

Lošinjskim jedrima oko svijeta Around the world with Lošinj sails

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

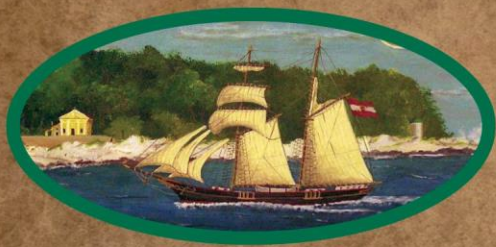
The most famous captain of the golden era of the Lošinj Sailing Navy who, at the age of 24, became the youngest captain in the history of the Lošinj fleet.

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 *Esempio* and tried to avoid the crisis by finding less sought-after markets. He sailed on the *Esempio* 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



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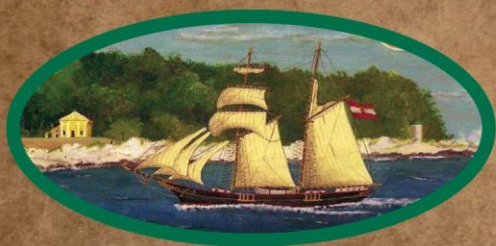
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seen with a sextant in his hands, as he relied on his officers to provide him with astronomical information. At meals, he would ask for the chart to be brought to him, and then take a pencil and note the approximate position of the ship, close one 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.



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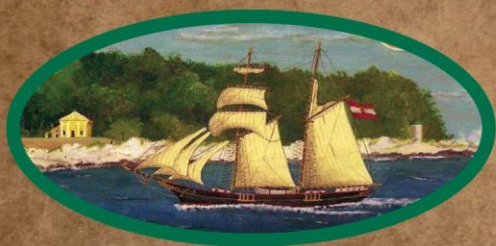


Captain ANTONIO HRELJIĆ (Mali Lošinj, July 20, 1887 – Trieste, October 3, 1957)

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.



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

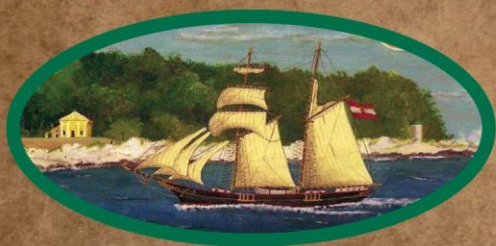
The first famous captain from the Budinić family who rose to fame on account of the heroic maritime accomplishments he made while serving as captain in the Venetian Merchant Navy.

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, Guslmanić, 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.



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MARIO TARABOCCHIA (November 5th 1919 Mali Lošinj - 1998 New York)

He was born to a family of competent shipbuilders. His father Pietro Tarabocchio Violincić (whose father was also a shipbuilder) worked as a draftsman - designer and then as technical director for Marco U. Martinolich.

The yachts were delivered to U.S. customers in such a manner that, after a few trial voyages, Lošinj's crews would sail across the Atlantic and, in a record period of time, deliver their ships to clients. These were the schooners "Amrita", "Lynx", "Dorello" - later turned into a ketch and renamed "the Morning Star" which for many years held the record for the Los Angeles and Honolulu route, "Croce del Sud" - the last and most beautiful yacht constructed for an Italian client, which still sails the Mediterranean.

He earned his degree in shipbuilding from the Maritime School and built a 5-meter-long pasara named "Varuna". He started working at a small shipyard founded by his father in Škverić when he decided to become independent and leave the Martinolić. When he was 20 Mario designed two yachts for his father's client: a schooner "Maria Lucrezia" (7 m) and a cutter "Ombretta" (12 m) built in 1939 in the family shipyard.

SPARKMAN & STEPHENS – A DREAM COME TRUE

Between 1946 and 1948 he had been teaching at the Maritime School where he taught Technical Drawing and Descriptive Geometry until he left Lošinj to go to Sanremo where his father founded a small shipyard. In 1956 Mario and his wife moved to the U.S.A., to Freeport on Long Island (New York), where he took a job as Technical Director for a company called "Freeport Point Shipyard" owned by Federico Scopinich from Lošinj.

In February 1960 one of his friends, an architect and friend of the Stephens family, introduced him to the most popular project office for yachts in the world at the time, Sparkman & Stephens, located on Madison Avenue in New York. He arrived to the interview with a bag full of designs, and the owner Roderick Stephens Sr. and Chief Engineer Gillbert Vyland were delighted with his designs and employed him after a four-day trial period. The



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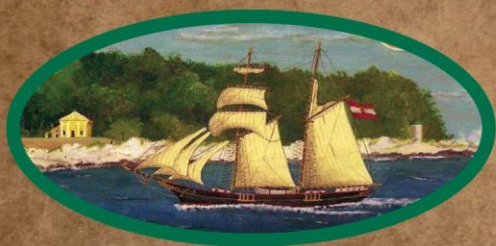
first yacht "Clarion of White", designed entirely by Mario, was built in 1963. That same year the yacht won the Admiral's Cup.

With his design of the yacht "Running Tide" a first ship of the new generation of ocean racers, mid displacement, was created. "Saudade" was a leading board of the German team that won the Admiral's Cup in 1967.

He also participated in designing maxi-boats. He constructed SWAN 76 and was always one step ahead of the global trends. He will be recorded in the annals of the world and the studio will earn international fame thanks to his 12-meter yachts which, between 1964 and 1980, defended the title and won the America's Cup. This is the world's most prestigious and most expensive race held every few years, due to the lengthy preparation of boats and their crews, since 1851 and is the oldest active trophy in international sports.

