

M/Y Tarilian - Boating in Croatia 2013

CRUISE LOG Part 3 : Aug 16 to Sept 8 Central Dalmatia

Aug 15th Thursday Arrival

The journey to Split goes smoothly and we arrive at [marina Kremik](#) around 7pm.

My fear that I might be unable to get on the boat because I had not taken the passarella remote with me, doesn't come true. We find the boat just as we left it one month earlier – literally. Not even the cleaning I had requested has been carried out.

Weather nice and warm, a little windy. Dinner in the usual friendly marina restaurant, which is quiet and civilized most weekdays (but crowded with charter people on weekends).

Aug 16th Friday Kremik, Primosten

Weather forecast for the next days is favourable, we are in no rush.

Upon checking the boat little issues arise; the Croatian guest land flag has weathered badly, its ties are brittle and falling off. I buy a new one hoping for better quality.

The side window's lock handle disintegrates as soon as I try to open it. One more DIY job.

The next morning, there is no shore power on board, the RCD has triggered, both on the boat and ashore. A quick investigation shows that the heating element of the boiler is the culprit. Luckily there is help at hand, it's a stock part and our service people replace it quickly. Then it's time for me to wash the boat down, we buy provisioning etc.

Furthermore, Tarilian's Croatian vignette (registration permit), which expires Aug 27, needs renewing. I visit the harbour master at [Primosten](#) by dinghy and do the necessary paperwork and payment.

I am told I need to pay for the full next year 2014, like last year, any changes of regulation after 1.1.2014 are not yet clear. Anyhow, there are no stickers on the boat any more, just the paper form, and no further crew lists are needed within the EU.

The custom formalities, of checking in and out at boarder crossings, appear to have remained the same (or similar) as before the EU. The lady at the harbour office is not sure about the procedure to enter Slovenia and recommends I ask there.

For dinner we go to Primosten by dinghy. We find the place extremely bustling, but have a good meal at Stare Selo.

Aug 17th Sat Kornati - Opat

Fine and warm weather is forecast. We intend to leave for the Kornati or Zut. After final preparations (the flybridge bimini is really hard to get up!) we cast off at nearly 11am.

Anchor at 12:30 for lunch and a swim in the [southernmost cove of Zirje](#), southeast of Mala Stupica. We chose this spot because the actual coves seem to be busy with boats already. It is fine and the anchorage is protected from the W wind but some swell finds its way inside nevertheless.



At 14:30 we prepare to leave; starting the engines I notice that the port oil pressure gauge reads extremely low. I check the engine and do not find a reason, so decide to go ahead towards the Kornati, regularly checking the engine. I then notice occasional jerks of the gauge's needle so conclude that the pressure sender isn't working properly but the engine probably fine. I will keep monitoring the situation and have a new sender fitted where services are available.

We arrive at Smokvica 16:15 and find all buoys in the cove are taken, and no spaces at Piccolo restaurant. It appears to be very popular indeed, same as last time we looked.

At [Opat](#) there are sufficient spaces on the pontoons. At 16:30 the afternoon NW wind is in full swing and blowing straight from the side whilst berthing.

The pontoons at Opat are filling with private motor yachts, several of them of Croatians.



[Konoba Opat](#)

Enjoying the evening sun in the cocktail bar and watching a perfect sunset over the bare islands, before ascending to the restaurant for dinner with tuna carpaccio and fresh fish deliciously baked with sides.

As on the previous occasions, I find it good value for money.

August 18th Sunday Katina – Konoba Mare



Calm sunrise at Opat cove, a couple of boats have anchored over night

A brilliant morning in the Kornati. Jane has a lie-in, because it's Sunday.

At 11:30 we leave for a nearby anchorage.



Between [islets in the Kornati channel](#), towards NW

I have chosen Lopatica cove on Kornat, merely 6 nm away.

Nice and spacious bay, protected from the usual SW to NW, sandy bottom at around 6m to 8m, no buoys. Has space for quite a number of yachts, this time I count five. There is also a small restaurant at the end with a pontoon. We both have a swim



Anchored in [Lopatica](#) cove looking N

When lifting the anchor, there is a small issue with the new anchor locking kit, a locking screw got bent as a consequence of poor design, and lack of awareness on my side.

I propose to revisit the [Mare restaurant on Katina](#), where we had been happy last time. By 4pm we are on our way, ETA about 5pm, I wonder whether there will be space on their pontoons, given there are lots of boats around, but it's no problem.

Before dinner I fix the anchor locking bolt, and also fit the DVD player with a new drive belt so it works again. Did anyone think I was on a holiday?



The quay really fills up in the evening, locals know all moorings ...



Sunset on the quay at [Konoba Mare](#) on Katina

For dinner, after the fish of the previous days, we go for meat. The meal is good and substantial. The evening is calm and feels very warm.

Aug 19th Monday Katina

A plan for today is needed. The internet connection is poor in this location so it takes me some time to gather weather forecasts and emails. Deterioration of the weather and strong NE winds are expected from the tomorrow afternoon; the best way seems to be to stay at the Mare for today and move to Zadar the following morning, starting around 9am.

I marvel at the number of large expensive motor yachts that crowd the simple pontoons. A far cry from the vision of a quiet Kornati cove with a few salty old sailing boats at anchor.



Lots of white flotsam around the bare islands, some dwarfs our boat...



Have a nice fish dinner at Mare, skarpina, and on a waterside table.

Aug 20th Tuesday Sukosan – Marina Dalmajica

In the morning there are black clouds and thunder, no wind yet.

In the Kornati you really need sunny weather to appreciate the nature of the bare rocky islands; otherwise they feel a bit intimidating, or at least bleak and unfriendly.

Rain starts by 9am, and I defer our departure for a while, but at 10am decide to leave for Zadar despite the rainy weather.

The journey is mostly done from the lower helm, because it keeps raining; rain had not been forecast.

We are going slower than usually because I do not need to arrive at Zadar before noon.

Jane has not been feeling well earlier and thinks that the salon is getting stuffy.

I have called [Zadar marina](#) (in town) the day before and been advised that I didn't need to book, they 'always have space for boats of our size', well and good.

We arrive at the marina and I call them on VHF, get reply that the marina is full. We try nearby marina Borik, no space either.

Next choice, but not as much desired because not near town, is the large marina Dalmacija at Sukosan, 6nm to Southeast; there are enough spaces.

