

M/Y Tarilian

Boating in Croatia 2014

Impressions from [South Dalmatia](#)

CRUISE LOG Part 2: July 11 to 23 Roundtrip: Rogoznica - Vis - Hvar - Korcula - Lastovo - Mljet - Korcula - Hvar- Rogoznica, in high season

[Click [links](#) in text to see location on Google Maps]

[Latitude/longitude data for photos are camera position. Paste into Google Maps or Google Earth]

6 July, Sunday [Marina Kremik](#) (lift out)

My log for June closed with the comment that Tarilian would be craned out of the water to inspect the cause of slight port side gear vibrations. As a result, it was decided that the shaft should be drawn and rectified in a specialist workshop.

When we arrive July 6, the boat had been lifted out of the water and the work at Kremik is still ongoing.



Not being able to use the boat we stay in one of the very pleasant hotel rooms at marina Frapa.



9 July, Wednesday Test drive, marina Frapa

After re-launching we take the boat back to Rogoznica, [marina Frapa](#), and verify that the situation has noticeably improved. Vibrations are down to the usual level of the previous seasons.

10 July, Thursday Marina Frapa, weather not great; we do catering and preparation for the trip.

11 July, Friday Rogoznica to [Komiza](#)

Starting off by going to one of our favourite harbours. Friday is usually a good evening, because most charter yachts have to return to their base by Friday evening.

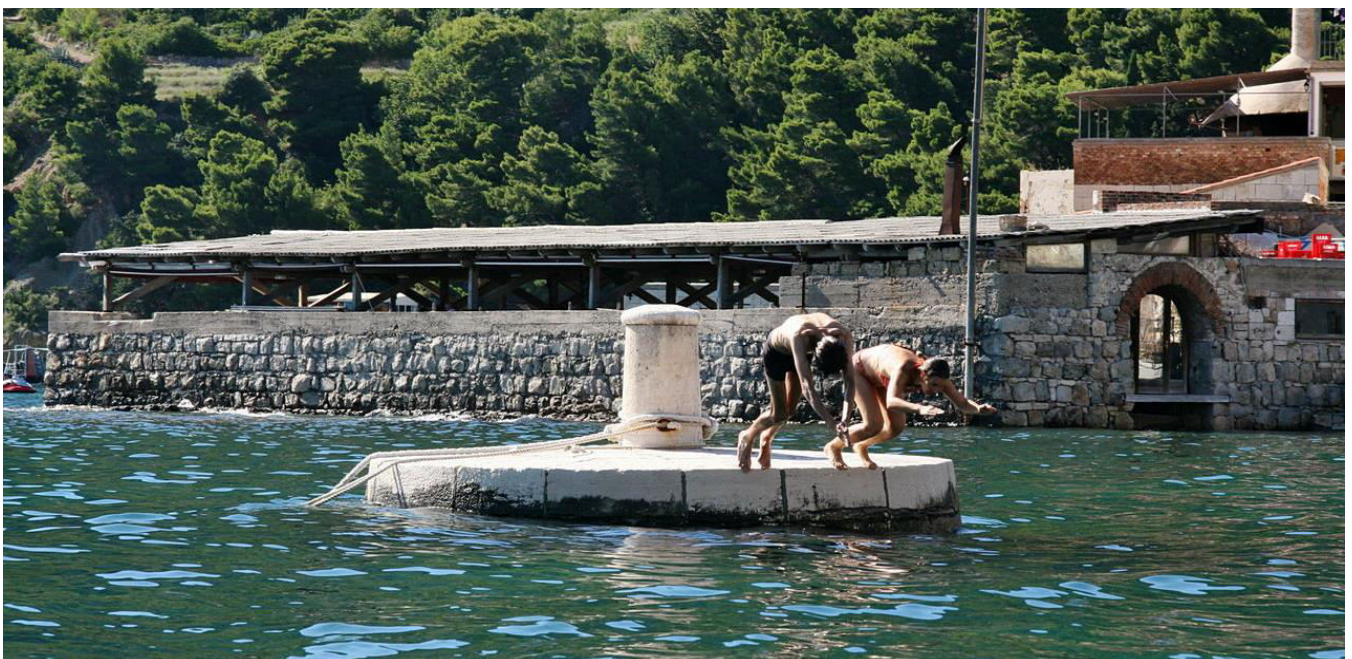
Once en route I diligently check the stuffing box for getting hot or leaking water, after the shaft had been drawn. Indeed I need to adjust it a couple of times. Oh what fun I have in the engine room.



