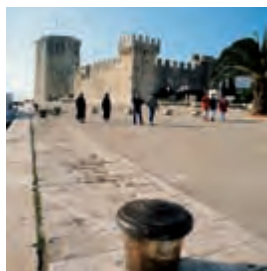
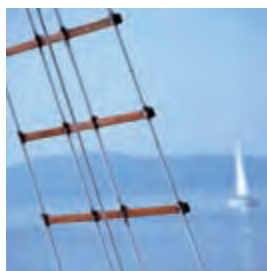
The shoreline and the islands that surround Split are deemed by many to be the most beautiful in the Adriatic Sea. And whether you agree with them or not - because the other parts of our seaboard are truly magnificent - the islands of Šolta, Brač, Hvar, Vis and the many smaller ones, and the coastline from Cape Ploča to the estuary of the Neretva River, offer yachtsmen countless sailing challenges, as well as many fascinating towns established back in the Antiquity to visit. Sailing along this part of the coast, especially during the summer months, is very pleasant. There are a number of large and excellent marinas in this part of the Adriatic, mostly in Split and its environs, and a number of good harbours. The distance to the islands is not great - it is less than five nautical miles to the closest of them, Drvenik, Šolta and Brač. Sailing out of Split there are some twenty miles to Hvar and thirty to Vis. The channels between the islands and the coast stretch parallel with them and are pleasant places to sail, especially during stable summer winds.

The weather conditions in this part of the Adriatic in the peak sailing period from May to October are, for the most part, favourable and are characterised by a regular pattern of change of prevailing conditions. In the first part of the nautical season the southerlies are dominant, followed by a period of stable winds from the northwest, while with the end of summer there comes a September calm. Attention must be paid to the bura, which is at its

strongest beneath the mountains along the coast, to short summer squalls, less frequent here than in the northern Adriatic, and to passing cyclones.

There are four marinas on these Dalmatian islands, but yachtsmen are also attracted to the waterfronts and the deep and safe bays and coves. The waterfront in Vis, a town whose roots go back 2400 years, the fishing town of Komiža, sunny and Dionysian Hvar and Stari Grad (Old Town) whose name itself suggests its roots in the Antiquity, Vrboska and Milna on the island of Brač, nestled far back into deep bays, and Pučišće, the home of the greatest masters of stonemasonry, are only some of those to which yachtsmen flock to from early spring to late in the autumn. And just a few miles out from any one of those towns there are coves which still retain the image and scents of times when few yachts sailed these waters, and in which dropping anchor is a pure pleasure. Stončica and the Budišovac lagoon on Vis, the coves of the Paklinski otoci (Hell's isles) or the harbour at Stari Grad on Hvar, Bobovišće, Povalje or Lučice on Brač, and Nečujam on Šolta are numbered among the most appealing in the Mediterranean. And we have mentioned only a part of what this coast offers.

Also worthy of our attention are the interiors of the islands with settlements that developed far from the shore in the age of piracy, and in which the hard life of the local folk is still reflected. Škrip, Dol, Ložišća and Nerežišća on Brač.



Brusje, Velo Grablje, Malo Grablje or Gdinj on Hvar. Grohote on Šolta... These are only a few of the places worth stretching your legs for to feel their atmosphere.

On the other side are the almost uninhabited islets, among them Biševo, Šćedro, Svetac or mythical Palagruža - standing alone in the midst of the Adriatic with its lighthouse rising a hundred metres above the sea. On Biševo and Šćedro there are numerous coves in which you can drop anchor either in complete solitude or near a fishing hut, but at Svetac and Palagruža you can only stop in their lee, and then only when the sea is calm. What fascinating challenges for a true yachtsman!

SPLIT AND ITS ENVIRONS

When looking for a break in sailing the islands, there are Split, Trogir, Makarska and many smaller towns settlements such as Omiš and Brela on the mainland coast waiting to be visited, and rising above them the mountain massifs of Kozjak, Mosor and Biokovo, and the pine woods and olive groves that touch the sea. Split, the city of Emperor Diocletian, whose palace to this day forms the heart of the city, is a place with an exceptional maritime, nautical and sailing tradition. To sail into its tiny ports and marinas, or drop anchor in the main city port with a view of Diocletian's palace and then stroll along its narrow streets or sun-washed waterfront should be a part of every navigation route through these waters. Yachtsmen usually opt for the large ACI marina in the Port of Split, but there are several others in the city operated by sporting associations, where berthing can also be found. Split is Croatia's largest sailing centre and the base of well-known Croatian sailing clubs such as Labud, Mornar, Zenta, Split... a cradle for top-notch yachtsmen and women. Split is the starting point of the largest cruiser regatta in the Adriatic, in the waters off its shores European and world championships in Olympic sailing classes are held. Split is also the largest centre of the Croatian nautical industry.

Located to the northwest of Split are three important nautical centres — Kaštel Gomilica, Trogir and Marina. Kaštel Gomilica, one of the seven settlements strung along the Bay of Kaštel, had a large and superbly appointed marina built a few years ago, which is also equipped to provide berthing for mega-yachts. For mariners Trogir has been a fixture for a very long time indeed. This small city, in its entirety a monument of culture under UNSECO protection, offers berthing along the waterfront beneath the Renaissance palaces and the cathedral of St. Lawrence - the most outstanding monument of the Romanesque in the whole of Dalmatia, or in the ACI marina on the island of Čiovo that literally rests against the town.

Wherever you choose to moor your vessel, you can feel the atmosphere of the town, the vibrant life of its narrow streets and sun-washed waterfront, and when the crew desires a little peace, all one needs to do is sail round Čiovo and drop anchor off the islet of Sveta Fumija, in one of the most attractive anchorages in the region. And there has been a marina for a long time in the village of Marina which has nestled at the far end of a deep inlet. Those more inclined to anchorage can use the deep bay of Vinišća just a few miles to the west or one of the coves on the route to Cape Ploča.

If we sail along the coast south of Split, we will be watched over the entire length of the way by the towering mountains massifs of Mosor and Biokovo. As soon as we pass the estuary of the River Žrnovnica and the marina at the Hotel Lav, the first to rise is the somewhat lower Mosor, and then the craggy heights of Biokovo. Nestling on the shores lying in their foothills are numerous small settlements, each characteristic in its own way. Krilo Jesenice is home to the largest fleet of tourist trabakul (a two-masted coaster) on the Adriatic. They have refurbished their vessels as floating hotels and tour the Adriatic with them from early spring to late autumn.

Omiš, a small town at the mouth of the River Cetina, was once the seat of piracy in the Adriatic. Those were the times when

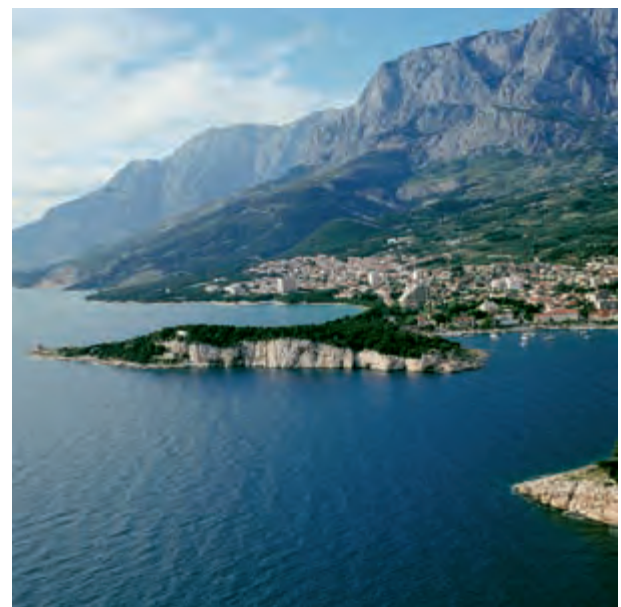


the local population fought the battle of wits with the mighty Venetian fleet in an effort to remain independent. But the buccaneering traditions have long been abandoned, and you will be greeted warmly today if you moor at their pier.

MAKARSKA

Although it does not have large bays apart from the Makarska harbour, the coast of the Makarska Riviera from Brela to Zaoštrog has much to offer. Over the past twenty years a number of modern docks and marinas have been built here in addition to the old waterfronts. Starting from the west we first come across the marina in Brela, which has some of the most attractive beaches in the region, the next one is the marina in Baška Voda, then the marina in Kravica. In Makarska you can moor in the harbour of this well known

tourist destination, as the construction of a marina is still in the works. Further to the south we can moor in Tučepi or in Podgora, a well known fishing village below the monument known as the Wings of a Gull, which commemorates the place and the formation of the partisan Navy in the WW2. And further on, all the way to Gradac we can find mooring at the piers of the settlements under Mount Biokovo. And one more important thing before we sail from here: the beaches deposited by the streams tumbling down the slopes, crowned by the shade of pine trees, and which stretch as far as the eye can see, are considered by many to be the most beautiful in the whole of the Adriatic. But let us get back to our berth in Split and first sail for an extended weekend towards Drvenik and Šolta, islands nearest to Split on its western side.



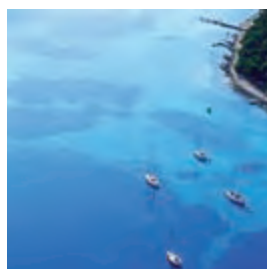
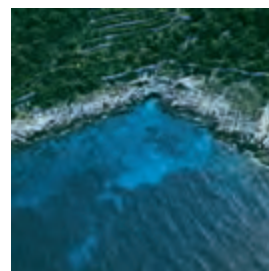
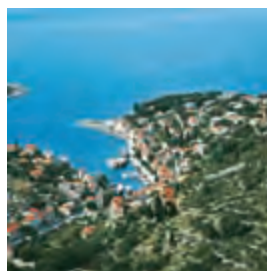
DRVENIK VELI, DRVENIK MALI AND ŠOLTA

From the Split harbour to Drvenik is exactly twelve miles. The route runs along the southern coast of Čiovo, and the destination is usually the lagoon on the south-eastern coast of Drvenik Veli, which is protected by the islets of Veliki Krknjaš and Mali Krknjaš. This is an exceedingly beautiful place which takes kindly to photography. And it is most beautiful from the air, when the clarity of the sea and all of the beauty of the shallow lagoon shine in their full glory. That is why there are numerous boats and swimmers here every day, most of them from Trogir enjoying a bathe and a good meal. In the evening the lagoon is more peaceful. Most of the boats set out for the nearest marina and only a few remain at anchor.