Berth at [Marina Dalmacija](#) at 13:30. Wet weather continues.

The following day, **Aug 21st**, we stay at Marina Dalmajica.

Everything here seems large, the number of pontoons and boats, the distances between pontoons, and above all the distance to the marina reception and supermarket, which is about 2km.

So, in order to stock up on provisions, I take out one of our folding bicycles. Everything we have got on board seems to get used one day, but it might take years.

Following up on a conversation the evening before, it is agreed that we will take this trip easy and stay more locally in general. Cruising further e.g. to Istria and Venice, would take hours of motoring and not be relaxing. Well, I'll have a lower fuel bill and more time to take photos.

Aug 22nd Thursday Veli Iz

Weather has improved, clear or fair, NE and NW winds 6-16kn.

At 11:30am we leave berth. Through Zdrelac passage and along Ugljan to NW.

Anchor for lunch in cove [Prtljug on Ugljan](#) island, on 5m, protected from northerly winds.



Anchored in Uvala Prtljug on Ugljan

This is reasonably large anchor bay surrounded by low lying green hills, on one side is a low key summer settlement of small stone houses of locals.

At 3:30pm proceed 'across the water' to [Veli Iz](#) harbour (on island Iz) and berth in the mini- marina.



Veli Iz has moorings for about 40 yachts which fill up in high season

The small fishing harbour and resort village is pleasant, and, although there is some modernisation, is retaining a local and low key feeling. About three simple restaurants are available, plus a pizzeria at the marina entrance. A hotel outside, on the opposite side, is not seen from the village.

I believe the last time I visited, was during my first ever motor boat trip in 1991.

We go for a walk around town.



Veli Iz marina, viewed from the [ferry pier](#) on the opposite side



in the old harbour



WWII memorial

...laid back Mediterranean summer



Harbour view from the sea

Aug 23rd Friday Pantera bay – Dugi Otok

With a forecast for warm, clear or light cloudy weather, light westerly winds (though ‘risk of light showers or thunder in the night’, which I think won’t reach the islands) we are proceeding to the [Pantera bay](#) at the north end of Dugi Otok, I fancy having a night on one of the many buoys.



The marker at the [entrance to Pantera bay](#) receives a lick of paint

Pantera bay is a large lagoon type bay protected from all seas but wind can reach it due to the low lying land around. There are many mooring buoys, but they are spaced generously so one yacht does not encroach on another on a neighbouring buoy.

By 1pm we tie up on a buoy near the north corner, with views out to sea and to Veli Rat lighthouse.



[On buoy in Pantera bay](#)

Enjoy the afternoon and swim. For dinner, we take the dinghy to Cuna cove and visit restaurant DiM.

The following morning in the bay is serene and completely calm, just as I had hoped.



Aug 24th Saturday Back to Sukosan

We enjoy the morning, being already in a swimming cove.

The weather is going to become unstable from the West, with cloud increasing in the evening and a forecast for rain showers and thunderstorm in the night and following morning.

Have lunch and leave after 2pm for marina Dalmacija back in Sukosan.

All afternoon is hot, sunny and calm, with smooth sea.

We pass Zwerinac island to stb. Go along Ugljan, to port, and pass Veli Iz to stb. Near to Ugljan we pass several large fish and tuna farms with yellow markers, not all are charted.



A group of dolphins follows our wake for a moment. In the background one of the big fish farms near [Ugljan island/Lamjana](#)

Finally through the Zdrelec passage and towards Sukosan. After being widened few years ago, the Zdrelec passage has a very generous width, but it's still worth watching the tidal current. Just outside, the settlement of new holiday villas on the northwest end of Pasman, appears to be growing and looks attractive.



Approaching [Zdrelec passage](#) from the islands (from SW)

Berth marina Dalmajica at 5pm.

For the following day, Sunday, we expect my friend Willi Hoschek to join us there; he had joined us during a part of the Atlantic trip, between Santander and Lisbon, in 2011.

Aug 25th Sunday

At Sukosan, [marina Dalmacija](#).

Rain and violent thunderstorms in the morning, as had been forecast. Clearing over the day.

Willi Hoschek joins us in the afternoon. He has brought home made food, we have dinner on board.

Aug 26th Monday Suskosan to Dugi Otok/Knez

Despite an ambiguous forecast the day begins bright and warm.

At 11am I am informed by the local Volvo engineer that he has not yet received the new oil pressure sender as had been promised, but it would be available the following morning.

As it's not critical, I decide to have it put in later rather than waste a day waiting. Before we leave, we visit the marina office and supermarket, quite a walk from our berth.

Then re-fuel diesel, which should take us through the final 2 weeks of this trip.



Marina Dalmacija is well laid out and professionally run, with all services you expect from a large marina. But there is no urban hinterland in walking distance

At 2pm we finally leave for the nearby Zdrelec passage where we anchor at 4m depth [towards the east shore](#). A bright sunny day and calm

During swimming I note that the water isn't very warm, and I can feel the current flowing W (away from the land).

After lunch we proceed towards Iz island and aim at berthing at [Knez](#). There are buoys outside, but I prefer to go to the laid moorings at the quay near the Knez restaurant.



Anchorage with buoys outside Knez, little Knezak island behind

Space is limited on the short quay and there are already three yachts, we are directed to the last available berth next to the pebble beach, which makes for an interesting berthing manoeuvre with just 1.3 m depth under the props, and 'precarious' aspects of the steeply sloping stony beach close by the side of the boat.

We tie up safely and later have a conversation with a German sailor next to us who has been there earlier. This leads me to check the calibration of my depth gauges and readjust.



Evening at the quay near Knez restaurant

The small harbour is quiet and pleasant.

Swimming off the boat is fine, too, but it's getting shallow suddenly - be aware of sea urchins.

There are many Italians around, Germans too, but few Austrians and other nations.

We dine at the Knez restaurant, which is quite reasonable, but have to pay extra Kn 270 for the mooring.

Returning to the boat at night we note an unpleasant sewage smell emanating in whiffs around the tiny harbour at Knez. Maybe their sewage treatment system isn't yet what you hope for today. This wouldn't be the only place in Croatia.



[Knez](#) viewed from the sea, the next morning. Knez restaurant and quay on the left side

Aug 27th Tuesday Dugi Otok: Knez to Veli Rat

Barometer has been falling and the forecast for today is sunny or cloudy in the day, with southerly wind 4-14kn, but rain and thunder later in the evening and night.

