

# Three cruising itineraries

**T**he suggested routes for your eight-day cruises are based on our skippers' body of experience spanning decades of sailing. All three suggestions include a combination of daytime anchoring and overnight stays in the solitude of romantic coves or next to the summer hustle and bustle of marinas and harbours, small and big alike. We have tried to come up with itineraries that will not leave you exhausted. We have, however, drafted a third suggestion as a more demanding challenge for experienced skippers and crews. The destinations listed in each route do not overlap, so if you wish you can include them in a combination of your own. If you realise that you cannot reach the suggested destination because of weather conditions, too strong a blow or because your crew are too tired, all you have to do is to shorten that leg. Safe havens on the Croatian side of the Adriatic are plentiful and one will almost always be just a short way away. While sailing, we suggest you use the *Pilot Book for the Croatian Adriatic* written by

Radovan Marčić, published by the *More (Sea)* magazine. This book is printed in two volumes - the north and the south part - and it describes in detail every cove, quay and harbour with their maritime and meteorological features. It is intended precisely for yachties. You may also use the pilot book published by the State Hydrographics Institute. These pilot books are, of course, no substitute for marine charts, but you will nevertheless find countless details that are not found on the charts. A cruise should be planned before you cast off, so read everything relating to your chosen itinerary.

While sailing, always exercise due caution and keep an eye both on the marine charts as well as on what is going on around you. This applies particularly to channels, straits and approaches to harbours where, in summer, traffic may assume road-like proportions. Always heed weather forecasts as well as the gauge of your barometer as it is much more pleasant to sail with the wind and waves than to beat them.



## Suggestion I.

**Nečujam - Veli Drvenik (Krknjaši cove) - Primošten - Piškera - Žut - Murter - Kaprije - Rogoznica - Maslinica - Split**

insisting on a quayside berth?! Sneak your way past the visitors from Split to reach the most reclusive corners of the prongs of Piškera and Maslinica. Just make sure you don't get stranded on the submerged walls of Emperor

Diocletian's fish farm at the bottom of Piškera. It has been here for 17 centuries. In ancient days, it was above sea level, while today it is a metre and a half below it.

## DAY ONE

When planning a cruise, it's often wise to find out where the locals usually do their sailing. Their ambitions are perhaps more modest than yours, but their knowledge of the cruising grounds is certainly better. Following in their wake, let us set sail on our first day for Nečujam. It is only nine miles from Split, so you will get there in a leisurely way even if you set off as late as five p.m. If you get a mistral breeze, hoist your sails. Spend the first night in Nečujam at anchor. It's more romantic that way, and, besides, what's the point in

## DAY TWO

Before setting sail for the cove of Krknjaši on the island of Veli Drvenik and further on towards Primošten, it makes sense to take a swim and don a diving mask to take a look at the remains of the fish farm. You have to cover exactly eight miles to reach Krknjaši. The two islets, Veliki Krknjaš and Mali

Krknjaš, cordon off a lovely lagoon that is ideal for swimming. The cove provides good protection from northerlies but less so from winds blowing from the 2nd and 3rd quadrants. Your anchor will lie on a sandy bottom. Enter the lagoon either from the south or via the straits between Veliki Krknjaš and Mali Krknjaš with depths of 2.7 metres. The distance from Krknjaši to Primošten's marina Kremik is 16 miles. If you opt for Primošten's seafont, add another mile and a half. If you sail in the afternoon, you will most often beat the mistraul. It is conceivable that you will encounter choppy seas off Ploča promontory as this is the Adriatic's maritime and meteorological watershed. On the tip of the promontory, there is the chapel of St John to which many a sailor's prayers were addressed with a great deal of foreboding. Kremik marina is in one of the most sheltered coves in the Adriatic, and, as far as weather conditions are concerned, you will spend a quiet night here (there is also a petrol station).

In Primošten, you can use one of some twenty berths equipped with mooring lines and power and water points along the breakwater. They are safe in all conditions. It is also possible to anchor between the breakwater and the shore with depths of 4.5 metres, but if the jugo picks up, the anchor will not have much holding power.