On the other side of the island, on its western shore, at the far end of a mile deep port is Drvenik, the only settlement

The island is full of enticing flavours and aromas, and as we sail away it beckons us to return. The route now takes us along the northern coast of Šolta - where the main settlements are, towards the port of Rogač where the ferry that links the island to Split docks. Rogač, which used to be the port of Grohota, a village in the interior of the island, is a spacious, three-pronged bay, so we still have at our disposal two of them enabling us to avoid the hustle and bustle of the ferry landing.

It is much the same in the neighbouring harbour of Nečujam, the largest on Šolta. Its coves Piškera, Maslinica and Podkamenica have been among the favoured anchorages for the people of Split for a full seventeen centuries. It was here that emperor Diocletian had his fishpond where the best fish was kept for the imperial tables, and it is likely that his fishermen also spent an occasional night here. The custom



on the island, with its breakwater, waterfront and short pier where mooring is available. There are several other coves on the island, some have been taken up by fish farms, and the others are free for anchorage. The neighbouring Mali Drvenik, although lacking large coves and a port, can still be attractive to those sailing in smaller vessels. They can find a spot in the small port of Burak and drop anchor in the cove of Vela Rina.

Šolta offers plenty of shelter, so let us sail to its western coast in front of which lie six islets, and drop anchor somewhere among them. Stipanska, Balkun, Saskinja, Polebrnjak, Grmej and Radula are perfect for an all-day swim, because they provide shelter regardless of which direction the wind is blowing from. In the evening we can choose between dropping anchor in Šešula or mooring at Maslinica. If we choose the long and narrow inlet of Šešula we will for the most part enjoy solitude. Maslinica is a fishing port, known for its skilful panulaši or rather hand-trollers, with mooring on the waterfront and a few restaurants.

has been continued by the present day inhabitants of the eight mile distant Dalmatian metropolis. In recent years Nečujam has been developed and weekend cottages have occupied Podkamenica, encroached in Maslenica, and only Piškera has retained its natural contours with two cottages.

On the northern side of the island is another settlement, Stomorska, and if we were to spend only one day in each of these places we could enjoy almost an entire week on the islands of Drvenik and Šolta. Stomorska is probably the prettiest settlement on Šolta. The old stone waterfront, the stone houses along it and thirty berths for sailors are usually sufficient for the sailboats and yachts that sail to the place. The only settlement between Stomorska and the easternmost promontory on Šolta is Gornja Krušica. Those looking for more solitude and a wilder natural setting will sail the southern coast of the island which also has several lovely and deep, mostly uninhabited coves open to the south. The first we come across is Livka where

there is plenty of room to anchor, often in the company of fishing boats. Anchorage is also possible in Stračinska, the third cove in the row that resembles a deep fiord, and in which there are several houses. The next few coves are uninhabited, with cliffs dropping sheer into the sea, and the civilization is back again in Tatinja, the largest and most frequented cove on the southern side of Šolta. The most mellow of all is Poganica, the last cove we pass before completing the circumnavigation of the island, rounding Maslinica and its small archipelago and returning again to Split.

Brač

Brač appears to have three quite different coastlines. The western side with its well protected coves attracts hundreds of sailboats, motor boats and yachts passing through the Gates of Split, the spot with the heaviest nautical traffic on the Adriatic Sea. The northern coast, on which practically all of the settlements on Brač are situated, is rarely visited by yachtsmen, if we do not count those who moor their boats in Omiš and the Makarska seaboard. It takes just under an hour to sail or take a motorboat from Split to Brač, faster by speedboat. Its southern side is sparsely inhabited but also features some of the most attractive sites for sailors, including the only large settlement, Bol.

When heading out to Brač from the ACI marina in Split, it could be only a weekend sail or the first stage of a grand summer tour. As soon as we make the promontory known as Gomilica we feel the pulse of the island. It is nice to stop over there for a swim in the coves of Stipanska or Stiniva, but the usual destination is Bobovišće, a small settlement that was home to the Brač-born poet Vladimir Nator, and the port of the village of Ložišće of typical folk architecture and an ornate bell-tower, which lies a few kilometres above the seaside. Mooring at the waterfront, or dropping anchor and taking a stroll through a settlement and, by climbing to the village above it, reaching the interior of the island, is a custom repeated all over Brač, whichever part of it you may be starting from. Because on this island there are just as many settlements in the interior as there are by the seaside.

If you choose not to sail to Bobovišće or drop anchor in its cove of Vića, then your first port of call on Brač can be Milna. This once the main port of the island, which served the inhabitants of Nerežišće and the hermitage at Blaca, is now the nautical centre of the island. With two marinas, a municipal waterfront and a waterfront in front of the sardine factory, it has enough space to accept the fleet that sails out of the marinas in Split and its neighbourhood on Fridays and Saturdays. Off the coast of Milna is the islet of Mrduja, in size quite the opposite to its fame - and it owes its considerable fame to the longest regatta

in Croatia, which is run around it, but also to the walls of its old hillfort, and the folkloric tale of the squabble between the people of Šolta and Brač as to which of the two islands this tiny isle belongs.

Having passed the strait between Brač and Šolta known as the Gates of Split, one comes upon a series of coves that run the next six miles. Farska. Osibova, Lučice, Maslinova, Smrka, Kruščica. Blaca Bay and Farska are just the largest and most attractive. Some of them, like Maslinova, are temporarily occupied by fish farms, but the majority are accessible to sailors. The two best known are Lučice - a bay with five spacious prongs, and Blaca from which a forty minute stroll along a narrow canyon will lead you to the best known hermitage on Brač, the one at Blaca, a self-contained microcosms in which the monks have found the harmony of labour, wisdom and culture.

To sail out to Bol after this mystical experience, and view the solitary strands under the vineyards of the famed plavac wine of Brač from the sea, is a real change of worlds. Dozens of boats at anchor around Zlatni rat (the Golden Cape), beaches both natural and trendy, surfers cutting the waves as if they wanted to fly, a berth at the waterfront, the evening and morning bustle, cafés along the small docks, numerous restaurants and hotels - all this makes Bol an attractive tourist destination.

If you love sailing, then this is the place for you. In the funnel formed by the Hvar Channel the winds are at least one notch higher on the Beaufort scale, and you should not miss the opportunity to glide through the water with unfurled spinnaker or steer nearer the wind. We will not encounter any settlements from Bol to Sumartin, the eastern gate to the island, where the ferry from Makarska docks. Sumartin, a settlement of fishermen and shipwrights, was once the stronghold of the fierce hajduks, or rather brigands, that used to make raids into the Turk-held mainland across the channel. If you moor at the few berths available at the waterfront, do not miss the opportunity to walk to the two mile distant Selca a settlement built by the stonemasons of Brač, who also make up most of its population.

On the way to Povalja on the northern coast there is another larger cove, Rasotica, with a rocky shore and just big enough for several mid-sized yachts to anchor in. But caution should be taken when navigating this part of the Brač coast because the bura that descends here from the heights of Biokovo blows strong. Luckily it is forecast by the dancing of small white clouds that tear across the sky, just in time to give us time to find shelter, and there is plenty of it in the spacious Bay of Povalja. Shelter can also be found at the waterfront of this small town, selected long ago by a certain Paulus as the site for his villa - and he named it accordingly, and where later on





- in the 6th century to be precise, an imposing early-Christian basilica was built. Or one can opt for the cove of Luke. Safe mooring, good fish, local lamb, shellfish, first class local olive oil and vegetables from the garden are the right choice.

Pučišća, the next place we come to, is quite something as the typical Adriatic atmosphere goes. It lies hidden at the far end of a deep inlet readily identifiable by the Veselje stone quarry on the eastern cape, the largest on the island, which is steadily breaking off bits of its body and scattering them all over the world in the shape of glittering white buildings. Pučišća is undeservedly ignored by sailors. An attractive and safe bay, plenty of room on the waterfront, white stone houses, citadels! And then there is the stonemasonry school producing the best stonemasons, whose workshop is also open during the summer - truly an attraction not to be missed.

There are a further four coastal towns on Brač to close the circle around the island. And almost each one has its partner in the island's interior that must be seen. If you moor in the charming Splitska, from where Roman builders transported stone for the construction of Diocletian's palace in Split, you have to make the trip to Škrip, the oldest settlement on the island. There you will encounter Cyclopean Illyrian walls, a mausoleum from the period of Antiquity, a small pre-Romanesque church, the Radojković Tower which today houses the Museum of Brač and the Cerineo palace. It is worth the effort.

Postira too, a place known for its fishermen and fish processing, has its inland double. That place is Dol, the closest to the sea of all the inland settlements with houses dug into the stone of the hill, with caves in which prehistoric people lived. And with three pubs in which the food, drink and song are excellent.

Supetar is the largest settlement on the island, the main ferry port, a tourist resort and the centre of all things on Brač, were you can moor in the old port or at the newly constructed ferry port, if you are not bothered by the noise and bustle of the island's link to the mainland. Its natural partner is Nerežišća,





the largest settlement in the island's interior, once the largest settlement on the island and its administrative centre. From Nerežišća tracks lead to Vidova gora, the highest peak on the Adriatic islands, and towards Selca and Bol. It's worth coming here too.

Only Sutivan, splendid in its beauty, has somehow remained solitary on this end of the island. It is not easy to find mooring in its port, but do stop over if there is room. Its elegant bell tower with its red bulb-shaped roof rising right above your berth, the marvellous summer residence of the Ilić family and the baroque period summer residence of poet Jerolim Kavanjin are only a part of the beauty that is bound to delight you. Just a little more and we will have sailed the length of Brač. Once more through the Gates of Split and on towards Hvar.

HVAR

Hvar is an island of sun-washed shores, adorned to the southwest by the archipelago of the Paklinski islands (Hell's Islands), while almost at the foot of the tall Mount of Hum lies the solitary Šćedro. We set the course for Cape Pelegrin and slowly sail into the Pakleni Channel. When sailing around Hvar the images and landscapes change down the length of its eighty nautical miles. The Dionysian and spirited town of Hvar with its Paklinski islands is the summertime centre of the world. Everything is teeming with life and hundreds of boats dot the two mile wide channel. The waterfront in Hvar has been taken by the big yachts. Those slightly smaller jostle for space, anchoring in the middle of the harbour. They are all in search of Hvar's summer magic, its buzzing squares and streets, the mystical atmosphere of its churches and monasteries, Lucullan feasts and intoxicating wines pressed from the grapes of the island's southern slopes. In daytime the boats and yachts in Hvar move to the coves of the islets across the way. Ždrilca, Stipanska, Vloka, Taršće and Vinogradišće

are just a few, all linked by the clear sea and the inns in which fish and wine are excellent.