Leave Knez mooring late morning. Anchor in [Bokasin cove](#), a wide pleasant anchorage formed by a cove and two outer lying small islands. It is wooded and no settlement other than one building, and a (probably disused former military) bunker with which seems to attract several sailing yachts. The actual anchorage has space for many yachts, and a sandy bottom.



Jane with Willi Hoschek, lunch stop in Bokasin cove

Leave anchorage by 3:30pm; from 4pm dark cloud is increasing in the West. We tie up at [marina Veli Rat](#) at 4:30pm.



At the small marina Veli Rat. There are only floating pontoons, but it's a protected spot.

We are told that due to a 'major problem with the generator' there is no electricity on the pontoons. This does not matter much to us, but we had expected to take on some water. The coin operated system is not working, but we are promised they will find a solution on the next morning.

Several sailing yachts arrive, obviously in anticipation of the coming storm. Around 7:00pm it starts raining and a violent thunderstorm passes over us. Just after 8pm, when the rain stops, but still with clouds and lightning around, Jane and I make for the restaurant near the marina, which is busy by that time but we are offered a table after a few minutes wait.

The rest of the night is with little and intermittent rain, cloudy and cooler.

Aug 28th Wednesday Dugi Otok - Veli Rat/Pantera bay

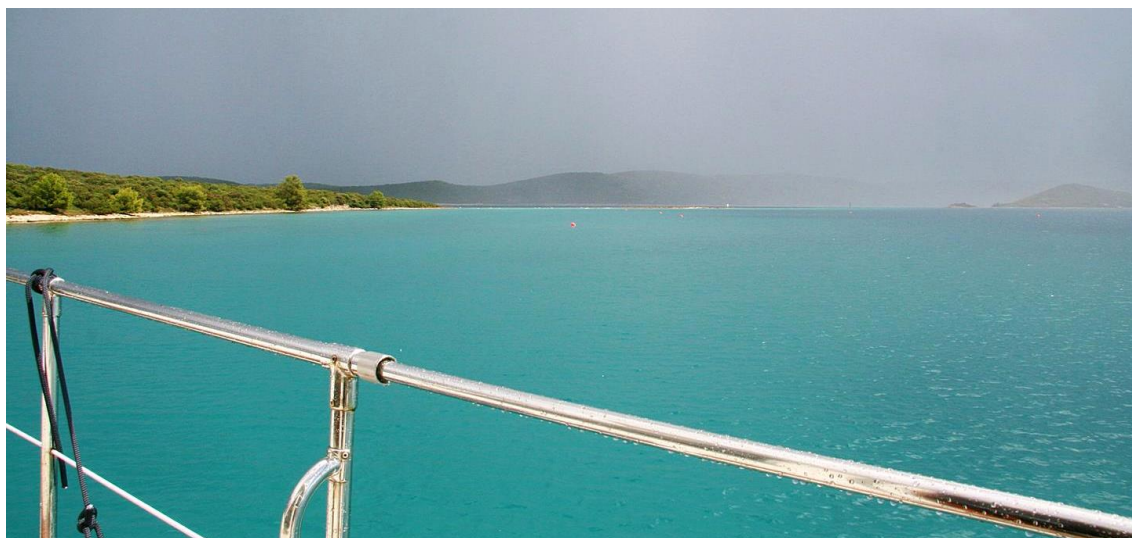
Morning in marina Veli Rat still cloudy and cool with rain and thunder around. To provide water, a mariner has to come with tools and bypass the coin operated system, then we pay according to the meter reading.

By 10am the weather seems to clear and we leave at 11:00am for a nearby buoy, at the [N end of Pantera bay](#), near to where we were a few days earlier.

The Croatian weather forecast had been for more rain and thunder before 3pm, but another had predicted a dry afternoon. Sometimes the worst forecast is correct. At 1pm heavy black clouds built up in the West and a wind spout, a mini tornado, is seen forming. Luckily its way passes us, but the thunderstorm goes over us heavily gusting.



We are amazed to watch a wind spout form, change shape as a matter of minutes, move along and later suddenly disappear.



Once the thunderstorm has passed, it takes under ten minutes and the sun is out again; the water is calm with eerie blue green shine whilst one mile away the storm is still going.

All we have to do now is let the flybridge cushions dry in the sun.



That isolated rain storm is expected to be the last of a passing low pressure ridge, there should be more stable weather during the next days. The afternoon and night are already pleasant and clear. Willi and I take the dinghy to the small 'market' at Veli Rat (North side, opposite side of the marina), to do some catering; it is part of an apartment house that also caters for guests as a restaurant. We decide that later we all go back there for dinner.

Night is clear and starry, quite black all around.

Aug 29th Thursday Dugi Otok: Pantera bay to Brbinj

Morning in Pantera bay clear and sunny. NE wind.
We go out by dinghy and tour the wreck outside the bay.



"Album shot" of the wreck of an Italian cargo ship run aground 1984 [near Veli Rat lighthouse](#)

Sometime you see sailing yachts anchored nearby, in my view not a suitable anchorage really with any wind or swell.



Back at the boat have a swim and lunch.

Around 2pm leave buoy and head towards [Brbinj](#), which is described as an attractive spot.

Before the recent storms and cooler weather I took back the bimini of the flybridge. Now the journey in the sun feels very hot because the wind has turned NW 9kn, so there no relative wind on the flybridge at all.

At Brbinj, about half way between the N and S end of Dugi Otok ('Long Island'), there are a few buoys free in the popular cove outside (with lines ashore), but we decide to go to the village quay on a laid mooring, as the first boat there. Only 2 more yachts arrive later. Electricity is available, water can be turned on for a small extra fee.

Brbinj is a very small quiet village, with some apartment villas..



On village quay at Brbinj. Go swimming like a local



In the old part of the little harbour

Outside the village there are two coves, Bok and Lucina, with buoys and lines.

‘Antonio’ is the only restaurant, simple and not really a reason to come back here, but the lush green nature with pine trees, and the friendly relaxed atmosphere around make it an appealing place.



Bok cove, east of the village, with buoys and lines ashore, seems popular

The shallow part of the inner harbour is home to some interesting big shells and other sea creatures.



harbour life



Not everything here works to exacting specifications...

but all is close to nature!

Aug 30th Friday Brbinj to Katina

Sunny morning and favourable forecast with usual low winds, a high pressure ridge is establishing; no warnings any longer.