Traditional Komiza boat N43°2'28.08" E16°3'39.99"

12 July, Saturday Komiza

Enjoying a day in Komiza, doing a bicycle ride in the morning (Jane finds it's getting quite hot!) and a dinghy tour through the harbour in the afternoon.



Locals jumping off an ancient mooring post in Komiza harbour. Behind: Konoba Jastozera, our favourite fish eatery in this harbour



View of Komiza harbour. Tarilian is one of the few boats on the pier today. N43°2'10.50" E16°5'41.95"



Komiza harbour tour. Children diving between moored boats.



In Komiza harbour. There are many derelict period properties in Croatia where only the walls remain. Apparently difficult inheritance laws and ownership disputes stand in the way of selling and renovation.



Harbour panorama

13 July **Sunday** Komiza to Hvar - [Luka Tiha](#) (Tiha "harbour", in fact a cove)

Weather is unsettled. Forecast SE - S4, rain and risk of thunders, storm in places.

Leave Komiza harbour 13:30. On the way towards Hvar the wind is E4 and raises about 1m swell, black clouds and hazy, not pleasant.

Arrive ACI marina Palmizana at 16:00 and get turned away, marina is full. Proceed towards Starigrad. But, at 17:20, find harbour there full, too. At 17:50 berth on buoy in Tiha cove, middle part.

Tiha, a cove with multiple arms, is a traditional anchorage, now with concession for buoys. Beautiful nature around, but uninhabited coves mean no nearby restaurant, so it's catering on board; over to Jane.



*On buoy in Tiha cove. The sun has finally re-appeared, but dramatic clouds are still in the sky
N43°13'5.42" E16°33'22.11"*

14 July Monday Hvar; Luka Tiha to [Starigrad](#)

Forecast for low variable winds and heavy clouds, with risk of rain, drizzle, 20-24 degC.
Not exactly the weather one hopes to find in the Med in mid July.

We decide to move from our buoy to (just 3 nm away) Starigrad harbour, for an “evening in town”;
leave at 13:30 and berth in Starigrad at 14:00.

In the afternoon we do an extensive walk through the picturesque old town, until eventually drizzle and rain catch up with us.



Starigrad - view to yacht quay from the north side. There are several mooring buoys in the harbour



View from the terrace of the diving centre at the harbour entrance. N43°11'11.58" E16°35'29.07"



Inner part of harbour with view to old town

The yacht quay at Starigrad has been refurbished and extended since we saw it; it's filling up quickly. What strikes me is the number of gulets overcrowding the area towards the end; seems chaotic with lines going across and rafting up 7 or more deep.



We remember how different this area looked, when we were there for the first time, in 2000, with a small boat.

At the end of that grey day the sun comes out pleasantly.



View from berth

Nearer to 8 pm a large older type superyacht pushes into the narrow harbour, marked 'Atlantic Goose' - with Jaluit as port of registry. Bit of an irony, the *Marshall islands* are in the *Pacific* (so what? no taxes anyway). It's one of those big pots which are desperately for sale and for charter at all times. My first impressions is it must be a mistake that she moves in, but then I realize it must have been agreed, she starts reversing into a free berth near to us, getting close to mooring ropes and almost hitting a vessel on a buoy on the other side.



Older superyacht muscling in towards the quay between moored boats, with great stink

A 45m motor yacht berthed next to 12m sailing yachts I call chaotic; Croatia in high season, beware. But, at least, the Atlantic Goose, once moored up, keeps quiet. Unlike a disco in the far distance.

