



North Adriatic maritime
heritage preservation project



Interreg

SLOVENIA – CROATIA

European Union | European Regional Development Fund



SEA, SUN, MALA BARKA

An

inspiring

story about the maritime heritage
of the northern Adriatic

ITINERARIES AND MARKINGS

A tiny boat,

a project, and a tiny smack as well, will take all you chance travellers from the Slovene Littoral - Izola, Piran and Portorož, across Rovinj to Kvarner. Start your excursion in Izola with a tour of the Izolana Sea houses, where you will hear tales about the maritime and littoral character of this town, which is noted for its fish processing plant. The surrounding area is brimming with fascinating archaeological sites by the sea. And that is the kind of heritage that you just might find interesting. If you head for Simon's Bay, you will happen upon the Biser (Pearl) fishing boat, which will take you back not so very long ago and remind you once again that this area revolves around fishery. If you are interested in the topic, you can visit the remains of the Arrigoni and Delamaris factories. The Sergej Mašera Maritime Museum in Piran will broaden your horizons when it comes to the storied maritime heritage of this area. You can also take a tour of the underwater heritage site outside the palace museum. This area is also famous for its saltworks. At the former Monfort salt storage facility in Portorož, you will hear the rest of the story about the "tiny boat" and living off and by the sea.

Go on, either by sea or by land, to the Rovinj region, where you can sooth your senses and enjoy watching the "batana" and other wooden boats racing in Rovinj. Then there is also the Batana House Eco-Museum and its Little "škver", where the art of constructing the small and quite plain "batana" boats, to which the entire community was indebted, is kept alive, which has been recognised by UNESCO.

The road leads further to the steep and dramatic shores of Brseč and all the way to Mošćenička Draga, where you will learn more about the locals living by and off the sea at the Sea House, and if you happen to come here in the middle of July, don't miss the eye-catching Mala Barka (small boat) wooden boat regatta. Whether trailing or sailing,

you will come across another old port, a so-called "mandrač", below the old town of Lovran. Take a look at the small old wooden boats and stop by the tower, which houses the Kuća Lovranskega Guca (House of the Lovran "guc" boat). You will continue your journey to gorgeous Opatija, where you can take a stroll on the promenade (Lungo Mare) all the way to the small and picturesque Volosko harbour.

But, before you move further along the shoreline of the Croatian Littoral, stop in Rijeka, visit the Trsat Franciscan Monastery and the Chapel of Votive Gifts and descend the Trsat staircase to the city and the Dead Channel. If you spot an array of sails and wooden boats at sea in the distance, then you're timing is impeccable because the Fiumare sea festival is afoot. While in Rijeka, make sure you visit the museums, take a walk on the breakwater (Molo Longo) and Korzo, pass under the clock tower on your way to the Cathedral of St. Vitus and take refreshment at the local taverns.

The tiny boat will take you further to Kostrena, the cradle of skilled sailors, across Bakar Bay, past the tuna boats to Kraljevica and the old Charles VI shipyard and then to the Crikvenica Riviera, where you will become familiar with its rich fishing heritage. Try the "brudet" made the old way at the waterfront in Crikvenica and after a hearty meal, continue your tour of the stunning Kvarner islands. On Rab Island, a strange boat - the "ladva", a replica that acts as a memorial of a time long gone when people harnessed the sea, is exhibited in front of the gate to the picturesque old town. Head towards Upper Street and cast a glance at the four Renaissance bell tower and the open sea. You can go from the town of Rab to Lopar by land or by sea on a ferry to Krk, where we have more maritime adventures in store for you. Located within the town walls of Krk is the Maritime Heritage Centre, while the Krk Sails boat race takes place on the Feast Day of the Assumption of Mary.

Upon arriving on Cres via Krk, make sure you

visit the old town of Cres and enjoy a multitude of colours entwined in the reflections of houses and small boats on the surface of the sea at the local "mandrač" (mole-enclosed boat berth) and continue until you reach the gems that are Osor, Nerezine, Mali and Veliki Lošinj. It is a difficult task, with one more beautiful than the other, but definitely stay on the "Nerezinac" lugger, which is a

veritable little floating centre of maritime heritage. There is no scarcity of maritime events here either. You can try boat racing in Nerezine. All this will take up a lot of your time, however in the end, don't forget that the With Lošinj Sails Around the World event will take you on a journey through the stories about our sailors, whose patron saint still waits faithfully at Čikat.



MALA BARKA

IZOLA
PIRAN
PORTOROŽ

1	2	3
4	5	6
7	8	9
10	11	

12	13	14
15	16	17
18	19	

20

RIJEKA

38	39	40	41
42	43	44	45
46	47		

BAKAR
48

KRALJEVICA
49 50 51

MOŠĆENIČKA
DRAGA
28 29 30

LOVRAN
31 32 33

OPATIJA
34 35 36 37

ROVINJ
21 22 23 24
25 26 27

CRIKVENICA
52 53 54

NOVI
VINODOLSKI
55

MALINSKA
56

KRK
57 58 59
60 61

BAŠKA
62

CRES
63

RAB
64

MALI LOŠINJ
65 66 67
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Izolana – Sea House

Izola

1

The Izolana - Sea House showcases the history of Izola and uses documentary photographs to emphasize its maritime and littoral characteristics, especially fishing as the main economic activity. The shipbuilding exhibits are located on the ground floor and feature models of traditional vessels that were typical for all three coastal towns.

Extensive fishing and fishery processing industry exhibits are located in the central area on the upper floor. Emphasis is placed on the people, or more

precisely, on two occupations that used to be the main sources of livelihood in the area: the fishermen and the women factory workers. In terms of content and form, the male and female are separated in a single area by a passara vessel that was renovated as part of the Tiny Boat 2 international project, while a fishing boat cabin that was exhibited during the first part of the aforementioned project can be found in the other area. There is also a specially-equipped pedagogical and andragogical room for children where they can play the interactive game Fishing with Bepi and explore the fauna and flora of the Adriatic Sea. Visitors can view fascinating digital content with virtual reality glasses on four screens in the main hall.



Simon's Bay Archaeological Park

Izola

2

After the Roman colony of Aquileia was established in 181 BC, a large portion of Istria was subjected to Roman rule. The process of Romanization is mostly reflected in intensive settlement in the coastal area, as well as the hinterland. One such settlement is the Roman maritime villa with a jetty in Simon's Bay. Archaeological finds were discovered at a four-hectare site, including the remnants of a Roman maritime villa (*villae maritimae*) with an outbuilding and the largest jetty at the time, which together constitute one of the largest estates in that part of Istria.

Simon's Bay Archaeological Park is a national monument where you can see the renovated walls of the residential quarters that were unearthed in the 20th century. A part of the reconstructed floor mosaic in the residential quarters is located in the north section, while a hallway connecting the villa and the jetty is located in the south section. The remains of an aqueduct, which used to supply the villa complex with water, was also discovered inland of the park.



8

Viližan archaeological site

Izola

3

The Viližan archaeological site located by the coastal road between Izola and Koper testifies to the existence of a sea port and fishery on the Slovenian coast dating back to the Ancient Roman period in the 2nd and 3rd centuries BC. The archaeological site is situated 2-3 m beneath the current surface. The preserved foundations of a Roman pier stretch out across the seabed, below the erstwhile coastal road, to the other side where the edge of the ancient Roman coast, floor coverings and foundation walls were discovered.

Two piers, which are visible during very low tides, have been preserved. The first pier (on the Izola side) extends from the shore to the mainland, while the second pier, which faces Koper, is positioned right next to it. There are stone blocks missing from several places along the pier because at around 1900 they were used to build the railway line from Trieste to Poreč that ran along the coast between Izola and Koper. The remnants of a Roman settlement were discovered near the Roman piers at the present-day site of the Merkur shopping mall (at Ruda).



The Rex

Izola

4

During World War II, the largest and fastest Italian ocean liner - the legendary Rex - sank in the area near the coastal road between Izola and Koper. It was 40 m high and had a dozen decks, with a capacity to carry 2032 passengers.

During World War II, the Rex transported troops from the battlefields of Northern Africa to Italy. On September 8th, 1944, the allied air forces spotted the Rex between Izola and Koper, where the ship was hiding in order to avoid the possible bombing of Trieste. Due to its size, it grounded on the sea bottom approximately 200 m from the shore, where it became an easy target for the allied air forces, which promptly opened fire. The Rex would go on to burn for four days.

After the war, the locals scavenged all the valuables from the ship and the government decided to cut up the ship and melt it to make iron.



The "Škver" in Izola

Izola

5

The shipyard industry in Austria-Hungary made a clear distinction between a shipyard and a "škver". A shipyard was a facility that covered an area by the sea of at least 290 m² where you could build vessels up to 200 tons deadweight. The experts at the time considered this the smallest possible area that master shipbuilders required to build such ships. "Škver" facilities were located in coastal zones with a working area of at least 290 m², where smaller ships were built and repaired. They were used as construction sites for barche (vessels with a capacity of up to 10 tons) and naviglie (vessels with a capacity ranging from 10 to 200 tons). Wooden ships were constructed using age-old traditional methods that had barely changed until the 1950s and were very similar across the entire eastern Adriatic coast. Smaller shipyards, including those on the north-western coast of Istria, still heavily relied on wooden construction long after the steam engine had been introduced.

The "škver" in Izola is located in the former Riba company in front of the Izola marina and is the only preserved "škver" in Izola that is listed as Intangible Cultural Heritage.



9

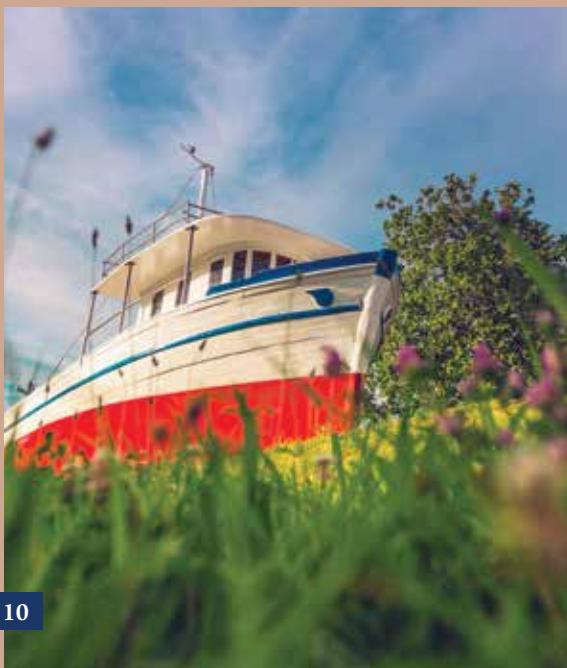
Biser (Pearl) fishing boat

Izola

6

Biser (Pearl) - the restored fishing boat of the former KIKD Izola (Delamaris Canning Plant) in Simon's Bay is one of the most important preserved artefacts of Izola's fishing history. Today it is the only preserved wooden fishing boat from the fleet of the former Delamaris, which was a constituent company of the Riba fishing company until 1955. As part of the Delamaris fleet, the boat sailed the Trieste Bay all the way to Vis.

The Biser vessel, which was declared cultural heritage, can be found in Izola near the seafront area known as San Simon. The vessel, which is located on open land next to the sea, doubles as an interpretation centre for the Tiny Boat project. Simon's Bay Archaeological Park is situated in the vicinity.



2. Oktober (2nd October) shipyard

Izola

7

The former 2nd Oktober shipyard was relocated from Piran, or more precisely from Benardin, to Izola in 1974.

Three smaller shipyards, which merged into a single one after World War II, had been located there since the middle of the 19th century.

The shipyard in Izola underwent several name changes (2. Oktober Izola, Slovensko Brodogradilište, Brodogradilište Izola) and the company specialised in the repair and reconstruction of all types of vessels since it was established. In 2011, the dock was hauled away from the shipyard and sold to a Turkish company. The powerful Pegasos tugboat towed the 139 m long and 32 m wide iron and concrete vessel, which weighed over 8000 tons. For years, the Russian-constructed dock was the main source of livelihood for hundreds of shipbuilders and their families. The shipyard is no longer operational.

Before the shipyard was established, master shipbuilders constructed and repaired wooden ships in smaller shipyards in Izola called "škverovi". They mostly built ships for near-coastal voyages and local contractors. During the interwar period, two fishing plants, Ampelea and Arrigoni, each had their own shipyard in Izola.



Izola lighthouse

Izola

8

The lighthouse at Petelinji Rt (Cape Rooster) is surrounded by shallow water. It is situated by the Izola public beach and offers a stunning view of the open sea and the Alps.

The lighthouse at Petelinji Rt (Punta del Gallo) is mentioned on the stairs of St. Peter. It is erected on a wooden platform. The lighthouse was equipped with continuous white and red lights. The white light emitted from the lighthouse radiated southwest and northeast, while the red light radiated northeast and toward the interior of the pier. A lighthouse situated on the prison pier (sulla testa del molo delle galere – the meaning of the formidable building of Austrian prisons), which became operational in 1876, is mentioned in Koper. As early as the 1850s, two lighthouses were erected on wooden foundations at sea outside the town.



Izola - "mandrač" (mole-enclosed boat berth)

Izola

9

A harbour is a naturally or artificially protected sea basin where ships find refuge from potential adversities, especially wind. It also doubles as a site for supplying crews and repairing ships.

Smaller and shallower harbours were constructed in the western Istrian towns of Izola, Koper and Piran for sea transport purposes. These so-called "mandrač" ports are intended for small ships. With the development of vessels and navigation, the harbours also expanded outside the "mandrač" in order to receive larger ships. The ship crews used the coastal ports for docking and activities such as embarking and disembarking passengers, loading and unloading cargo, going fishing and returning. The maritime traffic flow was constant within the harbour in Izola the entire time. Traffic increased significantly during the interwar period when the fishery processing industry in Izola reached its peak and exported its products overseas.



