

JADROLINIJA

BROJ / ISSUE 1 **MAGAZIN** PROSINAC / DECEMBER 2024



Plovi i čitaj
SAIL AND READ



*With Love,
Jadrolinija!*



Ploviti se mora / <i>The Inevitability of Travel by Sea</i>	4
Dalmacija je ponos Jadrolinije / <i>Dalmacija is a Crown Jewel of Jadrolinija</i>	7
Ploviti da bi se živjelo / <i>Sailing to Live</i>	14
Barba od mora i povjerenja / <i>Barba: The Keeper of the Sea and Trust</i>	22
Palača pomorske moći i ugleda Rijeke / <i>The Palace of Maritime Power and Prestige in the City of Rijeka</i>	25
Naši heroji broda i mora / <i>Our Heroes of the Ship and Sea</i>	32
Pomorska bitka za Lijepu Našu / <i>The Naval Battle for Homeland</i>	40
Sveti Nikola, čuvaj pomorce! / <i>Saint Nicholas, Protect Our Seafarers!</i>	48
Otok u moru sreće / <i>An Island in the Sea of Happiness</i>	54
Kako je Oliver postao scenska atrakcija / <i>How ferry Oliver Became a Stage Attraction</i>	57
Koncerti u pratnji mora / <i>Concerts Accompanied by the Sea</i>	64
Lijepom Našom na dva kotača / <i>On Two Wheels Through Beautiful Croatia</i>	68
Trajekt kao modna pista / <i>Ferry as a Fashion Runway</i>	72
Jadrolinija u prvom broju Vogue Adria / <i>Jadrolinija in Vogue Adria Inaugural Issue</i>	78
Kako uploviti u novu godinu / <i>How to Sail Into the New Year</i>	86
ANTE MRVICA Legenda kopna i mora / <i>ANTE MRVICA: The Legend of Land and Sea</i>	89
Obradujte sebe, razveselite druge! / <i>Treat Yourself, Delight Others!</i>	94
Red plovidbe / <i>The Sailing Schedule</i>	96



NAKLADNIK / PUBLISHER

Jadrolinija, društvo za linijski
pomorski prijevoz putnika i tereta,
Riva 16, 51000 Rijeka
www.jadrolinija.hr

GLAVNI UREDNIK / EDITOR-IN-CHIEF

Željko ŽutelijaASISTENTICA GLAVNOG UREDNIKA /
ASSISTANT TO THE EDITOR-IN-CHIEF**Denis Nepokoj**

IZVRŠNA UREDNICA / EXECUTIVE EDITOR

Marija Zaputović Mavrincac

UREDNIŠTVO / EDITORIAL TEAM

**Služba korporativnih komunikacija i
marketinga Jadrolinija / Jadrolinija
Corporate Communications and
Marketing Department**

VODITELJICA PROJEKTA /
PROJECT MANAGER**Social G – Gordana Vukres**ASISTENTICA VODITELJICE PROJEKTA /
ASSISTANT PROJECT MANAGER**Tara Kezelj**

ART DIRECTOR

Igor Vranješ

GRAFIČKA PRIPREMA / PREPRESS

KON-ING, obrt za računalno programiranje
i dr. usluge / Company for Computer
Programming and Related Services

PRIJEVOD NA ENGLLESKI /
ENGLISH TRANSLATION**Tanja Kezelj Liović**

LEKTURA / PROOFREADING

Kata Zalović Fišter

TISAK / PRESS

RADIN, Sveta NedeljaFOTOGRAFIJA NA NASLOVNICI /
COVER PHOTO

**Jadrolinija, Trajekt Dalmacija /
Ferry Dalmacija**

ISSN

3044-1765

Kontakt za suradnju /

Collaboration Contact

marketing@jadrolinija.hr

Ploviti se mora

Putujete li brodom, katkad biste rado nešto pročitali o raznim sastavnicama brodskog putovanja, o svemu što taj prijevoz čini ugodnim, romantičnim, zanimljivim i edukativnim. Odsada ćete to moći u novopokrenutom Jadrolinija magazinu, u kojem ćemo vas redovito izvještavati o novostima i zanimljivostima plovidbe i naporima tvrtke da putovanje brodom bude što ugodnije, zanimljivije i uspješnije

Plovite katamaranom ili trajektom po modrom moru prema svom odredištu. Uživajte u plovidbi, ali i u maštanju o tome što vas čeka na odredištu. Toliko očekivan odmor nadohvat je ruke, mnogo je razloga za dobro raspoloženje, a plovidba je završni čin putovanja kojim se turistički snovi pretvaraju u stvarnost.

Dok brod lagano klizi mirnom morskom površinom, promatrate krajolik koji se doima kao filmski prikaz očaravajućih prirodnih ljepota. Plovite Jadranskim morem, najljepšim zaljevom Sredozemnog mora. Slika se mijenja iz minute u minutu. Otoci, otočići, morske hridi, ogoljele stjenovite površine, ali i one obrasle šumom, vinogradima, maslinicima... Južne strane otoka, izložene južnim vjetrovima i otvorenu moru, okomitije su, strmije i nepristupačnije, gotovo prijeteće, ali skrivene uvale djeluju pitomo i zaklonjeno, kao neka morska skrovišta za manje brodove koji se ne mogu nositi s razljućenom i moćnom prirodom.

Onaj tko prvi put plovi Jadranom vjerojatno je opčinjen prizorima viđenim s palube trajekta ili sa sjedala katamarana. Putovanja autocestama ili zrakoplovima ne mogu se uspoređivati s doživljajem koji pruža plovidba brodom. Ako ste krenuli iz Splita – najveće trajektne luke na Jadranu – i uputili se prema Braču, Hvaru, Korčuli, Visu ili Lastovu, s uplovljavanjem u neke od luka na tim otocima, putovanje može potrajati nešto duže, osobito ako je riječ o udaljenijim odredištima, ali nije ni iscrpljujuće ni dosadno.

Ne vidite ih, ali znate da su na zapovjedničkom mostu iskusni pomorci predvođeni zapovjednikom, a da se o besprijeckornu radu stroja brine upravitelj tog dijela broda koji vas – neovisno o vremenskim prilikama – sigurno vodi u luku. Shvatit ćete da je zapravo plovidba pravi i poticajni početak odmora i uživanja koje milijunima turista pruža naš veličanstveni Jadran. I da se nikakvo putovanje drugim prijevoznim sredstvima ne može uspoređivati s brodskim.

The Inevitability of Travel by Sea

Sometimes when you're travelling by ship, you may want to read about the various elements of a maritime journey, about everything that makes this mode of transport enjoyable, romantic, interesting and educational. From now on, you can find that in the newly launched magazine *JADROLINIJA*, where we will regularly report news and highlights concerning maritime travel and the company's efforts to make your ferry trip as pleasant, interesting and worry-free as possible

Embark on your voyage aboard a catamaran or ferry, gliding over the cerulean waves to your chosen destination. As you navigate these tranquil waters, savour the experience while daydreaming of the pleasures that await you at your destination. Your long-awaited vacation is tantalizingly close, filled with so many reasons for good spirits, and the voyage by sea becomes the final act of a journey that transforms a vacationer's dreams to reality.

As the ferry glides gracefully over the sea's tranquil surface, you observe a landscape that resembles a cinematic portrayal of enchanting natural beauty. You are plying the waves of the Adriatic Sea, the Mediterranean's most beautiful bay. The scenery changes from minute to minute: islands, islets, crags, bare seaside cliffs, but also those with wooded thickets, vineyards, and olive groves... The southern sides of the islands, exposed to southern winds and the open sea, are steeper and more rugged, virtually inaccessible, while hidden coves appear serene and sheltered, like maritime havens for smaller vessels that cannot withstand the nature's wrath.

For someone sailing the Adriatic for the first time, the views from the ferry deck or the comfort of a catamaran seat are likely to be breathtaking. Travelling by road or air cannot compare to



Katamaran uplovljava u luku /
Fast ship sailing into the port

*Dok brod lagano klizi mirnom
morskom površinom, promatrate
krajolik koji se doima kao filmski
prikaz očaravajućih prirodnih ljepota.
Plovite Jadranskim morem, najljepšim
zaljevom Sredozemnog mora. Slika se
mijenja iz minute u minutu...*

Brodovi su u našoj turističkoj ponudi jednako važni kao smještaj i usluga, gastronomija, vino i maslinovo ulje, ljubaznost hotelijera i uslužnost domaćina. Brodovi našu pomorsku zemlju povezuju u jedinstvenu cjelinu.

Kad ste otočanin, stanovnik posebnog mikrokozmosa, tada najprije putujete u suprotnom smjeru od turista, a plovidbu prema kopnu doživljavate rutinskom, uobičajenom i poznatom. Usredotočeni ste na ono što u kratkom roku do povratka broda morate obaviti na kopnu, u svemu mnogo izdašnjijem od vaše otočne oaze – osim u ljepoti. Jer otok je izolirani mikrosvijet koji s ostatkom kopnenog svijeta komunicira samo brodovima. U novije doba – kao znatnom olakšicom – i pametnim telefonima.

the experience of being at sea. If you embark from Split—the largest ferry port on the Adriatic—and set off for Brač, Hvar, Korčula, Vis, or Lastovo, docking at any of the ports on these islands may take a little longer, especially for more distant destinations. However, this journey is neither exhausting nor boring.

You may not see them, but you know that skilled seafarers are on the bridge, guided by the captain, while the chief engineer oversees the smooth operation of the engines that safely convey you to port—regardless of the weather. You'll realize that sailing is truly the invigorating and inspiring beginning of the vacation and enjoyment that our magnificent Adriatic Sea provides to millions of tourists. No other mode of transport can compare to the experience of maritime voyage.