We stay on the quay for the morning, the swimming area is right next to our boat.

The stable weather makes me want to revisit the Kornati, although Willi Hoschek moans that he finds the bare islands 'like in the desert'. But then, he feels that villages and towns here are 'all the same', and 'he has seen them, anyway', so it doesn't really matter where we go!

We leave after lunch and go towards the south end of Dugi Otok and Katina island.



View towards Kornat island (to right), [looking from N](#)

Pass [Mala Proversa passage](#) and moor on the jetty of Mare restaurant in SW wind.



Konoba Mare is not too busy this Friday



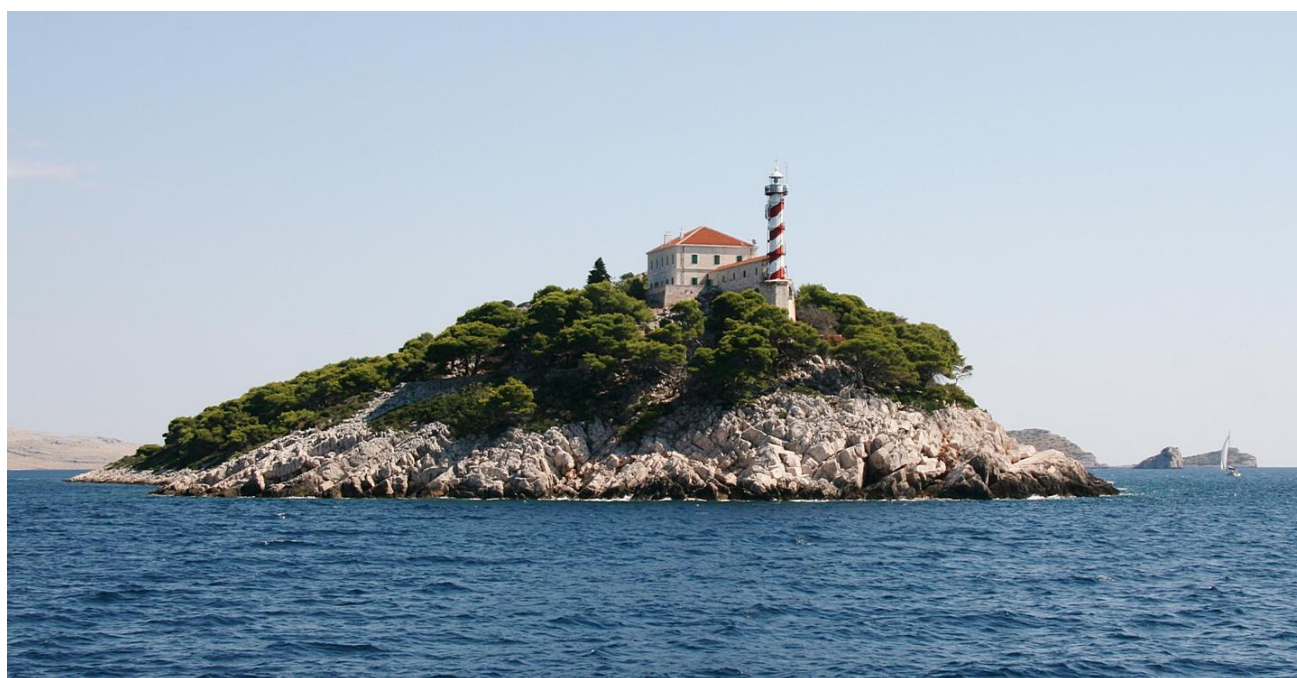


Amazing sunset over the islands; it looks that we will have fish for dinner

Aug 31st Saturday Kornati - Striznja

Again a clear sunny weather and light winds, 22 to 28 °C.

We leave the quay at Mare after lunch and do a brief tour along the south side of Sestrica, Levrnaka and Mala islands, before anchoring for a swim in Lopatica cove. (Well, with all those ‘desert islands’ around, our most inquisitive member of crew prefers to study a book about how to get rich, rather than having a good look !)



[Sestrica lighthouse](#)



