



ALDEBRAND PETRINA (Veli Lošinj, 1842 – Iquique, 1906)

The most famous captain of the golden era of the Lošinj Sailing Navy who, at the age of 24, became the youngest captain in the history of the Lošinj fleet.

The first time he ever boarded a ship was when he boarded a brigantine called Armonia as assistant cook. The Armonia was commanded by his father, Anton Petrina, who came from the renowned Veli Lošinj Petrina maritime family. After passing the test required to obtain a shipmaster's license, he became master of a Trieste schooner called Carita. The Carita was used to transport ammunition and weapons to Mexico for the benefit of Tsar Maximilian. On the voyage back, near Cadiz, the ship was caught by a hurricane. It sank together with its rich cargo and precious items intended for Tsar Maximilian's beloved residence called Miramar. Fortunately, Petrina and the crew managed to survive.

In 1877, at the beginning of the great sailing ship crisis, he assumed command over a sailing ship called Esemplio and tried to avoid the crisis by finding less sought-after markets. He sailed on the Esemplio for 15 years, mainly between England and the Cape of Good Hope. After serving as master on a steamship called Miramar, he became master of a sailing ship called Contessa Hilda. While sailing on the Contessa Hilda, he achieved record speeds within the limits of the then maritime world crossing the distance between Glasgow and Fremantle (Australia) in 106 days, and the distance between the South African Port of East London and the Chilean Port of Iquique in 56 days.

He demonstrated his extraordinary seamanship skills during his last voyage to Chile in 1906 when he set a record with the Contessa Hilda, i.e. the shortest voyage ever made from an Adriatic port to Chile (from Trieste via the Cape of Good Hope to Taltal in 94 days). The Chilean newspapers praised him as a hero and he was awarded a Golden Cross of Merit with Crown by the Austro-Hungarian Monarchy for his long and successful maritime navigation.

He looked more like a worn-out seaman than a shipmaster. He was of medium built and had chunky cheeks, thick eye-brows and mellow, watery eyes. The seamen loved him dearly, worshipped and praised him, for he sailed the oceans for 54 years. He could rarely be seen with a sextant in his hands, as he relied on his officers to provide him with astronomical information. At meals, he would ask for the chart to be brought to him, and then take a pencil and note the approximate position of the ship, close one eye and use a knife to mark the direction in which the ship would sail in the next 24 hours.

He was extremely musically gifted and constantly played the harmonium on board the ships he was commanding, both in stormy and calm seas. He had a pleasant baritone voice and would often sing to his crew, as well as at captain concerts and balls held in East London and Rio de Janeiro.

In spite of the harsh and exhausting years spent on board various ships, he managed to be a caring father and husband. His wife Marija Stuparić, to whom he was married for 32 years and with whom he had four children, often accompanied him on his voyages, thus even giving birth to two of their sons on board a ship. When he was about to celebrate his triple anniversary with his family and friends (50 years of navigation, 40 years of serving as shipmaster and the 55th crossing of the



Equator), Aldebrand Petrina died of a heart attack on board the Contessa Hilda, just before entering the Port of Iquique, where he was later buried. According to the existing records, he and his family lived for only 13 months on his native island.

Captain ANTONIO HRELJIĆ (Mali Lošinj, July 20, 1887 – Trieste, October 3, 1957)

He was known as the most beloved captain of the Kozulić family on whose ships he served as master during his long career and set an extraordinary record. In 1936, in spite of the strong winds and sea currents, he crossed the distance from New York to Boston on a ship called Saturnia for only 17 hours and docked in the port without any help from a tugboat. All the local newspapers wrote about his great accomplishment.

The first time he ever boarded a ship was when he was 16. It was a barque called Istro commanded by his father, Captain Michele Hreljić. When he was 25, he became master of a ship called Federica. At the beginning of the 20th century he revealed his skills and experience in an exploit relating to twin steamships called Vulcania and Saturnia.

To be more precise, one of the most touching stories of the Lošinj maritime history took place under his command. One of his friends, also a captain, who had not seen his own brother in 40 years, was on board the ship Captain Hreljić was commanding. During the voyage, the said captain found out that his brother was on board a ship called Vulcania, which the Saturnia was to encounter while sailing the Atlantic. When they spotted their twin ship, Hreljić made a dangerous maneuver and got so close to the Vulcania defying, in doing so, the laws of physics which claims that two masses will start attracting each other within a common mass. Instead, the Vulcania stopped and the brothers exchanged greetings. Hreljić thus demonstrated rarely seen maneuvering skills and his daring maneuver, even today, remains a topic of conversation among the sailors of Lošinj.