Ferries are as essential to our tourism product as accommodations, services, cuisine, wine, and olive oil, as well as the kindness of hoteliers and the hospitality of hosts. These ferries are the ties that bind our maritime nation into a cohesive whole. When you are an islander, a resident of a unique microcosm, you often travel in the opposite direction as tourists, and the journey to the mainland feels

Trajekt isplovjava iz splitske luke /
Ferry exiting the Split port



Putujete li brodom, katkad biste rado nešto pročitali o raznim sastavnicama brodskog putovanja, o svemu što taj prijevoz čini ugodnim, romantičnim, zanimljivim i edukativnim. Htjeli biste nešto doznati o ljudima na čijem se radu temelji taj složeni sustav, o brodovima i njihovim karakteristikama, o destinacijama na koje vas prevoze. Odsad ćete to moći u novopokrenutom magazinu Jadrolinija za putnike na brodovima Jadrolinije, najvećeg brodarskog prijevoznika u Hrvatskoj u kojem ćemo vas redovito izvještavati o novostima i zanimljivostima plovidbe i naporima tvrtke da putovanje brodom bude što ugodnije, zanimljivije i uspješnije.

Ljudi i brodovi neiscrpna su priča od pamtivijeka do danas. Svima je jasno da se – ako su dvije trećine našeg planeta voda – ploviti mora. Oni koji plove Jadranom, plove jednim od najljepših mora na svijetu. Jadrolinija želi da im ta putovanja ostanu u trajnom sjećanju, kao nezaboravna plovidba ljepšom stranom života. ~

As the ferry glides gracefully over the sea's tranquil surface, you observe a landscape that resembles a cinematic portrayal of enchanting natural beauty...

routine, ordinary and familiar. You are focused on what you need to accomplish on the mainland before the ferry returns, where everything is much more abundant than in your island oasis—except for the beauty. The island is an isolated microcosm that communicates with the rest of the mainland only by means of ferries. In modern times, this communication is greatly assisted by smart phones.

If you travel by ferry, you may sometimes wish to read about the various components of your journey, about everything that makes this mode of transport pleasant, romantic, interesting, and educational. You want to learn about the people whose work supports this complex system, about ferries and their characteristics, and about the destinations they take you to. You will now have the opportunity to explore this in the newly launched magazine for passengers aboard the vessels operated by Jadrolinija, Croatia's largest ferry operator. In this publication, we will regularly report on the latest updates and interesting aspects of maritime travel, as well as the company's efforts to ensure that your journey by sea is as comfortable, diverting, and enjoyable as possible.

The story of people and vessels is an endless narrative, echoing from the dawn of time to the present. It is evident to all that if two-thirds of our planet is covered by water, then the art of navigating these seas is paramount. Those who chart a course across the Adriatic will travel on one of the world's most enchanting seas. Jadrolinija hopes these journeys will remain indelible memories as unforgettable odysseys through the lovely side of life. ~

Dalmacija je ponos Jadrolinije

Najnoviji i najmoderniji brod Dalmacija u sastavu Jadrolinijine flote plovi na liniji Dubrovnik – Bari i putnicima nudi raznovrsne sadržaje koji plovidbu pretvaraju u ugodno i zabavno putovanje između dviju jadranskih obala



**Dalmacija is a
Crown Jewel of
Jadrolinija**

The latest and most advanced ferry in Jadrolinija's fleet, Dalmacija, now charts a course on the route connecting Dubrovnik and Bari, offering passengers a treasure trove of amenities that transform their journey across the Adriatic into a delightful and entertaining experience



Brod Dalmacija ispred riječke luke /
Ship Dalmacija in front of Rijeka port

Najveći brod Jadrolinije i najmoderniji u povijesti bijele flote od proljeća 2024. godine plovi Jadranom, na liniji koja povezuje Dubrovnik i talijanski grad Bari. Već u prvoj godini plovidbe Dalmacija je pobudila zadovoljstvo i izazvala oduševljenje putnika koji plove na toj relaciji. Brod je izgrađen 1993. godine u švedskom brodogradilištu Bruce Shipyard, a prijašnji mu je naziv bio Oslofjord. Potpuno je renoviran 2014. godine u Finskoj. Dosad je bio u vlasništvu norveškog broдача Fjordline i plovio je na liniji iz Sandefjorda u Norveškoj do Strömstada u Švedskoj. Prije negoli je zaplovio Jadranom, prijašnji mu je vlasnik namijenio zanimljivu zadaću. Godinama je plovio na dva i pol sata dugoj dionici između Švedske i Norveške pa je – zbog plovidbe međunarodnim morem i slobodnom carinskom zonom – bio golemi trgovački centar na površini od 1800 četvornih metara. Otkad je brod u vlasništvu Jadrolinije prijašnji se koncept potpuno promijenio. Ponuda na brodu konstantno se unapređuje te se nastoji prilagoditi potrebama tržišta i zahtjevima modernog putnika.

Prosječna je brzina Dalmacije 17 čvorova, a kapacitet 1800 putnika i 350 automobila. Putnicima su na raspolaganju raznovrsni sadržaji – dva restorana, dva bara, prostor za zabavne igre, igraonica za najmlađe i otvorene palube. Ova ponuda omogućuje putnicima da brzu plovidbu između dviju obala Jadrana provedu u ugodni i zabavi.

As the largest and most modern ferry in Jadrolinija's history, Dalmacija has been navigating the Adriatic since spring 2024 connecting Dubrovnik and Italian city Bari. In its first year, it has sparked joy and excitement among passengers traversing this maritime passage. Built in 1993 at the Bruce Shipyard in Sweden, the ferry was previously known as "Oslofjord" and underwent a complete renovation in Finland in 2014. It was formerly owned by the Norwegian shipping line Fjordline, operating between Sandefjord in Norway and Strömstad in Sweden. Before embarking on its new journey across the Adriatic, the previous owner assigned Dalmacija an intriguing role, as it had served for years on a two-and-a-half-hour route between Sweden and Norway, functioning as a massive shopping center spanning 1,800 square meters within the free trade zone. Now under Jadrolinija's fleet the ship's concept has undergone

Brod Dalmacija iz zraka /
Ship Dalmacija from the air



Otvorena paluba na brodu Dalmacija /
Dalmacija open deck



Sky bar

Putnicima su na raspolaganju raznovrsni sadržaji – dva restorana, dva bara, prostor za zabavne igre, igraonica za najmlađe i otvorene palube



Self service restoran Olive / Self service restaurant Olive



Dječji kutak za zabavu / Kids fun zone



Barbin dječji kutak / Kids Corner by Barba



a transformation. The offer on board Dalmacija is constantly evolving with the goal to cater to Jadrolinija's distinct needs and business goals.

With an average speed of 17 knots, Dalmacija boasts a capacity of 1,800 passengers and 350 vehicles. It offers a rich array of facilities—including two restaurants, two bars, an entertainment area, a children's playroom, and sun-drenched open decks. The diversity of these amenities ensures that passengers can enjoy a comfortable and enjoyable passage across the Adriatic Sea.

The self-service restaurant, Olive, provides diners in an authentic Mediterranean atmosphere, adorned with olive trees. The culinary offerings vary throughout the day, allowing travelers to savor traditional Croatian dishes at accessible prices, with options for children as well. Many will be enchanted by a visit to the Sky Bar, located on a glass surrounded deck that evokes the sensation of sailing above the endless sea.

This bar is named after the stunning glass dome that crowns the seating area, offering an unobstructed view of the starry sky or the sunlit azure. Passengers can enhance this unforgettable experience with delightful cocktails, sandwiches, and other quick bites. On sunny days, guests



Brod Dalmacija isplovljava iz Dubrovnika /
Ship Dalmacija exiting Dubrovnik port

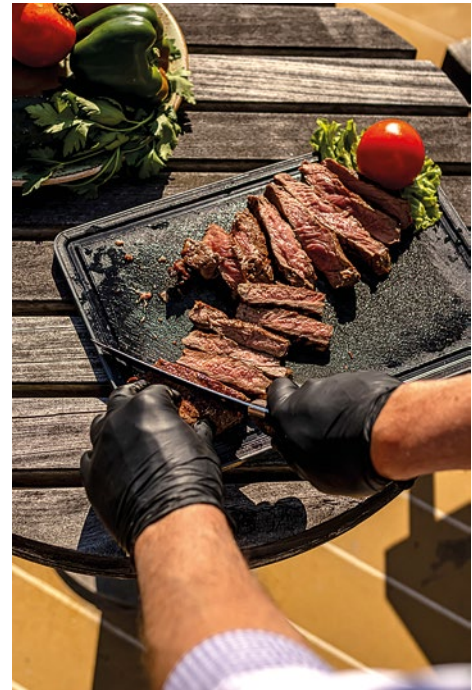
Self service restoran Olive pruža istinski mediteranski ugođaj, u ambijentu prepunom stabala masline. Gastronomska ponuda ovisi o dijelu dana, a putnici mogu po pristupačnim cijenama kušati tradicionalna hrvatska jela. Na jelovniku su i klasična jela, ali i ona namijenjena djeci. Mnoge će oduševiti posjet Sky baru na palubi ograđenoj staklom koja odaje dojam plovidbe iznad morske pučine.

Bar je nazvan po staklenoj kupoli iznad prostora sa stolovima koja omogućuje otvoren pogled prema zvjezdanom nebu ili sunčanom plavetnilu. Uživanje u tom nezaboravnom pogledu putnici mogu dopuniti kušanjem izvrsnih koktela, ali i sendviča i drugih brzih zalogaja. Za sunčanog dana putnici se tijekom plovidbe mogu sunčati ili se pogostiti u Grill baru, smještenom na otvorenoj palubi. Kako mu i naziv govori, u tom se ugostiteljskom objektu nude jela sa žara. Ponešto za svačiji ukus, ali i ugodan ambijent za dobro raspoloženje.

Brod Dalmacija u sastavu Jadrolinijine flote nastavlja dugu tradiciju međunarodnih linija. Prijašnji putnički brod Dalmacija, izgrađen 1965. godine u pulskom brodogradilištu Uljanik, povezivao je hrvatske luke sa Sredozemljem, ali je tek 1992. zaplovio kao dio flote Jadrolinije. Kao jedan od velikih bijelih putničkih brodova, s čak 314 kabina za spavanje, tadašnja je Dalmacija bila jedan od brodova koji su plovili na velikim kružnim putovanjima u sklopu ponude Jadrolinija cruises. Zajedno s putničkim brodom Istra iz istog povijesnog razdoblja, Dalmacija je predstavljala luksuz i profinjenost u svim aspektima ponude.