15 July Tuesday Starigrad to [Korcula town](#)

Weather starts improving, forecast NW 3-4, 22-26 degC, cloud and sun, still risk of light rain/thunder.

At 11:00 we leave our berth and head for Korcula.

Arrive at ACI marina 15:45. Even at this early hour there is no berth available inside, have to go on the outside of the marina wall. That's not a proper and safe mooring place; it's unprotected against swell from passing ships and fully exposed to weather from NE directions. The ground are rocks and concrete blocks, where mooring ropes get trapped. Still, the full high season price has to be paid!



Compromise berths outside at Korcula ACI marina

16 July

Wednesday Korcula to Lastovo - [Zaklopatica cove](#)

Weather turns proper summer. W and NW4 in the afternoon, sunny and hot. Finally!

We have seen enough of the crowds at Korcula, and seek relief in Lastovo for a couple of days. The Zaklopatica cove is only 22 nm away, but feels remote. At 14:30 we berth at restaurant Augusta, one of our trusted eateries. There are further 3 restaurants in the cove.



Berthed at Augusta Insula restaurant, Zaklopatica cove



On the west side of the cove



There is still space on the pontoon. A member of staff hails arriving yachts ...

17 July Thursday Zaklopatica

We take our dinghy to explore the coast and next door coves.



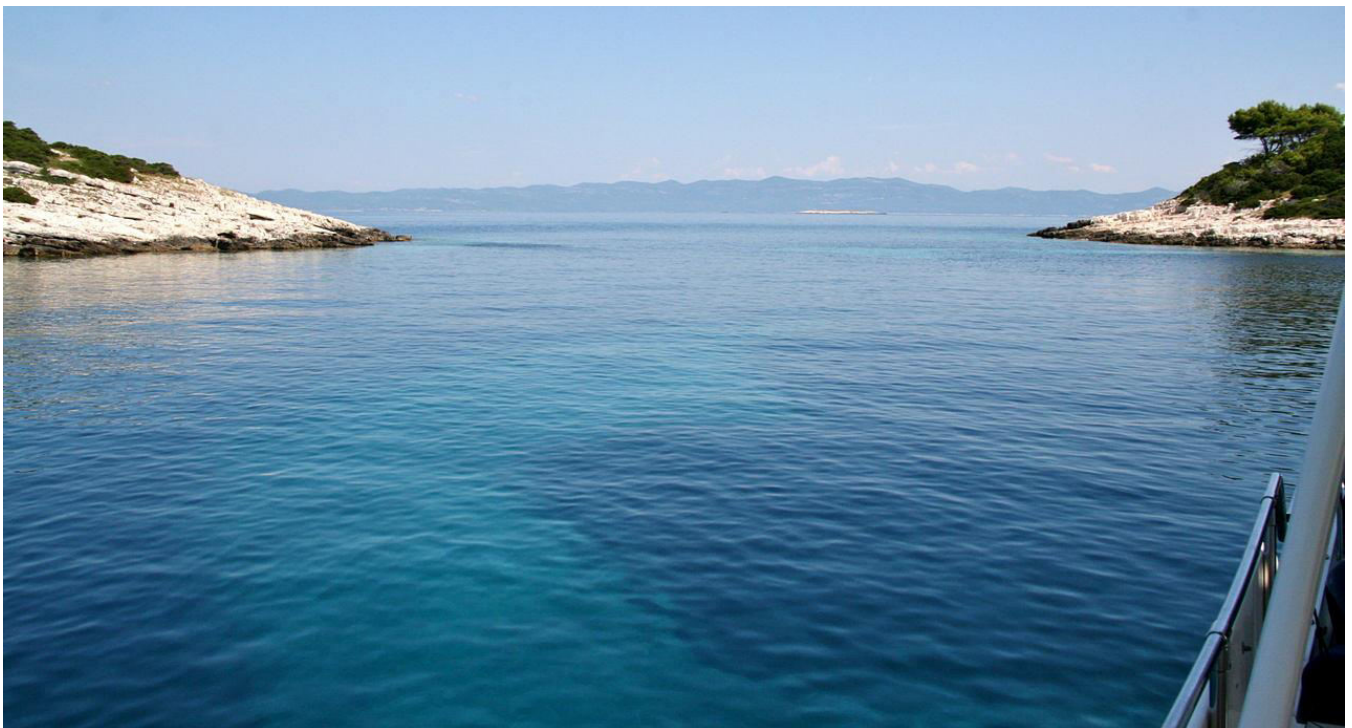
Sv. Mihaljo, the docking place for (inland) Lastovo village. N42°46'18.92" E16°53'43.65"