Arrigoni plant

Izola

10

The nascency of canning in the Adriatic can be traced back to as early as 1861 in Rijeka and Jelsa on Hvar Island and a few years later in 1867 in Devin near Trieste, where the company owned by Carlo Warhanek, an entrepreneur from Vienna, build the first fishery processing plant on the Adriatic coast. Carlo Warhanek decided to branch out to Istria.

That is why in 1882 he opened a plant in Izola that produced canned fish, exquisite Bosnian plum marmalade and manure from fish waste. Warhanek's plant has undergone several name and ownership changes and is also known as Argo - Arrigoni.

Besides the local female workers that came from fishing families, young girls from nearby villages also worked in fishery processing plants in order to save some money for the "balo" (ball). They would usually resign after getting married.



12

Delamaris plant

Izola

11

Izola found its place on the fishing map as early as 1879, when the fishery processing industry blossomed in town and has continued to thrive until the present day. The industry was also connected to the private, cooperative and subsequently to the national fisheries sector and employed a significant portion of the local population. The first plant in town was opened in 1879. It was run by Emilio Luigi Roullet. The headquarters of the French parent company Société Générale Française C. A. were located in Paris, while the headquarters of the Austrian dealership were initially located in Rovinj. The plant has undergone several name and ownership changes, but it still operates under the name Delamaris, although it has since relocated from Izola to Pivka.



Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace

Piran

12

The maritime museum – Museo del mare Sergej Mašera Piran – Pirano is located on the premises of the mid-19th century Gabrielli palace. The Piran Town Museum, which was set up and opened there as early as 1954, was repurposed into the maritime museum in 1967. The Museum collects, preserves, explores and exhibits the maritime heritage of Slovenia and the north western Istrian coast, as well as sea- and maritime-related industries and activities (shipbuilding, maritime traffic and trade, fisheries, the fish processing industry, salt and olive oil production etc.). The palace also holds maritime archaeological exhibits and exhibits on private fisheries, shipbuilding and maritime affairs from the Middle Ages to the end of World War II. It also showcases ship models, ship masts, votive paintings by sailors, artworks created by Marinists and other materials. There are also exhibits on Slovenian sailors in the wars and the merchant marines from the 19th century to the end of World War II. The ground floor is reserved for occasional exhibitions and the Museum also has several separate units and an extensive library collection.



13

Fizine archaeological site

Piran

13

The Fizine archaeological site is situated near the old salt storage facility in Portorož. The site was first expertly examined in 1963 in 1964. The preserved walls on the sea bottom were thoroughly documented in 2004 and 2005 in Fizine. Aerial footage clearly shows that the buildings were located between the present-day “bankina” (flank) and the main Portorož - Piran road. The remnants found in Fizine include an ancient Roman fish farm with a harbour for small ships. Even the Roman writers Varro, Pliny and Columella mentioned special sea basins for rearing live fish (vivaria piscium) that were intended for processing and delivering to the market. The

underwater architectural structures in Dalmatia and Istria are usually parts of Roman villas or larger economic centres.

During the excavations in Fizine, on land and on the seafloor, archaeologists documented and dug up the remains of walls dating back to the Ancient Roman and Late Roman period, as well as small archaeological material, which is now kept at the Sergej Mašara Maritime Museum. Some of these finds are currently included in the permanent archaeological exhibition Between Sea and Land. Archaeological finds, such as amphorae, fine tableware, metal and glass indicate that this area was settled in the period between 1st century BC and 5th century AD.

The “Škver” in Seča

Piran

14

The shipyard industry in Austria-Hungary made a clear distinction between a shipyard and a “škver”. A shipyard was a facility that covered an area by the sea of at least 290 m² where you could build vessels up to 200 tons deadweight. The experts at the time considered this the smallest possible area that master shipbuilders required to build such ships. “Škver” facilities were located in coastal zones with a working area of at least 290 m², where smaller ships were built and repaired. They were used as construction sites for barche (vessels with a capacity of up to 10 tons) and naviglie (vessels with a capacity ranging from 10 to 200 tons). Wooden ships were constructed using age-old traditional methods that had barely changed until the 1950s and were very similar across the entire eastern Adriatic coast.

Smaller shipyards, including those on the north-western coast of Istria, still heavily relied on wooden construction long after the steam engine had been introduced. The “škver” in Seča is the only such shipyard in Piran County and is an archaeological and a technological heritage monument. It is a craft workshop where small wooden ships dating back to 1957 are repaired and maintained. The “škver” is located on the right shore near the Ribič inn, where St. Bartholomew’s channel flows into the sea. It is currently used as the premises of the Bracera Association of Old Boat Enthusiasts. According to some sources, a harbour used to be located here in the Ancient Roman period, with an small adjacent workshop where wooden boats owned by fishermen, nature reserve stewards and salt makers were repaired.



14



15

The Galeb sailboat

Piran

15

Galeb is the only museum sailboat that was transported from Žurkovo to Piran in 1994. After years of renovation, today it can finally be used for its original purpose - sailing and participating in old boat races. In the old boat category, the sailboat won a plethora of awards and acknowledgements as the fastest once again and achieving the best times.

In 1936, the ballet dancers the Mlakars ordered a racing cutter from the Trogir Shipbuilding Cooperation to celebrate the birth of their daughter Veronika. For over 50 years, they spent their family holidays sailing the Adriatic. Ante Katalinić, Manager of the Trogir Shipbuilding Cooperation, claims that the boat frame, keel, stem and stern frame are made from oak, the shell plating was constructed from Slovenian pine, the deck from larch and the interior equipment from precious teakwood. Despite its admirable sailing performance, the master shipbuilder Bonifačić from Rijeka renovated the sailboat in 1958 and extended it upwards by 10 cm because it was too low for a family of four. The sailboat is currently maintained by the Sergej Mašara Maritime Museum in Piran with the aid of foreign sponsors



16

2. Oktober (2nd October) shipyard - Bernardin

Piran

16

The area of the Bernardin tourist village was a shipyard before 1974. Shipbuilding is one of the oldest industries on the Istrian coast, which can be traced back to at least the 14th century, as is evidenced by the town charter, which contains the first written sources on the shipyard in Piran that date back to 1322. It has been an economic mainstay of Piran ever since.

In the 19th century, Piran had three shipyards, which were relocated in the middle of the century to below the Monastery of St. Bernardin, where master shipbuilders built and repaired wooden ships. Cantiere Navale Di Francesco Apollonio, Cantiere Navale San Giusto Di Luigi Pertot and Cantiere Navale Dapretto. In 1948, the sea transport company Jadranska Slobodna Plovidba from Rijeka bought the majority of stocks of the San Giusto shipyard. On December 2nd, 1948, a new a shipyard was established under the name Piranska Brogradilišta d.d., where only wooden cargo ships were repaired and constructed. In 1951, the three shipyards at St. Bernardin were merged into one, which, after it was renamed and reorganised, still operated there until 1974, when it was relocated to Izola.



Lighthouse at Punat: Cape Madonna lighthouse

Piran

17

A lighthouse with an engine room and living quarters for the lighthouse keeper was built on a cylindrical defensive pillar from the 16th or 17th century, positioned at the edge of the Piran peninsula with coats of arms that date back to between 1871 and 1874. The lighthouse in Piran bears little historical significance, but in terms of size, it is only dwarfed by the one in Savudrija and both are important when accessing Trieste Bay. It is located on the periphery of the Piran peninsula in an area named Punta at 20 Prešernovo Nabrežje and has been declared a cultural monument. Its terrace offers a view of Savudrija, the sea and the Italian coast.



Piran Port Authority

Piran

18

The building of the Piran Port Authority was originally situated in the former Customs Office, which is the present location of the Piran Aquarium. The building was constructed at the beginning of the 19th century. Prior to the construction of the new building (mid-19th century) next to the present-day bus station, maritime affairs were conducted here. A new circular building was constructed for that purpose at the customs pier during 1994 and 1995.



17

Piran port

Piran

19

The residents of the town of Piran, which sprung at the foot of a hill on the peninsula, enclosed it with walls on its south side, while an artificial harbour or “mandrač”, which had originally been natural, developed in the sheltered area below the hillside. It was a small and shallow port in the town centre, where mostly smaller ships docked. With the development of vessels and navigation, the berths also expanded outside the “mandrač” in order to receive larger ships. Due to its Mediterranean location and favourable coastal position, maritime trade, shipbuilding, salt production and fisheries thrived in the town. Piran subsequently developed into an important trade and port centre.

Ports are always the most dynamic, interesting and picturesque area of the town organism. The present-day Tartini Square was built on the site of the erstwhile “mandrač”. A small portion of the square, located right next to the “mandrač”, has borne its name since 1885. A number of experts had spent years sprucing up Tartini Square, however it wasn’t until 1987 that works began according to the plans of the architect Boris Podrecca and were finished in 2008.



Monfort salt storage facility

Portorož

20

The larger “Magazen Grando” or “magasen novo” storage facility was built in 1825, while the smaller “Magazen Monfort” was built during 1858 and 1859. The preserved storage facilities in the interior are separated by strong walls called “campata”. The inscription on the facade of the Monfort storage facility has remained a mystery, since it is not mentioned in any sources or bibliographies, although the name suggests that it might have been built during

French rule. Each “campata” in the Monfort storage facility has a single door, while the “campata” walls in the larger storage facility have two doors. If the stack of salt in the large storage facility reaches the first floor, the salt would continue to be stored beyond the door above the entrance to the cross-beams or all the way to the doors in those storage facilities with a single door.

The former storage facilities have been partially repurposed into a museum exhibition area, where the new Tiny Boat 2 project info centre is located.



Port of St. Catherine in Rovinj

Rovinj | 45° 04' 54" N | 13° 38' 10" E |

21

The historical story of the Port of Rovinj cannot be separated from the life and development of the settlement. This is evidenced by the geomorphological, technical, architectural, urban planning, social and cultural aspects that have gradually outlined along the coast, promenades and piers, thereby generally classifying it as an inland and natural port, anchorage, shelter and trade basin.

Over two millennia, this narrow port basin between the Great (Calsanto) and Small Pier (at the square) has gradually expanded to the vast sea basin and the present-day marina, and has practically encompassed the entire maritime canal between the mainland and the island of St. Catherine. This has determined the specific routes, anchorage and mooring sites and the two-way port entrance and exit. The irregular row of houses lining the promenade is a typical feature of urban planning in Rovinj, and it reflects the quick and asymmetrical urban expansion of the town from the 16th to the 19th century.

The management of the spacious sea basin of the Port of St. Catherine has also encompassed the



port infrastructure on its promenades, where, as a result of the expansion of urban space and the social and economic progress, new amenities have been built that determined their multi-purposeness, distinctiveness, capacity and resources and made it one of the most important and beautiful ports on the northern Adriatic coast.

We can see a plethora of vessels in the Port of Rovinj and along its shores. Among them, you can immediately discern "batanas", vessels up to 6 m in length with a flat bottom that are well-suited for shallow waters and fishing by the shore. Apart from them, the Rovinj waves recognise traces of ancient marcilianas and tartanas, high and low sails: trabacolos, "bracera", "gajeta", "leut" and "kajić" boats... and many of their ilk, but never the same wooden types for sailing and fishing that were made in the local shipyards. However, the "batana", which is accessible to a larger number of fishing families, remains a mainstay of some of the most deeply rooted local traditions.

In 2013, the Federation of the Mediterranean Maritime Heritage named the Port of Rovinj the second most beautiful port in the Mediterranean, as part of the "Port of Rovinj - Pearl of the Adriatic" project.



20

Old "škver"

Rovinj | 45° 04' 40" N | 13° 38' 20" E |

22

The present-day "škver", which is incorporated in the Port of Rovinj authority, has preserved the ancient tradition of Rovinj "škvrs", of which there were a dozen during the period of Venetian and Austro-Hungarian rule.

In the late 1920s, the last "škvrs" (the Benussi and Buranello-Deterni families) were relocated from the Cape of St. Nicholas to their current location at the crossroads of the Vladimir Nazor, Omladinska and the Šetalište Vijeća Europe streets, where a small "škver" had been located (Benussi family) next to the erstwhile abattoir. Some time later, the Deterni family took over all shipbuilding activities in the region and resumed manufacturing small and midsize boats, including "batanas" that had been used for fishing activities and are currently used for tourism, recreational and swimming purposes.

Following World War II, the "škver" had been nationalised and then incorporated into the Mirna factory in the 1950s. Today it is the only remaining "škver" in Rovinj where fishing and other wooden boats are repaired.



21

Shipbuilding Square

Rovinj | 45° 04' 49" N | 13° 38' 10" E |

23

A number of "škvers" that had played an important part in the rich history of shipbuilding in Rovinj that spanned several centuries, operated at the present-day Shipbuilding Square and along the Coast of A. Negri, all the way to Tabakin Square, during the period of Venetian and Austro-Hungarian rule. The expansion of the urban tissue towards the southeast and the construction of the large apartment building by the Benussi family in the central coastal area in the late 19th and the early 20th centuries, reduced the wider shipyard area to a zone surrounding the Cape of St. Nicholas. With the expansion of the area of đutalateina (present-day Coast of A. Rismondo) towards the Cape in 1911 and 1912, and the construction of the large auditorium of Cinema Roma in 1929, the two remaining "škvers" in Rovinj, owned by the Benussi and Deterni-Buranello families, ceased operation in



this historical shipbuilding area and were relocated to the current location of the Port of Rovinj authority's "škver".

Today, Shipbuilding Square is dominated by the building of the erstwhile cinema, which was built during the expansion of cinemas and the rise in their social role. After 1945, the Yugoslav authorities renamed the cinema to Kino Moskva (Cinema Moscow) and then to Kino Beograd (Cinema Belgrade). Today, the building houses the Multimedia Centre, which was established following the cinema's reconstruction in 2006. Located nearby is the small medieval Church of St. Nicholas, which was consecrated in 1364 (and reconstructed in 1860). Since he is the patron saint of sailors and fishermen, it was a tradition to honour him before setting out to sea. During Venetian rule, the sailors that had entered the port of Rovinj were quarantined in the coastal space outside the church.