We leave the archipelago sailing eastward past the islet of Pokonji dol, and on along the uninhabited coastline, intersected with strands and protruding promontories before reaching the sunny coves of Milna and Dubovice with their virgin white strands tempting us to stop for a swim.

Sailing onwards to Sućuraj, a settlement on the island's eastern headland, we pass an inhospitable coast. It offers no shelter to a yachtsman, but the sheer slopes of Sveta Nedija, Ivan Dolac and Zavala - where vineyards seem to be positioned vertically, reaching for the skies - are truly bewitching. Shelter can be found only in the nearby Šćedro. With the port of Lovište and the cove of Mostir on its northern shores, and the coves Borovo and Čarnjeni on the south, Šćedro was a vital point on the ancient sailing routes, the only shelter from a strong southerly. It was also the scene of a battle between Pompey and Julius Caesar in the year 49 B.C. In the 16th century the Dominicans built a monastery on Šćedro. There are no longer permanent inhabitants on the island. They only come in the summer when all of its coves are occupied by sailboats, yachts and fishing boats.

We sail on along the charming coves in which a handful of houses have nestled, Srhov Dolac, Torac, Smarska... The highlands of Hvar melt away and descend towards Sućuraj, which almost seems to be heading for the mainland and the mouth of the Neretva River. This is a busy and important island harbour in which ferries bring all and everything that arrives to the island from the south and the east. There is, nevertheless, also room for yachtsmen along the pontoons built a few years ago.

From Sućuraj we sail along the island's northern shores, and all the way to Jelsa the scenes around us are entirely different. There are not too many boats. Instead of open seas our view is blocked by the bulk of the Biokovo





mountain, and should a north-easterly winds swoop from it we will be hard pressed to find shelter before Jelsa which is two mile away. In the solitary coves of Bristova, Pokrivenik and Stiniva along the route the local population is more oriented towards their fields than the sea, and consequently, there are not too many places to moor or drop anchor. You can only do so in Pokrivenik.

Quite a different picture again around Jelsa and Vrboska - Jelsa with its harbour and Vrboska with its wonderful, almost a mile and a half deep inlet, tempt us to sail into them. Safe berths can be found at the waterfronts of both places, and in the ACI marina in Vrboska - which is known as the Venice of the island. The local church of St. Mary played a double role - in addition to its spiritual role, its also served as a defence fortress and as such was equipped with cannons. One should take time and walk the three bridges that link Mala banda with Vela banda, and visit the Fishing Museum, a place that recalls the labour and hardship endured by the island's fishermen, who lived without sounders, electric winches and fishfinders - relaying only on their nets, lanterns and tridents.

The sail to Stari Grad is a full fifteen miles, and along the way we will pass some forty coves and inlets. Among these is Žukova, which suffers from Zlatni rat on the island of Brač speed to when there is a strong maestral blowing. The high level of indentation of the coastline, which has created some of the Adriatic Sea's most stunning panoramas, is completed by the islet of Zečevo, half a mile to the north of the exit from the harbour at Vrbovac.

The Stari Grad Bay, recessed almost five miles inland, is reminiscent of sailing into a northern fiord. Its many coves, the vegetation and - at the very far end of this deep inlet, the town at whose waterfront you moor you boat, will bring you back to the Mediterranean reality of today, but also evoke the distant past when this town was founded almost two and a half thousand years ago. It is hard to say what is more attractive here: the Stari Grad Range in which the land division from the period of Antiquity can still be discerned, the stone-paved streets, , Tvrdalj - the summer residence of the 16th century poet Petar Hektorović, or the music that flows through the town when night falls on a summer concert.

Onward to Cape Pelegrin and we again pass white strands and seaside settlements. Ahead of us are Gračišće, Lučišće and Stiniva. A glance at the peaks of the hills will reveal that these are just the ports of what were once the large settlements of Grablja and Brusje. A little to the west is the old ferry port, Vira, now a welcome mooring post for fishermen. Having reached Cape Pelegrin we turn back to the town of Hvar. The circle is closed. The tour of the island is complete.

Vis

Vis has always been a magical and distant island. An important port in the time of Antiquity, a place for the country villas of the Hvar nobility during the Renaissance,

an important commercial centre, the venue of the most crucial naval battles of the 19th century which determined who was to rule the Adriatic. Throughout it all Vis was also home to the fishermen of Komiža, always ready to defend their right to the sea and their fishing privileges, and of farmers who tended their vineyards in frequently unfavourable conditions. It was separated from the mainland and at the same time strengthened by the Vis Channel, in which it was not easy to navigate in the old trabakul (two-masted coaster) and steamships when the summer tramontana blew, much less during a northeasterly bura or easterly levant during the winter. And then everything changed. Nautical tourists arrived with their new, ever larger, faster and better vessels. The Vis Channel, even though its waters can really be rough, ceased to be a bugbear. In the summer it is navigated daily by hundreds of boats. When you get to Vis, give it the time it deserves - at least a dozen days. Only then will you experience the island in its full beauty and sail into at least a few of its fifty-four coves.

Having left your vessel in the safety of Sveti Juraj (St. George) harbour, abandon yourself to enjoying Vis, a town of a rare atmosphere, wandering through its narrow streets and strolling along the harbour waterfront, tour the cemetery on the headland of Prirova where life and death meet in the midst of a large bay, the peace of cypress trees and the commotion of beaches and swimming areas. Tour the remains of ancient Issa and the thermal baths, the English and Austro-Hungarian fortifications, tour the museums, visit the pubs to sample the local bugava and plovac wines and enjoy what is possibly the greatest concentration of first rate culinary delights.

The southern side of the island is unique in its unspoilt beauty. One cove follows another, Stončica with the lighthouse on the headland facing it, Smokova, Milna, Zaglav, the fishing village of Rukavac, then Srebrena, and in the waters around them the islets of Greben, Paržanj Veliki and Paržanj Mali, and the rocks Pupak, Žuberka and Pločica, Budihovac (Budikovac) Veli and Budihovac Mali and Ravnik which encircle them and protect them, feeding their fishermen with still bountiful catches. Budihovac, the islet with one of the most beautiful lagoons in the Adriatic, and Ravnik with its Zelena špilja (Green Grotto) in which the light seeps through an opening at the top and refracts in the sea - they are all tales unto themselves.

The coves come one after another, each with its own history and its people of today— Ruda, Velika Travna and Mala Travna, alternate with rows of stone slabs set one against the other - as if laid down by the hand of some gigantic builder. And there is Stiniva too. Tall headlands on both sides draw ever nearer into a funnel shape, and at the end the tall cliffs, like two megaliths, almost merge together leaving a passage but a few meters wide, and then widening again into a little world of its own. As if





we had come to the bottom of a roofless cave. Inside is a strand, four cottages and a feeling of complete protection. The coves continue, all the way to Komiža, white strands between rocks with the odd house on a barren rocky shore. The peaks of rocks worn away by waves are the realm of the largest gulls in the Adriatic.

Komiža, a renowned fishing village of Dalmatia, is huddled in the north-eastern corner of a bay under the Muster church and the tall hill known as Hum. The rocky coast descends steeply into the sea, hiding virgin strands that beckon - once you have moored in Komiža take a dinghy and come, and have the beach all to yourself for a day. The fishermen of Komiža are to this day renowned for their fishing knowledge, boldness and catches. Their fleet is anchored in the harbour, and a fishing museum in the tower recalls the days of glory and the replica of the falkuša type gajeta (a single-masted fishing boat) gently rocking in the waters of the port. If your route brings you here in late autumn you will witness the ancient tradition of burning an old boat on St. Nicholas's feast day to ensure safety and calm to those who sail and fish, and the favour and protection of the honourable Bishop of Myra.

From the Komiža waterfront you can see Biševo, and when you sail out of the bay, and look across the volcanic isle of Brusnik, you can see the islet of Sveti Andrija, or as the people of Komiža call it, Svetac. Both islands are practically tied to Komiža by an umbilical cord. The sparsely inhabited Biševo, and Svetac - whose last inhabitant, who happened to be a woman, departed a few years ago - come to life in the summer. Many yachts drop anchor in the Biševo coves of Porat, Salbunara and Mezoprat, while dozens of tourist boats and yachtsmen dock in front of the famous Modra špilja (Blue Grotto) in which the play of light seeping through a submerged opening creates a wondrous light show - eager not to miss a chance to swim in its silver blue waters.

The northern side of the island of Vis is for the most part harsh, lashed by the bura and dangerous when the wind is up. Nevertheless, it too has its secrets and its beauty, its coves, strands and settlements. Here you will find Oključno, where only the odd adventurous tourist comes in search of tranquillity in complete silence, but also a place deprived of the benefits of civilisation. From the charming coves of Tiha, Slatine and Gradac we slowly sail to the islet of Host, just off Sveti Juraj harbour, named after the victorious English captain Host who defeated the Franco-Italian fleet in the 1811 battle off the coast of Vis.







DALMATIA

The waters of Dubrovnik



The waters of Dubrovnik include the coastline south of the mouth of the Neretva River, the Pelješac peninsula and the entire coastline to the Prevlaka peninsula together with the western side of the entrance to Boka kotorska, as well as numerous islands: Korčula, Lastovo, Sušac, Mljet and the Elafiti archipelago which lies closer to Dubrovnik and encompasses Jakljan, Šipan, Lopud, Koločep, Daksa, Sveti Adnrija and Lokrum. Needless to say, all of these islands are a challenge to every yachtsman.

Stretching deep into the sea, but almost parallel to the mainland coast is the second largest Adriatic peninsula, Pelješac, and on the mainland shore there is Dubrovnik - a city that was the heart of the Republic of Dubrovnik which for centuries preserved its independence and liberty between the Ottoman empire and Venice. A city in which science and the arts flourished thanks to the maritime activities and trade.

It is an area open to the Strait of Otranto, in which southern winds prevail, but pleasant for sailing in the nautical season. We will head out from Ploče and the mouth of the Neretva River, yet another of the rivers bringing fresh water into our sea. Here one mostly comes across small local boats, often used to navigate the backwaters of this large river, and from Ploče to Metković, to Opuzen and Komina, moor at Blaca, Duboko and Klek. Along the coastline, passing Neum, Bosnia & Herzegovina's exit to the sea, and the Bistrina cove, one sails the route to Mali Ston and the largest shellfish farms in the Adriatic Sea. You can get there on a motorboat or a

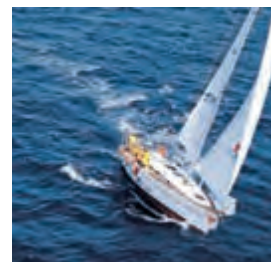


sailboat with a small draught, and moor for a moment at the waterfront in Mali Ston, where there is room and depth only for two or three larger vessels.