### DAY THREE

The destination for the third day of sailing will be Piškera, one of the two ACI marinas in the Kornati that is 33 nautical miles from Primošten. We will first head for Žirje which is nine miles away. We approach its south shores and take a morning swimming break in the cove of Stupica Vela as it is well protected from all winds except the jugo. The anchor will hit a sandy bottom in 15 metres of depth or else you may tie up to one of some fifteen buoys. Continue your passage by skirting the south shores of Žirje. Head for the Kornati, or to put it more precisely for Kurba Vela,



which should be approached from the south side. Once past this island, it is advisable to pay attention to a shoal some two hundred metres northwest of Mali Garmenjak. Reefs and shallows abound in the Kornati, so one should sail cautiously, keeping an eye on the nautical charts. Stay on course, either under sail or engine, on your way to the Kornati Channel and once you have sailed past Škulj and Kameni, Žakan and Ravni Žakan you enter the realm of genuine Kornati vistas. While sailing along the channel, you will be shadowed on your northeast side by the long island of Kornat, while on the southwest side you will be parting from Lunga, Prišnjak, Kasel and Gustac. Having sailed past Lavsa,

you enter the channel between Lavsa and Piškera and then reach another channel between Piškera and Vela Panitula. This is one of the most popular spots in the Kornati and also the location of Piškera marina. In the old days, fishing boats would head for this spot as it is an excellent haven when the bora freshens up. When westerlies and particularly southerlies pick up, it gets slightly choppy in the marina.

### DAY FOUR

This day, after a romantic night moored safely in Piškera, will be spent sailing through the Kornati. The bay of Žut is only some fifteen miles away, but we shall reach it in a roundabout way so we can make the most of the Kornati National Park (you have to buy a ticket to enter this beauty spot and for each extra night there). Let us first head for Vruje, the largest settlement in the Kornati, which is five miles away, provided we sail along the outer side of Piškera, or else six if we head back via the Kornati Channel. There are reefs and shoals both in the channel and close to Rašip so take due care. Vruja is a place of some fifty houses and was named after an underwater spring (vruja in Croatian) in the west prong of the bay, which almost turns into a fountain after heavy rainfalls.

From Vruja, we will be skirting Kornat, heading for

the Proversas. We will sail past the well-known chapel of Our Lady Of Tarac, where every first week in July pilgrims flock to one of the most enchanting rituals in the Adriatic. To get to Žut from Kornat you have to pass through one of the two Proversa straits, Vela or Mala, on either side of the islet of Katina, which is wedged between the islands of Kornat and Dugi Otok. Until a few years ago, only Vela Proversa was navigable. Now Mala Proversa has been dredged so that even small car ferry can pass through. We nevertheless suggest that you first sail to Telašćica, the southernmost bay of Dugi Otok. If you anchor or tie up in the cove of Mir you can take a ten-minute walk to the salt-water lake of the same name. You can take a swim in the bay and head off in the afternoon for Žut. If you come across some mistral, tramontana or a bora breeze, this is an excellent opportunity to go under sail alone. In Žut, a safe bay of moderate proportions, you can choose a berth in the ACI marina, alongside patches of seafront or you can tie up to one the buoys in front of the tiny restaurants. You may as well weigh anchor off the northwest promontory. Another overnight option is the cove of Hiljača, which is slightly further away on the east side of the bay.

#### DAY FIVE

Next, we set off back towards the mainland. Our destination is the island of Murter. It is linked to the mainland by way of a draw-bridge in Tisno. There is no need to head for the namesake town in a straight line as it is only seventeen miles away. So head first for Vrgada. This is an excellent spot for swimming, either on the east or the west side of the shoal that spans the Islets of Artina and Vrgada. You will choose your side depending on the prevailing wind. From here on to Murter or Hramina it is four miles. Here you will sail down the channel between Žminjak and Veliki Vinik and around the islet of Tegin. Opting for any other route means running aground! Find a berth either in Hramina marina or if you sail past the

Gradina promontory in Betina, along one of the small piers in front of the houses. Having made a comeback to civilisation, you are advised to spend the evening in one of the numerous cafés or restaurants.