22

Wind rose at the Small pier

Rovinj | 45° 04' 54" N | 13° 38' 04" E |

24

The wind rose that was placed at the Small pier in 2006 by the Town of Rovinj had been designed according to the Hütterott collection from the island of St. Andrew. The wind rose is a graphic tool that indicates the direction of the tramontane, maestral, west, ostro, sirocco, levant and bora winds. The Roman wind rose in Rovinj points in eight compass directions, unlike the Germanic wind roses that point in twice as many directions.



Batana Eco-Museum

Rovinj | 45° 04' 54" N | 13° 37' 58" E |

25

The Batana House Eco-Museum is dedicated to the most prevalent traditional wooden boat in Rovinj - the "batana". The Interpretation and documentation centre, known by the local name of muòstra, is one of the constituents of the Eco-Museum and was opened in 2004 in a building that had been erected in the late 17th century on the shore of the historic centre. Throughout history, the building, which is adjacent to the Great Pier, has housed families of fishermen, sailors and craftsmen, as well as the "Al Vaporeto" restaurant, owned by the Rocco family.

The mission of the Eco-Museum is encompassed in the programmes it carries out in order to "explore, evaluate, protect, interpret, recreate, present and communicate the tangible and intangible maritime heritage and actively enhance the cultural identity and specificity of the town of Rovinj as a liveable environment for its residents and a unique destination for all its visitors".

The Batana Eco-Museum was inscribed in the Register of Best Safeguarding Practices in 2016.

www.batana.hr



23

Cugulièra - beach



Rovinj | 45° 04' 58" N | 13° 37' 48" E |

26

Along Holy Cross Street and Gnot Brothers promenade, on the former Monte Street, you will find a swimming area popular among the residents of Rovinj. Beneath the retaining wall at the beginning of Gnot Brothers promenade, there is a small pebble beach that the locals call cugulièra, which is derived from the word "cùgulo" that means "pebble" in the Rovinj dialect, and then there is also the small Cape Puntuleina. The arched retaining wall was built in 1874 in order to retain the road above the beach.



24

Lanterna



Rovinj | 45° 05' 02" N | 13° 37' 46" E |

27

The "Lanterna" lighthouse is located beneath the plateau of the Church of St. Euphemia, along Gnot Brothers promenade, on the former Monte Street. The street was constructed in the latter 19th century in order to merge the two main roads surrounding the historic centre from the north and south: Holy Cross and Vladimir Švalba (the former Dreiocastiel Street). In the 19th century, this was originally the site of an iron lantern that was replaced by the present-day masonry lighthouse in the 1930s. The lighthouse was built out of large blocks of white stone and has a balcony with an iron fence. There is a bunker from World War II below the lighthouse.



Sea House - Eco-Museum



Mošćenička Draga | 45°14'16" N | 14°15'19" E |

28

The Sea House presents the life of fishermen, farmers, shipbuilders, sailors and their families from the Mošćenička Draga Municipality, in a relatively narrow space (much like the one that was sufficient for a coastal family to live in), through items and stories. It is a story of the sea and life by the sea, told via a multimedia platform with a tiny corner for the youngest visitors.

The historical establishment of Mošćenička Draga is directly connected to the sea, which is the reason why the locals have primarily turned to tourism.

The exhibition space is located in the "house by the sea" - a building that is a part of a protected ambient and architectural row, spread over two floors, which are enough to showcase the sublime layout of heavily "implied" topics of traditional life in the area. They are exhibited through three main topics: fishing, maritime affairs and traditional shipbuilding. The museum exhibition also expands to the promenade opposite the house, where signs are placed, so that anyone who might happen upon them might learn more about life on the promenade and all the past and current events. But we don't want to reveal everything here, so it would be best that you take a stroll on the Draga promenade and visit the Sea House.



25

St. Andrew's leut from 1934

Mošćenička Draga

29

Together with bracara, the leut is the largest vessel in the Adriatic region described as a sailing boat. According to its structure, equipment and purpose, it is similar to the gajeta, but generally has a larger and fuller hull. Leuts were typically fishing ships; even though they were used throughout the Mediterranean region, we have every right to refer to it as an eastern Adriatic sailing boat, especially bearing in mind the frequency of use of this sailing boat in this region. A beautiful St. Andrew's leut, built in 1934 in Cres, is today owned by the Barković-Blaženić family, it has an oak structure (keel, frame and floor panels, longitudinal bulkhead, fendering, etc.), juniper bottom shell and larch deck. This 7.95

m long boat was used as a tratarica for fishing, using trawls and later smaller purse seine nets. As part of the "Tiny Boat 2" project, it was restored by the shipbuilder Loris Rubinić from Mošćenice. The boat is completely decked and has a low superstructure deck on the stern for motor access and a hatch with hatch covers for entry into the hold. St. Andrew's leut was ceremonially inaugurated at the 10th festival and regatta of traditional sailing boats in Mošćenička Draga on 13 July 2018, it also participates in numerous regattas and events as part of the "Tiny Boat 2" project, and is one of the largest boats restored as part of the project. It particularly stood out while sailing in severe sirocco and storms from Mošćenička Draga to the city of Krk on 14 August 2018, which proved the quality of the restoration of this boat.



The Festival and Regatta of Traditional Sailboats

Mošćenička Draga

30

Mošćenička Draga, a former fishing port and today's attractive tourist destination, aims to give value to its rich fishing and maritime heritage. In this attempt, a prominent place is taken by the Festival and Regatta of Traditional Sailboats TINY BOAT traditionally organized in Mošćenička Draga in the middle of July since 2009. The manifestation is organized by the Mošćenička Draga Eco-Museum in cooperation with the Chair of the Chakavian Assembly of the Mošćenička Draga Municipality (Section for Traditional Boats, Draga Boats), the Tourist Board and the Mošćenička Draga Municipality. This is where you can discover boats equipped with traditional sails (lugsail, lateen, gaffsail, steep sail), such as the guc, pasara, gajeta, leut and batana in all their traditional splendour and glory. Apart from the regatta of traditional sailboats, the event is rich in educational content, such as the demonstration of the preparation of fishing tools and fishing, the

restoration of traditional boats, making and mending nets, fish salting, making ropes in a traditional way, making sails, equipping ships with masts and sails; the manifestation also includes a demonstration of sailing and rowing in traditional boats; the content is suitable for people of all ages and for inhabitants, visitors and tourists. The event is also rich in maritime content, such as topical exhibitions and popular lectures, a non-competitive rowing race in traditional boats accompanied by music, non-competitive sailing trips for children and visitors, a festival of traditional sailing boats on the waterfront with light effects and classical music, magnificent fireworks at sea accompanied by music, as well as concerts, a rich traditional local gastronomic offer at the restaurants and a fair featuring eco-ethno products from the Kvarner area. All of the above makes the TINY BOAT Festival and Regatta of Traditional Sailing Boats in Mošćenička Draga one of the most significant and most recognizable events of this type in the Adriatic region.



www.tz-moscenicka.hr



26



27

Lovran “mandrač” and the House of the Lovran “Guc”

Lovran | 45°17'31"N | 14°16'35"E |

31

You have arrived in Lovran, either by coming with a vehicle from Rijeka or Istria or by walking along the sea. Climb a small uphill road towards the entrance to the old town, but don't miss the old town tower because it houses a very important relic of shipbuilding in Lovran. The renovated Lovran “guc” - a traditional wooden boat from 1966 is permanently displayed at the House of the Lovran “Guc”, on the ground floor of the town tower at the entrance to the old town of Lovran. This exhibition area was opened to the public in 2015. The “guc” was constructed by the skilled shipbuilder Ivan Nino Gašparinić, who has passed on his skill and craft to his successors Ivan Kalčić and Ginafranco Sirotnjak.

The Arabian geographer El Idrissi mentions Lovran as early as the 12th century as a town teeming with ships and whose shipyards are always in operation. Many had been constructed right here in Lovran, however the construction of wooden ships was in decline in the early 20th century, when they were ousted by metal ships.



The Lovran “guc” is a distinctive small wooden vessel that has managed to remain present in this part of Liburnia and can still be seen at the Lovran “mandrač”. The image of the Lovran “mandrač” is emblematic of the old town, which used to be enclosed with walls and formed a so-called “kaštel”. Unlike the other “kaštels” in the region, Lovran was the only one located in the immediate vicinity of the sea. This was the main reason why the town was frequently attacked by pirates as well as enemies from The Venetian side of the Adriatic, since for centuries, Lovran had been ruled by the Austrians, who would occasionally engage in skirmishes and wars with Venice. However, the residents of the Lovran “kaštel” also did not shy away from attacking the ships that were sailing towards Vela Vrata (old town gate)-

The “mandrač” harbour is also a part of Lovran's fishing history, since it was, and still is, a berth for “guc”, “pasar”, “batana” and other traditional boats that were used for fishing and transporting light cargo. You will often see images of a myriad of sails in old postcards, including the multicoloured sails of bragozzo boats from Chioggia.



28

Lovran “guc” from 1968

Lovran

32

The Lovran guc is a gracefully shaped boat originating from Lovran in the 1950s, made by a famous shipbuilder from Lovran, Ivan Nino Gašparinić. Even though it is called a “guc”, according to its typology, this boat can be classified as gajeta. Namely, the roundedness of the bow and in particular of the stern is larger than in a guc, and the bow is covered by a deck as far as the mast, which classifies this boat as a gajeta, together with some other structural details. This boat is recognizable by its oval stern and bow lines that are very derived, and in particular by its exceptionally high and beautiful bow post. This 4.80 m long boat, with the registration number OP 207, built by the shipbuilder Nino Gašparinić in 1968, is today owned by Arsen Dobrijević and was restored as part of the Tiny Boat 2 project of cross-border cooperation between Slovenia and Croatia, at the workshop of Ivan Pavelić, a shipbuilder from Poljane. As opposed to the Lovran guc that can be seen at the “House of the Lovran guc” as an exhibit, this boat with a lugsail and jib participates in the festivals and regattas of traditional sailing boats throughout Kvarner and Istria.

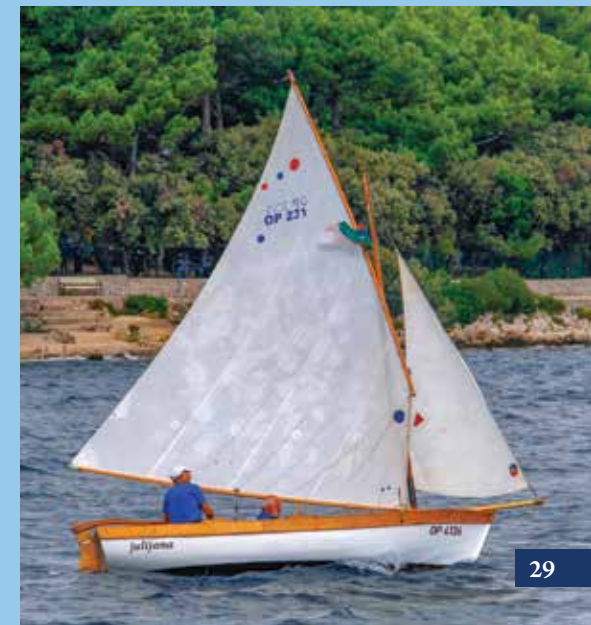


Lovran pasara from 1954

Lovran

33

As well as the guc, a boat of the pasara type is one of the most frequent examples of small boats in the Adriatic region. The Lovran pasara, like any other pasara, is recognizable by its pointed bow, round hull and flat stern or transom. The pasaras were used for fishing, transporting cargo and people, as auxiliary boats for sailboats, as sand carriers and fishing boats (light fishing boat) and the like. Smaller pasaras were initially propelled by paddles and the bigger ones by sails, mostly lugsails in the region of the northern Adriatic. Later they started installing engines, so the stern lines got their fuller form. Our 4.46 m long Lovran pasara from 1954 was built by the shipbuilder Nino Gašparinić. The boat with the registration number OP 4136 is now owned by the ‘Lovran Lantina’ section for traditional boats of the ‘Naš Lovran’ Association. The pasara was restored as part of the Tiny Boat 2 project of cross-border cooperation between Slovenia and Croatia by the shipbuilder Ivan Kalčić and represents a precious example of restored pasara at the festivals and regattas throughout Kvarner and Istria.



29

“Mandrać” in Volosko

Opatija | 45°20'51" N | 14°19'12" E |

34

While travelling to Rijeka from Opatija, head down from the main road to the shore in Volosko, an old fishing village at the top of Rijeka Bay that was once a part of the Kastav seigniory and was mentioned for the first time in written sources in 1543. The town boasts distinctive coastal architecture and a layout characterised by narrow streets that sharply descend between houses towards the sea, ending in a lovely and old erstwhile boat berth - the “mandrač”.

Today, this tiny harbour is a berth for smaller vessels and traditional wooden boats with a boat slipway. The fishing net-dryers are a reminder of a once bustling economic activity that was of great importance for the people of Volosko, namely fishing. Fish dishes were

mainstays of menus and the local restaurants, which are a common feature of the present-day “mandrač”. This is also the starting point of the “Lungomare” waterfront towards Volosko and Lovran and was established in the late 19th century, so that one could enjoy the sea air and the unforgettable scenic views of Kvarner Bay and the islands of Cres and Krk. You can also take a stroll on the path once trodden by crowned heads and noblemen.

Situated at the beginning of the waterfront is the birth house of the world-renowned scientist Andrija Mohorovičić, whose field of expertise included meteorology and seismology.

For decades, this small picturesque harbour with fishing-net dryers has been the venue of the annual Mandrać international art festival.