In addition to being a designer, Mario supervised projects in every detail. He was responsible for evaluating and deciding on each of the 50 variants that were made for each series of models and for continuing monitoring that was conducted during hundred hours of testing in the pool. He quits his job after 20 years because the Italians asked him to design a 12-meter boat which would be registered as challenger in the next America's Cup. He happily went to Italy, even ready to renounce the U.S. citizenship, but the negotiations were slow and long with conditions he could not accept. Disappointed, he returns to the old office, but does not want to use two of the projects which were previously intended for the Italians, and now to be used for the American clients.

He remained industrious, frugal and low-profiled – a backroom whiz-kid, as named by some English journalist. Until his retirement he worked in the studio. His initials MT can be found on yachts and projects.



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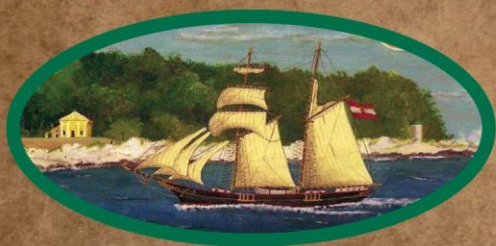
PETAR JAKOV LEVA (Veli Lošinj, 1769 – Veli Lošinj, 1879)

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**.



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THE CONTESSA HILDA

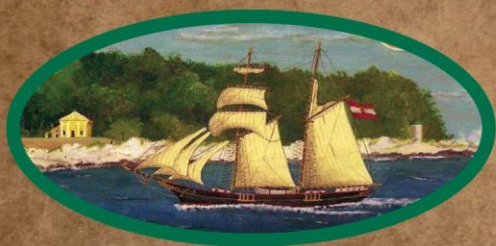
This barque was called the queen of Lošinj sailing ships because of the twelve beautiful snow-white sails that adorned it. It was built in Glasgow in 1875 under the name of *Blairgowrie* and during the first years it sailed the England-Australia passenger route. It had 1646 BRT, it was 76.8 m long, 11.6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

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.**



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“DEVERON” (nava)

It was owned by the Cosulich brothers. It was built in 1875 in Greenock, England. Characteristics: 1323 GRT, length 70.1 m, width 6.7 m, 19 crew members. Purchased in 1895, and remained in the merchant navy of Lošinj until September 1903 when it was sold to the Norwegians from Liverpool. On the first trip from the United Kingdom to Australia and Chile it sailed around the world. It sailed to Rijeka on November 14th 1896 under the command of Captain Venancije Ivančić from Mali Lošinj. It sailed several years between the Gulf of Mexico and the Baltic, then from the United Kingdom to South America, and between 1901 and 1903 it again sailed around the world under the command of a 25-year-old Captain Marko M. Martinolić from Mali Lošinj.

It sailed on March 18th 1901 from Trieste to Port Empedocle, where it was loaded by a cargo of 1,800 tons of sulphur destined for Adelaide where it sailed after 106 days, sailing around the Cape of Good Hope. From Adelaide it sailed empty for Valparaiso where it came after 41 days in October 1901 in order to load saltpetre destined for Adriatic ports, but the conditions were not favourable so it sailed empty for the Californian port of Eureka where the timber for Liverpool was loaded. The ship sailed out on March 3rd 1902 and during the first days of voyage was caught in a storm that took “kamt” and damaged rigging and broke the mainmast. The mast was knocked down and the ship sailed to San Francisco where it was under repair for 45 days.

The ship sailed around Cape Horn on July 15th, using the wind over the stern, and after five months it sailed to Liverpool where it was taken over by new owners.



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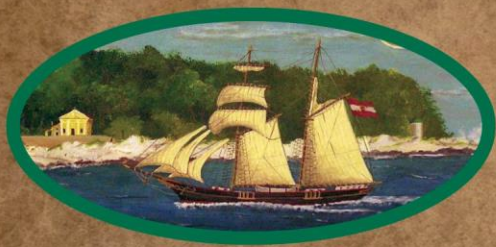
THE GANGE (barque)

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.



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THE GRAZIA DIVINA

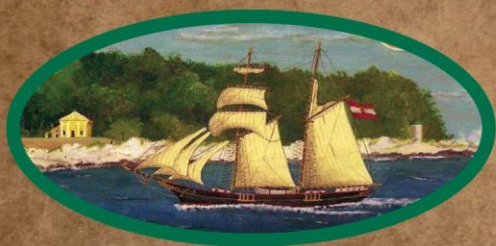
This full-rigged ship (*nava*) of the Venetian Merchant Navy entered the history of Lošinj maritime navigation because it was commanded by Captain **PETAR PETRINA (1706 - 1758)** from Veli Lošinj who saved the ship during one of the voyages from the threat of pirates.

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.



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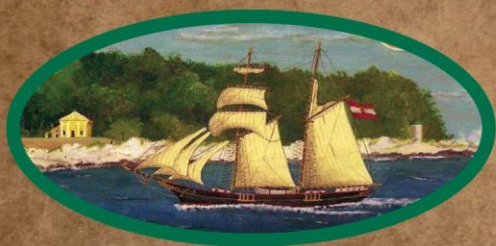


THE IMPERATRICE ELISABETTA

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 dočeka
S’pozdravljenjem ruku je podao
On je Ćara 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.



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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***.

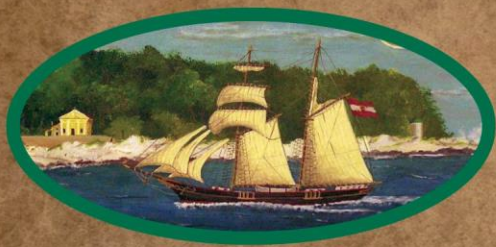
The origin of its name is unknown. It probably comes from the Latin word *sator*, *satoris* which means sower, creator, father. The other possibility is that it comes from the saying: *Sator Arepo tenet opera rotas* (God holds the plow, but you are the one who is plowing.), which was at that time frequently 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.



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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.