#### DAY SIX

Today, you can head for Rogoznica that is thirty miles away. Once again, this is not going to be a straight-line route. Stop off to have a swim in the wilderness between Veliki Borovnjak and Mali Borovnjak and the island of Kakan, or else in the town of Kaprije. Here, you can choose from anchoring in the southeast part of the bay or tying up along the west pier as there is only 1.5 metres of depth along the east pier. If there is a breeze, then the thirteen miles to the approach to the Bay of Rogoznica will be a most enjoyable sailing leg.

The wooded slopes of Gradina promontory must be cleared to reach Rogoznica and Frapa marina. Now you will tie up either in the marina or along the seafront of Rogoznica (situated on an islet connected to mainland by bridge), or else you will anchor in the east part of Rogoznica Bay, that is in the little cove of Ražanj. No matter what your final choice is, do take a walk to Zmajevo Jezero (Dragon Lake), a famous little lake in the immediate vicinity of the marina.

#### DAY SEVEN

Let's head back for the islands, towards Maslinica on the island of Šolta, a leg of fourteen miles. The first point of call is the settlement of Drvenik on the island of Veli Drvenik. To get there, we have to pass the straits between the promontories of Konj and Movar and the islet of Smokvica. This islet has been off limits for decades. First, it was sealed off by the Yugoslav Army, and later, the Croatian state leased it to a private entrepreneur who was supposed to build an upmarket tourist development here. Thus far, the upmarket tourist scheme has come to nothing and you still can't fulfill your wish to visit Smokvica. There are several nice coves on your way to



Drvenik, and again, the Ploča promontory. In most of these coves, you can anchor and take a solitary swim. In Drvenik, you can tie up in the unfinished Zirona marina or along the town quay. Take a walk to the church of St George. Here, you will see an interesting sight: outside the old church there is a kind of stage set, namely the facade of the “new church”. To reach Maslinica, you will sail past six islets closing off the approach to the harbour. The best option is to tie up to the quayside on the north side or to anchor off the south seafront and cast stern lines ashore (here at this end of the seafront, the depth is

two metres, but further on, it gets shallower). Maslinica is an old fishing village, so you will see more boats belonging to fishing buffs than boats belonging to yachties. If you fancy a solitary anchorage, sail for another half a mile to the south to the perfectly protected cove of Šešula.

## DAY EIGHT

The boat ought to be returned, so this means getting up in the early hours of the morning and motoring for thirteen miles to get to Split in time. Here, in the ACI marina, Mišo and Bartul are waiting for us.

## Suggestion II.

**Bobovišća -the islands of Pakleni (Paklinski) otoci - Vis or Komiža and Biševo - Lastovo - Vela Luka - Šćedro - Hvar - Stari Grad - Blace - Lučice - Stražinska - Split**

### DAY ONE

Having endured the travel hassle and the crowded Split harbour, the peace of the almost forgotten pearl of Bobovišća on the island of Brač will come as a soothing panacea (before tying up in Bobovišća, you may weigh anchor, if you fancy a pre-supper swim, in the Bay of Stipanska halfway between Brač's northernmost tip of Gomilica and your first destination.) Bobovišća is only some ten miles from Split.

The harbour is sheltered from all winds, except for summer neveras coming from the west and mistral-driven high seas. At its bottom, it forks into two pockets of which the north-eastern one is calmer. You cannot reach its end, as there is an underwater wall, the remains of an old fish farm.

The eastern and narrower pocket is rimmed with mostly old houses, including the stunningly beautiful summer retreat of the Gligo family. Under the houses lined along the seafront, local boats are moored, so the only available spot to be found is at the near end of the seafront ahead of the north bank. There is very little room to anchor. At the

bottom of the small harbour is the monument to the writer Vladimir Nazor. Further up on the hill slopes is the upper part of the town. Nestling on the neighbouring hill is the tiny hamlet of Ložišća, marked by a magically tall and lovely bell tower.

