

M/Y Tarilian - Boating in Croatia 2013

CRUISE LOG Part 2 : June 26 to July 8 Central Dalmatian Islands

Arrive in [marina Kremik](#) on Tuesday June 25th evening.

We spend Wednesday in marina and with preparations. Arrange a couple of issues on the boat to be fixed before we go out; one seawater filter for the aircon needs work.

June 27 Thursday Kornat - Opat

Weather forecast is for a favourable day, sun and clouds, no gale warnings. Leave marina in the afternoon and cruise towards the Kornati. The restaurant at [Opat](#) has a good reputation; we are trying it first time.

We are the first boat to go to their second, northern, jetty; the cross-wind from W at 5:30pm does not help berthing, but we are getting used to this situation.



Opat is a cove with bare hills around, with just the restaurant, which is a lovely place in the evening sun. The moorings are filling, the majority are motor yachts.



The weather has cleared; we have a good evening and fresh fish meal.

Whilst the meal price seems expensive, it is good value for the fine quality food served, in a unique environment, with a free pontoon mooring even including electricity over the evening. Furthermore, no Kornati visitor fee is chargeable on restaurant moorings.

June 28 Friday Katina

Forecast for settled weather, sunny and cloudy, 18 to 24° C. We decide to stay in the Kornati and try a further Konoba.

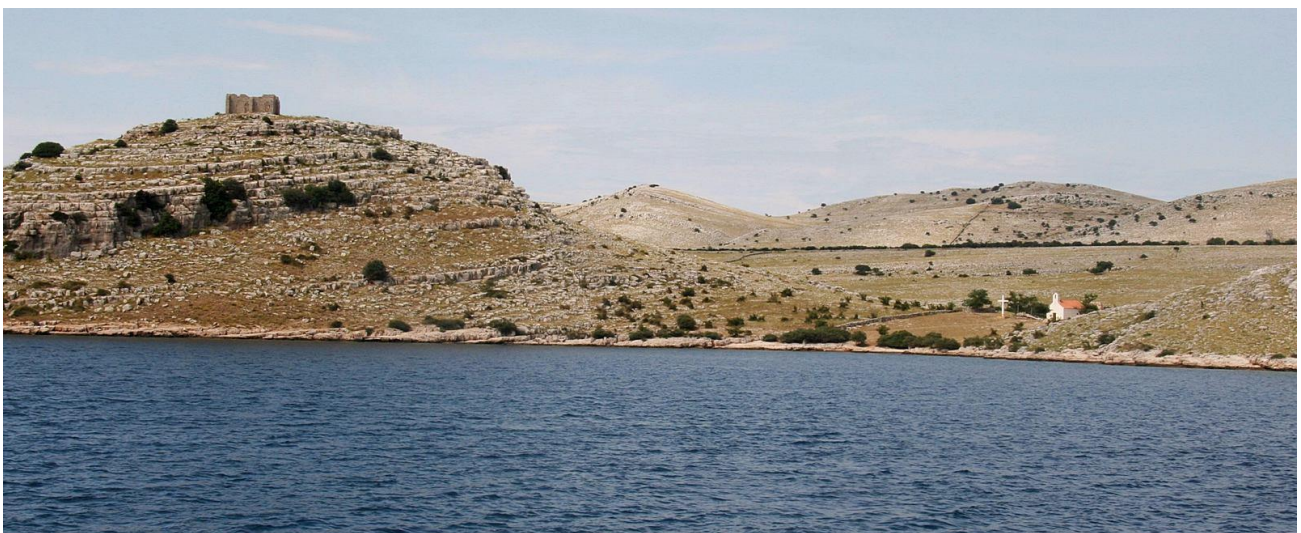
After some boat maintenance, such as trying a tape to temporary fix a window leak, we leave Opat late morning,

Short trip to [Piskera](#), where there is an anchorage outside the ACI marina - I find that there are not too many day anchorages in the Kornati which are suitable under the prevailing NW winds. Another option, Modri Bok, we rule out because of “potential invasion of bees” mentioned in the guide. Anchor holds well as the NW-W wind gets up.



View towards ACI marina Piskera, not busy at this time

Anchorage is quite nice, but not inviting for a swim as the water is cool and the air only 22-23 and windy. Carry on, through the Kornati channel, in hazy sun, at 3pm.