ANTUN (ANTONIO) BUDINIĆ also known as ANTIGO (Veli Lošinj, March 18, 1714 - Veli Lošinj, November 5, 1791)

The first famous captain from the Budinić family who rose to fame on account of the heroic maritime accomplishments he made while serving as captain in the Venetian Merchant Navy.

At the age of 27 he became master of a merchant sailing ship (pulaka) called Madonna dello scalpello e S. Antonio di Padova. He commanded this ship for 27 years (from 1742 to 1769). On his route from Zadar to Kotor in 1753, he saved a state ship called Adria that ran aground. Thanks to Antigo's agility and courage, all the goods from the ship were saved, for which Governor Lorenzo Moro rewarded him with 4 ducats.

While transporting weapons, tools and food from Venice to the Corfu Island on the same ship, on September 15, 1757 he had a confrontation with two pirate ships in the waters surrounding the Zakynthos Island. After six hours of fighting, severe crew losses and substantial damage, the pirates retreated.



After he stopped sailing, he directed all of his efforts towards promoting his native region and was elected procurator of the municipalities of Cres, Osor and Krk.

At the age of 30 he married Margarita Bonicelli with whom he had seven children: five sons (all of them sailors) and two daughters. It is interesting that, before he got married, he had changed his family name from his father's, Guslomanić, to his mother's, Budinić. He died in Veli Lošinj at the age of 77 and his remains are preserved in the presbytery of the Parish Church of St Anthony the Abbot.

PETAR JAKOV LEVA (Veli Lošinj, 1769 – Veli Lošinj, 1879)

He was one of the most famous Lošinj captains as he was the first master from the eastern part of the Adriatic who sailed round the Cape Horn. His great accomplishment took place in 1834 on a brig called Ferdinando V Re D'Ungheria for the benefit of the Austrian Lloyd. He was also the first sailor from the Austrian Empire to initiate trade relations between Trieste and Chile. Equally successful was his participation in supplying the allied army during the Crimean War against Russia in 1854.

He was a big animal lover and was interested in zoology, so that in 1827 he was thrilled to transport a giraffe from Alexandria as a gift from the Viceroy of Egypt to the Emperor of Austria. Afterwards, he also transported several animals from the Andean Region from Chile to the Vienna Zoo, for which he received recognition from both the Emperor of Austria and the Viceroy of Egypt.

He was married twice. With his second wife, Marija Budinić, sister of Captain Marco Antonio Budinić, he had as many as ten children, five of which became captains. He was also known as the most elegant Lošinj captain as he was very handsome, tall and slender. He and his lovely wife were considered the most beautiful married couple of the Lošinj maritime community in the middle of the 19th century.

He comes from the renowned Veli Lošinj Leva family (De Leyva) originating from Spanish Galicia. In appreciation of their maritime, trade and war accomplishments, the eastern cape of the entrance into the Port of Veli Lošinj, where the port light is situated, was named Punta Leva.

THE EOLO AND CAPTAIN CELESTIN ANTUN IVANČIĆ

Already as a little boy, Captain Celestin Antun Ivančić (? – 1878) left his native town of Mali Lošinj to board a ship. He sailed for over 30 years but none of his voyages could compare to his heroic venture that took place in 1813 on an Austrian brigantine called Eolo. Loaded with coal and a crew of 12 men, the Eolo set sail from Cardiff to Trieste. During the voyage, the captain received a notification of the declaration of war between France and Austria. Close to the Dugi otok Island the ship was captured by three French war ships and taken to Venice from where they were transported to Toulon, France. On a stormy night somewhere near the Lastovo Island, Captain Ivančić, bear-handedly and with half the crew, attacked and defeated the armed French guards. With the help of the boatswain, the French officer who took over the captain's cabin was also captured. The day after, the captain sailed happily into the Dubrovnik Port of Gruž, surrendered the captured French and returned to Trieste. For this act he was awarded the highest recognition for maritime



accomplishments of that period, i.e. the honorary silk flag with an imperial eagle and the following inscription: Fortitudini Navali. Ivančić was the first and only sailor from the Austrian Navy to be awarded such recognition.

This brave captain lost his life in 1878 on a Lošinj sailing ship called Proserpina which disappeared in a storm in the middle of the Atlantic during a voyage from New York to Bordeaux. The books of the Parish Office of St Barbara in Kostrena include a note written in the old Croatian maritime jargon: ...zgubil se (...he got lost).

THE CONTESSA HILDA

This barque was called the queen of Lošinj sailing ships because of the twelve beautiful snow-white sails that adorned it. It was built in Glasgow in 1875 under the name of Blairgowrie and during the first years it sailed the England-Australia passenger route. It had 1646 BRT, it was 76.8 m long, 11.6 m wide, 6.8 m high, and had 17 crew members.