### DAY TWO

Having sailed through Split Gate (the channel between the islands of Brač and Šolta), which always holds some surprise for regatta crews, turn your bows towards the western tip of the island of Hvar, or to be more precise, towards the Pakleni (or Paklinski) islands. Once there, you have to find a passage between the islets of Vodenjak and St. Klement (be cautious, since there is the reef of Langva and shoals). By

now, you have sailed some 12 miles, so you can start skirting the south shores of St. Klement (at a safe distance, as there are shoals, and do give a wide berth to the Bibić promontory!). Now, you are spoilt for choice as there are seven coves and it is hard to say which is the most attractive when it comes to having a swim. Among them, the lagoon next to the islet of Dobri (the Soline harbour) and the coves of Taršće and Vinogradišće stand out as particularly good anchorages. In the early hours of the afternoon, set sail for the island of Vis. This is a short passage of only nine miles and you



can usually do it under sail alone. The proper summer mistral picks up at that time, driving choppy seas through the Vis channel. Don't let this discourage you, as this is a benign wind that will help you get to the vast harbour of Vis in no time at all. If you still feel like having a swim or you prefer a quiet berth, you may enter the safe coves of Parja or Rogačić immediately to the west of the approach to the harbour, or else you can be choosy in this same bay of the island's biggest town, depending on the prevailing wind as there are two quiet mooring spots: the eastern side below Češka vila (the Czech villa) or on the opposite side of the bay in



Palmižana



Skrivena luka

the inlet of Stonca. Yachties most often prefer to tie up along the harbour's seafront in the south-west end of the Bay of Vis where most berths are fitted with mooring lines, power points and water. Depths vary from 2 to 3.5 metres. In front of the west bank, there is a long car ferry terminal where you are not allowed to tie up, and you will not anchor close to here either as the car ferry requires a considerable amount of sea room to manoeuvre. To the north of the terminal is a petrol station (depth three metres), and further on facing east in front of the peninsula of Prirova, there is the part of the harbour that affords the best protection from the bora. (The bora builds up swells along the east part of the harbour where there are mooring lines and incidentally this is also the spot exposed to wake wash from car ferries and passenger catamarans so your boat stern should be further away from the quayside than usual.) The peninsula of Prirovo and its monastery and church is the oldest part of the island, the ancient Issa.

Although there seems to be no telltale signs, this part of the harbour is the windiest when summer neveras roll over from the west. When they do, it is impossible to anchor in Kut, the beautiful eastern part of the Vis harbour. Apart from this, it is pleasant to spend a night at anchor here, under the loveliest old houses of Vis, but stay at least 50 metres away from the seafront to make sure your anchor does not get entan-

gled with the mooring lines of local boats. They are planning to install some ten mooring lines this season, so it will be much simpler to moor here (depths along the Kuta seafront vary between half a metre and 2.5 metres). Alternatively, we suggest you stay on the same course when approaching Vis harbour and carry on sailing along the north side of the island passing past coves of Gradac and Oključna, although this will add on an extra eight miles. This way you will end up in Komiža, the place that many people regard as the nicest and most enchanting town on the Croatian islands. Here too, all berths alongside the long breakwater are fitted with mooring lines,

power points and water taps. (Depths are invariably over three metres). Do not head for this side of the island in strong southerly winds.

### DAY THREE

If you set off from Komiža for Lastovo, make sure you do not miss Biševo and its renowned Blue Grotto (Modra Spilja) on the east shore (there are nice places to go swimming on the other side of the island in the coves of Salbunara and Biševska luka.)

Bear in mind that on this island, only five miles from Komiža, there are no safe havens. To get to Lastovo from Komiža, you will have to sail 35 miles and, if you set off from Vis, you will save the odd mile or so. Lastovo is genuinely exceptional, gorgeous and unlike Vis most yachties have not discovered it yet. Even at the peak of the season, you can find a spot all for yourself, so it is really worth of that extra mileage under sail. It is up to you to choose either the more indented west shores, including Veli Lago (in the harbour of Ubli there is a petrol station while depths in front of the seafront ahead of the station vary from 1,5 to 3 metres or the south shores where the island's most well-known spot is the cove of Skrivena Luka (hidden harbour). Or else you can head for the north shores where you will find the safe anchorages of Mali Lago and Zaklopatica. It is the safe haven of Zaklopatica that is the best departure point to reach the

town of Lastovo high up on a hill. Having sailed to the island, do not miss out on visiting this unique place where time seems to stand still, so in the morning of the fourth day do stretch your legs.