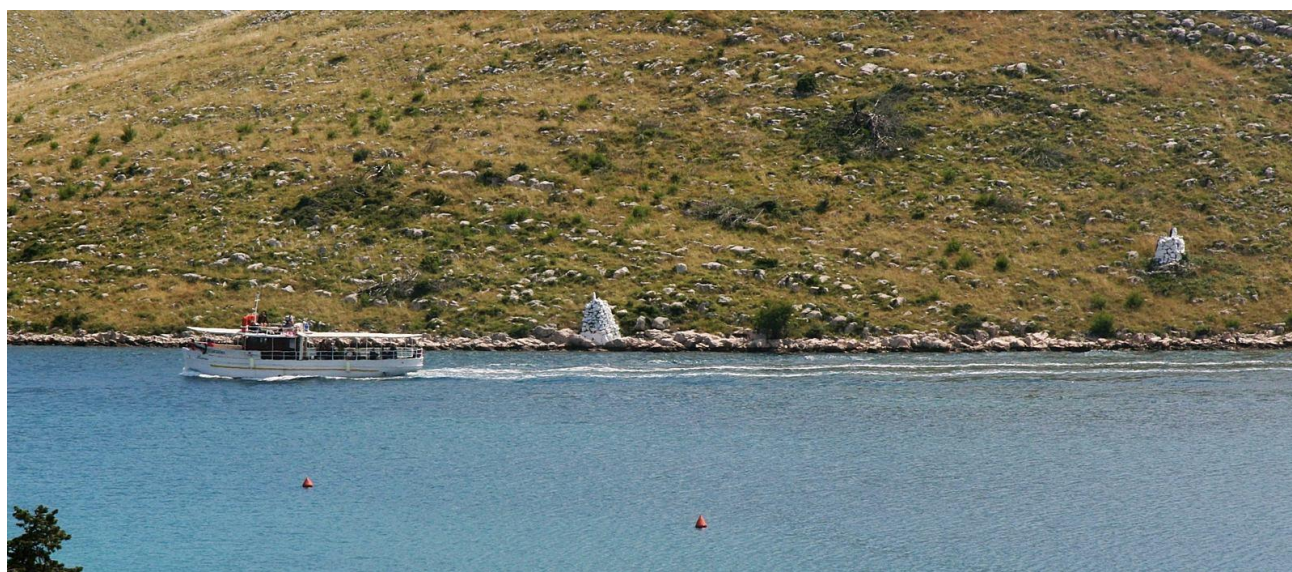
On the hilltop the ruins of Toreta, a fortress from the 6th century

Today's destination, the restaurant [Mare on Katina](#) has been recommended by Croatian staff at our marina. Very efficient marinaio, getting on board to help tie up the ropes. At Mare, a lot has been done for boaters; quays with laid moorings for about 15 yachts have been built. Electricity is provided during restaurant (generator) hours, about 7 - 11pm; the restaurant offers good quality food and generous portions. The staff do not seem to be very fluent in English, more used to German and Italian, but they are friendly and helpful.



The charge for the mooring is Kn100, only for the first night, following nights are free. At this time Croatian, Italian, German and Austrian boats are here. Weather disappoints, a little drizzle, cloudy but at least no wind.

The area around Katina island, between Dugi Otok/Telascica to the North, and Kornat island to the South, has been one of our favourite spots. Both the Proversa passages are interesting for the boater to watch; Konoba Mare is close to Proversa Vela (the 'large', but dangerously shallower of the two).



A trip boat approaches Vela Proversa passage. Note the two white painted stone cones, these must be aligned to form a leading line for boats on the passage.

On **June 29, Saturday** we stay at the quay of the Mare restaurant for a day of relaxation. In pleasant sunshine we walk up to the top and enjoy nice views to other islands and the mainland to the North.



Small stone piles on top of Katina, view to Northeast



Way back to Mare restaurant, Kornat island opposite, the north end of Kornati National Park

In the afternoon we take down the dinghy and undertake a ride around Katina, an interesting little round trip of 3 nm leading through both the Proversa passages.



Ahoy skipper – what are you heading for?



A nice isolated danger mark, I think

After gazing at the shallow rocks at Vela Proversa, over the side of the dinghy, the safety obsessed skipper proudly demonstrates the proper use of the kill-cord, and nearly ‘kills’ the engine, because he forgets -for a moment- what’s needed to restart it.