The nice, lean lines made it look like a sail-powered yacht. The lower masts were made of iron, whereas the topgallant and royal masts were made of wood. Under favorable wind conditions, the Eolo could achieve the speed of up to 16 nautical miles per hour. 6-mm-thick steel boards ensured great strength, allowing excellent sailing conditions for as many as 35 years. The deck was adorned by boards made from American teakwood, while the walls of the comfortable ship lounge were made of mahogany. In the central section below the deck there was a storage space for 10 tons of drinking water, which was used in unlimited quantities, except during draughts when water consumption was supervised by the ship's bookkeeper (škrivan).

In 1902, Lošinj Captain Franjo Leva and 85 other future co-owners bought the ship from the English, and from 1907 to 1910, when it was sold as old iron, it was owned by Captain Klodoveo Budinić from Veli Lošinj.

The first local captain commanding the Contessa Hilda was Aldebrand Petrina who was, after dying of a heart-attack in Iquique, succeeded by Captain Ivan Volarić. From 1908 until it was sold, the ship was commanded by Captain Branko Širola.

It was on this very ship that Captain Petrina demonstrated his exceptional seamanship skills. On his last voyage to Chile in 1906, immediately before his death, he set a record sailing the route from Trieste over the Cape of Good Hope to the Chilean Port of Taltal in only 94 days (over 19000 nautical miles). At that time, this was the shortest voyage ever made from one of the Adriatic ports to Chile by a sailing ship.

In 1910, loaded with coal, the Contessa Hilda set sails towards Genoa for its last voyage. Captain Širola parted with sorrow with the ship known as the last Lošinj long-distance sailing ship.



SAILING ROUTES:

GLASGOW - FREMANTLE (AUSTRALIA) - 106 days
EAST LONDON (SOUTH AFRICAN REPUBLIC) - IQUIQUE (CHILE) - CAPE HORN - TRIESTE - 56 days
TRIESTE – CAPE OF GOOD HOPE - TALTAL (CHILE) - 94 days

THE ETTORE M. (barque)

The last sailing ship owned by the Lošinj shipowners and the Martinolić family. It was built in 1904 under the name of San Giovanni in Chioggia, where it was bought by Casimiro Martinolić from Lošinj for 32,000 francs. Because of its tall masts, it was dubbed Guardasuso (Looking up).

It was 44 meters long and 8 meters wide, it had three masts and an iron hull. It had five square sails on the bow mast, which made the ship extremely powerful, while on the central and stern masts there were additional gaff and royal sails. The navigation equipment included a compass, a sextant, a marine chronometer, a mechanical log, nautical charts, sailing guides and tables. Fully loaded, it could achieve the speed of 14 knots.

It most often sailed to the Port of Kalives on the Crete Island over the Corfu Island and Benghazi. On the Crete Island the crew loaded carob which was intended as food for the French army horses. Casimiro and his sons, Ottavio and Marino, spoke fluent Greek, which proved useful in their trade activities. They searched for carob in small villages from where they transported it on donkeys. Carob was also found in shallow, inaccessible coves from where it was loaded on the ship in bags. In order to ensure maximum ship stability, carob was transported in a scattered condition and pressed down by rolling barrels filled with water over it. The cargo was unloaded in Nice, also manually in bags.

The ship was sold on February 4, 1911 in Genoa for 32,000 francs, i.e. at the same price at which it was bought seven years before. It sank during the 1st World War.

Maritime routes:

CORFU - BENGHAZI - KALIVES (CRETE, GREECE)
MARTINIQUE (ANTILLES, CARIBBEAN SEA) - MARSEILLES (FRANCE) - TUNISIA
GREECE-TRIESTE
BLACK SEA - SICILY - TUNISIA - NICE - SAINT TROPEZ - TRIESTE

THE GANGE (barque)

The first Lošinj sailing ship made of iron and the first iron sailing ship in the Austro-Hungarian Merchant Navy built in a local shipyard, as well as the last large ship ever built in Lošinj. It was launched in 1885 in the shipyard of Nikola Martinolić who built this ship at the initiative of his son Marko. The construction of the ship was ordered by the Tarabocchi, Ivančić and Hreljić Consortium. The carrying capacity of the ship was 1680 tons.



When Nikola Martinolić installed the first iron keel, the entire town got excited for it was the first time ever that one of the Mediterranean shipyards tried to build an iron sailing ship. Until then, only the English managed to do it. The most difficult task was to solve the problems regarding the processing of the new material. Usually, the ordering parties would simply buy used wooden ships. The construction of the Gange was thus Martinolić's greatest challenge.