Cliffs near Levrnaka



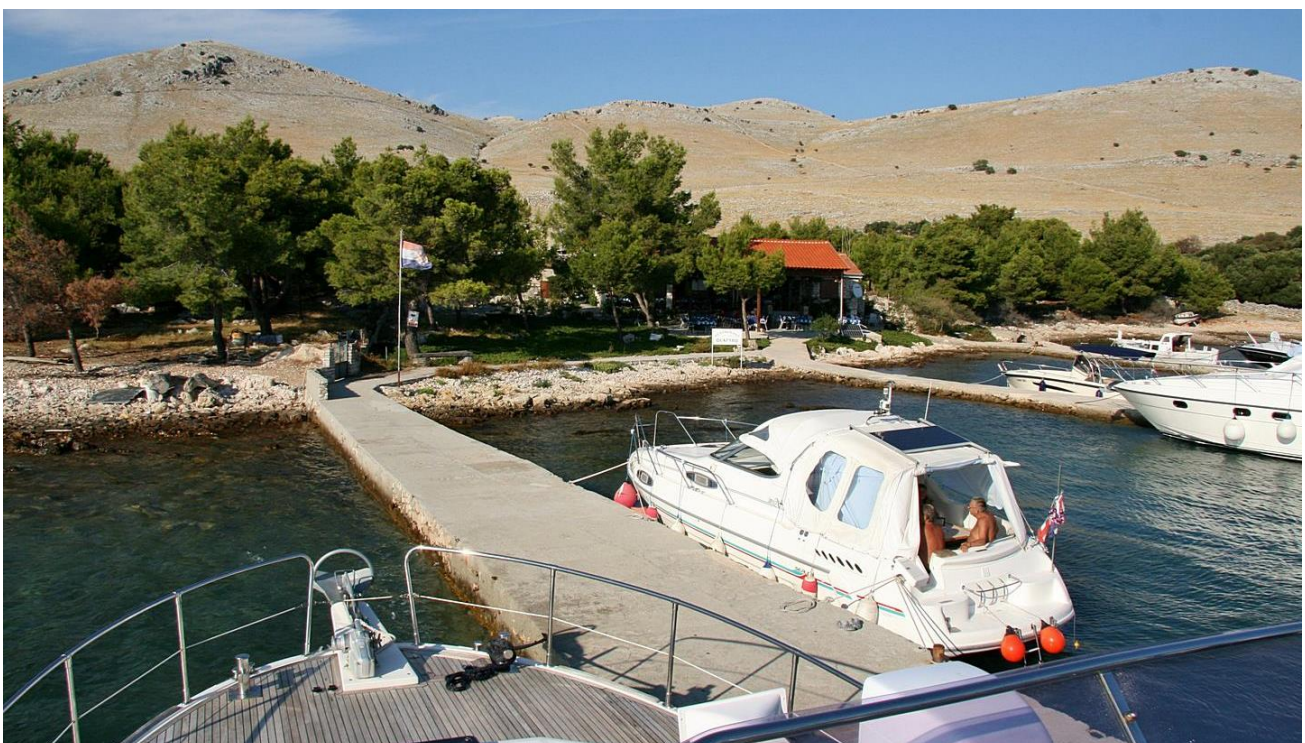
Mana - mock ruins left from a film set



South coast of Mana island



We continue to Striznja cove to moor at restaurant Quattro. There are short jetties and several boats, but no guy from the restaurant is seen. A friendly boat owner, a German, waves and offers help with mooring up, but it's hard to decide where a possible place for our boat could be, as depth and space between the small jetties are unclear. A good NW 4 afternoon wind is blowing, and after a brief exchange of hand signs with someone far away by the kitchen, I identify that going alongside the outside of the western pontoon is probably the only option - it looks rough though, one of the end posts has broken out. Adjusting fenders – and more fenders – and gazing at the depth gauge, the manoeuvre goes fine, the wind holds the boat firmly to the crappy jetty where the water depth is about 2.5m (but reducing quickly towards the land).



On west jetty at restaurant [Quattro in Striznja](#)

The meal at Quattro is well cooked, nice fish brodetto, but service is lacking. The wife of the owner, who is acting as waitress, does not speak any foreign languages, so communication issues arise, no written menu whatsoever is available. We get the impression that time has stood still here, the restaurant owner may cater mainly for regulars who are familiar with the circumstances.

The wind calms down after sunset.



Sept 1st Sunday Back to Sukosan

The morning is sunny, clear and calm.

Leave the jetty at 11am and pass through Proversa Vela to the east side of Kornat, anchor in [Uvala Stativa](#) on sand at 7m. This is a pleasant swimming cove overlooked by the usual bare hills, there are a few houses and trees in the bay; its size suits several yachts.

At 3pm we lift anchor and cruise leisurely towards the Zdrelac passage and on to Marina Dalmacija in light NW wind.



We often notice large freighters docked at the [quay by the little church at Zdrelac](#)

Dinner at the Laguna restaurant, at the beach within the marina, which we all find quite pleasant and value for money. It's not busy any more, this time of the season.

Sept 2nd Monday

Willi Hoschek leaves the boat in the morning, he will drive to Vienna using the coastal road, as it promises to be a nice day.

We are waiting for the local Volvo engineers to fit the new oil pressure sender to the stb engine. They promise to come at 10am but eventually arrive at 12:20. Afterwards we do a quick shop at the market and check out. Marina Dalmacija is so large that it pays to use the dinghy to get around.

Leave for Zut, only 12nm to go. The weather is sunny and hot, the usual afternoon NW wind gets up. At [Luka Zut](#) ('harbour' Zut, but it's a cove) we first spot the mariner of the large restaurant Festa waving his white flag, but choose to proceed to the quay of restaurant Sandra, next to the ACI marina. It is smaller, offers free mooring, and has been recommended by the guide.



Pleasant evening in Zut cove. The masts in the background are at Konoba Festa

Konoba Sandra is a sizeable restaurant next to the ACI marina, and appears to be a well run family business; we have a fine dinner of fresh fish.

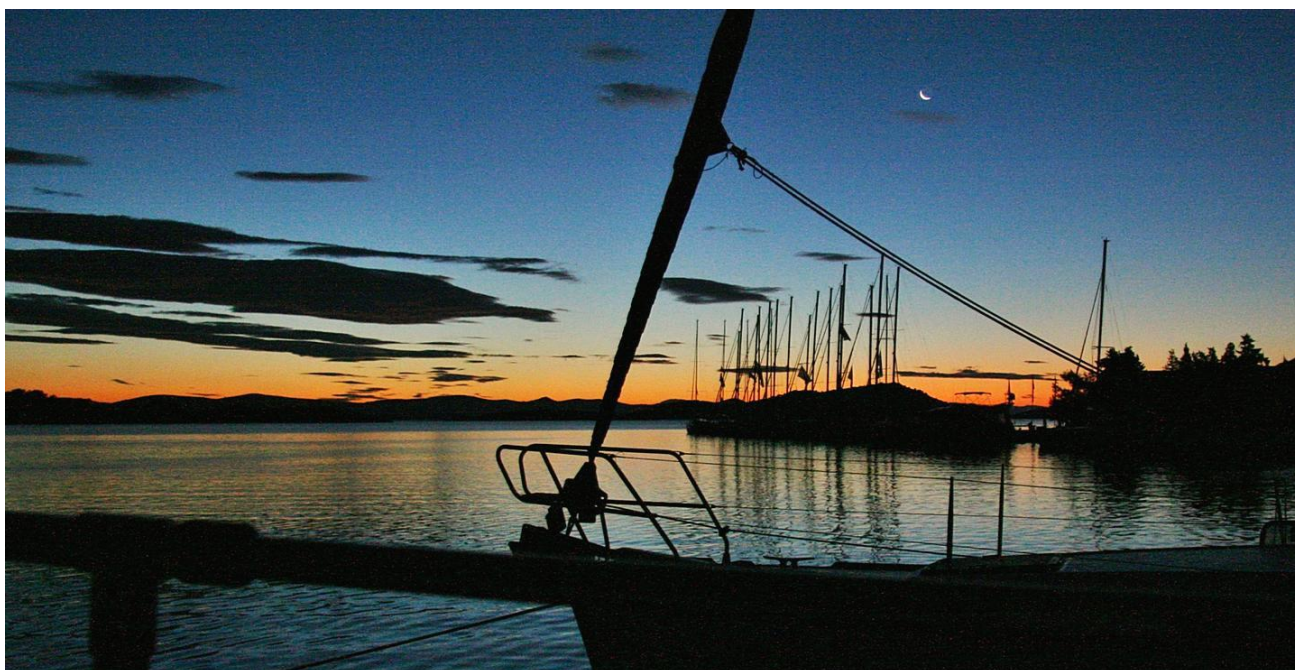


There are far fewer boats in Zut cove as were seen in the previous week, apart from a flotilla of about 14 sail boats which have gone to restaurant Festa.