PELJEŠAC

Mali Ston was built by the people of Dubrovnik in the 14th century and encircled with a defensive wall and fortifications. In its heyday Mali Ston was an important port with a shipyard and a salt warehouse. The town has retained its former appearance and is well known today for its restaurants where excellent fish and shellfish, oysters and mussels in particular, are served. Their farms, locally known as dardin, cover the entire Bay of Mali Ston, and their flavour is rated among the best in the world.

From Ston we continue sailing to Malo more (Little Sea), where the domain of shellfish farming continues, and where a dozen islets are scattered between Brijesta on the eastern and Sreser on the western coast. This is an opportunity to drop anchor and swim in the lee of one of the islets. In the evening it is best to anchor in Brijesta, having before that purchased some shellfish at one of the farms, and in the morning sail towards Trpanj, stopping on the way for a swim in Luka, its eastern cove. Once the centre of the renowned seamanship and fishing of Pelješac, Trpanj today makes its living from tourism. There is mooring in a well protected harbour. In this part of Pelješac there are many good fishing posts, so that one can frequently enjoy some excellent, fresh and inexpensive fish.



Although there is another nice beach in the town, having spent the day on the waterfront we opt to carry on sailing along Pelješac and stop for a swim anchored off one of the most beautiful beaches in the Adriatic, in the cove of Divna two miles to the west.

We could spend the night in Dubi, a charming little village at the foot of Sveti Ilija, the highest peak on Pelješac. We will, however, head out to the Lovišta Bay, one of the best and most popular anchorage sites in these waters, and drop anchor in the north-western end of the harbour, in the Runce cove. Even though upwards of forty boats stop over here, they will not bother one another. For the evening out take the dinghy to the town, half a mile away. Part of the bay one needs to cross is still being whipped by maestral so it is very likely that you will get wet on the way, but that is a small price to pay compared to the pleasure of savouring the flathead grey mullet which is a specialty of this area, and is fished at the end of summer.

From here we enter the Pelješac Channel. This is usually a good opportunity for some good sailing since whichever wind may be blowing - maestral, tramontana or a southerly - its strength grows in the channel. For the same reason the channel is popular with surfers and, as we head towards Orebić, passing Viganj and Kučišće, dozens of surfers are whizzing around us.

In Orebić we moor at the marina and go for a walk by the seaside. Everything here shows that this little town has once, until the end of the 19th century, been one of the most important centres of sea captains - their old houses and gardens with exotic plants they brought from all corners of the world, the Maritime Museum, and the Franciscan monastery with cemetery situated above the town from where the entire channel, can be seen as if in the palm of one's hand. The old captains remain true to themselves even in death. As their final resting they chose the spot which affords the view just like the one from a ship's bridge.

KORČULA

We leave the peaceful and melancholic Orebić and the Pelješac peninsula, where we will return soon, and sail the two miles to Korčula. The waters of the channels that wash its shores - the Pelješac Channel and Korčula Channel to the north and the Lastovo Channel to the south - make for pleasant sailing. Some will say that its eastern coast is its nicest, where strewn in front of the city of Korčula lies a veritable little archipelago; others claim that Vela Luka Bay, with the islands of Proizd and Ošjak, is just as beautiful. Those that love sailing will opt for the Pelješac Channel, while to those in search of solitude we suggest the southern coast, from the cove of Tri Luke to Brna... Korčula is an island with an interesting interior. Žrnovo, Pupnat, Čara, Smokvica and Blato, the largest settlements in the island's interior, should be visited and the precious vineyards of Korčula seen.

In the town of Korčula mooring can be found in the western harbour, at the ACI marina or in the cove of Luka. The safest, of course, is the marina, and then the anchorage in Luka, while mooring in the western harbour should be sought when there are no squalls or northwesterly winds in the offing. Wherever you dock in Korčula you will enjoy the harmonious architecture of the town, the old nucleus of which is encircled by ramparts with streets that stretch in a fishbone formation from sea to sea. The people of Korčula, once master stonemasons and shipwrights, have retained a sense of measure with the more recent building so that the entire town exudes harmony and beauty. There is a cathedral here with a belfry built by master craftsman Marko Andrijić, then the house in which the world traveller Marko Polo was born, the Arneri palace, and the Moreška, a chivalric dance performed and nurtured because of its deeper significance to the people of Korčula. In Korčula good fish is eaten and the delectable wines of this island enjoyed, including the delicious, golden Grk, strong as honey, the fresh and translucent Pošip, but also Rukatac, Cetinka and Plavka. That





is how the afternoons and evenings are spent in Korčula, and however many days one may have the islets in front of the city are so many that there is always a new beach to enjoy, and a new sunken reef to explore. We will mention only two: Badija, known for its Franciscan monastery, and Vrnik, after Badija the largest of the nineteen islets off the eastern coast, among which there are many straits, but shallows and rocks too.

On this side of the island is also the large Bay of Bufalo. When we sail out of it heading southwards, in front of us is Lumbarda known for its sculptors and vineyards on sandy fields. In the marina the longest pier is reserved for yachtsmen, many of whom choose to spend few days here. They spend days enjoying the lovely beaches beneath the cape Ražnjić or in the cove of Pržina to the south side of the island, and their evenings touring the excellent taverns of Lumbarda, testing the age-old adage that fish swims three times - in the sea, in oil and in wine.

Fortified and refreshed, we turn back again to the northern side of the island and sail through the Pelješac Channel to Račišća. On the way we pass by Žrnovske banje and Vrbovice, two well protected coves and anchorages, and along the islets of Veliki Knežak and Mali Knežak, in the shelter of which it is nice to drop anchor in a small sandy lagoon during the summer maestral. We come to Račišća, an old harbour for trabakul coasters, where upwards of forty vessels owned by the people of Račišća were once moored. Reminiscent of those days is a sixty metre long pier with a breakwater and a nice stone waterfront that runs along most of the harbour. There are no more trabakul coasters, but the tradition has remained. The people of Račišća are well known seafarers, sailing all the seas. Our next destination is Prigradica, the port of the town of Blato from whence the oil and wine produced by the farmers of Blato was exported. We sail to it following a rocky coastline intersected with strands. Few now enter the harbour, not counting yachtsmen in the summer and the odd fishing vessel, and there is plenty of room.

The western part of the island we are sailing to, passing a dozen or so smaller, sparsely inhabited coves along the way, ends in a large bay or "vela luka" - as it is referred to in the local vernacular, from whence the names of both the bay and the town, Vela Luka, arises. The shores of the bay are indented, and there are three toponyms that have special meaning to those sailing into it. Proizd is the islet on the north-western side of the bay, and that is where the people of Vela Luka go to swim and enjoy its strands and stone slabs. It is rather nice to navigate the sandy strait between Proizd and the island. The depth there is three metres, although the clarity of the water makes it look much shallower. In the Vela Luka Bay one can anchor in the Gradina Cove. Ošjak, the much-sung island in this bay, with its dense pine woods descending to the sea, is a place to stop over for a swim.

The town of Vela Luka is spread across the two branches of the eastern shore of the bay. This town is known for

its medicinal mud, shipyards and good singing. There is a gallery in town featuring the works of the great sculptors of the 20th century, including Henry Moore. Given the size of the harbour, there is not too much space for sailors like us, only some twenty berths on the waterfront, so one often has to anchor in the north-eastern branch. And it is here that in the mornings tourist boats take on those heading out for a swim to Proizd and Ošjak. In summer tourist boats go to the other side of the island as well, and we will also be passed by fishing trawlers coming back in the morning from the night's fishing. Heading out from Vela Luka to the island's southern coast, we round Cape Velo Dance, and a number of other coves.

When after a mile of sailing we reach the islet of Trstenik, which together with Paržnjak Veli, Paržnjak Mali and Lukovac protect the entrance to the cove of Tri luke, we have come to the most beautiful part of the island's southern shore. A string of islets runs parallel to the coast all the way to Brna, seven miles to the east, providing us with shelter in almost all weather conditions and protecting the small settlements on the coast.

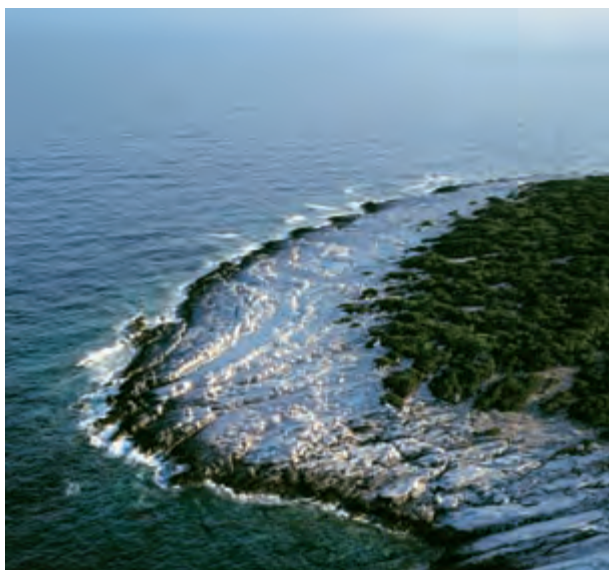
Brna, the largest harbour on the entire south side of the island, consists of two coves, Istruga, completely sheltered from all winds but lacking a good landing, and Brna, with much more opportunity to moor and drop anchor. Brna is the harbour of Smokvice, a well known wine producing place, and at the summer's end you can see barrels on its waterfront being prepared in the traditional fashion for the grape harvest. From here to the eastern branch of the island is a string of coves, the settlement of Zavalatica, the harbour of the beautiful village of Čara, famous for its superb wines, and the port of Pupnat, the most attractive cove in this part of the island, stretching five hundred metres inland. For the next seven miles we sail along a rocky coast with quite a few coves and small settlements. Smolva, Bačvica, Orlanduša, Pajva luka, Rasohatica... it is possible to sail into each of them.

Once we get to Pržine we have circumnavigated the island and are setting the course for Lastovo.

LASTOVO

The day when we head out from Korčula to Lastovo, an island steeped in the blue of the Adriatic Sea, is divided into two stages. In the morning we need to make the twenty two miles to the islet of Mrčara, which is followed by a day long anchorage and relaxation in the strait between Mrčara and Prežba. It is best to stop off the Rutvenjak islets, where a tall and dense pine wood descends to the sea on both sides of the passage.