He entrusted his cousin Carl Martinolich di Matte (Mali Lošinj, 1848 – Trieste, 1922), one of the most skilled masters serving on regional coastal liners, with command of the ship. The Gange was one of the rare sailing ships that did not belong to any Lloyd. The ships that belonged to a Lloyd sailed specific routes and had a special status, the Gange sailed freely.

From the material left after the construction of the Gange, Martinolić built the first Lošinj steamship called Flink with a carrying capacity of 100 tons. It was ordered by Carl Martinolich di Matte, who in the meantime became manager and owner of several sailing ships and coastal steamships. His son Carlo was later one of the most successful shipbuilders of the Italian region Venetia Giulia.

THE GRAZIA DIVINA

This full-rigged ship (nava) of the Venetian Merchant Navy entered the history of Lošinj maritime navigation because it was commanded by Captain PETAR PETRINA (1706 - 1758) from Veli Lošinj who saved the ship during one of the voyages from the threat of pirates.

The heroic exploit by this courageous captain took place on August 4, 1752. Headed for Alexandria loaded with rich cargo, Captain Petrina received a notification from the English consul in Alexandria that a dangerous Algerian pirate, known as Hadzi Bekir, was planning to seize the captain's ship on its route by a ship carrying as many as 300 pirates and 44 cannons.

After consulting with the crew of 72 men (of which 50 soldiers), Petrina concluded that the voyage would be continued even though they were outnumbered by the vicious pirates both in terms of cannons and men. The two ships stood face to face on a scorching summer day, August 4, 1752, in front of the Turkish coast. The fighting began by firing 15 cannons from the Grazia Divina. After three hours of constant fire, the enemy ship retreated visibly damaged. Two days later, near the coast of the Turkish Province of Karaman, the two ships confronted once more. The ruthless fighting lasted the entire day and ended in Captain Petrina's victory with negligible losses only.

For his heroic act of saving people and the rich ship's cargo, he was awarded with a gold medal and a diploma by Francesco Loredan, Doge of Venice, who also pronounced him a Knight of St Marc.

Although he saved the ship from Algerian pirates and fought bravely at Candia and Morea in the war between the Turks and the Venetians, Captain Petar Petrina could not defy fate of most of the sailors of his time. Together with the entire crew of the Grazia Divina, he was killed in a shipwreck on October 27, 1758 in the English Channel.



THE IMPERATRICE ELISABETTA

This full-rigged ship (nava) built for shipowner Ivan Antun Tarabocchi entered the history of Lošinj maritime navigation for two reasons: weighing 2,500 tons, it was a ship with the greatest tonnage in the history of Lošinj, and its launch on May 13, 1875 was attended by Emperor Franz Joseph I himself. The Imperatrice Elisabetta was built in the shipyard of Nikola Martinolić and bore the name of the Empress Elisabeth of Austria known as Sissy. The locals were so thrilled about the fact that the emperor himself was coming to the launch that a Lošinj woman, who bore the same name as the ship, Elisabetta B., wrote a poem called Pisma od dana Svetkovine našega Cesara Frane Osipa I. kad je pohodio maloga Lossina:

“Kada jesu na squer arivali
Svi s’ veseljom “Živio” pivali
“Nicoletto” ga je onde dočekao
S’pozdravljenjem ruku je podao
On je Čara lipo invitao
Na piazetu svoju dopeljao
Tud ga čeka Ivan Taraboća
I još s’ njima stari Cattarinich
“Ivan” Caru lipo zahvalio
Da njegovom brodu on je dopustio
Klasti ime njegove ženice...”

Unfortunately, the date of the launch was not a fortunate one and the ship burned in a fire near the Port of Eads in the spring of 1885, only 10 years after it was built.

THE LEONE (barque)

A barque with a carrying capacity of 700 tons built in 1862 according to the designs prepared by shipowner Josip Ivančić and, at that time, young shipbuilder Nikola Martinolić in his shipyard called Priko. The construction of the Leone marked the beginning of Nikola's successful career and a new bloom in the shipbuilding industry of Lošinj after the first iron steamships appeared in the world seas.

It is also significant because it was the first Lošinj ship resembling an American clipper. Its advantage over old sailing ships was in the cargo storage area, as well as in endurance and stability of the structure. Besides the standard deck, it also had a cargo hold in the form of a light, upper deck called the spar deck. When it was finished, it represented a novelty with regards to the method of construction in the eastern part of the Adriatic and contributed to the increase in the reputation of Martinolić's shipyard.