Današnja Dalmacija nasljednica je istoimene prethodnice, simbol kontinuirane povezanosti Hrvatske i drugih pomorskih zemalja. Duh tradicije i prošlih vremena osuvremenjen je i prenesen u novo doba Jadrolinijine poslovne orijentacije. ~

Gastro ponuda na brodu Dalmacija /
Gastro offer on ship Dalmacija



It offers a rich array of facilities— including two restaurants, two bars, an entertainment area, a children's playroom, and sun-drenched open decks

can relax on the open deck at the Grill Bar, enjoying grilled dishes. This venue offers something for every palate, accompanied by a pleasant ambiance that promotes good cheer.

Ferry Dalmacija, as part of Jadrolinija's fleet, continues a proud tradition of international routes. Its predecessor, the Dalmacija passenger ferry built in 1965, played a vital role in connecting Croatia to Mediterranean ports during Jadrolinija's cruise strategy. The new ferry Dalmacija is its modern heir, ready to set sail on new adventures across the waves. ~

Detalji s putovanja / Sailing details





Ploviti da bi se živjelo

Brodovi Jadrolinije mostovi su koji povezuju otoke i kopno. Otočani njima putuju u medicinske ili prosvjetne ustanove na kopnu, a domaći i strani turisti na ljetni odmor u otočna ljetovališta. Na Jadrolinijim se brodovima katkad rađaju djeca, a u kriznim situacijama izvanrednim se plovidbama spašavaju ljudski životi

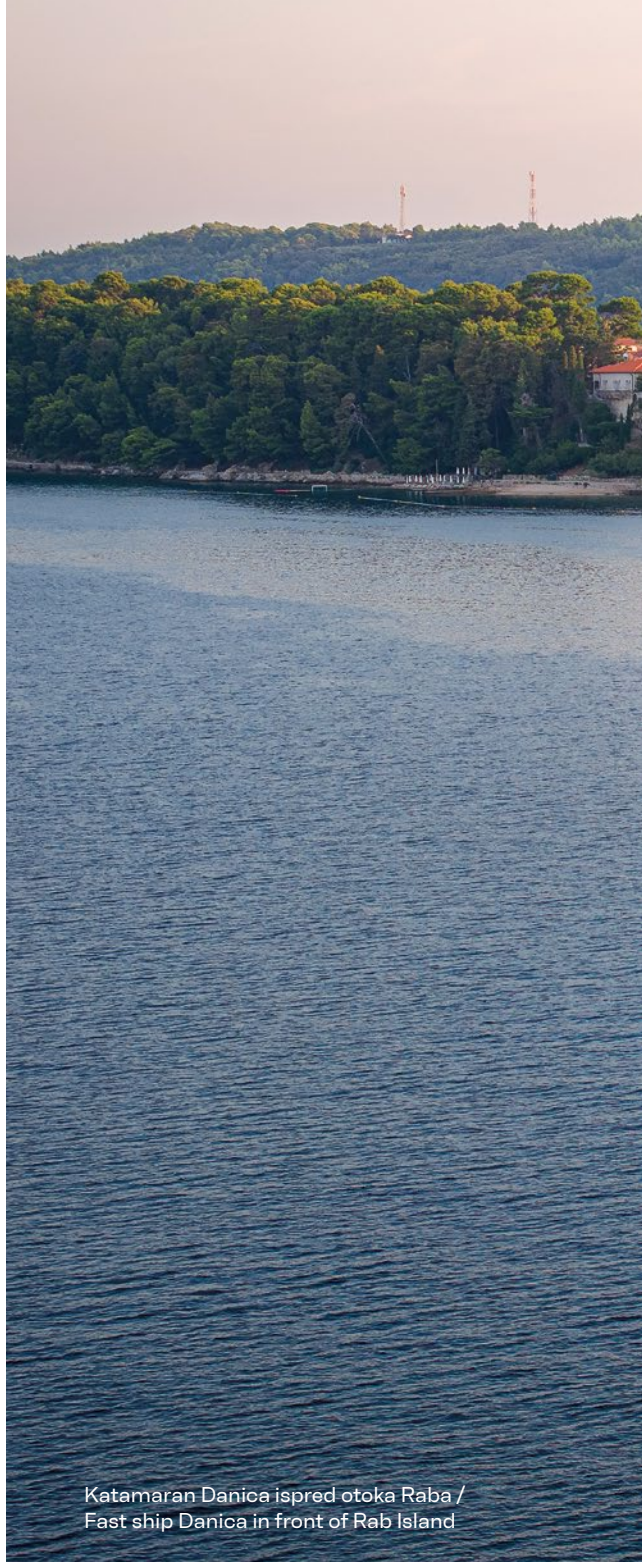
SIGNIFICANT ROLE OF VESSELS

Sailing to Live

Jadrolinija ferries are the bridges that connect the islands to the mainland. Island residents use them to travel to medical or educational facilities on the mainland, while both local and foreign tourists use them to reach island resorts for their summer holidays. On Jadrolinija ferries, children are sometimes born, and in emergencies through extraordinary sailings, lives are saved

Već gotovo 80 godina Jadrolinija ima nezamjenjivu ulogu u životu ljudi nastanjenih na manje od 50 naseljenih jadranskih otoka. U Jadranskom moru 78 je otoka, više od 520 otočića i oko 640 hridi i po tome je, poslije Grčke, Jadransko najbrojnije otočje na Sredozemlju.

Život na otocima koliko je lijep toliko je i težak. Za otočane koji na njima žive cijelu godinu brodovi su jedina i prijeko potrebna poveznica s kopnom. Promatrani iz obalne perspektive, otoci se osobito u sezonama lijepog vremena doimaju idiličnim oazama pošteđenim stresnog života u gradovima na obali. Ipak, život na otocima nije moguć bez čvrste povezanosti s kopnom. Brodovi su mostovi koji im to omogućuju. Oto-



Katamaran Danica ispred otoka Raba /
Fast ship Danica in front of Rab Island

For nearly 80 years, Jadrolinija has played an irreplaceable role in the lives of people living on less than 50 inhabited Adriatic islands. There are 78 islands, over 520 islets, and around 640 reefs in the Adriatic Sea, making it, after Greece, the most island-dense region in the Mediterranean.

Life on the island is as beautiful as it is challenging. For the islanders who live there year-round, vessels are the only and vital link to the mainland. Viewed



čani brodovima putuju na posao ili liječniku, a brodovima se s kopna dovoze životne potrepštine kojima oskudijevaju stanovnici otoka. Težina života na otoku najviše se osjeća zimi, ali većina otočana ne bi svoj način života mijenjala za komfor koji bi im pružao život na obali. Čak ni onda kad su zbog lošeg vremena odsječeni od kopna, a brodovi onemogućeni u plovidbi.

Za domaće i strane turiste Jadrolinijini brodovi simbol su plovidbe u „ljetni raj“, u mjesto odmora, opuštanja i uživanja. Za otočane brodovi su najvažnije prijevozno sredstvo, kao u gradovima tramvaji ili autobusi. Nužni su kad im je potrebna medicinska pomoć, osobito kad im je potrebno bolničko lije-

from the coastline, the islands especially during the beautiful weather seasons seem like idyllic oases, spared from the stress of busy city life on the mainland. However, life on the islands is not possible without a strong connection to the mainland. Ferries are the bridges that make this possible. Islanders travel by ferries to work or to see a doctor, and they bring essential supplies, which lack to the islanders, to the islands. Island life is especially difficult during winter times,



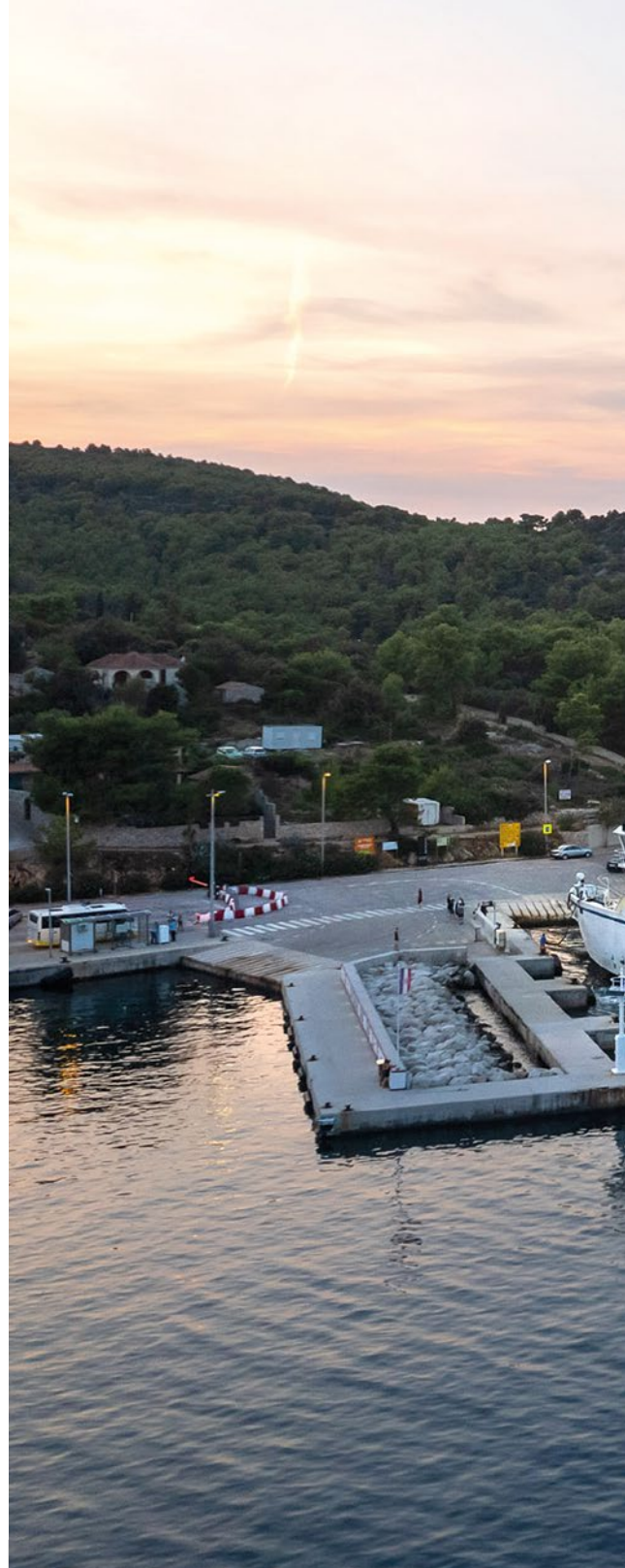
Putnici Jadrolinije / Jadrolinija passengers

čenje. U kritičnijim situacijama organizira se izvanredni trajektni prijevoz, često presudan za spašavanje ljudskih života. U lošim vremenskim uvjetima, osobito zimi, Jadrolinijini brodovi prema potrebi isplivljavaju i onda kad je to onemogućeno manjim plovilima ili helikopterima.