Guc from 1895 - Opatija guc

Opatija

35

The Opatija riviera is full of these wooden boats that have been used for the transport of tourists since the XIX century. This 5.15 m long wooden boat of the “guc” type, registration number OP 552, was crafted in 1895 as a boat for transporting gentry along the aquatorium of Opatija. The boat is classified as a Kvarner guc with a highly pointed bow and stern, as well as with a guard rail along the stern part of the boat (“dardinjera”). The boat has two masts, one larger lugsail and one smaller guffsail, as well as space for the tourists; they were operated by popular boatmen called “barkajoli”. The boat was built in Poljane, near Opatija, and is today owned by the Wruss family. The teeth of time have made a significant mark on this boat, but it was luckily restored by the shipbuilder Feruco Brubnjak in Ika and it was made fit for sailing thanks to the funds from the Tiny Boat 2 EU project of cross-border cooperation. Even though it is not intended for regattas and sailing, this boat would face this challenge, so it would not be unusual to see it at such events, thanks to the Ikar boatmen association; you will recognize it by its two masts and its joyful crew and passengers.



Nebuloza Gajeta from 1932

Opatija

36

This gajeta with the registration number RK - 8452 was built on Korčula in 1932 and was restored as part of the Tiny Boat 2 project by the shipbuilder Ivan Kalčić in Ičići. This type of small vessel is among the most common in the Adriatic Sea and it has been used since the late Middle Ages. Even though the gajetas were mostly propelled by paddles and were intended primarily for fishing, an unavoidable part of the gajeta's equipment was the mast placed at 1/3 of the bow length, as well as the lateen sail. A 5.85 m long gajeta has a fine underwater form, while the deck is spacious and rounded, especially in the stern section, and is thus suitable for accommodating a larger number of people.

This boat has an exceptionally full form on the sides, a relatively flat bottom and a sudden transition from the bottom shell to the side shell. It has practically vertical posts, while the bow post is usually slightly curved and rises above the deck. The restored Nebuloza gajeta owned by Igor Felker, with its beautiful main lateen sail and auxiliary jib and with its black hull, would grace the festivals and regattas of traditional sailing boats in the northern Adriatic (Mošćenička Draga, Lovran, Krk, Nerezine, etc.) with its presence as part of the Tiny Boat 2 project.



30



31

Opatija-Šporer harbour

Opatija | 45° 20' 01" N | 14° 18' 23" E |

37

As you walk along the Lungomare from the small Opatija harbour past the gardens of Villa Angelina and the Church of St. James, you will come to another small harbour with a few tiny boats and a bronze statue of an old boat-ride man. You have reached Šporer harbour. Located next to the Juraj Šporer Art Pavilion is one of the most important, and perhaps the oldest, harbours in Opatija that is closely associated with the establishment of the former medieval Augustinian abbey (Croatian: "Opatija") of St. Jacob, that lent the name to present-day Opatija. The locals primarily used the small harbour as a berth for "guc" and "pasar" boats. With the growth of tourism in the late 19th and early 20th centuries, the harbour was used for sports and recreation, as well as tourist boat tours.

The Paskvale Jačić bathing establishment was erected in 1886 in the immediate vicinity of the harbour, below the present-day Millennium Hotel. However, as early as 1891, the bathing establishment was relocated closer towards present-day Slatina and the



small harbour has been exclusively used as a berth for boats and a shelter for smaller vessels ever since. The harbour is a source of many tales and legends. It was the departure point for excursion boats manned by the legendary Opatija "barkajols" (boat-ride men), who initially transported cargo, before moving on to passengers and tourists. The "barkajol" tradition, at least when it comes to passenger transport, had persisted for over a century in towns on the eastern Adriatic coast. Adriatic towns, such as Zadar, Dubrovnik, Opatija and settlements on the Opatija Riviera, inherited the "barkajol" tradition from the late 19th to the first half of the 20th century, when it was especially prevalent. During that time, a special type of boat was developed, the Kvarner or Opatija "guc", which was used to take transport tourists on the Opatija Riviera. Many such boats were berthed in this, the oldest, harbour in Opatija. Later on, the propellants (oars or sails) were substituted with the more practical engines, but the "barkajols" and short tourist boat tours have remained popular to this day. See that for yourselves. Walking further along the Opatija waterfront, you will come across stands that offer various enticing tours of Kvarner, maybe even on a "tiny boat".



32

Maritime and History Museum of the Croatian Littoral

Rijeka | 45° 19' 45" N | 14° 26' 33" E |

38

If you stopped at Korzo, in Rijeka, because you just couldn't take your eyes off the gorgeous facade of the palace on the hill overlooking the city centre, then you must have noticed the Maritime and History Museum of the Croatian Littoral in Rijeka. The museum is located at the Governor's Palace, which was designed by the Hungarian architect Alajos Hauszmann, in 1896. The palace was the residence of the Hungarian governor who, on behalf of the Hungarian authorities, governed the city and port, which was strategically important for the economic development of the Hungarian part of the Austro-Hungarian Empire. With its permanent exhibitions and other valuable exhibitions, the present-day Maritime and History Museum of the Croatian Littoral, along with the heritage of the Musea Civica collection, the Sušak Town Museum and the Museum of the Croatian Littoral, participates in commemorating milestone events pertaining to the history and culture of Rijeka, Primorje-Gorski



Kotar County and Croatia, thus revealing morsels of history and heritage that are not adequately known. "Kvarner Sails" is one of the most important parts of the permanent exhibition and is located on the second floor of the palace. The exhibition is divided into several sections. As you walk around the premises of the former residence of the Governor, you will learn more about nautical equipment and instruments through history, the importance of sailboat shipping in the Croatian Littoral and the Kvarner islands from the late 18th to the mid-20th century and meet the captains and ship owners as we as find out how ships were made and what the shipyards looked like. The dominating period of the permanent exhibition spans from the late 18th to the mid-20th century during the golden age of Kvarner sailboats and until the period of building large shipyards in Rijeka in the late 19th and the early 20th century. And last, but certainly not the least, you can also see the original lifejacket from the Titanic here. Visit the museum in Rijeka and find out for yourself how and why this practically unique item, one of just five in the world, ended up there.

ppmhp.hr



33

Natural History Museum in Rijeka

Rijeka | 45° 19' 46" N | 14° 26' 39" E |

39

If you love nature and are looking for an oasis in the middle of Rijeka, then make sure to visit the Natural History Museum, located next to Nikola Host Park in the family villa of Count Negroni, that dates back to 1925. Surrounding the museum is a well-tended botanical garden, where the most common plant species in the region are on display and where you can take a break from the hustle and bustle of the city.

The museum, which has recently celebrated its 140th anniversary and 70 years of public operation, is certainly worth a visit. The manner of displaying plants and addressing visitors has changed over time and today the latter can experience natural values through various senses and with the aid of state-of-the-art technology, and they can read and listen to stories or concerts, meet scientists, discuss and socialise.

The permanent exhibition encompasses topics that deal with the geological history of the Adriatic and showcases birds, mammals, amphibians and insects

from the Rijeka seabed. There is an Aquarium on the ground floor of the building. The latest addition to the permanent exhibition is named "The Blue" and allows visitors to choose the content and amount of what is on display. A great white shark caught off the coast of Bakar, along with a few other sharks, floats in a large transparent capsule that is placed in the centre of the exhibit, which presents the diversity of life on the Kvarner seabed. The exhibit showcases approximately 150 species of marine organisms in their environment and their role in the ecosystem of the northern Adriatic, and its concept allows visitors to experience the sea through all the senses. As long as they completely immerse themselves. The visitors don't really have a choice: in order to see anything at all, they have to take on the role of active explorers.

As you walk through the city, don't be surprised to see one of their exhibits displayed in a public space, such as the fish market. If you feel like getting to know the "green" part of Primorje-Gorski Kotar County after taking a tour of its "blue" counterpart, then visit Zrinski Castle in Brod na Kupa and see the regional collection of the Natural Museum of History in Rijeka, dedicated to hunting, forestry and fishing.

www.prirodoslovni.com



Fish market in Rijeka

Rijeka | 45° 19' 27" N | 14° 26' 33" E |

40

After visiting the theatre in Rijeka, where the legacy of Gustav Klimt is bestowed upon the people of Rijeka with the magical strokes of his brush, focus your attention on another fascinating structure of architecture in Rijeka located in the immediate vicinity, namely the fish market. On the site of the present-day fish market, there used to be - go figure - a fish market!

The opening of the old fish market, which was designed by Anton Deseppi, in 1866, is considered a milestone moment in terms of the development of the "Velika Placa" (Grand Market) complex in Rijeka.

In the late 19th century, Dragutin Hirc enthusiastically wrote about the sophisticated fish market building in his travel notes on the Croatian Littoral:

"Once you pass the sales stalls, you will come across the fish market. Here you will find tables with chests and inside them are congers coiling like serpents. On the ground, there are chests holding snails and shellfish. (...) The Rijeka Fish market is a long building with front and back doors and fishmongers

lined up in two rows. Each one has laid on the boards, baskets weaved from willows that are brimming with saltwater fish, crustaceans, crabs, large and small cuttlefish, squids, octopuses and musk octopuses. A queer odour lingers here and if you are not accustomed to it, you shall promptly leave it behind."

But soon the fish market was no longer able to meet the needs of the growing city, which is why the construction of a new fish market was contemplated in the late 19th century. Despite year-long disputes regarding the location of the new fish market, it was ultimately settled that the new fish market be erected on the site of the old one. The project was finally completed in 1916 according to the ideas of Carlo Pergoli. The stone decorations were crafted by the esteemed Venetian sculptor Urbano Bottasso, who created an impressive structure with fountains within the fish market, tables made from warm-grey Istrian stone, capitals and lush facade ornaments depicting fish, crustaceans and molluscs in all their underwater glory. You can truly marvel at the architectural splendour of the interior if you climb to the gallery on the first floor from the back entrance. So, take your time, slow down and take a closer look at the aforementioned details. The fascinating sea world will leave you awestruck.



34



35

Faculty of Maritime Studies in Rijeka

Rijeka | 45° 19' 50" N | 14° 26' 09" E |

41

The tradition of maritime studies in Rijeka reaches back several centuries into the past. During the second half of the XVIII century, the first maritime public schools started operating in the territory of the Habsburg Empire, while the very first one was established by a decree of Maria Theresa and managed by the Jesuit Saverio Orlando. The school started operating in Trieste and was then moved by Orlando to Rijeka, but existed for only two years.

During the first half of the XIX century, after the end of the Napoleonic Wars, when the Habsburg Empire started ruling the eastern coast of the Adriatic once again, the need arose for the establishment of maritime schools.

Some of the most significant schools in the northern Adriatic were the Maritime School in Bakar and the Maritime and Trading School in Rijeka. In the mid-1850s, the Habsburg authorities decided to establish a Military and Maritime Academy in Rijeka. The Academy was established in 1856. The idea to establish such an academy existed as early as the end of the XVIII century, but due to the geopolitical situation, it not possible. Finally, by virtue of a decision of the imperial authorities, Rijeka was selected as the seat of this academy in 1854. The academy started operating in 1857 and continued operating without interruption until 1866.

The courses at the Military and Maritime Academy were organized during the XIX and the first half of the XX century, until the year 1931 when the Rijeka hospital was relocated to the building of the former academy. During WWI, the academy was relocated to Vienna.

In parallel with the Military and Maritime Academy in Rijeka, a Nautical Academy established by the Hungarian authorities also operated during the transition from the XIX to the XX century and this situation continued until the end of the WWI.

Today's University of Rijeka Faculty of Maritime Studies was the first institution of higher education in Rijeka. It is seated in the palace that was used by the Trading Academy at the beginning of the XX century, on the former Cambieri Square, with its front facing the streets Fiorello la Guardia and Pomerio, and with its back towards Student street.



After WWII, by virtue of a decision of the Ministry of Maritime Affairs of the Federal People's Republic of Yugoslavia, a Maritime College in Rijeka was established in 1949. In the beginning, it had three departments: nautical, naval engineering and maritime economy. In the academic year 1956/1957, a radio-telegraphic department was also established.

At the end of the 1970s, the Maritime College changed its name to the Faculty of Maritime and Traffic, and in 2001 the University of Rijeka's Maritime Department and the Maritime College united into today's University of Rijeka Faculty of Maritime Studies.

The Faculty of Maritime Studies has five study programs (Nautical Studies and Maritime Transport Technology, Marine Engineering, Marine Electronic Engineering and Information Technology, Logistics and Management in the Maritime Industry and Transport, Technology and the Organization of Transport) at the undergraduate and graduate levels, doctoral education and the Centre for the Education of Seafarers and is a leading higher education and scientific institution in Croatia producing a large number of experts that are recognized globally.

www.pfri.uniri.hr



Dead Canal

Rijeka | 45° 19' 32" N | 14° 26' 47" E |

42

After passing through the most important street in Rijeka - the Korzo promenade, continue eastwards until you reach the body of water where the river meets the sea. Be mindful of the heavy traffic when crossing the road and you will find yourself at the Dead Canal. The Dead Canal is the name of a small sea channel that separates two parts of the city of Rijeka, namely Rijeka and Sušak. During the interwar period, Rijeka was governed by the Italians and Sušak by the Yugoslavians, with a wall in the Dead Canal that doubled as a country border. The wall was torn down and the two parts of the city were finally joined in 1947.

Situated at the mouth of the Rječina River, as well as the channel since 1689, was the Brotherhood of St. Nicholas, which also owned a small shipyard.

Until the 1850s, the canal had also been the mouth of the Rječina River, but the city authorities decided to redirect the watercourse after the construction of the new delta of the Rječina, thus rendering the "dead" canal a small harbour dedicated to coastal sailboats and wooden boats. In the early 20th century, there was a harbour in the Dead Canal for small sailboats, "bracera" fishing boats, trabaccolos, etc. that transported goods (mostly fruit, vegetable, wine and edible oil) to Rijeka from other parts of the Adriatic and the Kvarner islands. So the harbour also doubled as a market. Today, the bitts by the canal bear witness to the history of this important site in the city of Rijeka. Seeing how the canal has deteriorated over time and its bottom is too shallow for deep draught vessels, while the railroad bridge is no longer rotated in order to allow larger vessels to enter the canal, only smaller boats are berthed here and there is also a section for minor boat repairs that is the only such location in the centre of Rijeka.