Lastovo coast near Zaklopatica, N42°46'35.57" E16°52'48.20"

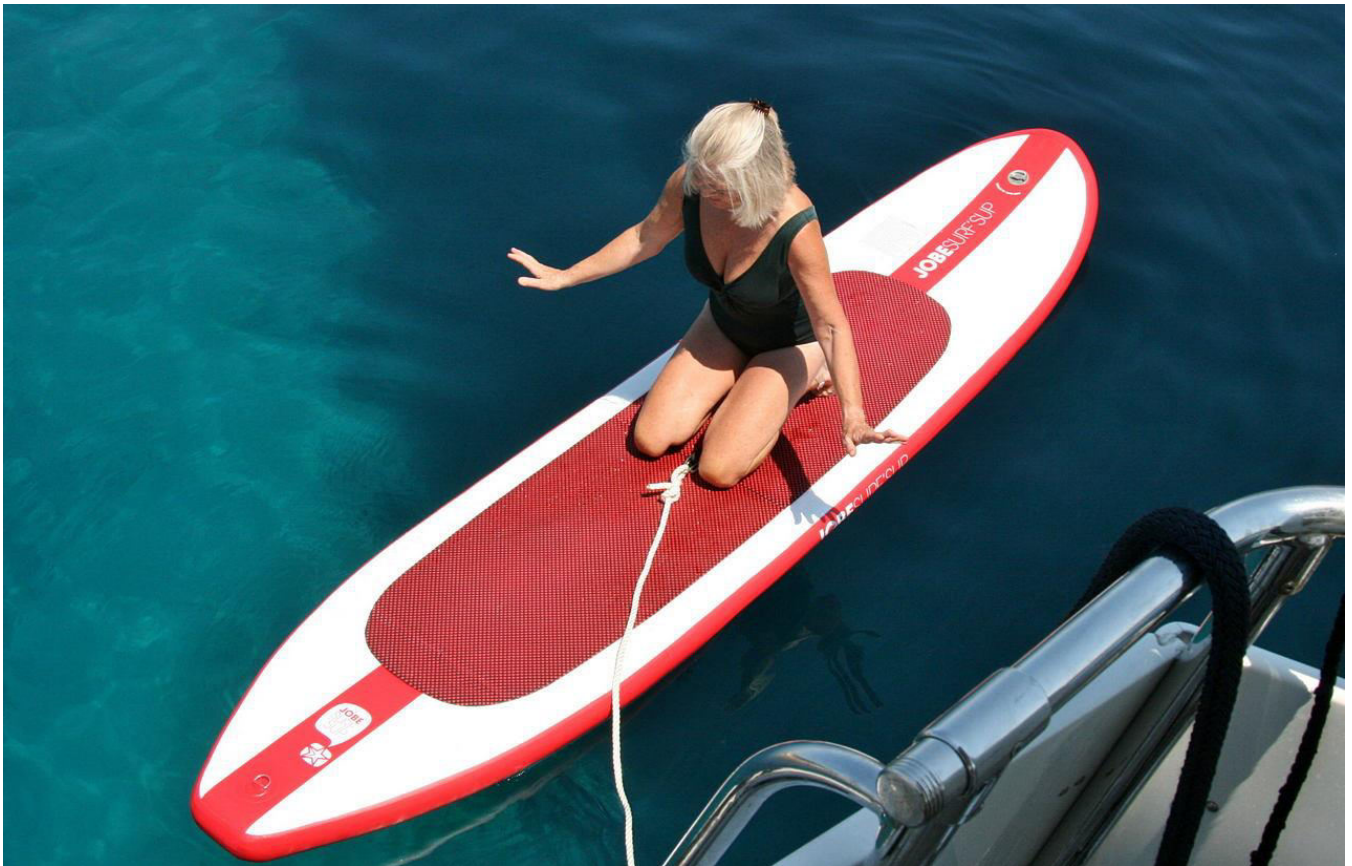
18 July **Friday** Zaklopatica to Mljet - [Polace](#) (Mljet national park)
Summer weather continues, up to 30 degC and afternoon winds of W4 (or so).