Osim brzog, stručnog i odgovornog reagiranja Jadrolinijinih posada u rizičnim i krajnje izazovnim situacijama, brodovi su katkad i „ploveća rodilišta“. Na njima se, stjecajem nepredvidivih okolnosti, rodilo mnogo djece ili su pak trudnice pred porođajem na vrijeme stizale u rodilište na kopnu. I nakon nekoliko dana, s tek rođenom djecom, sretno se vratile u svoj otočni dom.

STARA POMORSKA TRADICIJA

Porodaji na brodu nisu rijetkost, a prema staroj pomorskoj tradiciji zapovjednik broda odabire ime tek rođenu djetetu. Uloga zapovjednika nije samo biranje imena djetetu, nego i poštovanje procedure propisane zakonom. Rođenje djeteta na brodu prijavljuje se zapovjedniku koji potpisuje zapisnik u kojem je naveden naziv broda, njegov položaj u vrijeme rođenja djeteta, matična luka i ona u koju će uploviti. Upisuju se i podaci o osobi koja je podnijela prijavu i o osobama koje su



but most islanders wouldn't trade their way of life for the comfort of living on the mainland, even when they are cut off from the mainland due to bad weather, and ferries are unable to sail.

For both domestic and foreign tourists, Jadrolinija's ships symbolize sailing to a "summer paradise," a place for rest, relaxation, and enjoyment. For islanders, these ships are the most important means of transport, much like trams or

Jadrolinija posve opravdano nosi naziv – Linija života. Žila je kucavica hrvatskog Jadrana, s nezamjenjivom ulogom u životu stanovnika otoka i primorskih gradova



Trajekt Biokovo u luci Rogač (Šolta) /
Ferry Biokovo in Rogač port (Šolta)

bile nazočne sastavljanju zapisnika. Kao mjesto rođenja upisuje se određeno na kojem putovanje završava.

Jedna davna priča o rođenju djeteta na brodu nedavno je objavljena u mjesečniku Liječničke novine. U jesen 1957. godine, na putničkom brodu Aleksa Šantić koji je isplovio iz Raba, brzom reakcijom posade i zapovjednika brod je skrenuo s uobičajene rute i uputio se prema većem gradu s bolnicom. Liječnik koji se zatekao na brodu uspješno je porodio dječaka, a roditelj je prevezena u bolnicu. Prema tradicijskom pomorskom pravilu, ime dječaka odabrao je zapovjednik Jadrolinija na broda Aleksa Šantić.

buses in cities. They are essential when medical assistance is needed, especially when hospital treatment is required. In more critical situations, extraordinary ferry services are organized, often crucial for saving lives. In bad weather conditions, particularly during winter, Jadrolinija ships sail when smaller vessels or helicopters are unable to operate.

In addition to the swift, professional, and responsible reaction of Jadrolinija crews in risky and extremely challenging situations, ferries sometimes serve as "floating maternity wards." Due to unforeseen circumstances, many children have been born aboard, or pregnant women have reached the mainland hospitals just in time to give birth. After a few days, they returned home to their island with their newborns, safely and happily.

OLD MARITIME TRADITION

Births at sea are not uncommon and rare, and according to an old maritime tradition, the captain of the vessel chooses the name for the newborn child. The role of the captain is not only to select the child's name but also to follow the procedures prescribed by law. The birth aboard a vessel must be reported to the captain, who signs a record detailing the vessel's name, its location at the time of birth, the port of registry, and the destination port. The record also includes information about the person who filed the report and those who were present when the record was made. The



Trajekt Jadrolinije nadomak pristaništa u Starom Gradu (Hvar) / A Jadrolinija ferry near the dock in Stari Grad (Hvar).

Mnogo je priča o rađanju djece na brodu, a jedna od njih, iz 2019. godine, upućuje na važnost izvanrednih plovidaba. Na trajektu Ilovik, na pola puta između Merga i Valbiske, dijete je rođeno tijekom izvanredne vožnje, organizirane zbog hitnoće poroda. Jadrolinijini pomorci pripremljeni su za takve izvanredne situacije koje gotovo uvijek završavaju sretnim ishodom. Život na otoku nezamisliv je bez čvrstog oslonca na visoku profesionalnost posada brodova kojima su povezani s kopnom.

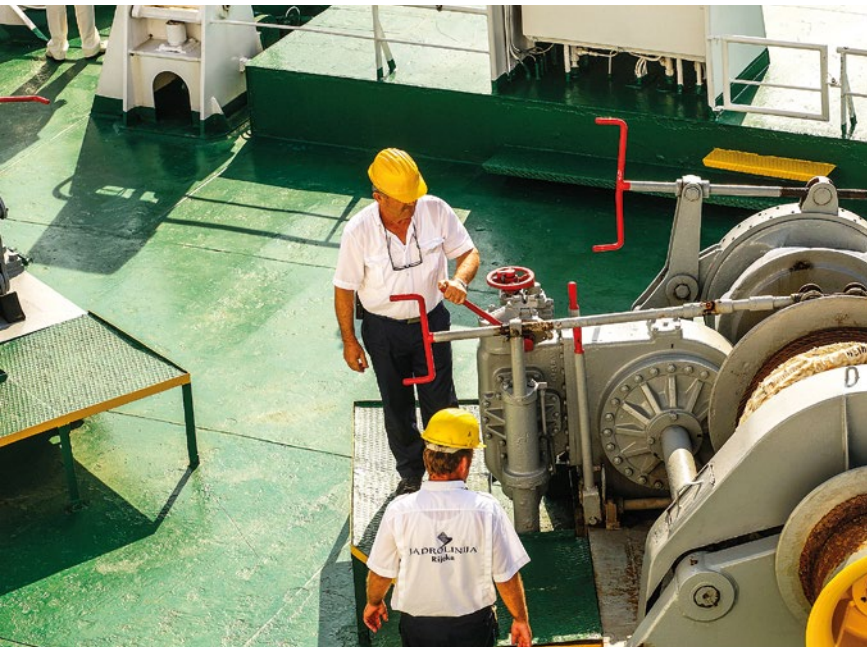
SPAS NA MORU

Mnogo je primjera u kojima je brza reakcija posade brodova Jadrolinije bila pitanje života. Da bi bili spremni na pravodobnu i učinkovitu reakciju, ali i na sve izazove plovidbe, pomorci Jadrolinije neprestano se educiraju i usavršavaju. Među ostalim, osposobljeni su i za pružanje osnovne medicinske pomoći. U hitnim slučajevima tijekom plovidbe zapovjednik broda i njegova posada jedini su oslonac ugroženim putnicima. Jedan od takvih slučajeva dogodio se prilikom plovidbe katamarana Novalja na liniji Zadar – Molat – Brgulje – Zapuntel – Ist. Putnik je izgubio svijest, a zapovjednikova pravodobna reanima-

official place of birth is recorded as the destination where the journey ends.

An old story about a birth on a ferry was recently published in the medical magazine *Liječničke novine* (Medical journals). In the autumn of 1957, aboard the passenger vessel *Aleksa Šantić*, which had departed from Rab, the quick response of the crew and captain led the ship to divert from its usual route and head toward a larger town with a hospital. A doctor who was on board successfully delivered a baby boy, and the mother was transferred to the hospital. According to maritime tradition, the captain of the Jadrolinija vessel, *Aleksa Šantić*, chose the boy's name.

There are many stories of births on vessels, and one from 2019 highlights the importance of extraordinary sailings. On the ferry *Ilovik*, halfway between Merag



Posada broda na svakodnevnom zadatku / Crew on everyday duties

cija bila je ključna i spasonosna. Nakon dolaska broda u zadar-sku luku putnika je preuzela Hitna pomoć. Za zapovjednika katamarana Matu Durdova bio je to stresan i vrlo emotivan događaj. Ipak, u kritičnim trenucima prevladalo je njegovo dugogodišnje iskustvo i odgovornost. Život putnika je spašen.

The sailing line is quite justifiably named – Line of Life. Žila is the lifeblood of the Croatian Adriatic, with an irreplaceable role in the lives of the inhabitants and coastal towns

and Valbiska, a child was born during an extraordinary sailing arranged due to the urgency of the birth. Jadrolinija seafarers are trained for such emergencies, which almost always have a happy outcome. Life on the islands is unimaginable without a strong reliance on the high professionalism of the vessel's crews that connect them to the mainland.



Prijevoz putnika i robe /
Transport of passengers
and goods



Ukročaj putnika / Passengers embarking



Trajekt Mate Balota / Mate Balota ferry

POSADE NA ISKUŠENJU

Posada Jadrolinije osposobljena je za pomaganje putnicima u najrazličitijim situacijama, a njihova je najveća vrlina poznavanje flote, stručno upravljanje brodovima, osobito u teškim vremenskim uvjetima. Svoje vještine pomorci Jadrolinije često pokazuju u nadmetanju s valovima i vjetrovima Jadranskog mora, kad je njihova stručnost najpotrebnija i kad su izloženi najvećim iskušenjima. Jedan je od takvih primjera i događaj iz prosinca 2023. godine. Šestog prosinca, na blagdan svetog Nikole, zaštitnika pomoraca, trajekti Jadrolinije u

RESCUE AT SEA

There are many examples where the quick response of Jadrolinija crews was a matter of life and death. To be ready for timely and effective action, as well as all the challenges of sailing, Jadrolinija seafarers are constantly educated and trained. Among other things, they are also trained in providing basic medical assistance. In emergencies during a voyage, the captain of the vessel and their crew are the only support for passengers in danger. One such incident occurred during the sailing of the catamaran Novalja on the Zadar – Molat – Brgulje – Zapuntel – Ist route. A passenger lost consciousness, and the captain's timely resuscitation was crucial and lifesaving. After the ferry arrived at Zadar port, the passenger was handed over to the emergency services. For the captain of the catamaran, Mato Durđov, it was a stressful and very emotional event. However, in the critical moments, his years of experience and responsibility prevailed. The passenger's life was saved.