#### DAY FOUR

On this day we suggest short passages. Take your first swim off Lastovnjaci (from Zaklopatica, it takes four miles to reach this group of islets). The lagoon of the island of Saprun is particularly beautiful. While sailing in the wider area of these cruising grounds, watch out for reefs and shoals! To reach the shores of Korčula facing the north side of Lastovo, you will have to sail for less than eight miles. It may



be good to know that you are approaching the nicest part of Korčula's cruising grounds, that is the nine-mile long stretch between Brno and the bay of Tri Luke (three harbours) (as regards the mistral and jugo-driven waves, a safe haven can be found anywhere). In Brno, you can stop off and buy what the locals call a damjana, a vat-like magnum bottle of Pošip or Rukatac, the peninsula's most famous wines (the depth alongside the town's quay is five metres). There are nice anchorages around the four islands off Prižba or else off the small peninsula lined with mostly summer cottages. Further on to the west, there is the tiny harbour of Grščica, and continuing in this direction, you will come across another string of islets where, between the elongated islet of Zvirinovnik and the mainland harbour of Karbuni, there are good anchorages even for big ships. By way of anchoring, the nicest spot is to be found between the two islets of Pržnjak in the close proximity of the safe havens of three-pronged bay of Tri Luke.

#### DAY FIVE

We do not suggest much sailing for this day either. To start off with, sail to Vela Luka. Setting off from Tri Luke, it is just seven miles to get there. Here, you can get hold of excellent olive oil. There are lovely spots for swimming almost anywhere within this large bay, and especially on the north side in the cove of Gradina to the east of the islet of Gubeš. En route to

Šćedro, it is wise to sail to the west of the islet of Proizd (which follows the line of the northwest promontory off Vela Luka) so as to give the shoals a wide berth, and then carry on for another seven miles. According to Slavic mythology, Šćedro means "merciful," and indeed this tiny island does have a merciful offering of few safe havens. On its south shores, there are lovely coves to swim in, Čarnjeni and Borova, where you can also spend a night provided there is no jugo. On the north side, there are two safe havens whose reputation dates back to ancient times – Lovišće (Veli porat) and Mostir. There are few scattered houses in both

of them while in Mostir there are remains of fortress-like monastery from the 16th century.

#### DAY SIX

Having spent a night, it is time to set course for the homeport. On your way back, you should stop off in two ancient harbours. Sailing towards Hvar, will give you a backdrop of steep slopes where, fortunately enough, you will again notice increasing green patches of vineyards where Hvar's excellent vines are grown. In the course of sailing these 12 miles, take a refreshing swim somewhere on the beaches in the pretty coves of Dubovica and Milna, since in a short time you will find yourself in the biggest town square to be found on the Adriatic islands. The town's other vistas, too, are stunningly beautiful, but do bear in mind that this is not one of the best-protected harbours. Swells become unpleasant even when driven by moderate westerlies, and there is not too much sea room to anchor either (the sandy bottom suggests you might need to let out more chain than usual). Likewise, the number of berths along the seafront is also limited (although there are power points and water). You can also anchor in Križna Luka, the first eastern prong of Hvar bay, where there is a petrol station (depths of up to two metres but only in the westernmost part of the low quay next to the station!). To reach an even older town, Stari Grad, you

will have to cover the same distance as that from Šćedro to here in the course of this day (don't be scared of the force of wind in the Paklinski channel as it tails off once you have sailed past Pelegrin promontory). From Pelegrin to the end of Stari Grad bay, there is a continuous string of coves of all sizes so you will be spoilt for choice as to where to take a break before reaching your destination. Parja, Stiniva (in Stiniva, there is a pier with a breakwater) and Lučišće are the prettiest ones. It is Stari Grad, not Hvar, that is known as the ancient Pharos. You can tie up here off the old car ferry terminal next to the bank of the harbour or some two hundred metres further on where there are mooring lines with power and water points (don't even think of dropping anchor here as there is a huge slab of stone on the bottom!). After sunset, take a walk around the narrow alleys of the town where each house speaks of the magic and spirits of the past times, and visit Hektorović's palazzo and its fish farm from which fish was delivered to the plate of the famous writer of *Fishing and Fishing Talk*.