On pontoon at Konoba Sandra, [ACI marina Zut](#) in the background

Aug 3rd Tuesday Telascica - Mir



Sunrise over Zut cove (for me, a rare sight to catch...)

A high pressure ridge over the Adriatic is intensifying, the weather forecast similar to the previous days, clear and sunny with NW winds up to 16kn - and gusts- in the afternoon. With this forecast the afternoon wind usually blows from about 3pm to 7pm. At other times light winds or calm nights and mornings. The weather looks settled for the rest of our trip. This time around we have apparently pulled the long straw and are looking forward to several more pleasant days on the islands.

We leave for nearby cove [Uscica](#) on the S tip of Dugi Otok. Anchoring takes a couple of attempts, the bottom appears to be loose sand with little holding where we try first.



Uscica, yet another 'Kornati type cove', but this time it's Dugi Otok

The cove is fine, but I am not aware that it is already part of the Telascica nature park. Park wardens arrive in their boat at 1:30pm and levy a charge of 350 Kuna, which, they say, covers the entry to the nature park for 24 hours and includes using any buoy.

So we decide to tour the Telascica and afterwards use one of the buoys in the [Mir cove](#) over night. By 3:30pm the NW has got up and is gusting, making it harder than usual to make fast on one of the buoys.

We take the dinghy to go to the Mir restaurant (a major tourist place), and visit the [salty lake](#).



In Mir cove, it's generally impossible to go to one of the jetties, they are reserved for trip boats.

The trip boats have left by 4pm and not many people are around. The lake's salt concentration is higher than the sea outside, this seems to make it a popular attraction for a 'high buoyancy' swim.



From here it's a short walk to get a view over the cliffs, nice sun in the afternoon





Most of the buoys in Mir cove are taken

In the pine forests, I am amazed by the numbers of spiders, they are ubiquitous and their nets elaborate. Not a good place for insects



On our return to the boat the sheriffs come back to check Tarilian's Telascica entry ticket. At dinner time we go back on land for a simple meal; the restaurant is friendly enough, good value for money. The night is calm and much cooler than the day.

Sept 4th Wednesday Vrulje

NE wind has got up early and small wavelets pass our boat in the morning. Clear and sunny day. We leave the buoy at 12:00 (again being visited by the vigilant 'park wardens' looking for business). Make our way towards [Lojena cove](#) on Levrnaka, just 7sm away and part of the Kornati park.



Passing rocks outside Levrnaka (Obrucan Veli)

Anchor at 6m, swim and lunch. A pleasant cove with a small swimming beach in a sectioned off area at the top, apparently accessed from the restaurant in Levrnaka cove on the other side, for trip boats.

Levrnaka is part of the Kornati National Park, and at 2 pm sheriffs arrive and stamp one of our prepaid tickets (250kn), which also entitles us to use a buoy, such as those at Vrulje.

I intend to try a restaurant in famous [Vrulje](#), the largest of the Kornati settlements, which is pictured on the covers of many tourist brochures (that's why we have never been there before). I had tried to contact one of the restaurant owners by mobile phone but had not reached anyone. We start lifting anchor at 4:20pm, luckily today's afternoon NW wind is less gusty than yesterday's. Getting off the hook is not straight forward, the anchor turns out to be trapped under the only rock in an otherwise sandy cove. I had not even noticed any rock when I swam right above the anchor with my diving mask earlier. Now I realize why holding had been so 'fierce' when I set the anchor. Anyway, manage to get it off and arrive at Vrulje by 4:50, to find only one visitor buoy left free. Anyhow, roaming closer to Ante's restaurant (the first place on the quay) we are offered a mooring first on their quay. Of course we accept gladly and go stern to the quay. A really big dirty mooring rope, with even bigger knots in it, isn't quite so easy to handle quickly, elegantly and without making a little mess, but it can be done.



Vrulje on Kornat – Tarilian next to Ante's restaurant

Over a courtesy grappa we talk to the jovial restaurant guy, and learn that mobile reception is extremely poor in this place – that's probably why I had been unable to reach anyone when I called earlier.

We later choose our table and fish for dinner, and enjoy the sunset on picturesque Vrulje



Mooring post, Kornati style



Evening in [Vrulje](#)

Good atmosphere and good quality meal, a bit old fashioned presentation, with ‘homemade grappa on the house’ ceremony, of which there is a little bottle on each table.

We fear there might be some late noise disturbance, as the boat is right next to the restaurant, a couple of meters away from the nearest table, but by 11pm all guests have retired to their boats and lights are turned off. Very peaceful night.
No electricity or water available on the quay.

Sept 5th Thursday Prvic Luka



Next morning on Ante's quay; the other yachts have left earlier, supplies are arriving

Leave Vrulje and the Kornati for the Sibenik archipelago; on the way a tour around [Ravni Zakan](#). The restaurant seems a bit massive for its surroundings. Probably a sign of intensifying tourism.



Heading towards Zirje it's coming to lunch time, I try cove Mikavica on the N coast of Zirje. The cove, which offer no protection from the NW, is full of weed, therefore poor holding. It doesn't look inviting. This is given a miss quickly, and we proceed to [Vela Nozdra](#) on Kaprije, where we anchor at 13:50.



For tonight we choose the small harbour of [Prvic](#), where we haven't been before. After two hours of pleasant stay in Vela Nozdra cove we continue towards Prvic.



Approaching the town quay at Prvic Luka, green marker to left

Moor at the harbour quay at 16:40, there are only few sailboats at that time and plenty of space, late season is noticeable

Prvic Luka indeed looks to be a nice traditional village, one does not feel to be only 2nm away from the major yachting resorts of Tribunj and Vodice, and 4nm from Sibenik.

Walking through the village it gives a tidy and orderly impression.



Evening in [Prlvic Luka](#), plenty of space on the yacht quay

We eat well at restaurant Mareta next to the quay, nice setting overlooking the water and good value.