Dinghy ride, [Dugi Otok - Telascica](#) behind (a rare shot – Jane usually hates speed!)



Peaceful image at the Mare restaurant



Tarilian moored at Konoba Mare

June 30 Sunday Kornat - Opat

We leave late morning. Through Proversa Vela along the north side of Zut, towards Zutska Aba islet. This spot has been warmly recommended for anchoring by another boater, so we try it. Frankly, I do not understand his point: I can't see anything attractive, there is no cove but a passage between a tiny island off main Zut, with a small area of sandy ground close to it, elsewhere weed and poor holding. It is fully open to the prevailing NW wind which funnels through and raises swell. It may be useful as temporary shelter in Bora conditions.

We lift the anchor as the blow gets uncomfortable and re-anchor under the [south tip of Zut](#), northwest of the islet Kaminar, protected from the wind. This might not be classed as a proper anchorage, but is a scenic spot with blue water, white rocks and sweeping views around, to Kornat island and over islets towards the mainland.





Anchorage at south tip of Zut – view South

Around 4pm lift anchor and proceed towards Smokvica, but the cove is full, all buoys occupied and the moorings at Piccolo restaurant taken, no member of staff shows up to advise, so we must assume there is no space. (I had tried calling, but no answer).

Surprised by the sudden overload of boats, even before 5pm, we wonder how busy nearby Opat will be, but they have still got plenty of space; it seems that customers at Opat arrive later ...nothing wrong with this! We enjoy, for the second time, a good dinner.



July 01 Monday Zirje – Tratinska cove

Forecast is warmer weather, sunny 21-28 °C, usual light winds and NW 4 in the afternoon.



Leaving the Kornati behind - but not going far today.

We leave Opat late morning and cruise to Zirje, where the [Tratinska cove](#) offers mooring buoys and a restaurant. On buoy at 12:20.

The buoy is difficult for us to catch due to Tarilian's high decks, the only loop of rope lies close to or below the surface. Buoys are constructed differently, here the strong holding rope from below runs on the side of the buoy and through a small loop on the top form where it hangs down. It needs to be picked up, and our rope fed through. A friendly boater helps, from his dinghy.

The cove is inhabited, few houses overlooking bay on E side, and pleasant enough.



On buoy near Konoba Tratinska

In the afternoon we take a walk to a hill which we hear has got views. Walking through the settlement we note that the area is available for small developments.