It is only two miles from here to Velji lago on Lastovo, where we have three choices. If you need water and electricity and want a taste of life in Lastovo, moor at the berths under the hotel. If you want to drop anchor and be entirely safe, choose Jurjeva luka, a bay that once housed a naval base. Perhaps the best choice is spending the night in the Kremena Cove. Drop anchor and tie two lines from the prow on land under the centuries old pines, and enjoy the entire cove as if it were yours. It is only a few minutes by dinghy to the waterfront off the hotel, and from here to the settlement of Ubli there is a road running along the western shore of Velji lago. You can also anchor safely in Mali lago, closed on one side by Lastovo and on the other by the island of Prežba, connected to Lastovo by a small bridge that also separates Velji lago and Mali lago. From Velji lago you can sail to Kopače, an islet to the west of Lastovo, or to the less indented southern coast of the island which is dominated by the spacious and relatively safe Skrivena Luka, whose entrance is readily identifiable by the Struga lighthouse. It is your choice what to do - swim, try your hand at fishing, check the inn in the cove, or find some kind of transport and head out to Lastovo, a picturesque place that descends from the top of a hill to its range. From Skrivena Luka one really has to sail to the Lastovnjak archipelago, a group of some ten islets that form enchanting



lagoons and shelters. A day spent here, and even a night, in complete solitude in the midst of the sea off the islands Češvinica and Štomorin, or in the lagoon of the islet of Saplun, is an experience not forgotten in a hurry.

On the northern part of the island Zaklopatica offers peaceful sleep at anchor. But if the weather is fine and you want to be closer to the island capital of Lastovo, moor at the pier in the small port of Sveti Mihovil and take a stroll. On your way back pop in to Lučice, a picturesque fishing village in the neighbouring cove. In Zaklopatica, the main settlement on the northern coast of the island, you can moor off the islet that protects it, on the waterfront or just off one of its three good restaurants. The Lastovo menu, need we even say it, is dominated by fresh fish and lobster. It is less than two miles from here to Mali lago, and halfway there is the cove of Kručica.

Departing we once again stand convinced that Lastovo is one of those islands that pleases the eye and feeds the soul. There is some kind of magic hidden in the whispering between the boats and the sea, hidden in the straits between the islets... there, in the shadows of tall olive trees life has been flourishing since prehistoric times.

MLJET

Energized by the fruits of the sea and the sun we set sail for the seventeen mile distant Pomena, the large and spacious harbour at the western gates of Mljet. The green and mystical island of Mljet is one of the larger of the southern Dalmatian islands, with one third of it - in the western part - enjoying the status of a national park. We sail with caution when entering Pomena as there are many rocks and reefs in front of it, and once in Pomena one can berth at the finely appointed waterfront, or stay at anchor off the island of Pomeščak, or in the cove of Lokva. Moored or anchored, you will not be bored here. A visit to the Veliko jezero (Big Lake) and Malo jezero (Small Lake) and the islet of Sveta Marija in

the national park is a must do during the visit. Dense forests descend right down to the seaside, where the stone seabed is covered with bluish sand, everything is at peace, only the cicadas can be heard. To the south side of Veliko jezero is an islet and on it a Benedictine monastery. Do not miss the opportunity to take the boat that rides there. The return to Pomena usually ends in one of its excellent restaurants, facing the berths. If you add swimming to this, what more can you ask for. You do not have to sail far from Pomena, as it is under four miles to the port of Polače. On the way to it we pass the islet of Glavata and the shallows off the headland of the same name, and if we so desire we can stop off in the well protected cove of Maslinovac.

The settlement of Polače and its harbour on the southwestern coast is the safest of the coves of Mljet, and the best known anchorage in southern Dalmatia. At its western end safe anchorage is also provided by the Rogač cove. Since the bay is entirely safe if you are properly anchored, you can take the dinghy to the settlement for a tour of the Roman palace and a basilica, or pay a visit to one of the many summertime restaurants. If you have the time and desire, you can rent a bicycle or even walk to the three mile distant Mljet lakes. A break on the ride could be a swim in Soline, where Veliko jezero joins the sea.

If you get lucky and there is no wind, do be sure to spend a night at anchor in Tatinica Cove off the islet of Kobra. And then sail further north along the coast to Prožura. On the way you will pass Kozarica, a charming small harbour with some twenty houses, and Sobra, the main ferry landing. Prožura is a fishing port protected by the islets of Planjak, Borovac and Senjevac and the Golić rock. Here you should anchor and climb the two kilometres to the old village of Prožura and see what life used to be like on Mljet.. And although there are only a few people permanently living there, the village has preserved its original form, and there are still donkeys peering





out of the stables - in the past, together with hinnies and mules, the main mode of transport on the Adriatic islands. Before reaching the eastern cape of Mljet we still need to sail into Okuklje, a protected port in which we can either moor at the waterfront or drop anchor in the middle of the cove. Okuklje has become a hotspot for yachtsmen, and there are always plenty of boats here, so the locals have opened a few restaurants to be at their service.

When we have rounded the promontories of Debeli and Gruj and reached the southern coast of the island, we come to another Arcadian scene, the cove of Blaca. A sandy beach completely protected by reefs off which we anchor is reminiscent of the landscapes of the southern seas. Blaca is a unique sandy habitat on the whole of the Croatian coast and islands. It is, in fact believed, that the logger-head turtle (*Caretta caretta*) — one of the most endangered species in the world, for which the Adriatic Sea is an important feeding ground and wintering place — nests from time to time on the sandy beaches of the island of Mljet.

Now that we are here, a night in Saplnara, a cove on the south-eastern coast of Mljet, is considered a not to be missed ritual. Saplnara too is a sandy cove, and swimming in it is a somewhat unusual experience for those used to the usual pebble beaches of the Adriatic. Anchors hold well in this sand and the cove is very well protected from the bura and jugo. From here to Pomena, where we started our tour of the island, the coast of Mljet is practically inaccessible, the sea is deep at the shoreline, the opportunities for anchoring are few and far between, and even then only during a calm and with a great deal of caution.

Should you decide to do so, then the time to do it is when the sun is at its zenith, and the place to do it is in front of the Odysseus' Grotto beneath Babino Polje, where the sun rays that seep through an opening in the roof of the cave create a brilliant light show. Moving on, we still have eight miles to the harbour of Gonoturske, a bay off Solin and the

lakes where we can safely anchor or sail into the long bay off Blaca. Along the way we will pass several small coves and fishing villages on the southern coast: Sutmiholjska, Ropa, Grabova... And then again along the rather inaccessible coastline to Pomena.

THE SOUTHERN COAST OF PELJEŠAC AND STON

From Pomena we make our way to Pelješac. Remember, we still have not seen its southern shores. However, we are not going to sail along the ten miles of its almost inaccessible shores east of Orebić, where the locations of Postup and Dingač with vineyards of the best varieties of the plavac mali grapes rise above the sea, instead we steer the course towards Trstenik. Here on the western coast of Žuljanski zaton (The Žuljana bay) we will moor at the waterfront along the breakwater. And while in Trstenik be sure to sample the wines Pošip and Plavac mali. Žuljanski zaton is an unbroken stretch of solitary beaches, many of which can be reached only by boat. At the close of the day we could moor at the breakwater in Žuljana, a village on the eastern end of the bay, but instead we will sail along the islet of Lirica and the steep coast towards the south. There are precious few coves along it and one can only make cautious stops here and there, so let us carry on to the Ston Channel.

On the southern coast of the Ston Channel is Kobaš, a popular little nautical destination where dozens of boats moor at the piers in front of two restaurants in search of peace and good food. We are headed for the waterfront in Ston, passing through a narrow marked passage at the end of the channel, just over a kilometre from the one in Mali Ston, from where we started our tour of Pelješac. Ston, like Mali Ston, is encircled by a high, four and a half kilometre long wall built by the Republic of Dubrovnik in the 14th century when it came into the possession of the area. There are active salt works in Ston whose tradition stretches back to the period of the Ottoman Empire.



THE ELAFITI

From Ston we sail to the Elafiti. The attraction of this, the southernmost archipelago in the Adriatic, is in the mystical deep blue in which the canopy of the dense woods above the rocky shores is reflected. The Elafiti are islands of an exceptional atmosphere that enchant anyone who sails here. When, in sailing from the west towards Dubrovnik along the unchanging landscape of the uninhabited southern part of Pelješac, we reach Mali vratnik and Veli vratnik, we suddenly find ourselves in surroundings that many sailors consider to be the most beautiful part of the Adriatic. It feels as if we are again sailing across a large lake the southern shores of which are hidden in dense woods, tempting us to stop beneath the crowns of their trees.

The Elafiti include a total of fourteen islands that start with Olip, right next to Pelješac to the west, all the way to Lokrum off Dubrovnik. Their name stems for the Greek word elaphos,

which means deer. It was recorded as far back as in the 1st century, and even though there are no visible remains of Greek or Roman structures on any of the islands, many names reveal their former presence. Croatian traces on the islands are numerous, like the small pre-Romanesque churches dating from the 9th, 10th and 11th centuries. There are fifteen of them all together on Šipan, Lopud and Koločep, positioned along fertile fields and olive groves or on the hills, and a walk to them through the untouched surroundings hark back to the times when life flourished on these islands.

Boca falsa and the southern side of Olip with their barren rocks show that this is one of the areas in the Adriatic most exposed to waves tearing in from the south. Notwithstanding, there is a nice cove on the north-western side of Olip known as Lupeška or rather - the Rascal's cove. Right next to Olip is Jakljan, a long and narrow island covered in dense pine woods that on its northern side descend to the sea on the northern side. Its southern coast

is rocky and steep. There are several charming coves on the northern coast that tempt us to drop anchor in them.

A few hundred metres to the north of Jakljan is Tajan. The area between it and the islet of Crkvine was once an anchorage in which galleys waited for a better wind to continue sailing to the west. Now this area is chosen by yachtsmen to drop anchor and spend the night. The largest bay on Jakljan is called Veli Jakljan and it was once the home of the Benedictines. Jakljan is now uninhabited, and the few olive trees that grow in its interior are tended by the people of Šipan.

The islands of Jakljan and Šipan are separated by the strait of Harpoti, to the east side of which is a large bay and the village of Šipanska Luka. There are country estates here that once belonged to the Dubrovnik aristocracy, and a ducal palace - the residence of the Prince Elect of the parish of Šipan, a safe anchorage and places where food is good. You can always find fresh fish in the restaurants and inns of Šipan thanks to the local fishermen. The grouper and red mullet of Šipan are of exceptional flavour and size.