It almost happened that the ship was never built at all. To be more precise, Nikola's father Marko was close to retiring from his career as shipbuilder, and due to the non-payment by shipowners and other debts encumbering the family business, Nikola intended to leave the island with his wife in search for a new job. When Ivančić heard that young and talented Nikola was planning to leave, the day before his departure he asked him to come and have a talk with him. In only 15 minutes Ivančić persuaded Nikola to accept the offer to build the Leone. This talk changed



Nikola's life, and the launch of the Leone turned into his first triumph as shipbuilder. Even before the ship was delivered to its owners, he had already received an order for a new one!

THE FLINK (steamship)

The Flink was the first Lošinj steamship. It was built in 1885 in the shipyard run by Nikola Martinolić for his cousin Karlo Martinolić. All the best craftsmen of Lošinj were engaged in the construction of this ship, from blacksmiths to carpenters who enriched the inside lounge of the steamship with mahogany and oak. Since there were not enough blacksmiths and people skilled at iron processing on the island, craftsmen from Istria and other parts of Primorje were also engaged. It is said that, among them, there was even a person from Zagorje skilled at making joining bolts for ships.

This steamship had a carrying capacity of 100 tons. The interesting fact about this ship is that it was built from the material left after the construction of the Gange, the first Lošinj iron barque launched a few months before the Flink.

The Flink was the pride of the Martinolić family. Some of the local people were also proud of the first Lošinj steamship yet there were some that saw no benefit for the island in the launching of the same. When smoke started relentlessly belching from the ship's two chimneys in the Port of Mali Lošinj, elderly locals started crossing themselves and the women living in the first houses next to the port started madly closing the windows. However, with time even bigger steamships started docking into the port and no one worried about pollution anymore.

The successful construction of the Flink brought a new wind in the sails of the Martinolić shipyard, which soon launched three more steamships, namely the Maria B., the Šibenik and the Beograd.

THE SATOR (barque)

The name of this ship was to symbolize strength, acuteness and success as well as help its crew in its maritime exploits. However, in spite of its powerful name, the Sator got damaged, ran aground or collided on various occasions. That is why it was dubbed the Bad Luck Sailing Ship.

The origin of its name is unknown. It probably comes from the Latin word sator, satoris which means sower, creator, father. The other possibility is that it comes from the saying: Sator Arepo tenet opera rotas (God holds the plow, but you are the one who is plowing.), which was at that time frequently recited in the educated social circles. It is also possible that the ship's name comes from the Latin phrase: Sator hominum deorumque which relates to God Jupiter.

It was built in the shipyard of Nikola (Nicoletto) Martinolić in 1864 for Captain Ivan Anton Tarabocchi and co-owner Ivan Augustin Kozulić. It was 45.9 m long, 8.9 m wide, 6.3 m high and had a carrying capacity of 634 BRT. Its masters included the following citizens of Lošinj: Mihovil Inocent



Hreljić, Josip Premuda, Anton Minio, Franjo Ivančić, Ivan Mate Rodinis and Mihovil Dinko Hreljić, son of Capt. Hreljić.

It sailed the routes between the Black and the Mediterranean Seas eastbound-westbound over the Atlantic and towards the North Sea and the Baltic States, transporting to the said region Slavonian and Gorje barrel battens (dužice) and large beams (bordunale), Russian grains, Caucasian and American raw oil, Canadian and Baltic timber, Mediterranean salt and English coal.

In 1875 when the ship was returning from the voyage Odessa - Grimsby – Hull, it collided with a steamship in the River Humber before arriving into the British Port of Hull. Its masts were damaged in the collision.

On its voyage from Cagliari to Philadelphia in 1887 it ran aground at the Schuylkill River yet remained undamaged.

In 1892, while transporting Algerian lilies, it collided near the Škarda Island with an Italian schooner called Maria R. The collision was so severe that the Italian schooner had to be evacuated and the Sator was tugged to Mali Lošinj by a gunship called Nautilus where it was repaired. That was its last arrival to its native town. After being repaired, the Sator set sail from Rijeka towards Port Vendres but was damaged in a storm and had to find shelter in Marseille. The ship returned from its last voyage to Rijeka in 1894, where its masts and its equipment were removed and from which time it served as the port barge (maona) for transporting coal to steamships for years.