CREWS UNDER PRESSURE

Jadrolinija crews are trained to assist passengers in the most diverse situations, and their greatest strength is their knowledge of the fleet and expert vessel management, especially in difficult weather conditions. Their skills are often put to the test in competition with the waves and winds of the Adriatic Sea, when their expertise is most needed, and they are exposed to the greatest challenges. One such example occurred in December 2023. On December 6, the feast day of St. Nicholas, the patron saint of sailors, Jadrolinija ferries embarked and transported two ambulance vehicles in very risky conditions.

The Krk ferry sailed in a fierce storm – when almost all passenger ferry services were suspended – from Merag to Valbiska, carrying an ambulance vehicle. That same day, in the evening hours, under extremely difficult and dangerous conditions when neither a helicopter nor a harbor authority vessel could reach the island, the Biokovo ferry transported an ambulance vehicle from Rogač to Split. On that cold December day, Jadrolinija ferries sailed under the protection of St. Nicholas, with immense gratitude from the islanders.

vrlo su rizičnim uvjetima ukrcali i prevezli dvojica vozila hitne pomoći.

Trajekt Krk isplovio je po snažnom nevremenu kad su gotovo sve linije u pomorskom putničkom prometu bile u prekidu – iz Merga prema Valbiski, prevozeći vozilo hitne pomoći. Istoga dana, u večernjim satima, u iznimno teškim i opasnim uvjetima kad ni helikopter ni brod lučke kapetanije nisu mogli stići na otok, trajekt Biokovo je iz Rogača u Split prevezao vozilo hitne pomoći. Tog su hladnog prosinačkog dana brodovi Jadrolinije plovili pod zaštitom svetog Nikole i uz neizmjernu zahvalnost otočana.

Izvanredne plovidbe Jadrolinijine flote nisu iznimka. I na redovitim linijama plovidbu svojih brodova čekanjem ili oslobađanjem mjesta na brod Jadrolinija prilagođuje potrebama Hitne pomoći i drugih hitnih služba. Uobičajeno je da brodovi izvanredno zaplove kako bi pacijent na vrijeme stigao na kopno i bio primljen na bolničko liječenje.

Jadrolinijim brodovima otočani putuju na kopno radi medicinske pomoći, katkad se na brodu rađaju djeca ili se vraćaju u svoj otočni dom. Preminuli se u pratnji najbližih brodovima prevoze na posljednji počinak. Zato Jadrolinija posve opravdano nosi naziv – Linija života. Žila je kucavica hrvatskog Jadrana, s nezamjenjivom ulogom u životu stanovnika otoka i primorskih gradova. ~

Extraordinary sailings by the Jadrolinija fleet are not an exception. Even on regular routes, Jadrolinija adjusts its sailing schedules by delaying departures or making space on a vessel to accommodate the needs of the emergency services and other urgent situations. It is common for the vessels to make extraordinary sailings to ensure a patient arrives on the mainland in time to receive medical care.

Islanders travel by Jadrolinija vessels to the mainland for medical treatment, sometimes children are born aboard, or they return home to their island. Deceased individuals are transported aboard, accompanied by their closest family members, to their final resting place. For this reason, Jadrolinija rightfully carries the name – The Lifeline. It is the heartbeat of the Croatian Adriatic, with an irreplaceable role in the lives of island residents and coastal towns. ~

Ukrcavanje putnika na katamaran Judita /
Passengers entering fast ship Judita



Barba od mora i povjerenja

Osvježeni vizualni identitet već dobro poznatog Barbe nastavak je tradicijske uporabe maskote koja simbolizira lice tvrtke i potiče što otvoreniju komunikaciju s putnicima

Kad bismo nacionalnom brodaru s gotovo 80 godina dugom tradicijom pokušali podariti lice, kako bi ono izgledalo? Priznajte, riječ je o vrlo zahtjevnom pitanju, na koje nije lako odgovoriti, ali i zadaći koju nije lako ostvariti.

To lice zasigurno mora biti lice pomorca jer su upravo pomorci temelj i sidro Jadrolinijine dugogodišnje tradicije. Lice se mora doimati autoritativnim jer je Jadrolinija lider u pomorskom putničkom prijevozu na Jadranu. To lice ulijeva sigurnost, zrači iskustvom, jamči povezanost mnogih hrvatskih otoka s kopnom tijekom cijele godine, donosi život na otoke i oblikuje svakodnevicu otočana. To je lice koje milijune putnika iz cijelog svijeta vodi prema hrvatskoj obali i otocima, ono je osmijeh koji simbolizira početak odmora. To je lice već dobro poznati **Barba**.



Barba i brod Postira /
Barba and the ship Postira



Barba: The Keeper of the Sea and Trust

A Fresh Breeze in Tradition: The visual identity of the familiar Barba, continues the tradition of a mascot that symbolizes the company's friendly face, fostering open communication with passengers

If we were to bestow a face upon a national passenger shipping service with nearly 80 years of maritime heritage, what would it look like? It's a profound question—one that sails into uncharted waters and poses a challenge not easily navigated. This face must undoubtedly embody the spirit of a mariner, as sailors are the very keel and anchor of Jadrolinija's enduring voyage. It should command authority, for Jadrolinija is the flagship of maritime passenger transport across the Adriatic Sea.

This face instills confidence, exudes experience, and ensures connection of many Croatian islands to the mainland throughout the year, bringing life to the islands and shaping the daily currents of islanders' lives. It is the face that guides millions of passengers from distant shores toward the Croatian coast and islands—a welcoming smile that heralds the start of a voyage into leisure. This face is none other than our beloved **Barba**.

Jadrolinija's Barba draws its name from maritime jargon, a term of endearment for the ferry's commander or captain. It was during the 1970s when it was recognized Barba as a true embodiment of Jadrolinija, with his character first appearing in marketing campaigns. Over the years, his character has gracefully evolved, modernizing and resonating with passengers' perceptions of Barba. The name Barba is well-known among the Jadrolinija employees who in the 70s



Barba ispred trajekta Hanibal Lukić /
Barba in front of ferry Hanibal Lukić



Jadrolinijin Barba crpi ime iz brodskog žargona i naziva od milja za zapovjednika ili kapetana broda. Da je Barba istinski prikaz Jadrolinije zaključilo se još 70-ih godina prošlog stoljeća, kad se njegov lik prvi put pojavio u sklopu marketinških aktivnosti. Tijekom godina njegov se lik postupno mijenjao, osuvremenjivao i približavao putnicima i njihovu viđenju Barbe. Naziv Barba dobro je poznat i djelatnicima Jadrolinije koji su 70-ih i 80-ih godina boravili u poznatim kafićima vezanim uz njihove poslovne prostore, nazvanima po Barbi. Ugođaj tih kafića bio je prožet pomorskim duhom, jednostavnošću i gostoljubivošću, baš kao i sam Barba.

Lice Barbe mijenjalo se i prilagođivalo vremenu, ali jedno je ostalo konstanta – njegov karakter. Pri osmišljavanju najnovije verzije maskote, u Jadroliniji su željeli obuhvatiti sve njezine sastavnice. Da bi potpunije razumjeli Barbu novog doba, autori vizualnog identiteta razgovarali su s djecom i nadahnuli se njihovim opisima i doživljajima dobroćudnog zapovjednika broda. Osvježanje vizualnog identiteta Barbe istodobno je i nastavak tradicijske uporabe te maskote, ali i iskorak prema što otvorenijoj komunikaciji s putnicima. Barbino nasmiješeno lice, istodobno blago i autoritativno, simbolizira osnovne značajke Jadrolinije.

Barba je zaživio i u obliku maskote koja često uveseljava putnike i pobuđuje njihovo zanimanje za Jadroliniju i njezine pomorske rute. Često posjećuje brodove, korporativna događanja, turističke sajmove, a nikad ne dolazi praznih ruku. Dobio je i svog dvojnika u obliku plišane igračke, omiljene među mališanima koji maštaju o zvanju pomorca.

Tijekom sljedećeg putovanja dobro otvorite oči jer nikad ne znate gdje ćete ugledati nasmiješeno lice našeg omiljenog Barbe. Barbe od mora i povjerenja. ~



1960

1970

1980

2017

2021

and 80s frequented famed bars situated in their business headquarters, named after Barba. The atmosphere of these bars was imbued with a seafaring spirit, simplicity, and warm hospitality—much like Barba himself.

While Barba's figure has changed over time, one thing has remained constant – his character. In crafting the latest version of the mascot, Jadrolinija aimed to capture all facets of his essence. To truly understand Barba in this contemporary age, the architects of the visual identity sailed into the realm of childhood, drawing inspiration from children's vivid descriptions and experiences of the benevolent ferry captain. The refreshing of Barba's visual identity is both a continuation of the traditional use of this mascot and a leap toward more open dialogue with passengers. Barba's smiling face, gentle yet authoritative, symbolizes the core virtues of Jadrolinija.

Barba has also come to life as a beloved mascot, often delighting passengers and igniting their curiosity about Jadrolinija and its maritime routes. He frequently visits ferries, corporate gatherings, and tourism fairs, and he never comes empty handed. He even has a counterpart in the form of a plush toy, cherished by little ones who dream of navigating the seas as sailors.