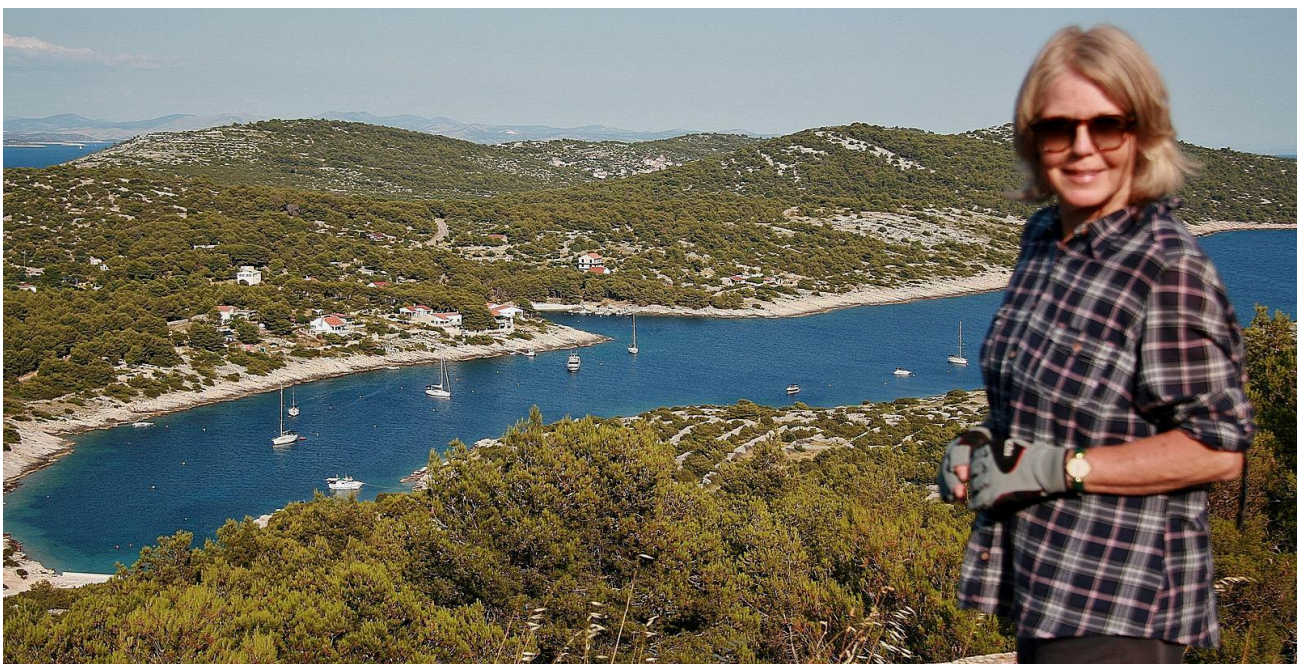
There are plots for sale

The land outside is quiet, no people to be seen.



View north towards Kakan island and the mainland

The [hilltop views](#) from ruins of an earlier military fortification (probably WW2), are a full 360° circle, and stunning, they include views to the Kornati against the evening sun.



Tratinska cove in the NW of Zirje (Tarilian is the only motor yacht on a buoy)

We have been to simple tavern Tratinska and advised we would like to come for dinner at 7pm. The tavern owner's little girl of two and a half years has an accident in the afternoon; playing by the sea she falls in and is rescued by her father rushing down and hurling himself into the sea regardless of rocks.

By the evening there are around 8 boats on buoys around, mostly sail boats, but we are the only crew who goes for dinner. A couple from Vienna, accompanied by their pathetic whining tiny dog, only goes for drinks with the tavern owners, where the near-catastrophic incident of the toddler is of course the main topic for the evening.

On return to our boat the owner-operator of the buoys catches up with us, he charges me Kn 300 (for a 14-16m boat). I moan about the price; he explains that the local government ('the Communists' he calls them) have raised his license fees from 5000 to 23000 Euros over the years, he was hardly making any money and only keeps going because he has built a large restaurant nearby which he intends to run from next season.

So, watch out for a large restaurant in Tratinska offering all sorts of grilled steaks soon...

Anyhow, he appears to be a reasonable chap and does not charge boats which use the buoys shortly during the day, the charges are only for over night stays.

Ironically, the sum of the buoy fee and the (inexpensive) restaurant bill makes the cost for this evening to us nearly equal to other so called expensive restaurants in the Kornati or Mljet who offer free moorings and better food. Anyhow, the views from the hill are wonderful, and the setting of the restaurant overlooking the bay is nice, we enjoyed the sunset.

At night, the breeze finally dies down and I have my first swim in the shine of Tarilian's new blue underwater lights.



Very pleased, our own lit swimming pool at sea.

July 02 Tuesday Kremik

Forecast NW-W 3-4 in the afternoon. Sunny. Leave buoy at 12:30.

Anchor in [Stupica Mala cove](#) in the S of Zirje for lunch; several boats but it's a pleasant stay.



Continue at 3:30pm, back towards Primosten / marina Kremik

Stay there over the next day, **Wednesday July 3rd**. Dinner at Toni's Konoba at Primosten, which we reach by dinghy (a 2.5nm ride from Kremik). No problem in the calm sea in the evening, and we're compliant with the regs too - I have just installed small navigation lights.