There are no coves suitable for a longer stay on either north or south side of Šipan. One can stop for a swim in the coves of Tiha and Pakljena. In the time of the Republic of Dubrovnik, Sudurađ - situated on the eastern side - was the main port of Šipan. Along the southern coast the great stone columns used to moor galliots are still visible. There is a well preserved 16th century palace in the village that belonged to the sea-faring Skočibuha family, with two defensive towers and a fortress-church. Sudurađ and Šipanska Luka are linked by a real, five kilometres long green oasis, and you should not miss the opportunity to stroll along the fields and among the olive groves and vineyards where the summer residences awaiting renovation alternate with field huts.

The nearby Lopud and its not overly well protected cove of the same name, shows at the very first glance that this is the place the appearance of which has been created by

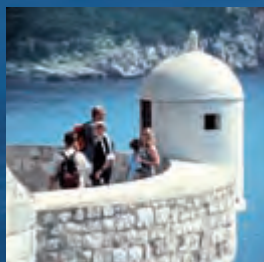
the Republic of Dubrovnik. Many of the stone palaces in the settlement belonged to the most prominent Dubrovnik families, including the one of Miho Pracat, a great 16th century ship owner and merchant. There is also a Franciscan monastery here with a bell-tower rising above the port. The sandy cove of Šunj on the eastern side of Lopud is the most popular swimming site on the Elafiti islands. It is packed with beaches, small restaurants roofed by palm leaves that serve simple fish meals, and there are dozens of boats anchored of the beaches with the people of Dubrovnik who come to escape the heat of the city. The picture changes radically in the evening, just like in Lopud Bay. Most of the boats and yachts leave and the island sinks into a quiet calm, and yachtsmen who choose to stay will experience quite a different atmosphere.

The only one remaining on our route to Dubrovnik is Koločep, or as people of Dubrovnik call it, Kalamota, with its two ports and the villages of Gornje čelo and Donje čelo. Possibilities for mooring are limited in both ports and yachtsmen who come here to swim or dine can usually only anchor. Long ago Koločep was an anchorage for sailing ships, and in the 15th century its inhabitants had 65 of them. They were also renown as coral divers. Most of the houses on the coast of Donje čelo are from that period.

A mile and a half from Lopud to the south is the islet of Sveti Andrija. From afar it resembles a large ship. On the summit of the island next to the lighthouse built in 1870 the walls of the former Benedictine monastery dating from the 12th century are still visible. A defence tower as well as parts of the church and the monastery were still in existence up to the construction of the lighthouse. The sea around the island is rich with fish and coral. The Benedictines used to extract it and nowadays it is harvested by divers off the southern slopes which plummet steeply to the depths of 100metres.

Right in front of the entrance to the port of Gruž and Rijeka dubrovačka lies the islet of Dakska, covered with dense pine





woods and only 500 metres from the Lapad peninsula, while a little further on to the south are the Grebeni, an impressive string of rocks that stretch for 1200 metres from Dubrovnik's Cape Petka to the west.

The only one of the Elafiti islands to the south of Dubrovnik is Lokrum. It protects the anchorage off the city port which, along with the large cruisers that stop by during the day, has of late also become a popular anchorage of a growing number of nautical tourists. For those who spend the night off the city port the best choice for a morning swim is Lokrum. Most anchor in the sand-bottomed cove of Portoč in the company of boats from Dubrovnik. A stroll in the quiet of the avenues of trees and olive groves and a tour of the former Benedictine monastery, broken only by the calls of peacocks, is an opportunity for a brief encounter with the legends of this island.

DUBROVNIK

When sailing into Dubrovnik look for mooring in the port of Gruž or at the Miho Pracat ACI marina in Komolac. Gruž, the main passenger port in Dubrovnik, and the base of the Orsana sailing club, is going to be the choice of those who want to be as close as possible to the old city. To get to the marina in Komolac you need to sail under the new bridge the elegant construction of which spans the entrance to the two mile deep bay of Rijeka dubrovačka. Gruž and Rijeka dubrovačka were the venues for the country villas of the Dubrovnik nobility, and quite a few of those summer residences still stand along their shores. The Sorkočević villa, perhaps the most beautiful, is right next to the marina, itself one of the most beautiful on the Adriatic, located where the Ombla River flows into the sea, so if you take a walk to Komolac you can experience a true river atmosphere.



However long you may stay at the marina, you will never get enough of Dubrovnik. Its unique quality, its fine balance - the entity of the city which is in itself a work of art, its Summer Games - the enjoyment knows no end.

From the marina we sail out to the Elafiti, which we have already toured, and along the northern and southern shores of the famous Republic of Dubrovnik. If we set course towards northeast we will have an opportunity to anchor or moor in two spacious and safe bays, Zaton and Slano. In Zaton, particularly its eastern part known as Mali zaton, we again find the houses of the nobility of Dubrovnik, but also fine restaurants and masses of local population.

On the way to Slano we pass the small landing of the hotel estate Vrtovi sunca (Gardens of the Sun), then Trsteno, known for its famous park and arboretum, and along the cove of Brsečine. Unfortunately there are few opportunities to stop because despite the fact that all those locations have their own small piers with a breakwater, the available places are rare indeed. In Slano, however, we have no such fears. Besides being able to anchor across the entire spacious bay, the local waterfront has also been equipped for the reception of yachts. In the peak of the season Slano is a lively tourist destination, and while there you should visit the Franciscan

monastery. Along the stretch to Mali Ston, where we have already been, there is only the small port of the village of Doli and the cove of Janska, and then we return to the marina from which we started this short excursion, and set sail in the southward direction.

First we sail round the famous walls of the city of Dubrovnik. When starting out from the Miho Pracat marina in Komolac or from Gruž, and having skirted round the marked shallows between Grebeni and the Palace hotel, we find ourselves beneath the sheer cliffs of Mala Petka and Velika Petka. From here the walls of the city with its fortresses are already clearly visible. The fan-shaped Danča bay was named after the place where the convent stands. Seafarers have for ages worshiped the Lady of Danča as their patron and they greet her as they pass, while the nuns respond with the peals of bells. By now we have reached the Fort of Lovrijenac, built on the rock that rises vertically from the sea.

And thus we being our sail beneath the walls of Dubrovnik, a unique system of fortifications. We sail along Bokar, the two Bužas - the public beaches under the walls and reach the Fort of Sveti Ivan. When we round the breakwater at Porporel, the entrance to the city harbour opens before us. It is protected by the Kaše sea-wall. There is little room in the harbour and

no berthing for passing vessels. Perhaps a persistent and a particularly skilful yachtsman may manage to find mooring in the evening, the others anchor off the harbour in the lee of the island of Lokrum.

SOUTH OF DUBROVNIK

Few yachtsmen decide to cruise south of Dubrovnik, towards Cavtat and on towards Prevlaka. The coast south of Dubrovnik, except for the Župski zaljev (The Župa Bay), Cavtat and Molunat to the southeast, is very steep and quite inaccessible to yachtsmen. We view the Bay of Župa from the boat, since there are no berths outside the small landings in Kupari, Srebreno and Mlini. Perhaps the three uninhabited islets just off Cavtat will be of more interest. The smallest of these is Supetar, a low-lying island to the northwest of Cavtat. It is a popular swimming area to which tourist boats



from the surrounding places, Dubrovnik included, come in the summer. Mrkan is a long uninhabited island off the coast of Cavtat, one nautical mile from the coast. The waters here are rich and it is an interesting spot for both fishermen and divers. Five hundred metres to the west of Mrkan are the reefs Ražnjić, Hljeb, Trava and the largest among them, Bobara, that are together with Mrkan referred to as the Cavtat reefs.

Sailing into Cavtat, as the bay edged by dense wood and dotted by many villas opens before us, we will see at least a few mega-yachts moored to the waterfront or anchored off Tiha, Cavtat's other port. Cavtat is a picturesque town with a nice waterfront, public beaches, cafés and fine restaurants. Be sure to visit the cemetery while in Cavtat, one of the more beautiful ones on our coast. From it one can enjoy a view of Mljet. When here one really should go to Konavle, escaping the summer bustle, sampling the local cuisine and once again sailing one's gaze across these waters from high above.

The coast to Molunat is steep, suitable for underwater fishing. Beyond the inaccessible rocks and cliffs towering above you, soaring upwards of a hundred metres, especially at the part known as Konavoske stijene (the Konavle Rocks), are the villages of the southern side of the Konavle Range. Each has carved through the sheer cliffs to make paths to the sea for bathing and fishing. Having passed the Konavle rocks we can already see Cape Lokvica and the entrance to the almost one mile deep bay of Donji Molunat, which offers complete protection from southern and eastern winds but is dangerous when a western squall hits. For this reason yachtsmen prefer to sail into Gornji Molunat, farther to the south, which enjoys a degree of protection from the islets of Veliki Školj and Supetarić. Further south, five nautical miles towards Cape Oštro we can, if the weather is fine, anchor in the Prevlaka Bay, Croatia's southernmost point.







Important information on sailing in the Republic of Croatia

Every boat or yacht sailing in the Republic of Croatia under a foreign flag must obtain a vignette proving the registration of entry, the fulfilment of the provision for sailing through the inland sea and the territorial sea of the Republic of Croatia, and the payment of required dues. Boats are vessels exceeding 3 m in length, or less than 3 m with the engine of over 5KW in power, while yachts are vessels for sports and recreation that can be used for personal or economic purposes, which exceed 12m in length and which in addition to the crew can take on a maximum of 12 passengers.

THE PROCEDURE ON THE ARRIVAL TO CROATIA

Following their entry into Croatian territorial waters the boats and yachts sailing under foreign flag must take the shortest route to a port open to international traffic in order to undergo the control of personal documents and customs formalities, and obtain from the Harbour Master's Office or its branch office the vignette the validity of which is one year from the day of issue. The permanent border crossings are: Umag, Poreč, Rovinj, Pula, Raša - Bršica, Rijeka, Mali Lošinj, Zadar, Šibenik, Split, Ploče, Vela Luka, Korčula, Ubli on Lastovo and Dubrovnik - Gruž. In summer time additional border crossings become operational: ACI marina Umag, Novigrad, Sali, Ugljan, Božava (Dugi Otok), Primošten, Hvar and Stari Grad on Hvar, Vis and Komiža on Vis, and Cavtat. Prior to leaving Croatia the vessels must again report to the same ports, and then leave the Croatian territorial waters following the shortest possible route.