We leave berth at 10:30 and drop anchor at 11:30 in the north of Saprun island, one of the small islets east of Lastovo, part of a nature park (but no one asks us to pay a fee). Nice blue water.

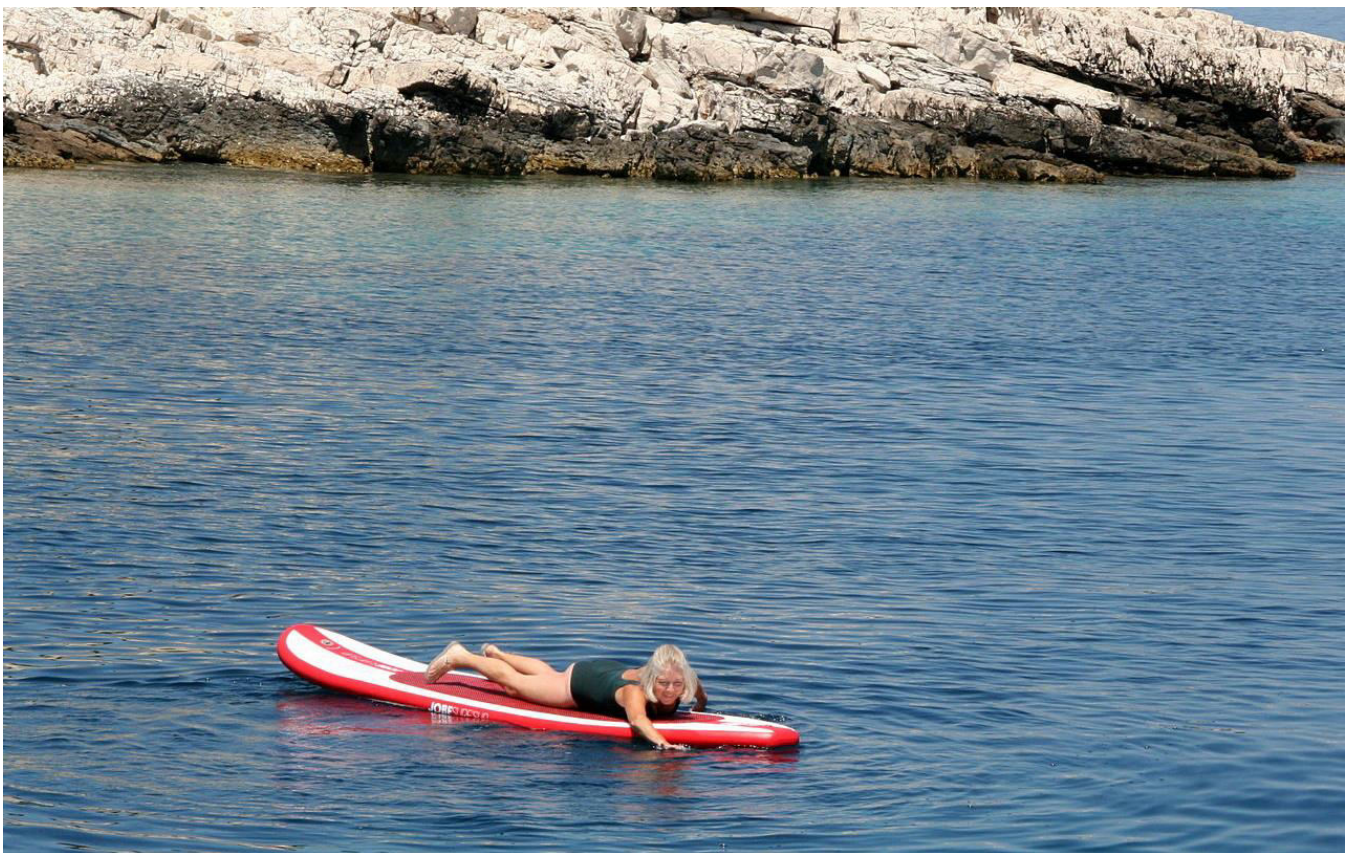


Anchored north of Saprun island, N42°46'54.93" E16°59'17.75"

Jane explores what our new standup-paddle-board (SUP) is good for, she seems a bit timid at the start.



It's all about balance isn't it ;-) ...



... has Jane studied the user manual properly?

At 14:30 we leave the anchorage and head for Mijet, where we approach Polace cove, and look for a restaurant with a pontoon to go to.

By about 5 pm the afternoon wind has really got up and is funnelling from the W sideways across the pontoons. Moorings at Sponga and Calypso appear full; the guy at Ogigija asks us to use our own anchor instead of a mooring rope (not sure why). I think dropping an anchor where mooring lines are installed, is risky. Furthermore, the current cross-wind makes it tricky for me, with only Jane and me on board; I decide not to risk putting on a poor show but to go instead to the pontoon at Joseph's where there is space and no need to anchor. Mooring is a still a bit hard due to the wind and a low pontoon, but Joseph is friendly and helpful.

Later on I watch a professional skipper of a larger luxury motor yacht having a hell of a time trying to berth nearby with an anchor. He chases his crew around for ages and ends up with ropes and an anchor...

Joseph's is a only a simple restaurant, and we find the fish meal not very exiting. Maybe they do better with other dishes.



Berthed at Joseph's in Polace, looking east.

19 July **Saturday** Mljet Polace to [Okuklje cove](#)

The hot summer weather continues, that means again strong afternoon winds from NW-W.



Polace and restaurants looking west