Rijeka breakwater

Rijeka | 45° 19' 26" N | 14° 26' 21" E |

43

If you head across the Boduli promenade towards the Rijeka Port Authority and the new passenger terminal, you will arrive at the imposing Rijeka breakwater, which only 150 years ago wasn't located outside the city. It wasn't until the early 1870s that Rijeka started building a brand new seaport outside the city, because the original port had been located at the mouth of the Rječina River. The breakwater, commonly referred to as "Molo Longo", would change its official name as well as length, depending on which authority and regime was in charge. In the early 20th century, the breakwater was a part of the port complex, along with the newly-established Lazarus shipyard and since 1912, it also welcomed curious swimmers at the luxury Quarnero swimming area on two floors. Even in Austria-Hungary, "Molo Longo" was an inspiration for sports clubs, such as the Quarnero, Liburnia and Cannotieri Fiumani rowing clubs, which held competitions nearby.

The breakwater, which had almost been completely destroyed by Allied bombing raids late in World War II, was finally completed and extended to its current length after renovation in 1945.

With its impressive length of 1754 m, the present-day breakwater has a completely different function. Although in the latter 20th century, the Viktor Lenac shipyard was located next to the root of the breakwater, along with a berth for large freight and passenger ships, after the relocation and



reorganisation of the Port of Rijeka, the breakwater was opened to the public and was practically turned into a new promenade that offers a completely different view of the city that rises from the sea and expands towards the hills in the hinterland. As a reminder of its utilisation at the port, two cranes that light up in different colours have been preserved and renovated at the breakwater.

If a chance traveller should walk the entire length of the breakwater, the "Uragan" (Hurricane) steamboat is bound to catch his or her attention. This boat was built in the 1870s, most likely in Hamburg. It was supposedly used for retrieving waste from the shipyard. Two steam engines were replaced with internal combustion engines, probably after World War I. Due to the spacious aft deck, where one can place cranes, concrete mixers, stone blocks, bitts and eroded material collected from the seabed, it was used in the renovation of the war-torn Port of Rijeka. After renovation, it was repurposed for a number of different uses, ranging from seabed exploration to backdrop in the movie *The Winds of War*, which was adapted from Herman Wouk's novel. The boat had been laid up for many years until it finally sunk at the Port of Sušak in 1999. At the initiative of the Port of Rijeka authority and the Faculty of Maritime Studies in Rijeka, the boat was bought off the previous owner and partially renovated in 2004, then handed over to the City of Rijeka, after which it was brought to the "3. Maj" shipyard for full renovation. The renovated "Uragan" is currently permanently displayed at the Rijeka breakwater.



Fiumare – The Kvarner Sea and Maritime Heritage Festival

Rijeka

44

If you happen to be in Rijeka at the end of May and the beginning of June, you will see a liveliness on the streets and along the waterfront. With the end of the spring and the first warm days, this city turns to the sea and recalls its maritime identity. It is time for the Sea Festival - Fiumare.

In 2011, Let's Bring the Dead Channel Back to Life was the first manifestation to draw attention to the maritime heritage of the city of Rijeka, which was gradually being forgotten. A year later, in 2012, the first true urban sea and Kvarner maritime heritage

festival was established – "Fiumare". At authentic city locations from the Delta and the Dead Channel, across Verdi Street and the City Market, all the way to the port, the Kvarner Sea Festival becomes a time machine of sorts. The Festival includes an exhibition of wooden boats "moored" in the middle of Korzo, as well as competitions dedicated to the originality and beauty of shipbuilding craftsmanship. The boats set sail and participate in sailing and rowing regattas, picturesque sailing trips for children and adults, maritime and fishing skills workshops, topical lectures and exhibitions, historical re-enactments and fireworks, as well as Kvarner customs and gastronomy presentations.

www.visitRijeka.hr



Lighthouse at Mlaka

Rijeka | 45° 20' 01" N | 14° 25' 13" E |

45

If you want to visit the only lighthouse in Rijeka, head west from the city centre, along the railroad track towards Mlaka and the beginning of Industrijska Street. There you will find the somewhat secluded and barely visible original Rijeka "city" lighthouse, the only lighthouse on the Adriatic coast that is not positioned directly above the sea. It was originally set up above the Maria Theresa breakwater back in 1884. The lighthouse at the top of an octagonal tower was lit for the first time on 26 November 1884 by the Governor of Rijeka, the Hungarian aristocrat Ágoston Zichy, since Rijeka was under Hungarian rule at the time. The lighthouse was 29 m high with a focal plane of 31.1 m. Due to the risk of the top of the breakwater,



where the lighthouse was located, being flooded, it was relocated to its current location at Mlaka in 1894. This part of the city was located in the immediate vicinity of the coast at the time. After a three-storey building was built in the 1930s to accommodate the lighthouse crew, the lighthouse was dismantled and reassembled at the top of the aforementioned building. The lighthouse reaches a height of 38 m. Following World War II, in 1956, the lighthouse was renovated and in 1992 it was equipped with an automatic lighting system, after which the lighthouse crew was no longer needed.

Today, the light from the Mlaka lighthouse extends to 39 m above sea level, has a range of 15 nautical miles and flashes a white light every 10 seconds.

"Rijeka Torpedo - the First in the World" exhibition

Rijeka | 45° 19' 43" N | 14° 26' 05" E |

46

The entrance to the railway depot is located in the immediate vicinity of Rijeka central bus station in Žabica Square. Feel free to visit this seemingly unsightly remnant of the city's industrial heritage, where you will also find a depot that doubles as a museum. The "Rijeka Torpedo - the First in the World" exhibition opened in 2016 to celebrate the 150th anniversary of patenting the torpedo. The exhibition at the railway depot in western Žabica in Rijeka, was organised by the Rijeka City Museum in cooperation with the Maritime and History Museum of the Croatian Littoral in Rijeka. The development of one of the greatest technological achievements of the 19th century and a symbol of Rijeka's "industrial

miracle" at the time, is displayed, from the initial ideas of Giovanni Luppis and the development of the Whitehead torpedo, to the cessation of manufacture in Rijeka in the 1960s. In addition to 50 or so original items, such as torpedoes, torpedo tubes, various types of gyroscopes, depth control devices, direction and speed indicators, equipment for testing torpedoes and various instruments - torpedo parts, models of Luppis' "coastguard", the first Whitehead torpedo and launching pad, as well as a number of projections are also on display. "The First in the World - 150 Years of the Rijeka Torpedo" exhibition is a continuation of the desire to revitalise Rijeka's industrial heritage and an excellent opportunity to learn more about it. You can schedule your visit to the exhibition at the Rijeka City Museum.



www.muzej-rijeka.hr



The Chapel of Votive Gifts at Trsat

Rijeka | 45° 19' 51" N | 14° 27' 27" E |

47

Trsat, the part of Rijeka situated on a hill overlooking the Rječina River, offers a breathtaking view of the entire Kvarner. Which is why you must visit it. Located in the immediate vicinity of Trsat Castle is the Shrine of Our Lady of Trsat, one of the most significant Marian shrines in Croatia, that was visited by Pope John Paul II in June 2003. Also located here is the Franciscan monastery, whose foundation is connected with the Translation of the Holy House, in which the Annunciation occurred, from the Holy Land to Europe. According to legend, the house remained at Trsat from 1291 to 1294, before finally reaching Loreto. As consolation, after 1367, Pope Urban V sent a miraculous icon, a Gothic-style polyptych, with a central image of the Blessed Virgin Mary with Child Jesus from Rome to Trsat. The icon has remained one of the most recognisable symbols of the shrine at Trsat.

Soon, Trsat had become a gathering place for myriad pilgrims, and due to the expansion of the miraculous cult of Our Lady of Trsat, in 1453. Martin Frankopan decided to raise a Franciscan monastery and church.



For centuries, the shrine at Trsat has been housing votive gifts brought by the pilgrims in order to show remembrance and gratitude for the answering of prayers and miraculous salvations, deliveries and healings. Collected in a special chapel, the Chapel of Votive Gifts, where Our Lady of Slunj, from the 15th century, stands vigil with a smile, these offerings are kept as testimonies of the overcoming of various difficulties and ailments upon praying to the Blessed Virgin Mary. Here, among other gifts, such as items made from noble metals, works of naive art, discarded medical aids, written testimonies of miraculous deliveries and healings by the intercession of the Blessed Virgin Mary, you will also find votive paintings depicting seafarers' boats, as well as model ships made to express gratitude for weathering turbulent storms.

The shrine and the Franciscan monastery are connected to the centre of Rijeka by the stairs of Petar Kružić, built in 1531 at the behest of their namesake, a Croatian commander. It takes a total of 561 stairs from downtown Rijeka to Trsat, which makes for a pleasant walk and a fitting way to round off the lovely experience of Rijeka and Trsat.



42

Bakar Maritime School

Bakar | 45° 18' 14" N | 14° 32' 08" E |

48

Bakar, a picturesque coastal town, boasts its maritime heritage, the grapevines on terraced slopes that produce grapes used to make genuine sparkling wine called "bakarska vodica" and the "bakarski baškot" (Bakar biscuit), the hard bread of sailors. It is situated below the main road that leads from Rijeka to Crikvenica and Senj, and it is divided into the upper medieval town, with a Frankopan castle and the Church of St. Andrew, the patron saint of fishermen, and the coastal part of town that is located by the main town road along the coast. There is a lot to be discovered in this old town, ranging from ancient Roman ruins, medieval and modern palaces and houses of wealthy sailors and merchants, the erstwhile salt storage facility owned by the Zrinski family and the port warehouses to the house that holds a tide gauge, a device for measuring the change in sea level, which was first documented by a scientist whose birth house you had already visited in Volosko, namely Andrija Mohorovičić.

The decrees on the free royal port and town from 1778 and 1779, during the rule of Maria Theresa, had a major impact on the development of Bakar. Bakar saw a large boost in seafaring and shipping

with the foundation of the Maritime school in 1849 and the Croatian Shipping Company in 1875. Nikola Vakanović was the first principal of the Bakar Maritime School. The school had temporarily ceased operation during the period of Bach's absolutism, but classes were regularly held again in the 1870s. After more than 50 years of operation, the school was moved into a new building in 1903. It is located at the western entrance into the town from the direction of the sea. In the early 20th century, nautical classes were held in Croatian and the school was declared a Naval Academy in 1917.

A portion of the students' practical training took place on school ships. The first school ship, named "Margita", had been acquired by the school in 1894, and in 1908 it was replaced by "Vila Velebita", a much larger brick schooner that had been built in Germany. The "Vila Velebita" school ship remained in use until 1941. Following World War II, the Bakar Maritime School continued operation and for a while used the "Jadran" school ship for practical training, while the "Vila Velebita 2" school ship was introduced in 1973. Take a stroll on the Bakar promenade. You are bound to come across this school ship. Also interesting is the part of the harbour where the practical training equipment for the future sailors attending Bakar Maritime School is held.



43

Kraljevica Shipyard



Kraljevica | 45° 16' 16" N | 14° 34' 05" E |

49

In order to reach the former royal town of Kraljevica, take the coastal highway after circumventing Bakar Bay, or just drive on from the highway that connects Rijeka with the eastern Croatian Littoral. Kraljevica is a small unsullied gem with many historical traces. Such as the shipyard. It was established in 1729 at the behest of Charles VI, Holy Roman Emperor and is the first shipyard on the eastern Adriatic coast. It was originally a navy arsenal. Upon arriving in Kraljevica in 1835, the Pritchard brothers, John and Thomas, introduced some new shipbuilding methods. Navy steamboats, as well as sailboats for civilian use, were constructed there.

In the early 20th century, the shipyard was incorporated by the Danubius shipyard from Rijeka, of which it remained a part until the end of World War I. During that period, smaller boats were built for the Austria-Hungary Navy.

In the interwar period and within the newly-established Kingdom of Serbs, Croats and Slovenes, the Kraljevica shipyard was incorporated by the company Jadranska Brodogradilišta d.d.

After World War II, the Kraljevica shipyard, now renamed Titovo Brodogradilište (Tito's shipyard after Josip Broz Tito, the leader of the Communist Party of Yugoslavia during World War II and the lifelong President of post-war Yugoslavia, who worked there in 1925 and 1926), remained operational until 1991. The shipyard mostly constructed passenger and naval ships. After Croatia became independent, a new company, Brodogradilište Kraljevica d.d., was established in 1993 and closed down in 2013, following liquidation. Today, it is the site of the Dalmont company shipyard, where new smaller ships are built and repaired.

The Kraljevica shipyard also holds the loaned collection of model ships from the Maritime and History Museum of the Croatian Littoral in Rijeka. It comprises model ships that were built from the era of Maria Theresa's rule to the end of the 20th century.

Bakar "tunera" observation posts

Bakarac | 45° 16' 47" N | 14° 34' 43" E |

50

After visiting Bakar, whose urban area has been declared under protected cultural heritage, on the other side of the bay you will find Bakarac, which is famous for the bora and even more so, the "tunera" observation posts. The "tuneras" are observation posts with ladders that were erected for the purpose of tuna fishing, which is one of the most important activities of fishermen from Kvarner. Centuries-long traditions and a unique method for tuna-fishing have made an indelible mark on the lives of the residents of Bakarac. The Bakar "tunera" observation posts had borne witness to this means of tuna fishing since the period of the Zrinskis and Frankopans and up until the 1970s, when they were last utilised.

"The hour or time of their arrival is not known", which can be applied to tunas as well as death.