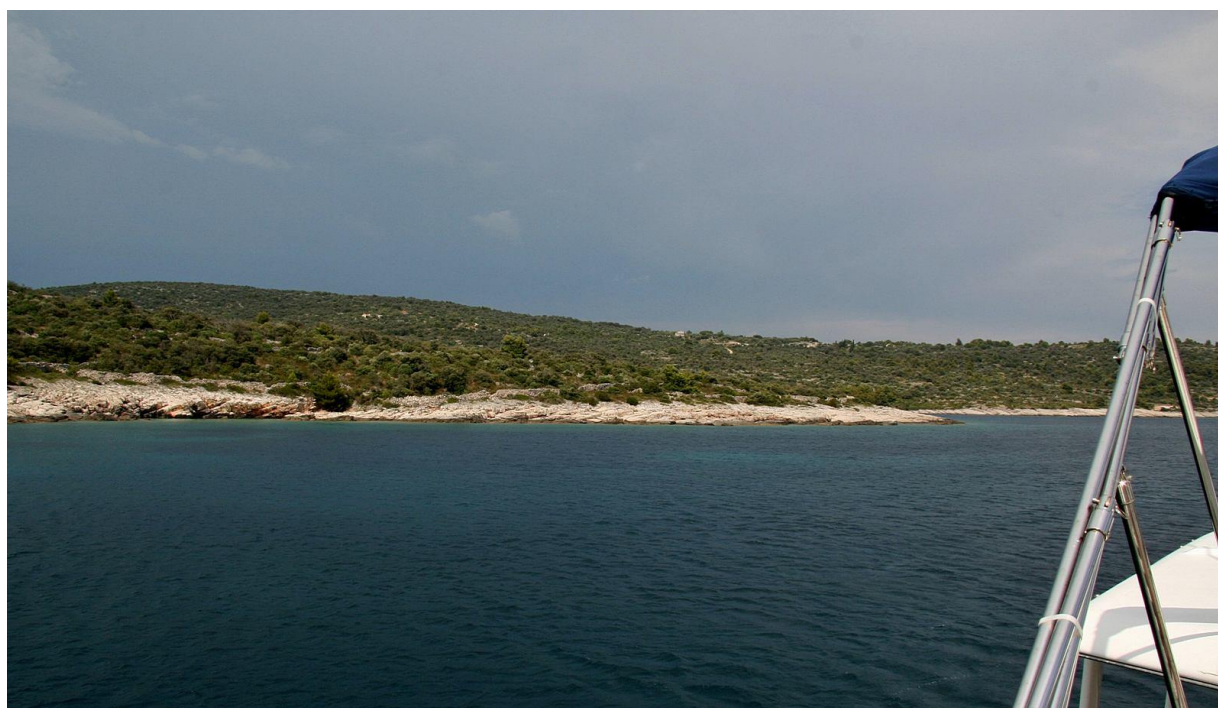
July 04 Thursday Brac – Milna

We are ready to leave Kremik for the second part of this cruise.

Have decided to set course South, as weather forecast for next four days indicates higher wind around the northern Dalmatian islands than southern. But who knows, all might change again? Wind forecasts for the nights often seem to too high, for the days sometimes too low; especially where local or thermal winds are involved which computer models do not account for with precision. For today, the forecast for our cruising area is NW 3-4, in the night NE 3-4, sunny and clouds, temperature up to 24-27 °C; sounds nice.

Anyway, first we need to visit the fuel station; with a motor boat, this always takes a while, so we choose times which are usually not busy.

Anchor in Uvala (cove) [Solinska](#), west bay, on Veli Drvenik, at 6m, a nice blue-green uninhabited cove. W wind is picking up and gusting but anchor is fine. Some black clouds are appearing in the North.



By 4:20pm we leave the anchorage heading for nearly Maslinica harbour on Solta.

But alas, although they have apparently extended their berths' capacity, the harbour is full, we are turned away.

It's 5pm, the black clouds and lightning in the NE are concerning, a decision is needed where best to go. Back to Kremik or Rogosniza is not an attractive option given the distance and the fresh wind coming from this direction. My second option comes in, it is [Stomorska harbour](#) on Solta, and – if full – on to Milna on Brac.

Jane feels threatened by the freshening wind and approaching storm, but after 10 min I have rounded the headland and change to a new course with mild wind and sunshine, leaving the thunderstorm behind, so she can come back to the flybridge.

On approach to Stomorska (on Solta) harbour looks full; the harbour master checks the moorings but indicates there is no possibility.

I give the ACI marina at Milna a call, no problem with spaces there. We continue towards [Milna](#).



Approaching Milna on Brač. Fuel station is to the right, the ACI marina straight ahead.

By 6:20 we moor up in a 'scenic' berth right in the [centre of town](#) by the church, and next to a large classic motor yacht from Austria, maybe a film crew (well, the church bells are a bit less 'scenic' when they go off in the early morning).



G&Ts on the fly, under Milna's church tower

The large house to the right of the church is now a ruin with no roof; I remember it still had its roof when we were here first time, ten or so years ago.