MARITIME ROUTES:

NEW YORK - QUEENSTOWN (NEW ZEALAND)
NEW YORK - ISTANBUL
BORDEAUX - LEWES (GREAT BRITAIN)
NEW YORK - DUNKERQUE
PICTOU (NOVA SCOTIA, CANADA) - QUEBEC
MONTREAL - QUEENSTOWN
MARSEILLES - PORT EADS (LOUISIANA, SAD)
PENSACOLA (FLORIDA) - GENOA
GENOA - BATOUM (BLACK SEA)
RIJEKA - CALA BONA (MALLORCA)



BARQUE

A barque was a type of sailing ship that dominated the maritime navigation and shipbuilding tradition of Lošinj, thus deserving an honorary place on the elm of the town of Mali Lošinj. Barques had three masts, the central was the biggest, the bow mast was somewhat smaller and the stern mast was the smallest. It ranged in length from 40 to 60, in width from 7 to 12, and in height from 5 to 8 meters, which made it extremely convenient for ocean navigation.

In the merchant navy, the name of the ship was often identified with the shipowner and the crew, and the shipowners and shipbuilders often named the ships on the basis of sentimental reasons, i.e. after the traditions or places from their native regions, while many ships bore names of shipowners' or captains' wives. The members of the Kozulić de Pećina family named their ship the Kalk after the toponym of the district of Mali Lošinj where their antique house still stands. Other ships were named after family members, for example the Mater, the Slava and the Ugo. The most resounding names were given by Lošinj shipbuilder Nikola (Nicoletto) Martinolić, who named his ships after the condition he was in while constructing the same – the Sudore (Sweat), the Lavoro (Labor) and the Perseveranza (Perseverance).

The most beautiful barque was the Contessa Hilda, adorned with 12 beautiful masts, followed by the Jupiter and the Amor built by Nikola Martinolić in 1869.

SHIP LOGS

The fundamental documents of any ship. The ship log data was entered by captains and bridge officers. The logs contained the data on the course of the voyage, weather conditions, departures and arrivals from and to ports, loading and unloading of the ship's cargo, daily responsibilities of the crew members, especially during night shifts, as well as the data concerning the replaced or added crew members during a voyage. On board the sailing ships of the Austrian and from 1867 Austro-Hungarian Merchant Navy, the logs were mainly written in Italian, and later during the 1870 and 1880 in Primorje and Dalmatia they were also written in Croatian as a result of the national renaissance movement.

Apart from ship logs, some captains also kept private journals. For example, Branko Širola, master of the Contessa Hilda. Many captains had a barely readable handwriting, so that their journals could hardly be read, and those, more literate, would enter in their journals certain inspiring messages or poems dedicated to their wives or native regions.

Along with maritime charts and maritime booklets (tišćaci), the logs were the most important official documents kept on a ship. However, comic situations related to the data recorded in the same were not rare. For example, Lošinj captains have for years been retelling the story of a captain who discovered a new island on the chart during a voyage between the Little Antilles. All the calculations indicated that the ship was close to that island, but even after an entire-day's watch from the masts, the sailors could not see it. The second morning the steward solved the mystery.



There was a bean skin stain on the chart that looked like an island. The former captain preferred eating his beans on the chart in stead of on the table cloth.

VOTIVE PAINTINGS

Votive paintings were created as a sign of gratitude to saints for their mediation. The sailors ordered such paintings as signs of gratitude for surviving in stormy seas. The votive painting manufacture developed in Genoa and Venice and then spread to all large Mediterranean ports, where the painters would prepare a template with the city in the background in their workshops and then just add the ship in question on the template. The ships were usually somewhat embellished since they, especially the barques, were not in the least luxurious. On the contrary, they were simple, solid and dark-colored in order to ensure easy maintenance. There were only two or three models, so that the painters did not really have too much work.

It often happened that captains would paint their ships by themselves; however many had no talent at all. The most distinguished mariner of the second half of the 19th century producing the most faithful images of the Lošinj, Rijeka and Trieste sailing ships from this region was Basi Ivanković, a merchant navy officer born in Istanbul. Only the richer sailors could afford his paintings. One of his paintings is preserved in the Lošinj Votive Church of the Annunciation to the Holy Virgin Mary at the Annunciation Cape (Rt Anuncijata), which houses the greatest collection of votive paintings in the Cres-Lošinj archipelago.

THE STUPARIĆ FAMILY – LOŠINJ SAILING SHIP PAINTING TRADITION

Aldina Stuparich - Burić (Rijeka, December 9, 1968), professor of astronomical navigation and maritime law at the Maritime School of Mali Lošinj, is the only Lošinj painter of sailing ships and one of the rare painters of sailing ships in Croatia as a whole. She lives in Mali Lošinj in a house in the Garba district where her great grandfather from the father's side, Matteo Rade, used to have in his yard a workshop for the construction of the type of ship built in Lošinj called the pasara. Her most favorite motifs are the Lošinj barques, brigs and brig-schooners that marked the golden age of Lošinj maritime navigation, as well as steamships with sails from the beginning of the 20th century and Lošinj pasara ships.