Sometimes they would not be seen for days and then

they would appear several times in a single day. It was precisely that uncertainty, the constant readiness, the conviction that they would come, that they must come... that made the fishermen psychologically attuned to react in a blink of an eye whenever the lookout's holler of "Tira, tira, tira!" pierced the air, and it was that call, that primordial fishing command that urged them to dash forcibly while yelling in a trance-like state: tira, tira, tira... and grab the rope at a gallop, so as to pull it with all their might and close down the "tunera" as swiftly as possible in order to anticipate the tunas exiting the critical area."

(Antun Ružić - Barbić, "Bakar Tuneras")

Although there was a large number of "tuneras" present in the wider area, only a few have been preserved today. They are reconstructed models that do not serve their purpose, but instead are a cultural and spatial memorial of sorts, bringing to mind the days when tuna fishing was one of the primary fishing activities.



44



45

Lighthouse at Cape Oštro



Kraljevica | 45° 20' 22" N | 14° 33' 37" E |

51

Situated at the entrance into the largest bay of the Croatian Littoral - Bakar Bay - is the town of Kraljevica, which is an unmissable destination for many a traveller from the inland to the Kvarner islands. The geographical features played a part in the settlement of this area since the prehistoric age. Kraljevica was first mentioned as a town and port in the 15th century when it was referred to as a natural port of the town of Hreljin. In the 17th century, the dukes Zrinski and Frankopan used the port to export manufactured products around the Mediterranean, but it wasn't until the 18th century that Kraljevica really flourished, when Emperor Charles VI issued a decree to build a port and shipyard to meet the needs of the Austrian Navy. Bearing witness to the storied history of the town are the Zrinski old town with the Church of St. Nicholas, "Frankopan" castle, as well as the port and shipyard, where you can still hear the

noise and clamour of the workers, just like 300 years ago.

After taking a tour of the historic centre, you can continue your walk on the Vladimir Nazor promenade, which will lead you to another recognisable symbol of Kraljevica - the lighthouse at the cape of the small peninsula of Oštro that the locals have dubbed "Lanterna". The lighthouse became operational on 18 August 1872, as part of an Austrian programme for safe navigation on the eastern Adriatic coast. It is one of the oldest lighthouses built during Austro-Hungarian rule in Kvarner Bay. After the electrification of Kraljevica in 1937, "Lanterna" shone an electric light, but in the late 1960s it went out and was replaced with a floating marking. At the request of the people of Kraljevica, who consider "Lanterna" to be one of the most important town symbols, the Town of Kraljevica and the company Plovput renovated and made the lighthouse operational again, as it shone anew on the Feast Day of St. Nicholas on 6 December 2006 after decades of darkness.



Fishermen's House



Jadranovo | 45° 13' 30" N | 14° 36' 48" E |

52

Jadranovo is a small tourist settlement that is perfect for everyone looking to get away from the hustle and bustle of the city. It hides a small collection that tells a grand story. When you go down to the coast, head eastwards following the road. It won't be long before you see the "Fishermen's House".

The Fishermen's House, a separate collection of the Crikvenica Town Museum, is located in Perčin Bay, where the residents of Sveti Jakov, or Jadranovo as it is named today, used to fish for tuna and spread out seines. The Fishermen's House was built in 1878 for the purpose of tuna fishing and its construction was funded by Stanko Mažić, a "tunera" tenant, as evidenced by a chiselled inscription above the entrance. The entire bay is one of approximately 40 historical sites of unique tuna fishing in the Croatian Littoral and Kvarner that, along with fishing small pelagic species, has played an important role in the development of fishing in this part of the Adriatic.

The Fishermen's House was opened in 2015 to

honour former fishermen from Jadranovo and the surrounding area, who were people that lived in tune with nature. Fish, as well as fishermen, have become scarce and all that is left are stories, memories and items, which allow us to at least catch a glimpse of the way our ancestors used to live and show visitors a rich heritage pertaining to the sea, boats and fishing. Jadranovo honoured the centuries-long fishing tradition with a fishing museum.

The house was a part of a "tunera" that was no longer used in 1955, due to a lack of tuna. The year when the "tunera" in Jadranovo was built is not known. What is known is that it had a catch of 30 t in 1906. There was a decrease in catches in the years leading up to World War II and the "tunera" was also marred by disputes between the residents of Drivenik and Sveti Jakov. Sveti Jakov Šiljevica won the dispute in 1940. The residents of Sv. Jakov also held the Kačjak and Pod Bok "tuneras", which were discontinued in 1934, because they were unprofitable. Today, the house is becoming a tourist attraction, where visitors can learn more about the way of life and the tools used by the fishermen of yore, boats and tuna fishing.

www.mgc.hr



Selce “guc” from 1990



Crikvenica

53

Even though it was built in 1990, the restoration has given it a new life. This 5.40 m long guc was built at the workshop of Ivan Lončarić as a replica of a boat from the past. This robust guc attracts attention with its appearance, white hull, characteristic pointed bow and stern and spacious middle and stern benches, as well as the mast placed at 1/3 of the bow length with a lugsail. As with all the other gucs, it was used for fishing, as well as for transporting people and goods. The guc with the registration number CK 2253, owned by JK Jadro from Selce, was restored as part of the Tiny Boat 2 project of cross-border cooperation between Slovenia and Croatia, by the shipbuilders Stanislav Žic and Josip Mršić on the island of Krk and would participate in festivals and regattas throughout Kvarner and Istra for years to come.



48

Fishermen's Week



Crikvenica

54

To the people of Crikvenica and the Crikvenica seaside, the sea has always meant life and love. Among other things, this is confirmed by the fact that, in the 1950s, the fishermen from this area accounted for as much as 30 % of the total catch in the entire Adriatic. In addition to that, Crikvenica prides itself in Ivan Skomerža, who introduced motor fishing boats to the Crikvenica area at the beginning of the twentieth century. This rich fishing tradition continues to live in the local museums, archives and private collections. It is also symbolized by Fishermen's Week, an event that has been reminding us of the importance of preserving tradition ever since 1966. The end of August is the perfect time to try your hand at culinary skills and join one of the skilled amateur and professional groups in the Crikvenica main square in preparing seafood dishes. If nothing else, you can get some good culinary advice. However, what maritime heritage enthusiasts find most interesting about this rich event is sailing and rowing in traditional wooden boats, which may not be many, but are amongst the most beautiful in Kvarner.

www.rivieracrikvenica.com



San Marino - islet and church



Novi Vinodolski | 45° 07' 13" N | 14° 47' 54" E |

55

The islet of San Marino, with a small church, is “berthed” outside Novi Vinodolski, just 205 m from the shore. It was once a tuna observation post for fishermen, but all that has remained today is a small Gothic-style church dedicated to St. Marinus, after whom the islet was named. The church had been built during the 17th and 18th centuries on the foundations of an older structure and was renovated in 1818. This piece of land at sea outside Novi Vinodolski has apparently always attracted people. A tablet

dating back to the 4th century, with an inscription honouring St. Helena, Empress of the Roman Empire, was discovered at the Church of St. Marinus, which was erected by the Governor of Dalmatia, Flavius Julius Rufinus Sarmentius.

Today, the islet can be accessed by boat or, if you are in excellent physical shape, you can swim the short distance from the mainland to the island. There are eight benches on the islet with one side facing the church and the other facing the sea in the direction of the winds that are common in this climate. There you can rest, enjoy the view of the open sea or the nearby land and try to guess from which direction the wind is blowing, since the benches form a wind rose.



49

Traditional Kraljić family shipyard in Malinska

Malinska | 45° 07' 20" N | 14° 31' 26" E |

56

This shipyard east of Malinska, located by the sea and along the waterfront, boasts a tradition of building and repairing boats and ships that is over a century long. It was established by the shipbuilder Mate Lolić after he had moved here from Baška.

Although he had been called to Malinska by the Maškulin family to build a single boat, Mate Lolić settled here permanently and his son Juraj followed in his footsteps by formally founding a shipbuilding company in the 1920s. Juraj Lolić then passed on the craft to his sons Ivan and Nikola, who handed over the business to Frane Kraljić, the father of the present owner, Franko.

After World War II, the shipyard had mostly constructed wooden boats, but in the 1970s and



1980s, wooden shipbuilding was in sharp decline, due to the mass transition and orientation towards the construction of plastic boats.

In spite of that, the current owner, Franko Kraljić, decided to start building and repairing wooden boats and ships again in the 1990s. After more than a decade of working in new conditions, "Tradijsko Brodogradilište Malinska" (Malinska Traditional Shipyard) was given the chance to participate in the "Tiny Boat 2" project, which enabled the complete renovation of the 1960 wooden Chiaggio bragozzo during 2017 and 2018.

It is of paramount importance that the shipyard and its owner Franko Kraljić also became involved in the practical training of 3rd- and 4th-year pupils at the Rijeka Technical School that specialises in shipbuilding with the traditional shipbuilding workshop that was carried out during the 2017/2018 and the 2018/2019 school years.



50

Krk Island Maritime Heritage Interpretation Centre

Krk | 45° 01' 33" N | 14° 34' 31" E |

57

Upon arriving in the town of Krk, if you head to the historic centre and pass through the narrow alleys, you will reach the site of the erstwhile Pontus bookstore. This is the current location of the new Krk Island Maritime History Centre, which was opened in 2018 as part of the "Tiny Boat 2" project.

The Centre comprises a museum exhibit of shipping, shipbuilding and fishing on Krk Island, as well as a separate ship modelling workshop, led by Željko Skomeršić.

The exhibit provides a historical overview of



maritime affairs on Krk Island, ranging from Late Antiquity, notable hydroarchaeological sites, the medieval development of seafaring on Krk Island and the advent of steamboat building to the mid-20th century. The Centre is particularly enhanced with beautiful objects, such as models of traditional and other sailboats from Krk, daily fishing items, shipbuilding tools and nautical instruments.

At the centre, visitors can see some of the oldest editions of maritime literature, old nautical charts, atlases and navigation manuals. After visiting the permanent exhibit, they can attend the ship modelling workshop, where they will receive useful information about the types of model ships and how to make them.



51

Krk pasara – The Bodulka

Krk

58

The Bodulka, a pasara from Krk, owned by the city of Krk, was built in 1970 in Malinska by the shipbuilder Jurij Lolić, and restored in 2011 at the same shipyard now owned by Franko Kraljić, a descendant of Lolić.

Pasaras are the most common small boats in our aquatorium. They are characterized by a “cut”, i.e. a flat transom and a bow post that can be more or less

tilted to the front. Pasaras can be built without a deck or with a partial deck, most commonly up to 1/3 of the length, as is the Krk pasara “Bodulka” from Krk. The length of the boat varies between 4 and 6 m, but there are some larger ones. The pasaras were used for fishing, transporting cargo and people, as auxiliary boats for sailboats, as sand carriers and fishing boats (light fishing boat) and the like. Smaller pasaras were initially propelled by paddles and the bigger ones by sails. Later they started installing engines, so the stern lines got their fuller form.



52

Krk guc - Bodul

Krk

59

The Guc is a boat that has fostered generations; it is between 3 and 8 m long, with pointed lines and posts on the bow and stern. Smaller boats have a completely open hull with a small deck in the bow, while larger gucs have a partial deck. The guc was initially propelled by paddles, then by sails and in the end by inboard or outboard motors. The Guc is present in all Mediterranean regions, as well as in the northern Adriatic, where it developed certain local characteristics. It was used for fishing, transporting

people and goods, and later for sports sailing.

While walking through Krk harbour where numerous interesting boats are anchored, you can also see this traditional boat. Since the original Krk guc was beyond salvage, a new one was built and named “Bodul”, after which it was ceremonially launched during the Krk day celebration in 2012. The new boat was 4.2 m long and 1.3 m wide, in accordance with the dimensions of the original boat. The Bodul is the pride of Krk harbour and from the first time it set sail to this day, it has participated in numerous regattas, displaying the craftsmanship of the shipbuilders from Krk along the Adriatic coast.



53

Paolina bragoc from 1960

Krk

60

This is the largest boat that has been restored as part of the Tiny Boat 2 project, thanks to the interest of the city of Krk (who is also the boat's owner), the Plav Sailing club and the Primorje-Gorski Kotar County. As well as the characteristic wooden sailboats along the western Istrian coast and the Venetian lagoons, bragocs were characteristic vessels used by the seamen and fishermen in Krk. The tradition was inherited from the fishermen from Chioggia, who used to fish in the Kvarner aquatorium in the past and transferred their fishing skills to the local fishermen. Due to the tradition of the bragocs in the history of the island of Krk since the XVIII century, an old

bragoc was procured from Venice, from the Arzana association, which was built in Chioggi in 1960, and its restoration was started. Our 9.5 m long Krk bragoc, which kept its original name of Paolina, was restored as part of the Tiny Boat 2 project of cross-border cooperation between Slovenia and Croatia by the shipbuilder Josip Mršić from Pinezići, as well as by Franco Kraljić, at his traditional shipyard in Malinska; it was ceremonially inaugurated on 3 June 2018 at Krk harbour. The boat has a flat bottom and nearly vertical sides, rounded at the bow, with a sudden transition from the sides to the flat stern, with two masts with decorated lugsails. It shall participate in the festivals and regattas of the Kvarner aquatorium in the years to come and its characteristic hull and sails will lure seamen, travellers and fans of the traditional vessels throughout the Adriatic region.