Have dinner at restaurant Fontana. Commenting about derelict houses prominently at the harbour front, we learn from the waitress that buying property can be dodgy due to unclear multiple legal ownership situations, many crooks and few capable solicitors. In one particular case she knows, a foreign buyer had been cheated, lost his money and the property was left in decay, and still is.

There are plenty of tourists at Milna, the harbour is of course picturesque, but the place seems to have lost some of its appeal to us, compared to our cruises in the early 2000s.

July 05 Friday Hvar – Luka Tiha (near Starigrad)

Today's forecast is good, light NW wind during the day, NE 3-4 at night, sunny and hot.



Leave Milna at midday, sunny and already 28 °C.

We note that several yachts are queuing for fuel. Proceed towards Stari Grad.

At 13:15 go on buoy in Luka Tiha near Starigrad. All arms of the cove are planted with buoys which have been put in recently, the charts still do not mention them.



On buoy in the west arm of [Luka Tiha](#)

A guy arrives to collect the fee; the charges are 2 Euros per meter for a full day and 1 Euro for half a day. I pay for half a day, indicating that I'll pay the other half when he returns in the evening, should we decide to stay. He seems to be in agreement.

The forecast is for a quiet night, and similar on the Met office (DHMZ) local wind charts and the windfinder site, so we decide to stay overnight.

There are very few yachts, only about 20% of the buoys occupied if at all.

When the guy returns in the evening I assume he is coming to collect the second half of the daily fee, we are staying until next morning. He does not understand even when I show him his own payslip from noon, but is adamant I have to pay the fee for the full next 24 hours because this is what he collects in the evening. I disagree and offer to pay the top up, he gets angry. For me, it's not a matter of 16 Euros, I am annoyed about a cowboy style 'buoy entrepreneur' who is unable to communicate and behaves as if the whole area belonged to him personally and he could raise any unexplained demands.

Instead of accepting the fair pay I offer, he shouts angrily that I needn't pay anything, but will have to leave in the morning, off he rushes. Such an emotional reaction spoils my enjoyment of the evening for a while.

Having read that the cove is a safe long term anchorage, I am surprised that later in the evening NE wind gets up and blows strongly gusting, probably 5. The buoy seems to hold well, but, had the forecast been more correct we would have chosen another more protected place, or most likely gone to nearby Starigrad. I am a bit anxious about our heavy boat on a buoy of unknown construction swaying in heavily gusting wind, and keep checking; but all is ok. Wind gets a bit less after 1 am but continues until 9 am.

July 6 Sat Vis - Komiza

At 9:30 we leave the buoy – but before that the guy in his boat shows up to 'remind' us to leave. What a prat.

Given it's Saturday, we expect only few charter yachts to be around. We want to revisit Komiza on Vis, one of our favourite harbours.



Passing conspicuous lighthouse [Stoncica](#) on the E end of Vis

On the way we stop at the lovely – and busy - cove on the W side of little Budikovac island. We find that buoys have been laid here, too, so anchoring in the main area is not a choice, but luckily a few buoys are free.

Have a short struggle with the boathook which comes apart and does not want to get back together easily – we really seem to be beginners when it comes to mooring on a buoy. I persist, and at the next attempt manage to tie up. It's 11:50.



Anchorage [W of Budikovac](#) island

Have lunch and a swim in wonderful clear blue green shallow waters. A swimming area nearby in the even shallower part of the cove is inviting.

I then deal with the boat hook in my time, and we discuss possible tactics and tricks to tackle future buoys.

Leave the anchorage at 15:30 in NW 3-4, which freshens to 4-5 as we arrive at [Komiza](#) one hour later.



Komiza – the outer end of the harbour quay is taken by fishing boats, but there is plenty of space for yachts, it's a Saturday. Note the new EU flag to the right.

Fish dinner at Konoba Jastozera, as always a bit of a special experience and off the standard tourist track (this Sat they aren't busy at all, but usually they are).

The next day, **Sunday, July 7^h**, we leave Tarilian on the quay and enjoy the sunny summer weather and the town which is full of charm and character.



In Komiza harbour





Old houses fronting the harbour – view across from yacht quay

We even buy a little sail boat sculpture from local craftsman Zdenko Zanchi, for the boat's salon.

July 08 Monday Palmizana ACI marina (Hvar)

Forecast is for NE 3 and later NW 3, sunny, partly cloudy, no warnings.