When registering the arrival and stay of a vessel in the Republic of Croatia the list of crew and passengers or a list of persons verified by the border police must be submitted. The crew list verified by the Harbour Master's Office or its branch office must be kept on the vessel during its use. In the event of an accident the list shows who is on the vessel. Any change in the crew list can be verified only in the Harbour Master's Office or

its branch. If the vessel is being brought overland, the above mentioned vignette must also be obtained from the Harbour Master's Office before the sailing commences. The same rule applies to a vessel under a foreign flag which is permanently berthed in the Republic of Croatia. When registering the arrival the owner of the vessel must submit the following documents: an appropriate document or certificate proving that the vessel has been entered into the Register of vessel in the country of origin, proof of ownership or the given right to be in the possession of the vessel, valid documents of adequate qualifications for the skipper of the vessel, names of crew members and passengers on the vessel, proof of insurance against liability for damage inflicted upon the third persons, if the power of the propelling engine exceeds 15 KW.

The Maritime Code and other regulations define the number of persons that can embark and disembark from the vessel in Croatia without charge during the validity period of the vignette. That number is twice the number of the permitted number of persons entered into the vessel registration document, increased by 30%, and which number does not include children below twelve years of age. During the validity period of the vignette the crew members entered into the crew list can be changed without restrictions. Persons in transit are not entered into the list of passengers. In the marinas and ports of the Republic of Croatia only the vessels flying the Croatian flag can engage in charter activities. Foreign charter vessels can freely sail our waters, providing they have a valid vignette, and providing they do not change crews between Croatian ports.

When registering a vessel in the Harbour Master's Office it is necessary to pay certain dues: the safety of sailing fee, the light use fee and the administrative tax.

RENTING OF VESSELS

If you are renting a vessel you are obliged to check whether the renter is registered for charter activities, that the vessel

in question possesses the valid sailing permit, a copy of the licence, and that the crew members have been entered into the crew list. The majority of charter companies have the option to register their crew lists via the Internet. Possession of the listed documents is essential during any form of control by an authorized person. Should you wish to rent a vessel in Croatia, with you being the skipper of the same, you must possess a certificate of qualification to operate a vessel, issued in accordance with the rules of sailing in your own country, or an authorization issued by the Republic of Croatia (A, B, C). Operating a vessel without the appropriate authorization is not allowed in Croatia. If the vessel is equipped with a maritime UKV-RTF radio, a member of the crew must possess a valid authorization to operate it. Your documents are checked by the charter company which is renting you the vessel, while routine controls are carried out sporadically by the authorized staff of the Harbour Master's Office and police. Foreign citizens can undergo the exam for a skipper of a vessel at the Harbour Master's Office, where one can obtain the exam schedules. The exam also includes the authorization to operate a maritime radio. The skipper qualification certificate enables a person to operate vessels of up to 30 GT, as well as to use the UKV-RTF radio on the vessel.

Timely and comprehensive information regarding the rules and regulations governing the sailing in the Republic of Croatia, and the possible amendments which can come into effect, can be obtained on the web page of the Ministry of Maritime Affairs at the address www.mmpi.hr, where the chosen language is English, the menu is sea, and the submenu nautics.

SAFETY AT SEA

Croatia has the service of Search and Rescue at Sea which is going to assist you in the case of accident, damage or some other requirement. In such situations the search and rescue action is joined by the Coast Guard ships (Harbour Master's Office, Police, Navy), special purpose ships, planes and helicopters. The Search and Rescue service is managed by the Maritime Rescue Coordination Centre in Rijeka which is on a 24 hour duty. Should the rescue action require it, it is being carried out in coordination with services of the neighbouring countries. In addition to the national Centre, the eight Harbour Master's Offices, their branches, coastal radio stations, the manned lighthouses and the Search and Rescue Unit also maintain round the clock duty. Permanent duty has been established on the VHF channels 10 and 16, and the Maritime Rescue Coordination Centre has activated the number 9155 for all needs at sea (from abroad +385 51 9155). The telephone operator also responds to calls in the GMDSS system. In order to further facilitate the assistance in the event of emergencies Croatia has introduced the single telephone number 112, and if the need arises help can be sought by dialling the said number. Should such circumstances occur,

either on your vessel or somebody else's vessel, it is essential that any of the above listed services in charge of safety at sea be informed as soon as possible. In addition to the number 9155, radio frequencies and the GMDSS system, it is useful to know the telephone numbers of the Harbour Master's Offices. They are:

Pula	052 222 037
Rijeka	051 214 031
Senj	053 881 301
Zadar	023 433 778
Šibenik	022 217 214
Split	021 362 436
Ploče	020 679 008
Dubrovnik	020 418 989

By dialling these numbers you can get help, but also the latest weather forecast.

WEATHER INFORMATION

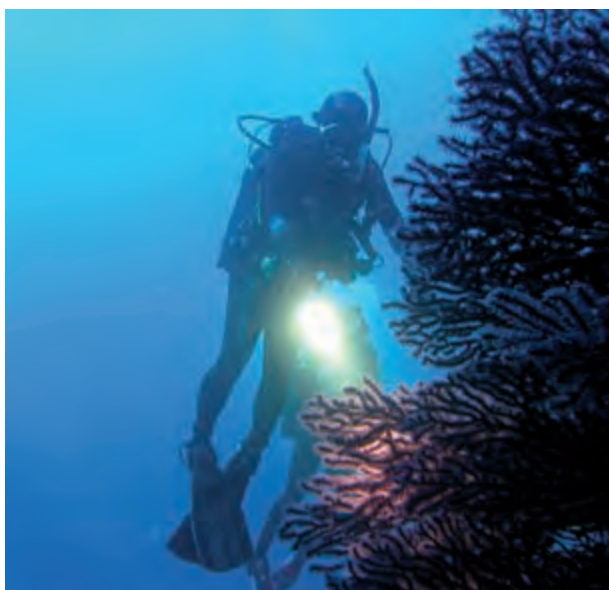
Today no yachtsman will sail before listening to the weather forecast. The National Weather Bureau issues weather forecasts for mariners via the coastal radio stations. The forecasts, divided by areas (northern, central and southern Adriatic) and covering the period of 24 hours, contain the general weather conditions and weather forecast for the Adriatic and the Otranto Strait. The forecast is broadcast three times a day in Croatian and English by Radio Rijeka, Radio Split and Radio Dubrovnik, and relates to the forthcoming 12 hours, plus 12 hours from the moment of the broadcast. Radio Rijeka broadcasts the forecast according to UTC at 05:35, 14:35, 19:35 h on channel 24; Radio Split broadcasts at 5:45, 12:45 and 19:45 h on channels 2, 21 and 28; and Radio Dubrovnik broadcasts at 6:25, 13:20 and 21:20h on channels 4 and 7. Continual weather forecasts are also given every fifteen minutes by the Harbour Master's Offices in four languages (Croatian, English, Italian



and German). Harbour Master's Office in Pula and Dubrovnik broadcast on the channel 73, in Rijeka on channel 69, and in Split on the channel 67. Weather forecasts are broadcast by radio and TV stations as well, and they can also be obtained in marinas. Likewise, the signal reception of the Italian coastal radio stations in Trieste, Venice, Ancona, Pescara and Bari is good. And finally, weather forecast can be found at the portal of the National Weather Bureau: <http://meteo.hr> or <http://prognoza.hr/aladin-prognoza.html>

SAILING IN PORTS AND ALONG BEACHES

For safety reasons sailing is not allowed in the areas of entry into ports, in the restricted areas of navigable waterways, at the distance of less than fifty metres from the shore, i.e. from the swimming beach safety net, and within 200 metres from a natural beach. Skimmers, jet-



propulsion boats and hydrofoils can skim no closer than 300 m from the coast. We recommend that the speed of entry or exit be such that it causes no wave which might inflict damage on other vessels, or on the deposits in the port. In the majority of ports and passages the speed of sailing is restricted and clearly marked.

SPORTS FISHING

Fishing is possible only with a valid permit which can be acquired in the Sports and Fishing Clubs and in the Harbour Master's Offices. All relevant information is available in your port of entry. Fishing permit can be purchased for a period of one, three, seven and thirty days, and for a full year. They are issued separately for angling, and for underwater fishing with a spear-fishing gun. Sports fishing is possible throughout the Adriatic, with the exception of the national parks of Brijuni, Kornati, Mljet, and the Krka River, as well as in certain smaller locations.

DIVING

In Croatia diving is allowed with the individual diving equipment (SCUBA diving) providing the person is in possession of the membership card of the Croatian Diving Association. The membership card has one year validity, and is issued to divers who hold a valid diving qualification (CMAS, PADI, SSI, NAUI, NASDS, YMCA, MDEA, NASE, IDEA, IANDT, NSS-CDS, ANDI, TDI, NACI, PSA, PDIC, SDI, FIAS, ACUC, BSAC, VDST, BARACUDA and similar). It is also possible to obtain a Permit for individual diving without supervision, which is issued by the Harbour Master's offices, and the price of which is significantly higher.

As a rule, diving in the Adriatic is unrestricted, but a special rule book does place certain areas of the aquatorium off limits for diving, while in others it is possible only with a special permit. The forbidden zones are ports, approaches to ports, anchorages in ports and the areas of busy traffic. Also out of bounds are special reserves in the sea, nature parks and protected sections of the sea and sea bed such as Malostonski zaljev (Mali Ston Bay), Limski kanal (the Lim Channel), the Telašćica Nature Park, the national parks of Brijuni and the Krka River. Diving is also prohibited within a 100m radius of anchored warships and guarded military installations along the coast.

The zones where diving is possible with a special permit are the Kornati Archipelago, the Mljet Nature Park and Telašćica, and permits are issued by the managements of those national parks. At Brijuni organized diving can be arranged.



General Information



TRAVEL DOCUMENTS:

A valid passport or some other identification document recognised by international agreement; for certain countries a personal identity card is sufficient (i.e. a document which testifies to the identity and citizenship of the bearer).

Information: Diplomatic missions and consular offices of the Republic of Croatia abroad or the Ministry of Foreign Affairs and European Integration of the Republic of Croatia.

Tel: +385 1 4569 964; E-mail: stranci@mvppei.hr; www.mvppei.hr

CUSTOMS REGULATIONS:

Customs regulations in the Republic of Croatia are almost completely harmonised with the regulations and standards of EU member states, but the value of objects of non-commercial character for personal use allowed to be brought into the country without tax duty or PDV (VAT) is limited to 300 HRK (kuna).

The entry of all meat, dairy and other products of animal origin exceeding the total weight of 1kg is subject to veterinary inspection at the border crossing. The amount of wine that can be brought in is limited to a maximum of 5 litres per passenger.

Foreign and local currency and cheques may be freely taken in and out of the country is free for foreign and Croatian citizens with residence abroad, but the transfer of an amount exceeding 40,000 kuna must be declared to a customs official. Valuable professional equipment and technical devices must also be declared to a customs official at the border crossing.