Krk Sails

Krk

61

If you happen to be in Krk on the Feast of the Assumption on 15 August, make sure you visit the "Krk Sails" event. It abounds in events which cater to all the senses and everyone's interests – you can enjoy a traditional sailboat regatta, traditional crafts and skills workshops, maritime affairs lectures, exhibitions, music and a diverse selection of traditional dishes. This manifestation's central event is the traditional sailboat regatta, which starts at midday, as the clock on the bell tower of

Krk Cathedral chimes for the twelfth time. The picturesque pasara, guc, batana and gajeta boats that set sail at that moment, remind us of the times gone by when the lives of the families in the Littoral depended on these boats, which meant food, transport and the only connection to the mainland. Evening sailing on the waterfront – the attractive Night Boat Dance – accompanied by light and pyrotechnic effects, as well as music, is particularly popular. The organisers of the event are "Plav", the oldest sailing club on the eastern coast of the Adriatic, the Town of Krk and the Town of Krk Tourist Board.

www.tz-krk.hr



Buymer fishing collection



Baška | 44° 59' 04" N | 14° 47' 58" E |

62

Regardless of whether you walked through the stunning rocky landscape of Vrženica canyon and arrived in Vela Luka from Baška, or chose the faster option of travelling by ship, we have another surprise in store for you!

The renovated fishermen's house that houses a fishing collection is the result of the work carried out by the Buymer association, which was founded in 2012 with the goal of preserving and renewing the abundant fishing heritage and presenting it to everyone. The collection before you is the product of their care and willingness.

The often harsh conditions in the Velebit Canal prompted the construction of small shelters and safe

ports on the restless sea. This fishermen's house holds a collection of fishing tools, which is a part of the heritage left by the local fishermen and an indicator of a centuries-long tradition. This "tunera" observation post with ladders was also erected for the purpose of tuna fishing, one of the most important activities of fishermen from Kvarner and a recognisable part of this tradition. Also displayed here are various parts of nautical equipment, as well as numerous findings from the local sea basin.

Look around you and visit the Sokol peninsula with ruins of a fort from the early Byzantine period and the remnants of the town of Corinthia that date back to Late Antiquity, as well as the medieval Chapel of St. Nicholas in the adjacent Mala Luka. Enjoy the memorials of centuries-old heritage and the humanised island landscape.



56

The historical "mandrač" in Cres



Cres | 44° 57' 35" N | 14° 24' 27" E |

63

The town of Cres expanded on ancient foundations in a quiet cove that provides natural shelter for seafarers. The "mandrač" harbour in Cres is deeply nestled in the town centre and is integrated with the main town square, where the town lodge and the clock tower are also located. The town used to be enclosed with walls and the main entrance was on the harbour side, by the sea. The form of the gate dating back to 1552, when it was renovated in the Renaissance style, has been preserved. The town lodge, where proclamations and sentences were read, deals were made and trading took place, had been built in the same style. It was the hub of social life and is still important today as a venue for selling the fruit of the Cres soil: vegetables, fruit and the world-renowned Cres olive oil. Try it, you won't be sorry because everything tastes good if it

comes from this barren and craggy red soil!

The town centre owes its picturesque look to the playful motley of colours on the facades of houses surrounding the "mandrač" that form an iridescent mosaic on the sea surface and clash with the reflections of boats and smaller fishing boats, including "pasaras", which are typical for Cres. The Cres "pasara" is a boat that used to be constructed in the local "šker" (shipyard), mostly from materials left over from the construction of large ships, and was used for fishing and transporting goods, agricultural products and animals. Along with agriculture, fishing was one of the main sources of income for the dwellers of this rocky island, although the people of Cres were also adept craftsmen and sailors, if the coats of arms and reliefs on the surrounding houses in the old town are anything to go by. Slip in the narrow streets of Cres and see for yourselves!



57

Rab boat

Rab

64

If you come across an archaic vessel at the entrance to the old town of Rab, you will have found a replica of a traditional boat. A boat similar to a monoxylon was once used in the Rab sea basin. The main parts of the boat comprise the hull, frame, portholes, outrigger and oars. The boat had been called a variety of names: lada, copul, zopolo, ladva, gondola, laja, cimba, etc. It is not clear when this boat was built and used on Rab Island. The oldest written record of this, or a similar boat, dates back to 1287. This vessel had been constructed and frequently utilised until World War I, but was no longer used by the end of World War II. Not a single Rab boat has been preserved, except for this replica.

The Rab boat was a vessel that was halfway between

monoxylons and boats with hull plating, in terms of development. The relative accessibility and abundance of spruce, which was used as a raw material, on the slopes of Mount Velebit and its simple construction, allowed even the poorest of farmers to own this boat, which they would use for the transport of necessities (goods and cattle) and fishing. It was exceptionally adapted for small time trade, or to be more precise, the illegal trade of salt, dried and salted fish, etc., between the islands and the mainland, during the Habsburg rule. Also, the length of the boat could reach 9 m and was well-suited for laying out and holding gillnets for tuna fishing, so that it wouldn't sink after closing down the tunas. This version of the monoxylon, which had been constructed on Rab Island, was quite common in the Croatian Littoral and on the Kvarner islands, but it was used the longest in the waters surrounding Rab Island.



Kavuada - Osor

Osor | 44° 41' 34" N | 14° 23' 32" E |

65

Osor is a coastal village nestled between two Kvarner islands. It is bordered in the east by Cres and by Lošinj in the west. The north and south side of the village are open towards the sea, and being well-sheltered from the winds and storms makes Osor the perfect haven for all sailors that encounter such conditions out at sea. Due to these climatic features and its geographic location, throughout its history, Osor has been an important traffic and trade centre. A section of the once major maritime and overland route from the Aegean Sea to the Baltic Sea known as the Amber Road, crossed the Osor isthmus, as evidenced by the myriad archaeological finds of amber ornaments in the surrounding area of Osor. Osor truly blossomed during Roman rule in this area, when the town developed into a crucial port hub at the crossroads of direct routes connecting the maritime

towns of Ravenna, Pula, Poreč, Plomin, Labin, Senj, Zadar and Solin. The present-day traces of the ancient port are not visible, but it had supposedly been located on the eastern side of the isthmus where ships had crossed the Jazit Canal, which was filled up after the Kavuada Canal had been burrowed through on the western side of the isthmus. The Kavuada Canal still exists today and shortens the journey for present-day sailors, just as before. In order to connect Cres and Lošinj with roads, the canal was crossed by a bridge that had been designed and constructed by the company "Antonio Bandoni S.A." from Lecce in the late 1920s. The drawing of the bridge and the crossing of vessels from one side to the other is an attraction of its own and a treat for visitors, regardless of whether they arrived by land or by sea. The bridge is drawn eastwards twice a day, with vessels arriving from the south having the right of way, because only one vessel may cross the canal at any given time.



58



59

Lošinj Lugger Interpretation Centre

Mali Lošinj

66

The “Dražica” wooden motorboat is the latest example of the traditional construction of the Lošinj lugger boats and as such has been inscribed on the list of protected cultural goods of the Ministry of Culture of the Republic of Croatia in 2010. It was constructed in an unknown shipyard and its features make it a prime example of a traditional Lošinj lugger and the shipbuilding craft in this particular area. The restoration of the boat to its original state and its transformation into an outdoor interpretation centre,

paved the way for a unique tourist infrastructure that embellishes the sight of typical coastal settlements in the northern Adriatic, and functions as an open-air museum that interprets the maritime and shipbuilding heritage of this area. The boat is also displayed at tourism events, including traditional boat races. Since this somewhat “different” maritime heritage interpretation centre is located on a boat that is not moored or berthed all the time, but also sails, it is possible that you will stumble upon it in various places, such as the small harbours of the Tiny Boat itinerary, or somewhere else along the way as you sail the northern Adriatic.



Historical “mandrač” and the church with the votive paintings in Mali Lošinj

Veli Lošinj | 44° 31' 17" N | 14° 30' 05" E |

67

In the centre of Veli Lošinj, there is a “mandrač” harbour, which forms a single heritage site, together with the Church of St. Anthony the Abbot. This used to be the main harbour for fishing boats and smaller sailboats, until a new harbour was constructed in Rovenska Bay. The Church of St. Anthony the Abbot is one of several votive churches on the northern Adriatic coast that, besides the graves of seafaring families, also holds a stone relief with a sailboat motif and the inscribed name of the sailor Blaž Gladulić that dates back to 1604. That was the year when the nascent Veli Lošinj merchant navy began to take shape and continued to grow with the tradition honoured by the Petrina, Budinić and Leva families. “Commercio”, the first seagoing sailboat of

importance, was constructed as early as 1799 in Veli Lošinj (Velo Selo). Apart from shipbuilding, Veli Lošinj is notable for its seafaring families that sailed with their own sailboats outside the Mediterranean in the 17th century. One such family was the Petrina family, while in the late 19th century, the well-known Leva family owned seagoing sailboats, such as the “Francesco Giuseppe I.” and “Contessa Hilda”, which they sailed around the world. Veli Lošinj is also the birthplace of Captain Jakov Leva, who was the first to sail around South America to the city of Valparaíso in Chile in 1834, with the ship “Ferdinando V. Re ‘Ungheria”.

Despite its rich seafaring tradition that had developed until the mid-19th century, Veli Lošinj lost its shipbuilding and maritime primacy to Mali Lošinj (Malo Selo), but there are still reminders of its great maritime history present at every step in this town.



Nerezine guc from 1953

Mali Lošinj

68

One of the gucs restored as part of the Tiny Boat 2 project of cross-border cooperation between Slovenia and Croatia. The restored guc is one of the later types of small boats used in the Adriatic region. However, larger gucs were also built, up to 9 m in length. They have been used since the late XIX century to the present. The name was derived from the word gozzo. The guc has distinguishable lines, as well as a pointed bow and stern. In the



northern Adriatic region, it usually has a lugsail, while for regattas, it is also equipped with a steep sail and jib. A 4.35 m long Nerezine guc was built in 1953, has the registration number ML 4103 and is now owned by Sten Vidulić; it is white in colour, with a small deck on the bow, with beautiful lines and equipped with a steep sail and a jib. Gucs were usually used for fishing, transporting fish, various other goods and people, and later also for sports sailing. The Guc was restored by the shipbuilder Zdravko Škrabonja from Nerezine and it regularly participates in festivals and regattas, as well as in other maritime events throughout the Adriatic region.

The Lošinj Sails Around the World Festival

Nerezine - Mali Lošinj

69

The Lošinj Sails Around the World Festival is dedicated to the rich maritime and shipbuilding tradition of the island of Lošinj. The idea to create such a festival originated from the desire for the preservation, revitalization and tourist valorisation of the maritime heritage through the revival and presentation of the historical and cultural heritage of maritime affairs in Lošinj, which had their golden age from 1853 to 1884. The Festival includes traditional maritime, fishing and shipbuilding skills workshops, telling the stories of the famous Lošinj sailing ships that spread the glory of the maritime captains and

their crews all over the world in the second half of the 19th and in the early 20th centuries during the Austro-Hungarian Monarchy. In addition to the historical part, the Festival also offers sports events, the most prominent of which include the traditional pasara boat regatta and parade, the Lošinj Olympians regatta and the traditional boat regatta in Nerezine.

The Lošinj Sails Around the World Festival is also a part of the EU project of tourist valorization of the maritime, fishing and shipbuilding heritage of the North Adriatic "Tiny Boat 2". At the end of September, it is time for a last visit to Lošinj under a still hot sun and for participation in these festivals of maritime heritage and tradition.

www.visitlostinj.hr



62



63

A variety of seafaring customs, beliefs and vows made by sailors constitute a millennia-long tradition that is upheld on almost all of the seas in the world. In pre-Christian times, seafarers believed in mythological creatures and sought protection from them, while after accepting Christianity, many of them made vows to saints, particularly St. Nicholas and the heavenly protector, Blessed Virgin Mary. This tradition of making vows was especially prevalent in the Mediterranean. As a result, many shrines, votive chapels and small churches sprang up. One of the most significant votive churches for sailors on the northern Adriatic coast, is the Chapel of the Annunciation of the Blessed Virgin Mary - Annunziata on Lošinj Island in Čikat Bay, a couple of kilometres from the centre of Mali Lošinj, that can be reached by taking a walk by the sea through a

pine tree forest or by vehicle. Čikat Bay is the place where many wives and mothers from Lošinj used to see off their husbands and sons to the sea. In order to commemorate this, in 1858 the Church of the Annunciation of the Blessed Virgin Mary was built on this site, replacing the old chapel dating back to the first half of the 16th century. When embarking on a journey, sailors would bid farewell to the crowd gathered in Čikat Bay by sounding the ships' horns. If they survived disasters and accidents at sea, they would bring various offerings to the chapel, such as paintings, model sailboats, etc.

During and immediately after World War II, the collection of approximately 80 paintings was destroyed, however today it is enriched with around 30 donated paintings by Cesar Stefanio Steffico, 30 or so old original votive paintings and a few model ships and other smaller exhibits. This chapel remains a site of pilgrimage for numerous sailors and sea lovers.



Itineraries



10
suggestions

Day trips

Explore the west coast of Istria 1 Piran - Rovinj

For many, the most beautiful cities of Istria, Rovinj and Piran, both situated on the peninsula and surrounded by the sea, have been drawing tourists for over a hundred years. Should you find yourself in the area, you simply must not miss out on visiting, especially if you are a fan of the sea and history.

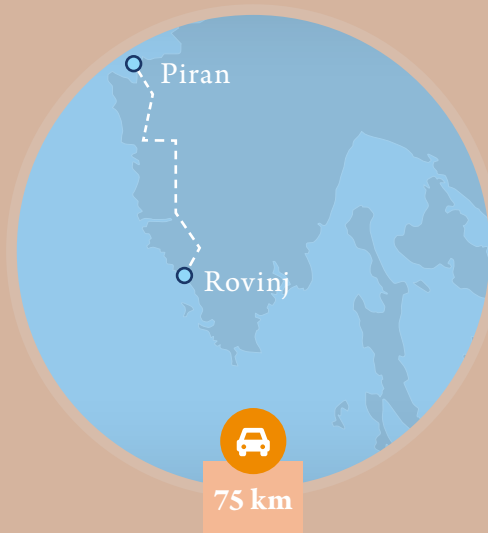
Follow our signs and discover maritime heritage along your route:

Piran:

- Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace, Fizine archaeological site, The “Škver” in Seča, The Galeb sailboat, 2. Oktober (2nd October) shipyard - Bernardin, Lighthouse at Punat: Cape Madonna lighthouse, Piran port, Piran Port Authority

The journey will be quicker if you take the motorway, which requires you to pay a toll, but if you have enough time, we recommend taking the local roads. A drive along the coast offers a beautiful view of the sea, while the inland roads reveal the sight of Istria's storied vineyards. Make sure you visit a wine cellar and have lunch or dinner in one of the famous restaurants on the coast or inland.

journey length: 75 km



Rovinj:

- Port of St. Catherine in Rovinj, Old “škver”, Shipbuilding Square, Wind rose at the Small pier, Batana Eco-Museum, Cuguliera - beach, Lanterna

Day trips

Explore the west coast of Istria 2 Rovinj-Izola

A day that includes an exploration of the beauty of Rovinj and Izola will be a particularly interesting one. Once destinations favoured by seafarers, these cities now welcome yachts and sailboats. People in this region have always lived by the sea and drew their livelihood from it, so this is where fans of boats and sailing can find their soulmates.