### DAY SEVEN

For a morning swim, we suggest the labyrinthine cove of Tiha (which is excellent to spend the night in, all

the more so if Stari Grad's harbour is crowded). Later on, we suggest sailing to the shores of Brač and the cove of Blaca from where you can take a leisurely walk to the monks-reclusive retreat and their admirable estate overlooking the cove. This will take seven miles of sailing. If you don't much care for history, you can set sail for Lučica, which is two and half miles further away on the course to Splitska vrata. In the three good-sized prongs of this delightful cove you have a number of options as to which spot provides the best protection, depending on the prevailing wind. This is an ideal swimming spot, which is also a good overnight option (there is a good restaurant in the westernmost prong).

Nonetheless, we suggest sailing for another four miles to the land of Šolta and its Stračinska cove. There is a fish farm in its northern corner. If the jugo picks up, it is better to stay in Lučice cove or head for a little bit of civilisation that is just around the corner - Brač's most charming town of Milna (there is a marina and a petrol station here).

### DAY EIGHT

Now you're back in familiar waters as you catch the first glimpse of Split from where you cast off a week ago.



### Suggestion III.

**Jelsa (Vrboska) - Korčula - Pomena - Prožura - Jakljan - Luka Šipanska - Dubrovnik (Cavtat) - Lopud - Kobaš - Žuljana - Orebič - Kneža (Račišće) - Sumartin - Povelja - Split**

probably the last two hours will be sailed at night. It is also most probable that this will be done under sail as the mistral persists for quite a while in this area. If you do not fancy entering the harbour of this lovely town at night, you may anchor off the islet of Zečevo

### DAY ONE

The afternoon mistral will power you fast through the straits of Splitska vrata. From here, you can wind down the windy Hvar channel under spinnaker towards Jelsa. There are still 28 miles to sail, so most

or at the entrance to the Bay of Vrboska off the promontory of Glavica.

In Jelsa, you can tie up along the seafront at the end of the south bank in the harbour (depth three metres) or outside the harbour master's building in the

middle of the opposite side, where there is anchoring room for a few boats (depth 2.5 metres). Here you will be well protected from the bora - the only wind you should be wary of in Jelsa. If the bora picks up, it is better to head for the picturesque and miniature replica of Venice - Vrboška. Here there is an ACI marina, and it is also possible to tie up along the quayside next to the port light, some distance from the marina towards the bottom of the bay (along this 120-metre stretch, depths vary from 2.5 to 3 m).

## DAY TWO

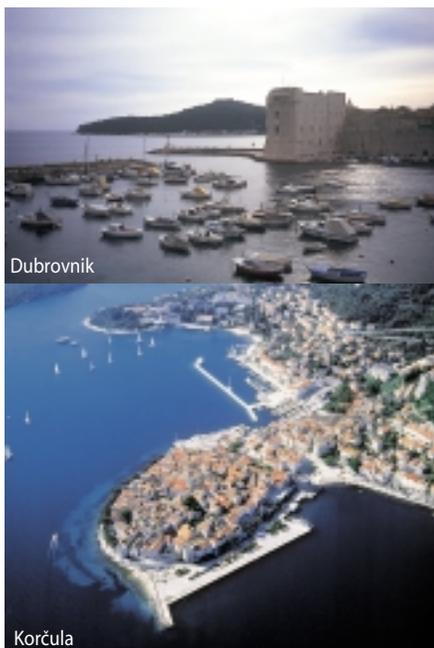
To continue sailing parallel to the north shores of the elongated island of Hvar, you will have to set off in the early hours of the morning. If there is no wind (if any, it is most

**This itinerary is the longest that we suggest, as it is intended for demanding sailors who would not shrink at the idea of sailing around-the-clock in order to reach the most beautiful coastal town, Dubrovnik. Over 200 miles have to be sailed in the course of this itinerary.**

likely to be an easterly or northerly breeze), you will have to motor to Hvar's easternmost tip of Sućuraj. In the course of these first twenty miles of sailing, you may take a break to have a swim in Vela Stiniva or Pokri-venik, two nice coves rimmed with steep precipices. In Stiniva, which is the harbour of the village of Poljica, there is a pier with a breakwater. At the head of the pier, the depth is 5 meters.