We leave berth at 11:30 and head towards Okuklje cove further to the SW on the same island. On the way out we spot a number of superyachts moored by the various wooded islets of the national park, east of Polace.



A UTOPIA, unless you are willing to pay £400.000 for a week. N42°47'12.12" E17°24'36.64"

There is only a short distance between Polace and Okuklje, so decide to explore cove Podskolj at the very east end of Mljet.

A pleasant place, two restaurants with only a handful of buoys for guests. The guide mentions poor holding but I do not experience a problem.



Anchored at Podskolj cove, N42°42'18.48" E17°44'44.02"



Podskolje cove, N42°42'18.47" E17°44'44.02"

At 15:30, after a swim and light lunch, we lift anchor and go back to Okuklje. By 16:00 the afternoon wind has got up, but once inside secluded Okuklje cove it isn't felt at all. Berth at restaurant Maran, where we had been before. It's well run and popular with Germans and Austrians.



There are a three more restaurant operating in the cove, some offer water, electricity and wi-fi. Okuklje is not part of the Mljet national park.



A cricket visits Tarilian





Okuklje cove, view from Maran's pontoon. Restaurants in the background, left and right

20 July **Sunday** Mljet Okuklje to Korcula

Forecast is for another sunny and hot day, but in the night increasing clouds; more cloud, rain and thunder during the next days.

Leave berth at 10:15 and cruise NW towards Peljesak in eerily calm seas.



Cruising NW in Mljetski kanal, N42°47'43.67" E17°33'1.65"

Peljesak is a large peninsula connected to the mainland, there are some seaside tourist resorts.



Lirica Lighthouse on islet near Zuljana, Peljesak , $N42^{\circ}52'13.65''$ $E17^{\circ}25'45.25''$

At 12:15 we anchor on 8m in the wooded cove south of [Zuljana](#). There is a small beach, and beautiful deep blue green water. Does not feel crowded at all. A pleasant place for an extended swim and lunch.