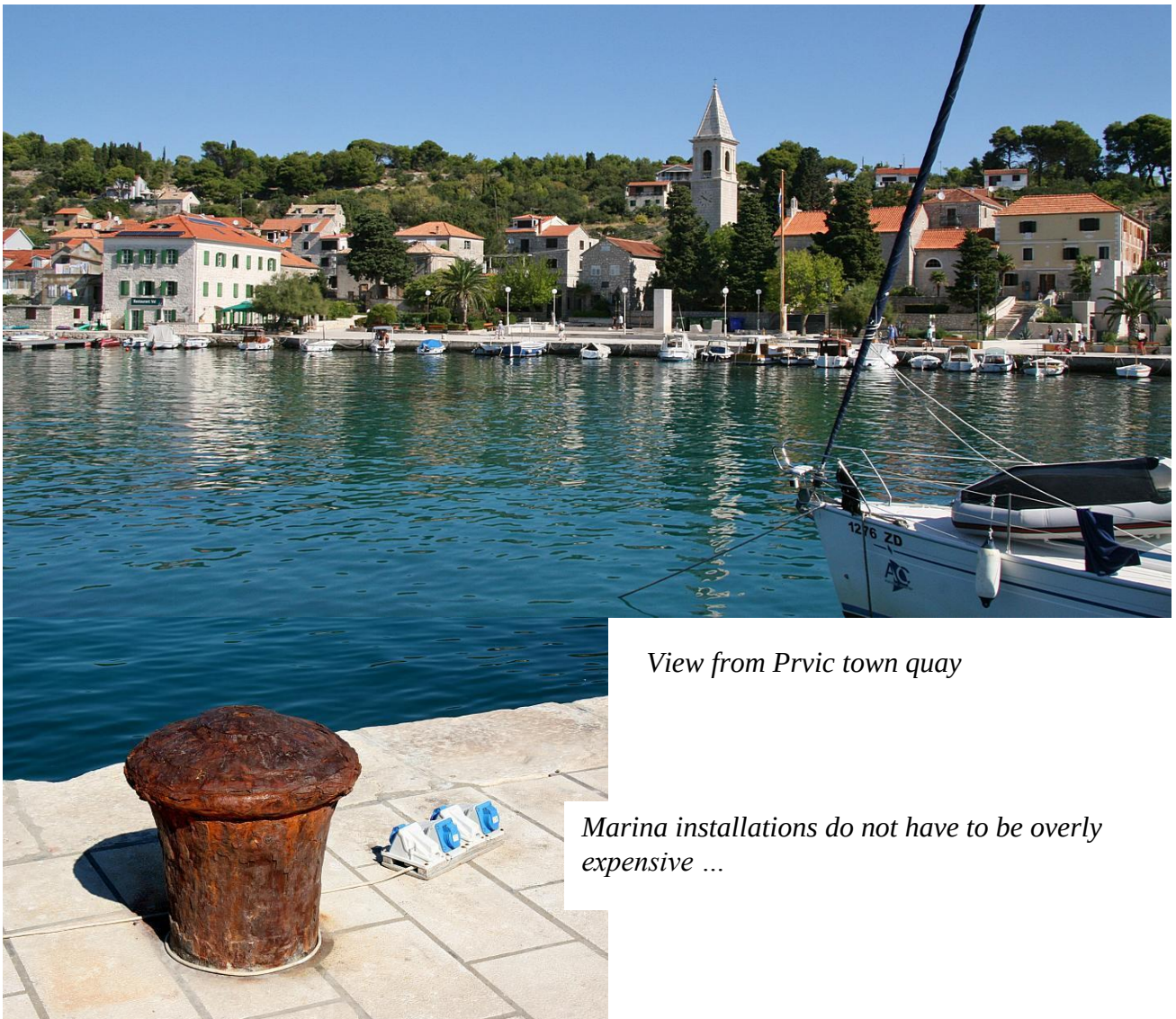


Sept 6th Friday Mala Nozdra

Morning in [Prvic Luka](#)



The steamer has arrived (long live nostalgic old Tijat!)

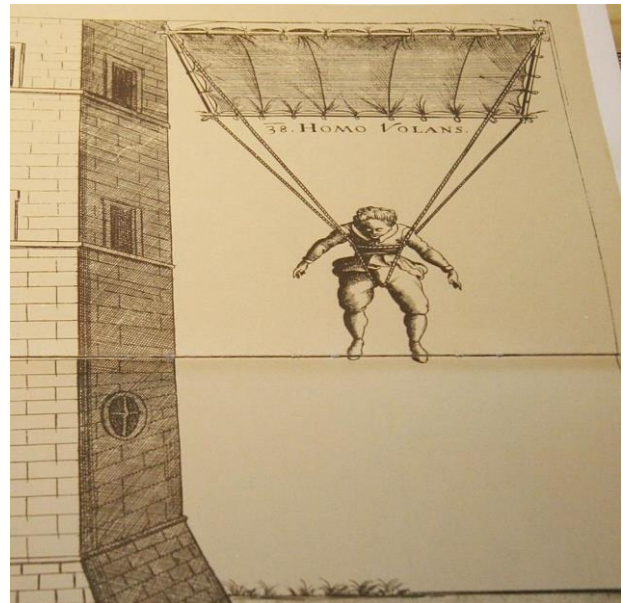


View from Prvic town quay

Marina installations do not have to be overly expensive ...

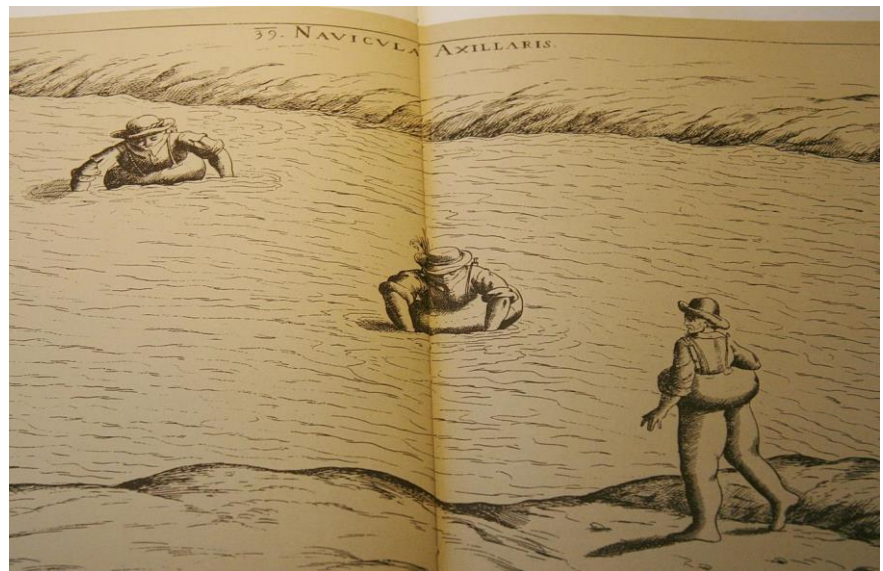
We visit the modern museum occupying a prominent position on the harbour front, dedicated to a man apparently hailing from this island, Faust Vrancic (Fausto Veranzio).