In the Neretva Channel, you might have already run into the mistral, although a jugo would be also fine for your ten-mile leg to Lovište, which is next to the tip of the peninsula of Pelješac. As for a swimming break, you could choose the cove of Pržina off the southernmost tip in the cove of Lovište, the promontory of Osišćac. Alternatively, you could stop off in the bay outside the village of Lovište if you decide to wait for a while until the sun eases off later on in the afternoon.

There are another seven miles to be sailed along the



windy channel of Pelješac to reach Korčula, the third architectural pearl along our route. If you put your visit to the town off until the next morning, you can spend the night at anchor in the cove of Banj, a mile away from the town, or else carry on to southeast and weigh anchor in the idyllic scenery around one of the islets called Škoji by locals. Beware the numerous shoals and reefs around the islets! In Korčula, you can choose from two harbours. In the west harbour, where there is enough room to moor along the pier and the long seafront, it gets choppy if the mistral or tramontana blows, while it is outright

dangerous when any kind of summer storm (nevera) hits. Berthing along the quayside in the eastern harbour can be done only for a limited period of time as there is considerable commercial traffic. Next to this, however, is an ACI marina. If the harbours are too crowded, head for the well-protected cove of Luka behind the first promontory and anchor there (there is a petrol station behind the eastern promontory of this cove in the passage leading to the island of Badija).

## DAY THREE

If you failed to sail to the Škoji last night, you will see them on the morning of the third day. Shortly afterwards, you will reach the lovely Lumbarda, famous for its Grk wine (there is a small marina within the harbour of this small village). From here, you will sail past the promontory of Ražnjić towards Pomena on the mythical island of Mljet. To reach it, you will have sailed 14 miles from Korčula's harbour. Exercise caution while sailing between the reefs and the islets as you enter Pomena. As you tie up along the seafront outside the hotel, you will be enveloped in the fragrance of Mljet's lush pine forests. There are power and water points on the seafront (depth three metres). The seafront continues to the wide quay reserved for numerous day-trip passenger boats. In summer, it may be crowded, so you can anchor on the other side off the islet of Pomeštak and take stern

lines ashore. The reason behind the crowded quayside is the magical appeal of Mljet's nearby lakes, and you will certainly not be an exception when it comes to visiting them. If you set off from the harbour, it takes only some ten minutes of walking in the deep shade. In order to preserve the lakes as well as this most beautiful part of the island as a whole, this area has been designated as a national park.

We suggest that in the early hours of the afternoon you set off on your next leg of 15 miles along Mljet's northeast shores and reach Prožura. Caution again as you leave Pomena. First enter the passage between Pomeštak and Mljet (depth five metres), giving a wide berth to the shoals and reefs on the south side of the islet of Glavat and staying over one mile off the islet of Maslinovac. Further on, there are no more obstacles. In Prožura, the best option is to anchor within the harbour or off the reef of Senjevci if you prefer total peace (if the bora blows, it is better to stay in the harbour).

#### DAY FOUR

Having sailed through Veli Vratnik (watch out for Crna sekla), you will come to the islands of Elafiti, regarded by many as the most beautiful part of the Adriatic. Take a break to swim off the island of Jakljan, next to the straits marked by the islet of Crkvina or a mile further away in the cove of Veli Jakljan. In this place, the forest almost touches the sea. Another mile away is Luka šipanska, which is separated from Jakljan by the Harpoti channel.

Once in the harbour, it is best to drop anchor, as the ship that operates here takes up the whole length of the pier between Šipan and Dubrovnik. Many of the houses were summer retreats for Dubrovnik's aristocrats. Some of them are next to the fertile fields between Luka and the island's other settlement, Sudurađ, where the largest and most beautiful summer residence belonged to the Stjepović-Skočibuha family. It is a

Renaissance-style building surrounded by walls.

From Luka Šipanska your itinerary takes you again through the Harpoti channel, where at some point you enter the Koločep channel that will lead you to Dubrovnik's harbour of Gruž, 13 miles away. In Gruž, you can tie up to the breakwater, provided there is room, in front of the yacht club Orsan on the west bank of the harbour or else on the opposite side along the seafront that continues as the quayside for passenger ships. These berths are fitted with power and water points, and, in Orsan, there are also mooring lines. The ACI marina is located in Komolac at the bottom of the narrow and long inlet of Rijeka Dubrovačka. You can reach it if you turn east before entering Gruž, following the tall pillars of a bridge under construction.