During your next voyage, keep your eyes wide open, for you never know where you might glimpse the smiling face of our cherished Barba – The Keeper of the Sea and Trust. ~



Barba i djelatnice prodajnog mjesta Dubrovnik / Barba and employees of the Dubrovnik sales point

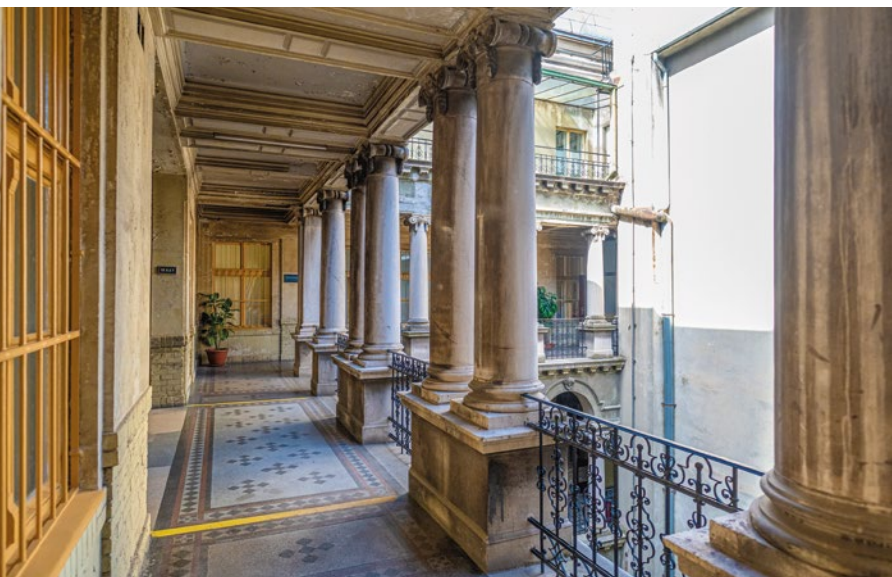
Sjedište Jadrolinije u Rijeci smješteno je u impozantnoj povijesnoj zgradi koja je od izgradnje 1897. do danas simbol pomorske orijentacije grada i iznimne važnosti naše najveće luke, duboko uvučene u Kvarnerski zaljev na strmoj obali sjevernog Jadrana

Palaca pomorske moći i ugleda Rijeke

The Palace of Maritime Power and Prestige in the City of Rijeka

Jadrolinija's headquarters in Rijeka stands proudly in a grand historic building, a lasting symbol of the city's maritime heritage since its construction in 1897. Positioned deep within the Kvarner Bay on the steep shores of the northern Adriatic, this building underscores the strategic importance of Rijeka as Croatia's largest port and a central hub for maritime activity in the region

Galerijsko dvorište Palače Jadran /
Internal gallery courtyard of the Adria Palace



Nakon Hrvatsko-ugarske nagodbe 1868. godine, Rijeka je kao zasebno tijelo (*Corpus separatum*) pod izravnom vlašću Ugarske. Hrvatski sabor 1870. prihvaća tu odluku kojom Rijeka postaje glavna izvozna luka ugarskog dijela Austro-Ugarske Monarhije.

Palača Jadran, današnje sjedište tvrtke Jadrolinija u Rijeci, ima zanimljivu povijest. U povijesti su palače uvijek bile arhitektonski i graditeljski reprezentativne građevine, namijenjene aristokraciji i velikanima svoga doba, ali i sjedišta velikih kompanija i njihovih uprava. Smatrane su vrhuncem graditeljskog umijeća i bile su pokazatelj moći pojedinaca i kompanija koje su ih birale za svoja sjedišta.

U doba mađarske uprave u Rijeci (1846.-1918.) – jedinoj ugarskoj morskoj luci važnoj za izvoz – 1871. osnovano je parobrodarsko društvo Ungaro-Croata, a 1882. i Mađarsko kraljevsko parobrodarsko društvo Adria (Magyar Királyi Tengerhajózási Részvénytársaság).

Adria 1894. otkupljuje zemljište za naručeni projekt poslovne novogradnje, a Palača Adria (Palazzo Adria), već je 1897. bila „pod krovom“. Višekatno poslovno sjedište parobrodarske kompanije u riječkoj luci jedan je od najuzornijih primjera historicističke palače ostvaren u posljednjih dvadesetak godina 19. stoljeća.

Palača Adria samostojeća je reprezentativna zgrada iznimne dekorativnosti i unutarnjeg uređenja. Bila je namijenjena poslovnim prostorima, ali i reprezentativno-stambenim potrebama. Pomnim odabirom prestižnog položaja u gradskoj luci postignut je efekt zrcaljenja u moru, što je pridonosilo njezinoj grandioznosti. Putnici koji su pristizali u riječku luku već su izdaleka uočavali građevinsku ljepoticu koja je simbolizirala moć kompanije.

U doba mađarske uprave projekti za Rijeku planirani su u Budimpešti, a izvedbeni radovi prepušteni riječkim graditeljima. Narudžbu za projektiranje (riječke upravne Palače Adria) dobio je ugledni mađarski arhitekt Vilmos Freund (1846.-1920.). Diplomirao je kod njemačkog profesora i teoretičara arhitekture Gottfrieda Sempera, vodećeg predstavnika njemačkog historizma. Vilmos Freund nastavio je graditi u stilu svoga učitelja.

Following the Croatian-Hungarian Settlement of 1868, Rijeka was designated as a separate entity (*Corpus Separatum*) directly under Hungarian rule. In 1870, the Croatian Parliament endorsed this decision, establishing Rijeka as the principal export harbor for the Hungarian section of the Austro-Hungarian Empire.

The Jadran Palace, the current headquarters of Jadrolinija in the City of Rijeka, has a captivating history. Historically, palaces have always represented architectural and construction excellence, intended for the aristocracy and luminaries of their time, as well as serving as the headquarters for major companies and their administrations. They were regarded as the pinnacle of architectural artistry, showcasing the power of the individuals or enterprises that selected them as their residences.

During the Hungarian administration in the City of Rijeka (1846-1918)—the only significant Hungarian seaport important for exports—the steamship company Ungaro-Croata was established in 1871, followed by the Hungarian Royal Steamship Company Adria (Magyar Királyi Tengerhajózási Részvénytársaság) in 1882. In 1894, Adria purchased land for a commissioned business development project, and the Adria Palace (Palazzo Adria) was already nearly built by 1897. This multi-story business center for the steamship company in the City of Rijeka port is among the most exemplary instances of historicist palatial

U Rijeci je predložio projekt poslovne četverokatnice pravokutna tlocrta s unutarnjim galerijskim dvorištem. Javni i privatni prostori bili su čvrsto odijeljeni portalima na pročeljima i po katovima. Prihvaćeni su naručiteljevi zahtjevi o dojmivosti građevine. Pročelje je ritmizirano kupolom nad glavnim ulazom, a dvama središnjim katovima dodani su stupovi s figurama na vrhu. Jedna ukrasna figura predviđena je uz glavni portal u središtu prizemlja. Zbog mnogih dvostrukih prozora svih četiriju etaža, kao i rustikom ukrašenog donjeg pojasa, stječe se dojam razigranosti pročelja. Uprava Društva prihvatila je opći raspored prostora i broj katova zgrade.

U riječkom gradskom građevinskom uredu 1896. razmotren je Freundov projekt Palače Adria radi prilagodbe lokalnoj stilskoj usmjerenosti. U projekt je uvršteno nekoliko izmjena, prema savjetima Giacoma Zammattija (1862.-1927.), vodećeg gradskog arhitekta. Gradonačelnik Giovanni de Ciotta pozvao ga je 1894. iz Trsta kako bi definirao neka urbanistička rješenja u gradu.

Freundova glavna dispozicija prostora i katnost palače ostali su netaknuti. Riječki su se graditelji često udruživali radi ostvarenja većih projekata pa je redizajn završnog izvedbenog nacrtu Palače Adria pripisan Francescu Mattiassiju (1865.-1946.), a gradnju na terenu nadzirao je arhitekt Giacomo Zammattio.

Zammattiju se može pripisati ključna uloga u pročišćenju, završnoj izvedbenoj varijanti s njegovim potpisom i datumom završetka gradnje palače: „Fiume, 23. Novembre 1896.“

Unatoč poteškoćama u organizaciji gradilišta pri podizanju velike četverokatnice, palača je potpuno završena 1897., a do raspada Austro-Ugarske Monarhije 1918. bila je na adresi Molo Szapáry. Svakom promjenom vlasti u Rijeci mijenjala se

Skulpture koje simboliziraju kontinente na sjevernom pročelju /
Sculptures representing continents on the north facade of the building



architecture realized in the last twenty years of the 19th century.

The Adria Palace is a free-standing representative building of exceptional decorativeness and interior design. It was intended for business spaces as well as representative and residential needs. The careful selection of its prestigious position in the city port created a mirroring effect in the sea, enhancing its grandeur. Sailors arriving at the port of Rijeka could already see this architectural beauty from afar, a symbol of the company's might.

During the Hungarian administration, projects for the City of Rijeka were planned in Budapest, while the construction work was entrusted to local builders. The esteemed Hungarian architect Vilmos Freund (1846-1920) was commissioned to design the Rijeka administrative building, Adria Palace. He was a student who graduated under the German professor and architecture theorist Gottfried Semper, a leading figure in German historicism, and continued his mentor's stylistic orientation.

In Rijeka, Freund proposed a four-story business building with a rectangular floor plan and an internal gallery courtyard. Public and private spaces were firmly separated by portals on the facades and by floors. The client's requests for the building's impressiveness were duly respected. The facade was highlighted by a dome above the main entrance, with two central floors accented by columns adorned with sculptures. A decorative figure was planned near the main portal at the center of the ground floor. The presence of numerous double windows on all four floors, along with the rusticated lower band, imparted a playful impression to the facade. The management of the company accepted the proposed spatial arrangement and the number of floors for the building.

In the Rijeka's municipal construction office in 1896, Freund's design for the Adria Palace was reviewed for adaptation to the local stylistic orientation. Several modifications were incorporated into the project based on the advice of Giacomo Zammattio (1862-1927), the leading municipal architect. Mayor Giovanni de Ciotta had invited him from Trieste in 1894 to define certain urban planning solutions for the city.

Freund's primary spatial arrangement and the building's height remained

i adresa Palače Adria. U doba vladavine Italije (1919.-1945.) bila je to Riva Emanuele Filiberto, a u Jugoslaviji se od 1945. do 1991. nazivala Obala jugoslavenske mornarice. Nakon osnutka hrvatske države 1991. Palača Adria preimenovana je u Palaču Jadran, na adresi Riva 16.