Our next night stop will be the Palmizana marina. We set off for the Pakleni islands late morning and anchor in [Uvala Stipanska](#) on Marinkovac islands on 10m for lunch.

This is a large cove with one beach restaurant in a side part, nice blue water, and suits several yachts.



Anchored in Uvala (cove) Stipanska on Marinkovac

We explore the busy cove 'round the corner', between the W side of Marinkovac and Planikovac islands, by dinghy and I have a swim. This is a popular sheltered anchorage between small islands, apparently good holding and suitable for longer stay, with restaurants and a few buoys around.

Berth at the ACI marina [Palmizana](#) at 16:30

The next day, **Tuesday July 9th** we stay at the Palmizana, in good weather. Have dinner at Toto's. Original décor with a lot of large plants, reminding us of a horticultural garden, and a busy place, too. We get the last free table.

July 10 Wednesday Solta - Stomorska

Get out of the marina at 10:30 and go for a brief exploration of the coves Vela Garska and Pelegrin on the west tip of Hvar island.



[Vela Garska](#) cove on the S side of Hvar

In Vela Garska, I find that the areas with suitable depth for anchoring (in the E and N) are only large enough for one sizeable yacht. Small Konoba Mareta in the W has a few laid mooring lines, no quay. We move on.

Anchor at [Parja cove](#) on Hvar in 12m, at 11:50. This is a nice wooded cove with space for several yachts (it is wider than the 888 guide shows it). In one corner is a modern 'luxury villa' for rent, with its own mini-quay and jetty, but it isn't obtrusive.



Luxury holiday property in Parja cove (Hvar)



Parja cove, at the west end of Hvar's north coast

Jane suggests getting to Stomorska early, after last time's experience of a being full by 6pm. We get there at 3:30 pm. The harbour master puts us on a mooring further seaward, away from other boats already on the quay, and close to the area reserved for alongside mooring of gulleys etc. Wind from abeam (as usual) is stretching the mooring lines.



Tarilian at the quay in [Stomorska](#) harbour on Solta – still on her own

Harbour fee for our boat is 400kn, water fee 45kn, that's less than half compared to yesterday's ACI marina (950 kn at that time). Weather is sunny and hot at 31 ° C. Jane insists on walking to the restaurant Turanj to ask for a nice table for dinner right by the water. Have coffee on the way back, the small village of Stomorska is relaxed and low key, as we remember it.



Stomorska (Solta)



All is fine until in the late afternoon the “catastrophe” arrives, an old fashioned massive looking gulet, of about 24m, which moors next to us, stern to, using their anchor plus mooring lines. Jane is upset by ‘what is being done to us’, their smelly engine, which they need to keep running until all moorings are sorted. The crew do their best and politely apologize for the brief inconvenience, but by that time Jane has hidden in our air-conditioned salon behind firmly shut doors, and starts plotting retaliation tactics, just in case the people on the gulet should make ‘horrible noises’ late at night. She doesn’t like being overlooked from the deck of a ‘huge monster of a boat’.
(Later she says ‘well, what do others on smaller yachts think about our raised aft deck when it’s next to their low cockpit? So we have to swallow some of our own medicine.’)

The meal at Turanj is nice and reasonably priced; from our table we overlook a completely calm sea and sunset.

Luckily the people next door are not drunken partying youngsters but a mixed group of civilized adults, who later have conversations, but there is no shouting or any excessive noise at all, and by midnight all is quiet.

July 11 Thursday Back to Kremik

The last day of this cruise, we are bound for home port.
Weather forecast is brilliant, sunny, hot and light wind.

Passing by on a previous occasion I had spotted a possible fair weather anchorage between two islets right outside Maslinica harbour on Solta, which is en-route.
We anchor between Polebrnjak and Saskinja islets on 5m for lunch. Nice surroundings and azure water, but careful anchoring is needed, the ground is rocky.



On anchor to E of [Polebrnjak islet](#) (outside Maslinica)

We enjoy spending three hours, and swimming.



Islet outside Maslinica (Solta)

Return to marina Kremik, this time in little wind and swell, and even with the sighting of a dolphin, at 17:30



Marina Kremik entrance

Total **mileage** from June 27th to July 11th : 228 nm
 Cruising speed on this turn: 10-11 kn. Kornati NP 8 kn

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