Her role model and mentor in painting of sailing ships using oil paint and tempera on hardboard was her father, Ivan - Giannetto Stuparich (December 31, 1922 – February 16, 1997), a connoisseur of Lošinj and the life on the island. As a boy he suffered from polio and could not realize his dream of becoming a sailor. Instead, he learned to paint with his left hand. He painted all of his paintings using his left hand. His daughter Aldina who grew up listening to his stories about the exciting history of Lošinj maritime navigation copied his style of painting with the left hand. Aldina started painting by retracing with a pencil her father's drawings of sailing ships during high school. She painted her first painting on hardboard using tempera at the age of 18, and later she attended a painting course lectured by academic painter Robert Mijalić. Besides being preserved as parts of



numerous private collections around the world, the paintings of Ivan and Aldina are exhibited in the Church of the Annunciation.

SOUVENIRS MADE OF OLIVE WOOD

Since the island has from ancient times abounded in olive trees, the dishes and utensils made of olive wood were mainly used on the Lošinj sailing ships. Bowls, salt containers, pitchers and wine barrels made from olive tree trunk were the best storage containers for food and drinks during long and turbulent voyages because olive wood is quite resistant to rotting, which is why the olive tree is rightfully called The Tree of Eternal Life.

Following the tradition that was carried from one generation to another, Lošinj captains ordered from local carpenters luck charms and pendants made from olive wood to bring them luck on long voyages. They would ask that the image of St Nicolas, the patron saint of sailors, or some other saint protecting their families be impressed on such charms and pendants. For their wives they would order bracelets with the images of saints and bowls and platters for serving lemons and oranges.

At the end of the 18th century, there were 27 million olive trees on Croatian islands and the Croatian coast. The Mediterranean nations used olive oil as a means of payment for 4000 years. In medieval times olive oil was even used instead of cash.

Olive trees yield the richest and most mature fruits after 20 years yet their trunks remain solid in the island rocky environment even after several decades, when the tree can no longer produce fruits. It is then that, with lots of love and care, the island carpenters collect the old olive tree trunks and branches to make useful objects and souvenirs. In the making of such objects and souvenirs, the knotty nature of the olive tree trunk is retained, although manually refined, and only one layer of transparent lacquer is enough to bring out the magical shine of the natural beauty of olive wood.

The authentic useful objects and souvenirs from Lošinj made from olive wood can with full confidence be filled with the Lošinj extra virgin olive oil called Sv. Ivan (St. John) produced by the Hirsch Family, which won a gold medal at the international olive oil and olive product show called Maslina 2009 (The Olive 2009) held in Split.

ZALADIA (GALEDIA, ŽALADIJA)

The recipe for this fish jelly prepared from the naturally conserved fish dates from the 17th century. Until the end of the 19th century, it was prepared as one of the basic dishes in Primorje, the Kvarner Region and the coastal parts of Istria. It was so delicious and popular that Lošinj sailors, exceptionally skilled at trading, used to sell it in Venice to Venetian gourmets at a really high price. A large piece of the fish prepared in this manner was sold in the 18th century at the price of 1 ducat, an equivalent of the price of 1 kg of the best oily fish today.

The Lošinj zaladia was one of the gifts from the local people on the occasion of the engagement of Princess Maria Anna, daughter of Philip III of Spain, and Ferdinand III, King of Hungary. At the



command of the general proveditor for Dalmatia, the fishermen were to present their gifts while the Princess was sailing in the vicinity of the Lošinj coast in the direction of Trieste on board a royal ship in 1631, further continuing her journey from Trieste to Tyrol to attend the engagement ceremony.

The recipe was quite simple. Oily fish, mainly anchovies, mackerel and tuna, was cooked in vinegar. When brought to a boil, it was placed in rows in large wooden barrels. After cooling, a few carnation beads and several dashes of saffron, branches of rosemary and a touch of ground cinnamon were added making a yellowish jelly around the fish. The zaladia was mainly served as an appetizer, and among the Venetian noblemen it was exchanged packed in small wooden boxes as a delicious gourmet gift.

As there were no fridges or freezers at that time, the preservation of freshness and the natural fish taste had to be somehow ensured. The fishermen and fish traders thus designed a special method for testing the freshness of the fish. If the silver dipped into the zaladia would turn black after 15 to 20 minutes, that was the sign that the fish was rotten.

AGOSTINO STRAULINO (Mali Lošinj, October 10, 1914 – Rome, December 14, 2004) – THE WIND MAGICIAN

Together with his best friend and co-citizen Nicolo Rode, he was a two-time Olympic winner and a three-time world champion in star class sailing competitions.