PDV is refunded to foreign nationals when leaving the country for individual goods purchased in Croatia, for amounts in excess of 500 HRK, upon the presentation of a PDV-P, or rather a "Tax-cheque" form verified exclusively by a customs official.

For additional information please contact the Customs Administration (www.carina.hr)

Import of products of animal origin is regulated by the relevant Book of Rules details of which are available from the Ministry of Agriculture, Fishing and Rural Development (tel: +385 1 610 9747 and 610 6669; www.mps.hr)

The control of import of house pets (up to five animals) for non-commercial purpose, in company of their owner or person authorized by the owner, is being carried out by the staff of the Customs Service in accordance with the above mentioned Book of Rules. The owner shall be able to enter the Republic of Croatia with her/his pet(s) through all the border crossings at which the customs office is present. According to the said Book of Rules coordinated with the Decree 998/2003/EZ, dogs, cats and tame polecat (*Mustela putorius*) now entering The Republic of Croatia must be fitted with an identification microchip.

For additional information please contact the Ministry of Agriculture, Fishing and Rural Development & Administration for Veterinary Medicine (Tel. +385 1 610 9749; 610 6703 and 610 6669; www.mps.hr)

CURRENCY:

The kuna (1 kuna = 100 lipa). Foreign currency can be exchanged in banks, exchange offices, post offices and in the majority of tourist agencies, hotels and camps, travel agencies, hotels, camps, marinas.

Credit cards (Eurocard / Mastercard , Visa, American Express and Diners) are accepted in almost all hotels, marinas, restaurants and camps.

POST AND TELECOMMUNICATIONS

Post offices are open from 7 a.m. to 7 p.m. on weekdays, in smaller centres from 7 a.m. until 2 p.m.; some offices work a split shift. In most towns and tourist centres, on-duty post offices are open on Saturdays and Sundays.

Phone cards are used in all public telephones and may be purchased from post offices and from newspaper and tobacco kiosks. International calls may be made directly from public telephones.

www.posta.hr

SHOPS AND PUBLIC SERVICES WORKING HOURS

Most shops are open from 8 a.m. until 8 p.m. on weekdays, on Saturday and Sundays until 2 p.m.; in the season longer. Public services and business offices work from 8 a.m. until 4 p.m., Mondays to Fridays.

HEALTH SERVICES

There are hospitals and clinics located in all the larger towns and cities, while smaller centres have dispensaries and pharmacies.

Foreign visitors are not obliged to pay for medical services if a convention on Social Security has been signed between Croatia and the visitors' country of origin, i.e. if they have in their possession a certificate stipulated by such a convention confirming their right to health care. Health care (including transport) is used for emergency cases in the manner and according to regulations valid for Croatian citizens covered by Social Security, with identical participation in health care costs (participation and administrative duties). Persons coming from countries with which no such convention has been signed bear the costs of health services rendered personally.

Power supply: 220 V, 50 Hz

Our UK guests should note that power outlets in Croatia are the Continental two-pin type and that a socket adapter is therefore required.

Tap water is potable in all parts of Croatia.

PUBLIC HOLIDAYS

1 January - New Year's Day
6 January - Epiphany
Easter Sunday & Easter Monday
1 May - Labour Day
Corpus Christi
22 June - Anti-Fascist Resistance Day
25 June - Statehood Day
5 August - Victory Day and National Thanksgiving Day
15 August - Assumption Day
8 October - Independence Day
1 November - All Saints' Day
25-26 December - Christmas Holidays

FUEL STATIONS:

Open from 7 a.m. until 7 or 8 p.m. every day; in the summer season, until 10 p.m.

On-duty fuel stations in the larger cities and on main international routes are open 24 hours a day.

All fuel stations sell Eurosuper 95, Super 95, Super 98, Super plus 98 and Normal petrol and Euro Diesel fuel, and gas (LPG) is also available in major cities, and at fuel stations along motorways.

For information on fuel prices and a list of centres selling LPG gas go to:

www.ina.hr; www.omv.hr; www.tifon.hr; www.hak.hr

IMPORTANT TELEPHONE NUMBERS:

International country code for Croatia: +385

Police: 92

Fire Brigade: 93

Ambulance: 94

Roadside vehicle assistance: 987

(When calling from abroad or by mobile phone, call +385 1 987)

National Centre for Search and Rescue at Sea: 9155.

The countrywide number for all emergency situations: 112

General information: 981

Information on local and intercity numbers: 988

Information on international numbers: 902

Weather forecast and road conditions: 060 520 520

Croatian Automobile Club (HAK): +385 1 46 40 800,

Internet: www.hak.hr;

E-mail: info@hak.hr





LIST OF REPRESENTATIVE OFFICES OF THE CROATIAN NATIONAL TOURIST BOARD

HRVATSKA TURISTIČKA ZAJEDNICA
(Croatian National Tourist Board)
Iblov trg 10/IV, p.p. 251
10000 ZAGREB
Croatia
Tel: +385 1 46 99 333
Fax: +385 1 45 57 827
E-mail: info@htz.hr
www.croatia.hr

Kroatische Zentrale für Tourismus
1010 Wien
Am Hof 13
Österreich
Tel: +43 1 585 38 84
Fax: +43 1 585 38 84 20
E-mail: office@kroatien.at

Kroatische Zentrale für Tourismus
60311 Frankfurt
Kaiserstrasse 23
Deutschland
Tel: +49 69 23 85 350
Fax: +49 69 23 85 35 20
E-mail: info@visitkroatien.de

Kroatische Zentrale für Tourismus
80469 München
Rumfordstrasse 7
Deutschland
Tel: +49 89 22 33 44
Fax: +49 89 22 33 77
E-mail: kroatien-tourismus@t-online.de

Ente Nazionale Croato per il Turismo
20122 Milano
Piazzetta Pattari 1/3
Italia
Tel: +39 02 86 45 44 97
Fax: +39 02 86 45 45 74
E-mail: info@enteturismocroato.it

Ente Nazionale Croato per il Turismo
00186 Roma
Via Dell'oca 48
Italia
Tel: +39 06 32 11 0396
Fax: +39 06 32 11 1462
E-mail: officeroma@enteturismocroato.it

Chorvatské Turistické Sdružení
110 00 Praha 1
Krakovská 25
Česká republika
Tel: +420 2 2221 1812
Fax: +420 2 2221 0793
E-mail: infohtz@iol.cz; info@htz.cz

Chorvátske Turistické Združenie
821 09 Bratislava
Trenčianska 5
Slovakia
Tel: +421 2 55 562 054
Fax: +421 2 55 422 619
E-mail: infohtz@chello.sk

Horvát Idegenforgalmi Község
1053 Budapest
Magyar ut. 36
Magyarország
Tel: +36 1 266 65 05
Fax: +36 1 266 65 33
E-mail: info@htz.hu

Office National Croate de Tourisme
75116 Paris
48, avenue Victor Hugo
France
Tel: +33 1 45 00 99 55
Fax: +33 1 45 00 99 56
E-mail: infos.croatie@wanadoo.fr

Croatian National Tourist Office
London W6 9ER
2 Lanchesters
162-164 Fulham Palace Road
United Kingdom
Tel: +44 208 563 79 79
Fax: +44 208 563 26 16
E-mail: info@croatia-london.co.uk

Narodowy Ośrodek Informacji Turystycznej
Republiki Chorwacji
IPC Business Center
ul. Koszykowa 54
00-675 Warszawa, Polska
Tel: +48 22 828 51 93
Fax: +48 22 828 51 90
E-mail: info@chorwacja.home.pl

Oficina de turismo de Croacia
28001 Madrid, Espana
Calle Claudio Coello 22, ESC. B, 1º C
Tel: +34 91 781 5514
Fax: +34 91 431 8443
E-mail: info@visitacroacia.es

Croatian National Tourist Office
New York 10118
350 Fifth Avenue, Suite 4003
U.S.A.
Tel: +1 212 279 8672
Fax: +1 212 279 8683
E-mail: cntony@earthlink.net

Kroatiska Turistbyrå
11135 Stockholm
Kungsgatan 24, Sverige
Tel: +46 853 482 080
Fax: +46 820 24 60
E-mail: croinfo@telia.com

Kroatisch Nationaal Bureau Voor Toerisme
1081 GG Amsterdam
Nijenburger 2F, Netherlands
Tel: +31 20 661 64 22
Fax: +31 20 661 64 27
E-mail: kroatie-info@planet.nl

Office National Croate du Tourisme
1000 Bruxelles
Vieille Halle aux Blés 38, Belgique
Tel: +32 255 018 88
Fax: +32 251 381 60
E-mail: info-croatia@scarlet.be

Хорватское туристическое сообщество
123610 Moscow
Krasnopresnenskaya nab. 12
office 1502, Russia
Tel: +7 095 258 15 07
Fax: +7 095 258 15 08
E-mail: HTZ@wtt.ru

Hrvaška turistična skupnost
1000 Ljubljana
Gospodarska 2, Slovenija
Tel: +386 1 23 07 400
Fax: +386 1 230 74 04
E-mail: hrinfo@siol.net

Kroatische Zentrale für Tourismus
8004 Zürich
Badenerstrasse 332, Switzerland
Tel: +41 43 336 20 30
Fax: +41 43 336 20 39
E-mail: info@kroatien-tourismus.ch

Denmark
3460 Birkerød
Activities performed by the VAGABOND Agency
Bregennørvej 132;
Tel: +45 70 266 860
Fax: +45 48 131 507
E-mail: info@altomkroatien.dk

フロアチア政府観光局
Ark Hills Executive Tower N 613
Akasaka 1-14-5, Minato-ku, Tokyo 107-0052
Tel: +81 (0)3 6234 0711
Fax: +81 (0)3 6234 0712
E-mail: info@visitcroatia.jp

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For the publisher
NIKO BULIĆ, M. Sc.

Editors
SLAVIJA JAČAN OBRATOV
BRASLAV KARLIĆ

Assistant Editor
IVA PUĐAK

Text by
BRASLAV KARLIĆ

Translation
VOLGA VUKELJA DAWE

Design
DIZAJN LAB

Photography
IVO PERVAN
BRASLAV KARLIĆ
DAMIR FABIJANIĆ
MILAN BABIĆ
JURAJ KOPAČ
IVAN HRELJANOVIĆ
NINO MARCUTTI
RENCO KOSINOŽIĆ
ZLATKO RAMNIČER
SMILJAN STRIHIĆ
MIRO ANDRIĆ
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