Anchored in cove south of Zuljana, (Vucine) $N42^{\circ}53'6.21''$ $E17^{\circ}26'56.72''$

At 16:30 we lift anchor and leave the cove taking care of the various rocks in front of it. Tour of Zuljana, and then over to see Trstenik, another small harbour.

The beach looks fine and anchoring in front of it should be possible, but the pier appears to be fully occupied by gulets and trip boats rafting up.



Pier at Trstenik N42°54'58.50" E17°24'2.13"

For tonight I have pre-booked a berth at Korcula ACI marina, to avoid having to stay outside again.
Berth at Korcula 18:20.

21 July **Monday** Korcula to Hvar - [Palmizana](#) ACI marina

Leave Korcula marina at 9:30 and make our way towards Scedro.

The wind is NE3 then E3, but around midday it changes suddenly to W5, followed by rain and shortly later gusts from N.

We drop anchor at 13:10 at Uvala Marinkovac, on one of the small islets outside Hvar town, being the only boat there today (!). It's open to the south, and unpleasant to stay longer than for lunch.

Leave at 14:10 and approach Palmizana ACI marina, round the corner, where I have booked a berth. Arriving there the marina appears full and there is confusion where I could berth. Eventually I am directed to go to the innermost end on the north side. Have to reverse to the berth through narrow gaps between yachts and mooring lines. A couple of local supply boats have to be moved out of the way before I can put Tarilian in position.

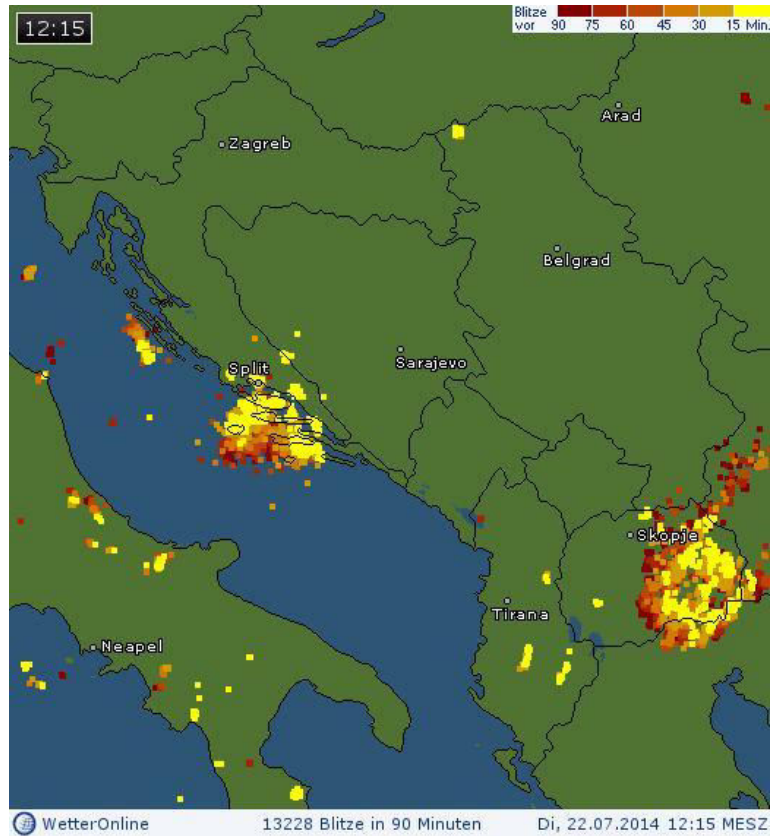


Considering that there are novice charter captains, who - after taking over an unfamiliar yacht - are asked to perform such manoeuvres, I am surprised that there are not more accidents.
Anyhow, Tarilian is berthed safely in one of our favourite marinas We are ready to endure the storms!

22 July Tuesday Palmizana

With a forecast of rain and thunderstorms we stay at Palmizana for the day.

Lightning chart at 12:15.



Hvar is at the centre of an active storm

By 5 pm the disturbance has passed, there are again sun and blue skies.
Not all is good though. A catamaran, anchored in front of the rocks outside the marina pontoons, has been blown on the rocks and damaged over night.