He was born to a family with a long maritime tradition. His father Pietro was a co-owner of four steamships on which his uncle Giovanni also sailed. After his voyages, his father liked to relax in his sail-powered barque in the company of little Tino who was taking in every word about sails and ships spoken by his father. At the age of five he could already swim and navigate a sail-powered barque under the watchful eye of his father. Soon after he got a small barque with a 2m-high mast as a present from his father and uncle. His uncle explained to him how to use the equipment and then told him: „Now you know everything, jump in, equip and go!“, a sentence which Tino later used as the title of his autobiography (Equip and go! Arma e vai!).

After graduating from the Maritime School in Mali Lošinj majoring in maritime navigation, his father rewarded him with two years of freedom. Tino used this time to cruise the Dalmatian islands on a five-meter-long boat together with his dog, being away from home even for several weeks at a time. He spent time catching fish, getting to know the temperament of the sea and the wind as well as sharpening his senses by testing his possibilities and limits.

He enrolled in the Naval Academy of Livorno in 1934 and served in the Italian War Navy until his retirement. As underwater commando he almost got blind in 1946 in an explosion during the removal of mines in the Port of Taranto.

He was called the Wind Magician because he could sense the change of the wind before it would come. As master of a school ship called Amerigo Vespucci he sailed out of the Port of Taranto full sail ahead without an engine or a tugboat through a narrow passage of the movable bridge in 1965,



which act no one has repeated to this very day. The same year he sailed to London on a sail-powered ship on the River Thames. He won 9 medals for his accomplishments in the Italian War Navy.

In the period from 1997 to 2002 he won the Italian Veteran Regatta called Over-60's for five years in a row. The fifth time he won, he was 88 years old. Only two years before his death.

He lived in Rome with his wife and daughter, and whenever he could he would come to Lošinj on his boat called Kerkyra.

Italian President Carlo Azeglio Ciampi pronounced him the Knight of the Great Cross in 2001 and awarded him with a Medal for Merit.

He was pronounced an honorary citizen of Lošinj in 2000.

After the funeral in Rome, he was transported by the Italian War Navy helicopter, at his own wish, to his native island where he rests in the family tomb in the cove of St Martin.

NICOLO RODE (Mali Lošinj, January 1, 1912 – Verona, May 4, 1998) - THE MAGIC CAT

Together with his best friend and co-citizen Agostino Straulino, he was a two-time Olympic winner and a three-time world champion in star class sailing competitions.

He started sailing as a boy in a small boat in front of his parent's house in the Port of Mali Lošinj. On a four-meter-long pasara boat he and his two years younger friend Tino tested their strength and skill at everyday after-school competitions.

After obtaining a diploma as shipmaster at the Maritime School of Mali Lošinj, he served, together with Tino, at the Naval Academy of Livorno. At the said academy, the two friends learned about the star class sailboat, i.e. a sailboat with sharp lines and a keel bulb built for two persons in 1911 according to the design by American architect William Gardner. This type of sailboat was included in the sailing competition at the 1932 Olympics. In a war regatta held in Sorrento, Nico was selected as the bow member and Tino as the stern member and the legendary crew was born. They were perfectly harmonized, both technically and mentally, and had the optimum weight for that type of sailboat.

When the 2nd World War broke out, they got temporarily separated. Nico served as aircraft spotter and Tino as underwater commando. After the war, they got together again and became invincible.

In the fight for the first place at the 1948 Olympics in London their mast broke but they managed to repair it and finished the regatta in fifth place.

They won their first Olympic gold under the Italian flag at the 1952 Olympic Games in Helsinki. Yugoslavia was then represented by Mario Fafangel and Karlo Bašić from Lošinj. Since they had no chance of winning because they had a very old sailboat, at the crucial moment they started stealing the wind from a crew that was seriously threatening Nico and Tino's victory, thus helping the two



friends win the gold medal. The second Olympic medal, silver this time, Nico and Tino won at the 1956 Olympic Games in Melbourne.

Due to his dexterity and amazingly quick catlike reflexes, the Americans dubbed him The Magic Cat.

Nico couldn't keep pace with his friend Tino and retired after the 1964 Olympic Games. He later lectured at the Naval Academy of Livorno, died at 86 and was buried in Trieste.

RESULTS:

First Place - Star Class World Cup - 1952, 1953, 1956

Second Place - World Cup - 1939, 1948

Third Place - World Cup - 1954

Gold Medal – 1952 Olympic Games in Helsinki

Silver Medal – 1956 Olympic Games in Melbourne