He was an important multi-talented lexicographer, historian, scientist and engineer in the Renaissance period. We marvel at the various models of his technical designs and inventions from his 'Machinae Novae', such as mills, bridges and, most notably, the first ever working parachute. 'Homo volans' – the flying man.



I had wondered what this conspicuous sculpture was about, until we went to the museum ...

I also like his invention of the swimming ring, which he calls 'navicula axillaris' – boat for the armpits



But not all people from Prvic are as talented...



One still hasn't heard that the war is over (or is competing for 'Ugliest Boat of the Year'?)

The end of this trip is approaching. With the warm and stable high summer weather continuing, we want to spend the next night in a cove.

Leave Prvic before noon and go back to Kaprije, where we take a buoy of restaurant Matteo in [Mala Nozdra](#).



On buoy of Matteo's, the restaurant to the right

At first, there are quite a few yachts around. I look around using the dinghy, we swim and Jane takes to her kayak for a spin around the buoys and cove.



Another 'first' to be used on this trip, the kayak got inflated

We advise Matteo we want to come for dinner, just in case.

Over the afternoon one yacht after the other leaves, until only one is left, which anchors with a landline to the posts on land at the very top of the cove.

Not to forget, a tiny beautiful clinker-built sailboat. We have the whole cove to us, unbelievable.

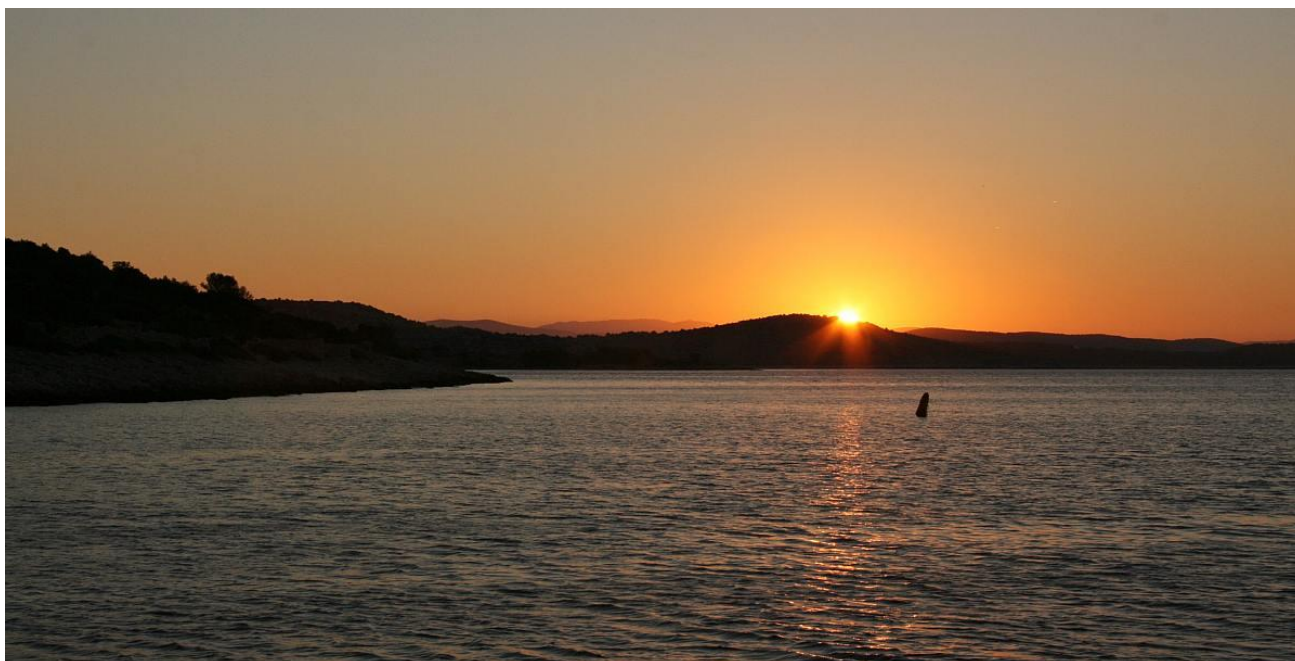


Empty Mala Nozdra on a calm balmy summer evening

Talking to Matteo at dinner he confirms that this is very unusual, we are 'lucky, just yesterday they had been too busy'. Matteo is without doubt a fine guy, but his both sons working there, continually smoking and looking like thugs, are likely to put customers off.

Wonderful warm evening with calm waters, time for one more night swim.

Sept 7th Saturday



Mala Nozdra: Sunrise in the Sibenik archipelago ([Kaprije - Zmajan](#))

We spend the morning on the buoy, quiet and few yachts arriving.

In the afternoon we finally leave for Kremik and arrive at the fuel pontoon at 5:30pm to fill up for winter storage; then to our usual berth.

Sunday Sept 8th is spent cleaning and tidying up, and end-of-season checks before leaving the boat. There is always a lot to do, one day is just enough.

Fly back to London on Monday Sept 9th.

Total mileage Aug 17th to Sept 7th : 302 nm
Cruising speed on this turn: mostly 9-10 kn

Tarilian is a Trader 535 Signature, a traditional semi-displacement flybridge cruiser with aft cabin and aft deck.

Loa 54 ft/16.5m. Engines: 2x Volvo diesel, 430hp each.

Displacement: 24 tons

Overview of our Med Boating in Summer 2013

Days spent on the boat: 57

Days spent cruising / away from home marina: 50

Cruising area: Adriatic East coast and islands, between 44°12'N to 42° 22'N.

Total mileage: 929 nm

Cruising speed between 9 - 11kn

Average fuel consumption per nm: 5 lts/nm

Typical Kuna buy rate: 100kn = €13.7 = £11.7



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