Before ..

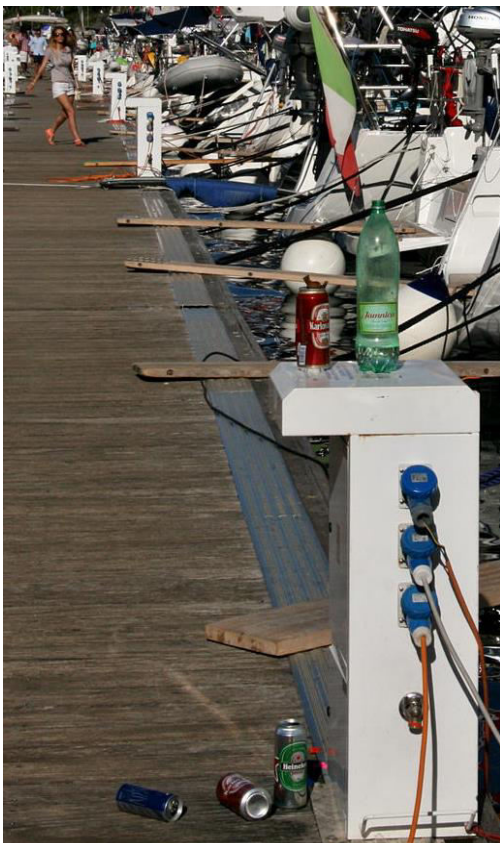


... and after

The marina is also popular with flotilla charter sailing boats, which crowd the inner pontoon.

Presumably, the young boat holiday makers are here to join the night life at Hvar town; at least they do not appear to have nightly parties within the marina.

Some of the fun loving youngsters seem to believe that rubbish can be left by a service point. For sure, it will be the wind that “takes care” of it in no time, and blows it into the water.



Silly hats, all day boozing and loud music.
What a wonderful way to promote Croatia and sailing.



Today's budget "sailing & partying holidays" seem to be a big success. The business concept is easy; bulk hire cheap yachts (there are tons of them), pack them full to the gunwales with young people who have never been on a boat, by the promise of fun, sex, booze and parties every night. The experience of a life time. So, my advice is to avoid ports where "The Yacht Week" and flotillas of that kind are seen!

This evening we revisit Meneghello's for a nice dinner - and the usual 'artistic' experience.



Meneghello's with Vinogradisce cove in the background (despite it's huge popularity still no buoys).



23 July **Wednesday** Palmizana to Rogoznica
A benign forecast of W3, sun and clouds.

We leave berth at 10:30 and look forward to a smooth return to base.

Outside the marina, we encounter a crane taking away the damaged cat.



N43°11'4.53" E16°23'9.90"

By 11:30, during my routine check, I sense a smell of something rubbery getting hot in the aft cabin. Identify the port side exhaust pipe which runs below the aft bathroom and aft cabin wardrobes, it is hotter than on the starboard side. No significant rise on engine temperature on the gauge as yet. With power on the port engine cut down to tickover we proceed and anchor at 12:30 in Krusica cove on Scedro in 15m depth.

I get into the very clear and pleasant water and check the cooling inlet. Easy; there is a strong laminated plastic bag sticking out of the intake. I need to dive to pull it out.

Here is my sad trophy, someone's chucked away peanut snack bag.



Anchored in Krusica cove, Scedro island, N43°21'25.58" E16°21'59.02"

Once we are in that nice cove, we may as well enjoy it, swim and have lunch.



Back to Rogoznica at 18:00, the first approach is to the fuel station at Frapa marina
At 18:30 we berth in our usual berth.

View to Rogoznica village



24 July **Thursday** Marina Frapa
Cleaning the boat and preparing to leave it.



Frapa marina, structure at end of pontoon

25 July **Friday** return home

Total **mileage**, July 11 to 24: 301 nm

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

Loa 54 ft/16.5m. Engines: 2x Volvo diesel TAMD73.

Cruising speed on this trip: 9 to 11 kn.

Disclaimer

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