URBANA IKONA RIJEKE

Nekadašnji poslovni prostori društva Adria bili su – za ono doba – opremljeni suvremenim komunikacijskim uređajima, s poštansko–telegrafskim uredom u rustikalno uređenu prizemlju. Uredi uprave i službenika smješteni su na dvije etaže, a nad mezaninom su bile najreprezentativnije prostorije. Svečana dvorana kasetiranog stropa pružala se uz tri središnje prozorske osi glavnog kata palače. Taj kat uređen kao piano nobile imao je velik balkon s ogradom od kamenih balustera (niskih stupića trbušasta oblika) i s njega se pružao dojmljiv pogled na luku. Na posljednjoj etaži nalazili su se luksuzni stanovi za rukovoditelje, više činovnike i povremeno za ugledne goste.

Krovna je konstrukcija prekrivena s pet bakrenih kupola. Ističe se središnja kupola u neorenesansnom stilu, a takve su i četiri ugaone kupole manjih dimenzija.

Prostrano ulazno predvorje u palaču riješeno je vestibulom s kupolnim svodom. Kratko središnje stubište vodi do podesta s ulazom u dizalo. Poseban dojam na posjetitelje ostavlja galerijska konstrukcija u središtu palače, slikovito četvrtasto unutarne dvorište u funkciji svjetlarnika. Okolne balkonske galerije na konzolnim vjenčićima na svakoj su etaži drukčije

Palača Jadran primjer je suživota tradicije i suvremenosti, povijesnih vrijednosti i dostignuća novijeg doba



unchanged. Rijeka's builders often collaborated to realize larger projects, so the redesign of the final construction plan for Adria Palace was attributed to Francesco Mattiassi (1865-1946), while the construction on site was overseen by architect Giacomo Zammattio.

Zammattio played a key role in refining the final execution of the project, which bore his signature and completion date: "Fiume, 23. November 1896."

Despite the challenges in organizing the construction site for the large four-story building, the palace was fully completed by 1897. Until the dissolution of the Austro-Hungarian Empire in 1918, it was located at Molo Szapáry. With each change of authority in the City of Rijeka, the address of Adria Palace changed as well. During the Italian reign (1919-1945), it was known as Riva Emanuele Filiberto, and in Yugoslavia, from 1945 to 1991, it was called Obala jugoslavenske mornarice (Coast of the Yugoslav Navy). With the establishment of the Croatian state in 1991, Adria Palace was renamed Jadran Palace, located at Riva 16.

URBAN ICON OF THE CITY OF RIJEKA

The former business premises of the Adria company were equipped with modern communication devices for their time, featuring a post-telegraph office in the rustically designed ground floor. The offices of management and clerks occupied two floors, with the most representative spaces located above the mezzanine. The grand hall with a coffered ceiling extended along the three central window axes of the main floor of the palace. This floor, known as the piano nobile, had a large balcony with stone balusters, offering a stunning view of the port. The top floor housed luxurious apartments for executives, senior officials, and occasionally for esteemed guests.

The roof structure was crowned with five copper domes. The central dome stands out in a neo-Renaissance style, accompanied by four smaller corner domes.

The spacious entrance foyer to the palace features a vestibule with a dome vault. A short central staircase leads to a landing with access to the elevator. Visitors are particularly impressed by the gallery structure in the center of the palace, a picturesque square courtyard serving as a skylight. The surrounding balcony galleries, with cantilevered brackets, are uniquely shaped on each floor. The galleries in the



Ulaz u Palaču Jadran /
Adria Palace entrance

Jadran Palace is a prime example of the coexistence of tradition and modernity, historical values, and contemporary achievements

shadowy interior of this vast building are initially invisible—contrasting with the striking sunlit exterior—captivating every visitor. They are unique and arguably the most beautiful examples of historicist architecture in the City of Rijeka. Access to the inner courtyard is through the main portal on the southern, maritime side. The double doors with decorative wrought-iron grilles witness to the craftsmanship of Hungarian artisans and blacksmiths in the final equipping of the building. The main portal is flanked by two baroque hypertrophied Titan sculptures—massive figures crafted from Istrian stone. These sculptures, seemingly serving as consoles for the mezzanine balcony, rise full height under the largest dome of the southern facade facing the sea.

The central section of the front and rear facade, spanning vertically across the central two floors, is adorned with two pairs of white stone columns. At the top—at the height of the fourth floor—allegorical figurative sculptures rest upon the capitals. Likely thanks to architect Giacomo Zammattio, who incorporated Italian artists (painters, sculptors) into all his Rijeka projects to enhance the artistic quality of his work.

The Venetian sculptor Sebastian Bonomi was invited to create eight allegorical stone sculptures for the facades and two for the portal. The architectural beauty of the Adria Palace is further enhanced by the sculptural decorations on the facades, reliefs around nearly all windows, balconies, roof cornices, and gables, especially the free-standing sculptures on both main facades.

PERSONIFICATION OF MARITIME PROFESSIONS

On the sea-facing facade are four male figures of sailors: personifications of maritime professions—a captain with a telescope, a pilot pointing the way, a

oblikovane. Galerije u sjenovitoj unutrašnjosti goleme zgrade na prvi su pogled nevidljive – za razliku od impresivne osunčane građevine – a zadivljuju svakog posjetitelja. Jedinstvene su i zacijelo najljepše u riječkoj arhitekturi historicizma. U unutarnje dvorište ulazi se kroz glavni portal na južnoj, morskoj strani. Dvokrilna vrata s dekorativnom rešetkom od kovana željeza svjedoče o umijeću mađarskih obrtnika i lijevača u završnom opremanju građevina. Glavni je portal smješten između dvaju barokno hipertrofiranih kipova Titana – divovskih skulptura izrađenih od istarskog kamena. Naizgled u funkciji konzola za balkon mezanina, istaknuti su po cijeloj visini pod najvećom kupolom južnog pročelja.

Središnji dio pročelja i začelja, okomito kroza središnje dvije etaže, ukrašen je dvama parovima bijelih kamenih stupova. Na vrhu – u visini četvrtog kata – nad kapitelima su alegorijske figure pomoraca. Najvjerojatnije zahvaljujući arhitektu Giacomu Zammattiju koji je u gotovo sve svoje riječke projekte uključivao i talijanske umjetnike (slikare, kipare), kako bi umjetnički oplemenili njegovo djelo.

Pozvan je venecijanski kipar Sebastian Bonomi, autor osam alegorijskih kamenih kipova za pročelja i dva na portalu. Posebnoj vrijednosti, slikovitosti i ljepoti arhitekture Palače Adria pridonose skulpturalni ukrasi na pročeljima, reljefi gotovo uza sve prozore, balkone, krovne vijence i zabate, a osobito na slobodno stojećim skulpturama na oba glavna pročelja.



Interijer Palače Jadran /
Adria Palace interior

PERSONIFIKACIJA POMORSKIH ZANIMANJA

Na pročelju okrenutu moru četiri su figure pomoraca: personifikacije pomorskih zanimanja – kapetan s dalekozorom, peljar koji pokazuje put, kormilar s kormilom, strojar sa zupčanicom, čiji su detalji teško vidljivi s tla. Patinirani gipsani modeli dviju skulptura kapetana i peljara u vlasništvu su Pomorskog fakulteta u Rijeci. U njima su prepoznate stvarne osobe iz uprave Adrije – kapetan Hugo Eidilitz i kormilar Emilio Curanda.

Na suprotnom, sjevernom pročelju, okrenutu Jadranskom trgu, na stupovima su četiri alegorijska ženska lika koji predstavljaju četiri kontinenta s kojima je Adria održavala brodске trgovačke veze: Afriku (Egipćanka s perikom faraonke), Ameriku (Indijanka s perjanicom), Aziju (Japanka u kimonu s lepezom) i Europu (Skandinavka s ribarskim ostima).

Potkraj pedesetih godina prošlog stoljeća, pojedina su predvorja na katovima oslikana zidnim, stilski neuklopljenim dekoracijama. Njihov je autor hrvatski slikar Vladimir Udatny. Od nekad raskošne rezbarene izvorne historicističke drvenarije i uredskog namještaja ostala je samo jedna klupa, dokaz nekadašnje raskoši i važnosti palače.

Nakon Drugoga svjetskog rata Palača Adria preimenovana je u Palaču Jadran. Brodarsko poduzeće Jadrolinija osnovano je 20. siječnja 1947. godine. Manji dio prostora pripada Lošinj-skoj plovidbi, a najviše ureda zauzima Jadrolinija.

Palača Jadran primjer je suživota tradicije i suvremenosti, povijesnih vrijednosti i dostignuća novijeg doba. Za održavanje

helmsman with a steering wheel, and an engineer with a cogwheel, whose details are hardly visible from the ground. Patinated plaster models of the captain and pilot sculptures are owned by the Faculty of Maritime Studies in the City of Rijeka, where the real identities of the figures have been recognized: Captain Hugo Eidilitz and helmsman Emilio Curanda.

On the opposite northern facade, facing Jadranski trg (the Adriatic Square), four allegorical female figures representing the continents with which Adria maintained maritime trade routes are depicted: Africa (an Egyptian woman with a pharaoh's wig), America (a Native American with a feather headdress), Asia (a Japanese woman in a kimono with a fan), and Europe (a Scandinavian woman with fishing spears).

In the late 1950s, individual lobbies on the floors were adorned with wall decorations that stylistically clashed. Their author was Croatian painter Vladimir Udatny. Of the once lavishly carved original historicist woodwork and office furniture, only one bench remains, a testament to the former opulence and significance of the palace.

After World War II, Adria Palace was renamed Jadran Palace. The shipping company Jadrolinija was established on January 20, 1947. A small portion of the space belongs to the shipping company Lošinj, while most offices are occupied by Jadrolinija.

Jadran Palace is a prime example of the coexistence of tradition and modernity, historical values, and contemporary achievements. Preserving cultural and historical heritage requires not only the safeguarding of existing values but also their modernization to meet the spirit of the times and business needs.