#### DAY FIVE

It is a safe bet that you did not miss the opportunity to stroll down Stradun and Dubrovnik's alleys and squares and visit some of its numerous sights and monuments. Do not by any means miss the chance to sail this morning to the town's harbour, just as the ancient sailors did who created this magical town. This is the way to admire the full beauty of its walls

and understand their purpose, since in the past, coastal towns were built for those who approached them from the sea.

To enter the harbour, you have to pass between Kaše, a reef converted into a breakwater, and the legendary Porporela, the breakwater that stems from the fortress of St. Ivan. Do not get too close to Porporela as there are shoals. There is a pier in the middle of harbour. You may tie up to the head of the pier (depth four metres) for a very short time only because in summer, it serves as the terminal for boats taking tourists for a day's swimming on the wooded island of Lokrum.

It is only six miles from the town's harbour to the last, or you could call it the first,



Orebić



Pelješac

small Croatian town. This town, Cavtat, is yet another architectural pearl. Having sailed all the way to Dubrovnik, you may as well sail another few miles to the town's cosy harbour.

As for the afternoon, our advice is to sail to another pearly mini-town, Lopud. Now you are back in the Elafiti islands (the sandy beach of Šunj is on the island's southeast side). Towards the end of the day, set sail for the Bay of Ston and the cove of Kobaš, where you will again find solitude and peace under a starlit sky. The leg from Dubrovnik's town harbour to Kobaš is 19 miles long.

## DAY SIX

If you feel energetic enough, you can first sail to Ston and take a walk to Mali Ston, two more examples of the architecture of the Dubrovnik Republic. In Ston, you can tie up to the quayside provided your boat does not draw more than three metres. To reach it, you will have to pass through a shallow bay by following a well-marked shipping lane.

On leaving the bay of Ston, you pass through Mali Vratnik, the passage between Olipa and the easternmost promontory of the peninsula of Pelješac. You will be sailing along this peninsula all day long and for some of the next morning. Having passed Vratnik, you can drop anchor to have a swim in the nearby cove of Prapatno, where there is a nice sandy beach. Later on, you can have another break in one of the coves of the big bay of Žuljana.

The beaches nestling under pine trees between the islet of Lirica and the village of Žuljana are among the loveliest in the Adriatic. Watch out only for the shoals and reef in front of them while making sure you are not exposed to the mistral and the tramontana (at the head of the pier cum breakwater in Žuljana, the depth is four metres).

You have already covered some twenty miles since you left Kobaš, so there are another twelve miles to get to the marina in Orebić, the

town of captains facing the non-stop summer bustle of the town of Korčula on the other side of the channel. You can spend the night here, or else you may, towards the end of the day when the mistral dies down, sail for the nice cove of Kneža next to the promontory of the same name. If there is any jugo, you will be pushed fast most of the way until you reach the last mile to be covered on the lee side of Račišća. There is a pier and breakwater here (depths alongside vary from 2.4 to 3.5 metres.)

## DAY SEVEN

All that is to be done at the outset of this day is to sail around the promontories of Lovište and Sućuraj. There is a car ferry service between Sućuraj, Hvar's easternmost harbour, and Drvenik on the mainland. You can only tie up along the quayside or beside the pier in the northeastern part of the harbour (depths 2 to 3 metres). As for swimming, it is nicer to stop off a mile or so further away off Hvar's northern shores in the cove of Vlaska.

From here, head for Brač and its easternmost promontory of Lašćatna. Two to three miles to the east is the harbour of the nice town of Sumartin. Between the eastern promontory next to the harbour and the promontory of Lašćatna, there are several little coves

where you can have a nice swim (watch out for the reef of Rudinica).

We advise you to spend the night in the small harbour of Povlja or the Bay of Povlja and its several coves so you can, depending on the prevailing wind, opt for either civilisation or solitude. The westernmost cove of the bay, called Luka, is the nicest. To reach this point today you will have sailed 38 miles.

## DAY EIGHT

There are 20 miles left of this itinerary before you reach Split. If the bora blows - and it will be stronger than expected if it comes from the direction of Vrulja, Omiš and Podstrana - you will reach the homeport in a very short time. 