Follow our signs and discover maritime heritage along your route:

Rovinj:

- Port of St. Catherine in Rovinj, Old “škver”, Shipbuilding Square, Wind rose at the Small pier, Batana Eco-Museum, Cuguliera - beach, Lanterna

As in the case of the first route, the journey will be quicker if you take the motorway, which requires you to pay a toll, but we recommend taking the local roads. A drive along the coast offers a beautiful view of the sea, while the inland roads reveal the sight of Istria's storied vineyards. Make sure you visit a wine cellar and have lunch or dinner in one of the famous restaurants on the coast or inland.

journey length: 80 km



Izola:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The “Škver” in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - “mandrač” (mole-enclosed boat berth), Arrigoni plant, Delamaris plant

Day trips

Two rivieras 1

Piran - Mošćenička Draga

For all experienced travellers, as well as all those who love learning more about the regions they visit, we have prepared some new expeditions. On the other side of the Istrian peninsula, Piran with its fishing village and rich Venetian-era heritage brings together diversity and an abundance of interesting history, boats and those who guard them against oblivion. As a special bonus, you can enjoy a swim at the storied beach of Mošćenička Draga.

Follow our signs and discover maritime heritage along your route:

Piran:

- Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace, Fazine archaeological site, The “Škver” in Seča, The Galeb sailboat, 2. Oktober (2nd October) shipyard - Bernardin, Lighthouse at Punat: Cape Madonna lighthouse, Piran port, Piran Port Authority

If you are lucky and visit in mid-July, you must not miss out on Mošćenička Draga because then you can admire the most beautiful boats in the Adriatic as they sail towards the sun and, after the sun sets, wait for magnificent fireworks accompanied by classical music and spotlights. Whatever coast of Istria you find yourself on, the food will taste like the sea and the wine will spark a romantic mood.

journey length: 95 km



Mošćenička Draga:

- Sea House - maritime heritage exhibit, St. Andrew's leut from 1934, The Festival and Regatta of Traditional Sailboats

Day trips

Two rivieras 2

Izola - Kraljevica i Crikvenica

We have shipbuilders to thank for some of our greatest discoveries and the impact they have had on the development of humanity over the course of history cannot be put into words. Shipbuilding in the northern Adriatic began in Izola and Kraljevica, while tourism first developed in Crikvenica. Izola and Crikvenica are famous for their fishermen. Taken together, these elements make for an interesting story of past life by the sea.

Follow our signs and discover maritime heritage along your route:

Izola:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The “Škver” in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - “mandrač” (mole-enclosed boat berth), Arrigoni plant, Delamaris plant

Some hour and a half's drive along the expressway that passes through the Učka tunnel will allow you to explore two seas: the shallow one in the Gulf of Piran and the deeper Kvarnerian one. You will learn that no prawn tastes better than those from the Kvarner Gulf, and that wines from both sides of the Učka mountain are excellent, even though the selection in Istria is much larger. Ever since the Austrian-Hungarian era, the beach in Crikvenica has boasted five stars, which is something you must experience.

journey length: 130 km



Kraljevica and Crikvenica:

- Kraljevica Shipyard, Bakar “tunera” observation posts, Lighthouse at Cape Oštro, Fishermen's House, Selce “guc” from 1990

Shorter trips

Cities large and small Rijeka – Izola – Piran

At the top of Kvarner Bay, at the point where the sea comes closest to Central Europe, lies Rijeka, a centuries-old port, a shipbuilding centre and the birthplace of many sailors and fishermen. A day in Rijeka passes in the wink of an eye as, in addition to visiting our sightseeing points, you can enjoy shopping, a cup of coffee on the waterfront and an excellent lunch or dinner in one of the city's many taverns and restaurants. The following day, an hour and a half's drive will let you experience something completely different: the tranquil beauty of the Istrian seaside towns.

Follow our signs and discover maritime heritage along your route:

Rijeka:

- Maritime and History Museum of the Croatian Littoral, Natural History Museum in Rijeka, Fish market in Rijeka, Faculty of Maritime Studies in Rijeka, Dead Canal, Rijeka breakwater, Fiumare – The Kvarner Sea and Maritime Heritage Festival, Lighthouse at Mlaka, "Rijeka Torpedo - the First in the World" exhibition, The Chapel of Votive Gifts at Trsat

A drive from Rijeka to Izola offers a change of scenery whether you take one of the two routes through the heart of Istria and the Učka tunnel or if you decide to take the road from Rijeka towards Italy, making a turn to pass through Koper.

journey length: 100 km



Izola:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The "Škver" in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - "mandrač" (mole-enclosed boat berth), Arrigoni plant, Delamaris plant

Piran:

- Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace, Fizine archaeological site, The "Škver" in Seča, The Galeb sailboat, 2. Oktober (2nd October) shipyard - Bernardin, Lighthouse at Punat: Cape Madonna lighthouse, Piran port, Piran Port Authority

Shorter trips

From one island (Krk) to another (Izola) Krk – Izola – Portorož

Krk, the largest island in the Adriatic, is the biggest tourist attraction in Kvarner Bay. Depending on the sea since ancient times, the islanders have spent their lives in small boats, which you can still see moored on the waterfronts where you can learn about their history, as well as see and feel them sail. Izola offers a very similar experience, but the view of the sea is different... While the island of Krk is surrounded by other islands and the mainland, Izola is surrounded by the open sea.

Follow our signs and discover maritime heritage along your route:

Krk:

- Krk Island Maritime Heritage Interpretation Centre, Krk pasara – The Bodulka, Krk guc - Bodul, Paolina bragoc from 1960, Krk Sails



Izola and Portorož:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The "Škver" in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - "mandrač" (mole-enclosed boat berth), Arrigoni plant, Delamaris plant, Monfort salt storage facility

While the beaches on Krk are pebbly or rocky, in Portorož you will be greeted by sand. The fish and seafood are equally good and the choice of accommodation is excellent. There is but a single bridge that you must cross, and the easy drive on well-tended roads should not cause you any stress.

journey length: 145 km

Shorter trips

The east and west coasts of Istria

Mošćenička Draga – Lovran – Opatija – Izola

The natural landscape at the foot of the Učka mountain closes off Kvarner Bay as it plunges into the sea. Opatija, with its history of being a fashionable summer resort, and Mošćenička Draga, with its fishing tradition, offer a perfect opportunity for us to learn what our tiny boat was once used for. Whereas in nineteenth-century Opatija it transported tourists, in Mošćenička Draga it was used for fishing. Learn more about small-scale fishing on the east coast and travel to the west coast of Istria, to Izola, to acquaint yourself with large-scale fishing.

Follow our signs and discover maritime heritage along your route:

Mošćenička Draga:

- Sea House - maritime heritage exhibit, St. Andrew's leut from 1934, The Festival and Regatta of Traditional Sailboats

Lovran:

- Lovran "mandrač" and the House of the Lovran "guc", Lovran "guc" from 1968, Lovran pasara from 1954



Opatija:

- "Mandrač" in Volosko, Guc from 1895 - Opatija guc, Nebuloza Gajeta from 1932, Opatija-Šporer harbour

Izola:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The "Škver" in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - "mandrač" (mole-enclosed boat berth), Arrigoni plant, Delamaris plant

As you depart for Slovenia, make sure you pass through the Učka tunnel and, taking the slightly longer route, enjoy the heart of the Istrian peninsula. Just by the road, you will be able to see the storied Istrian hill towns: Roč, Buzet, Motovun, Grožnjan... Buje. This region abounds in excellent wines and it is known for its white truffles, so you must not miss out on stopping to rest and enjoy some refreshments.

journey length: 105 km

Shorter trips

The fishing route

Crikvenica – Izola – Piran

If you want to learn more about fishing and fish processing, this is the trip for you. If you visit in late August, you can combine two maritime festivals: The Fishermen's Week in Crikvenica and the Fishermen's Holiday in Izola. This is an opportunity for you to learn how to catch and cook fish as you enjoy singing, dancing and wine. A visit to Piran lends a serious note to this trip.

Follow our signs and discover maritime heritage along your route:

Crikvenica:

- Fishermen's House, Selce "guc" from 1990, Fishermen's Week

Izola:

- Izolana – Sea House, Simon's Bay Archaeological Park, Viližan archaeological site, The Rex, The "Škver" in Izola, Biser (Pearl) fishing boat, 2. Oktober (2nd October) shipyard, Izola lighthouse, Izola - "mandrač" (mole-enclosed boat berth), Arrigoni plant, Delamaris plant



Piran:

- Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace, Fazine archaeological site, The "Škver" in Seča, The Galeb sailboat, 2. Oktober (2nd October) shipyard - Bernardin, Lighthouse at Punat: Cape Madonna lighthouse, Piran port, Piran Port Authority

In our previous itineraries, we dedicated quite a few words to the trip between the Slovene Littoral and Kvarner: the drive is undemanding and easy, but we suggest you be careful and observe the traffic code because there are several permanent speed control points along the route.

journey length: 135 km

Shorter trips

The road of diversity

Piran – Rijeka – Mali Lošinj

This trip allows you to enjoy the greatest diversity in a short time: the view of an Istrian seaside town, the rush of a port city and the aromatherapy on the island of vitality. If you don't have much time, but you do have great expectations, you can't do better than this. Moreover, you can learn a lot about the rich maritime heritage of each of those places.

Follow our signs and discover maritime heritage along your route:

Piran:

- Sergej Mašera Maritime Museum, Piran – Gabrielli de Castro Palace, Fizine archaeological site, The "Škver" in Seča, The Galeb sailboat, 2. Oktober (2nd October) shipyard - Bernardin, Lighthouse at Punat: Cape Madonna lighthouse, Piran port, Piran Port Authority

Rijeka:

- Maritime and History Museum of the Croatian Littoral, Natural History Museum in Rijeka, Fish market in Rijeka, Faculty of Maritime Studies in Rijeka, Dead Canal,



Rijeka:

- Rijeka breakwater, Fiumare – The Kvarner Sea and Maritime Heritage Festival, Lighthouse at Mlaka, "Rijeka Torpedo - the First in the World" exhibition, The Chapel of Votive Gifts at Trsat

Mali Lošinj:

- Kavuada - Osor, Lošinj Lugger Interpretation Centre, Historical "mandrač" and the church with the votive paintings in Veli Lošinj, Nerezine guc from 1953, The Lošinj Sails Around the World Festival, Collection of votive paintings of ships from the Chapel of the Annunciation of the Blessed Virgin Mary

Imagine spending an evening on a sandy beach in the glamorous city of Portorož, only to spend the next one in a pine forest in Mali Lošinj. And there would be lots of things happening in between. Due to the distance between the endpoints, you should allow three days for this trip, but the drive from Piran with a longer stay in Rijeka will not be dull thanks to the very interesting scenery, a boat ride and a plethora of selfie locations.

journey length: 225 km
ferry Valbiska – Mišnjak 25 min

Multiple-day trips

Tiny Boat for the advanced

Izola – Piran – Rovinj – Mali Lošinj – Nerezine - Cres – Krk – Rab – Crikvenica - Kraljevica – Bakar – Rijeka – Mošćenička Draga

For all fans of maritime heritage, as well as those who want to explore the beauty of the Slovene Littoral, Istria and Kvarner, we recommend a multiple-day journey dedicated to learning about the Tiny Boat. You can start this circular journey from any one of the destinations and the leisurely sightseeing will take you at least 6 days. Those days will be filled with new discoveries, interesting events, gastronomic delights and healthy seaside air. This trip is interesting all year round, but spring and autumn are the nicest because there is no summer heat or winter bora wind. Fans of seaside fêtes can plan their trips depending on some of the maritime festivals in order to visit a certain location at the right time for the festival.

The west coast of Istria and its inland areas, three Kvarnerian islands, the Crikvenica region, Rijeka and the coast at the foot of the Učka mountain offer so much content that the journey could take weeks. The route we have suggested includes almost all the presentation points of the Tiny Boat project. You will not have enough time to visit all of them, so have a good look at the brochure you are holding, explore our virtual museum online and plan your ideal trip. As you are planning the trip, have a look at the



ferry schedules by simply searching for the name of the ferry line you are interested in.

Enjoy local gastronomy and the hospitality of your hosts. Pick the type of accommodation you enjoy most, from a stay in nature to the most luxurious of hotels. Learn the inspiring story of the maritime heritage of Kvarner, Istria and the Slovene Littoral.

journey length: 550 km

ferries:

Brestova - Porozina 20 min.
Merag - Valbiska 25 min.
Valbiska - Lopar 1 sat i 20 min.
Mišnjak - Stinica 15 min



primorsko
županija goranska



TURISTIČKA ZAJEDNICA
KVARNERA
Raznolikost je lijepa



**IZOLA
ISOLA**
Turistično združenje Izola
Ente per il turismo Isola



POMORSKI
I POVIJESNI
MUZEJ
HRVATSKOG
PRIMORJA
RIJEKA