During 2007, commemorating the 110th anniversary of the construction of the most beautiful palace on Rijeka's waterfront, Jadrolinija commenced a comprehensive renovation of the building. Significant funds were invested in restoring the facade, cleaning the sculptures, and repairing damage sustained over time.

The copper domes were refurbished, and a synthetic waterproof membrane resistant to ultraviolet radiation was installed on the flat roof. Investments were also made in developing communication infrastructure that meets

kulturno-povijesne baštine nije dovoljno samo čuvanje postojećih vrijednosti nego i njihova modernizacija u duhu vremena i poslovnih potreba.

Tijekom 2007. godine, obilježavajući 110. obljetnicu izgradnje najljepše palače na riječkoj Rivi, Jadrolinija je započela temeljitu obnovu zgrade. Za uređenje pročelja, čišćenje skulptura i saniranje oštećenja nastalih tijekom vremena uložena su pozamašna sredstva.

Obnovljene su bakrene kupole, a na ravni krov postavljena je sintetička hidroizolacijska membrana, otporna i na ultraljubičasto zračenje. Ulagalo se i u razvoj komunikacijske infrastrukture koja pridonosi visokim standardima suvremenog poslovanja. Nova elektronička komunikacijska mreža osuvremenjuje poslovanje temeljeno na hi-tech potrebama broderske kompanije. Obnova se obavlja u skladu s najvišim zahtjevima Konzervatorskog odjela Ministarstva kulture i medija.

Ostvaruje se Program energetske obnove zgrada koje imaju status kulturnog dobra, a čije se financiranje temelji na dobivanju novca iz fondova Europske unije.

Kad taj opsežni i zahtjevni projekt bude potpuno dovršen, palača će opet zablistati u punom sjaju i privlačiti poglede putnika koji brodom pristižu u riječku luku, ali i turista sa svih kontinenata koji sve više posjećuju Rijeku.

Za cjelovitije, izvanredno zanimljive informacije o Palači Jadran, jednoj od najvažnijih zgrada u Rijeci, preporučujemo znanstvena istraživanja ugledne povjesničarke umjetnosti, mr. sc. Daine Glavočić, najbolje poznavateljice tog historičtškog bisera, dijelom objavljene i u monografiji „Jadrolinija 75“, tiskanoj u Rijeci 2022. godine. ~

the high standards of contemporary business. The new electronic communication network contributes to modernizing operations based on the high-tech requirements of the maritime company. The renovation is being carried out in accordance with the highest standards set by the Conservation Department of the Ministry of Culture and Media.

The project is part of the energy renovation program for buildings classified as cultural heritage, funded through European Union grants.

Once this extensive and demanding project is fully completed, the palace will shine again in all its glory, attracting the gaze of passengers arriving by ship in the Rijeka port, as well as tourists from all continents who are increasingly visiting the City of Rijeka.

For more comprehensive and exceptionally interesting information about the Adria Palace, one of the most important buildings in Rijeka, we recommend the scholarly studies of the esteemed art historian, Mr. Sc. Daina Glavočić, a leading expert on this historicist gem, part of which is published in the monograph "Jadrolinija 75", printed in Rijeka in 2022. ~

Sjeverno pročelje Palače Jadran / The north facade of Adria Palace



Naši heroji broda i mora

Održavajući vezu s otocima cijelu godinu i prevozeći turiste na ljetovanje, pomorci unose život u „Liniju života“. Njihova predanost i spremnost na rad u svim vremenskim uvjetima, strast prema poslu i odgovoran odnos prema putnicima omogućuje sigurnu plovidbu milijunima putnika

Bijeli brodovi bili bi bez njih samo lijepi prizori i privlačne slike na morskom plavetnilu. Oni su dvije trećine Jadrolinije, snaga i oslonac tijekom cijele godine, u svim vremenskim uvjetima i nepredvidljivim okolnostima. Riječ je o posadama, pomorcima Jadrolinije koji svojim samoprijegorom i trudom omogućuju da Jadrolinija bude istinska „Linija života“.

Zato i na ovim stranicama našim posadama želimo odati iskreno priznanje. Oni su heroji mora i kopna, njihov predan rad i žrtva često su nevidljivi, ali su izvorna snaga Jadrolinije uspješnosti. Svakodnevnica im je ispunjena mnogim izazovima: od plovidbe u svim vremenskim uvjetima do susreta s milijunima putnika i rješavanja kriznih situacija. Uvijek s osmijehom i tolerancijom.

Ovom prigodom upoznat ćemo vas s devetoricom članova naših posada. Oni plove na trima iznimno prometnim linijama i prevoze putnike tijekom cijele godine, a u sezoni podnose neke od najvećih pritisaka: Valbiska (Krk) – Merag (Cres), Split – Supetar (Brač) te Zadar – Preko (Ugljan). Na tim se linijama, osobito opterećenim na vrhuncu sezone, kako bi se smanjile velike gužve na pristaništima i putnicima omogućilo da što prije stignu na odredište, uvode i dodatne plovidbe. Posade se zdušno zalažu da se svaki putnik osjeća sigurno i dobrodošlo.

Tomislav Grbić, zapovjednik trajekta Jadran, koji na brodovima Jadrolinije brazda more već više od 10 godina, s puno je entuzijazma govorio o svakodnevnici na brodovima i suradnji s kolegama koje smatra svojom drugom obitelji.

Uzmemo li u obzir da na liniji Zadar – Preko, koju održava trajekt Jadran, na vrhuncu sezone ima i do 18 polazaka i povrata na dan, prijevoz putnika i vozila katkad se pretvara u plovidbu bez predaha. Da bi takva praksa funkcionirala, suradnja na brodu mora biti besprijekorna. „Kakav je zapovjednik na

Our Heroes of the Ship and Sea

Maintaining a connection with the islands throughout the year and transporting tourists to their destinations during the season, seafarers breathe life into the "Lifeline". Their dedication and readiness to operate under all weather conditions, passion for their work, and responsible attitude towards passengers enable safe navigation for millions

White vessels would be mere beautiful sights and attractive images on the azure sea without them. They are two-thirds of Jadrolinija, a strength and support throughout the year, in all weather conditions and unpredictable circumstances. We are talking about the crews, the seafarers of Jadrolinija, whose selflessness and effort ensure that Jadrolinija is a true "Lifeline."



Trajekt Jadran u luci Preko / Ferry Jadran in Preko port



Posada trajekta Jadran: TOMISLAV GRBIĆ, IVAN SKOBLAR I VLADIMIR JOKIĆ /
Ferry Jadran crew: TOMISLAV GRBIĆ, IVAN SKOBLAR I VLADIMIR JOKIĆ

brodu i kako surađuje s posadom, takvo je i ozračje. Što je bolje ozračje to je bolji i uspješniji dan“, kaže Grbić.

Kao zapovjednik odgovoran je za cjelokupno funkcioniranje broda i upravljanje svim sastavnicama plovidbe.

„U visokoj sezoni, to može biti prilično stresno, linija je kratka, a putnika je mnogo pa moramo biti neprestano usredotočeni na posao“, objašnjava Grbić. Ističe da i ljeti i zimi linija mora funkcionirati, neovisno o tome ukrcao se samo nekoliko otočana ili stotine turista jer „odgovornost prema putnicima uvijek je odgovornost.“

IZBJEĆI KAŠNJENJA

Ivan Skoblar, prvi časnik palube trajekta Jadran, potvrđuje riječi svojeg zapovjednika. „Moja je zadaća na brodu briga o putnicima te sam češće u doticaju s njima. S obzirom na frekvenciju linije i kratko vrijeme plovidbe, nemamo previše vremena za interakciju tako da moramo djelovati kao dobro uhodan stroj“, kaže Skoblar. Ističe da je funkcioniranje linije prema redu plovidbe i bez kašnjenja iznimno važno. Katkad je na vrhuncu sezone ukrcaj i iskrcaj gotovo istodoban, kako bi se izbjegla kašnjenja i gužve u pristaništima. Ono što se često ističe kao posebna anegdota ili zanimljiva priča, ovim je skromnim pomorcima svakodnevnica.

„Gotovo svakog dana pripremamo mjesta na trajektu za interventne službe, za prijevoz trudnica, vraćamo se po unesrećene ili bolesne, i to nam nije ništa neobično ni posebno teško“, dodaje zapovjednik Grbić.

Prekidi su u slučaju linije Zadar – Preko rijetkost i u zimskim mjesecima, bez obzira na vremenske neprilike. „I kad se čini nemoguće – plovi se“, zaključuje Skoblar. Potvrđuje to i postotak putovanja na toj liniji. Pomorci međusobno komentiraju važnost održavanja veze u svim uvjetima zbog otočnog stanovništva koje o njima ovisi.

Da bi se ta veza mogla održavati brod mora biti tehnički ispravan i dobro održavan, o čemu se na brodu Jadran brine **Vladimir Jokić**, upravitelj stroja. U više od 18 godina plovidbe doživio je svakakve situacije. „Strojevi su strojevi, kvarovi se događaju kako u kući tako i na brodu. Pregori žarulja, nešto se pokvari, to su svakodnevne situacije koje gotovo uvijek brzo i uspješno riješimo“, kaže Jokić.

Ističe važnost dobre radne atmosfere za koju je potrebna suradnja s kolegama. „S tim ljudima na brodu provodite 24 sata na dan. Nasmijati se i surađivati ključno je želite li dobro i ugodno raditi.“

Zapovjednik Tomislav Grbić istaknuo je da posada svoj posao radi savjesno i predano i u svakom trenutku, svakoga dana u godini.

„Susretljivost, razne intervencije, pomaganje putnicima, bolesnicima, plovidba u teškim uvjetima i sav naš u trud 365 dana u godini katkad može biti zasjenjen samo jednim kašnjenjem ili kvarom. To nam doista teško pada.“

I ljeti i zimi linija mora funkcionirati, neovisno o tome ukrcao se samo nekoliko otočana ili stotine turista

That is why, on these pages, we want to express our sincere recognition to our crews. They are heroes of the sea and land; their dedicated work and sacrifices are often invisible, yet they are the genuine force behind Jadrolinija's success. Their daily routine is filled with numerous challenges: from navigating in all weather conditions to interacting with millions of passengers and resolving crisis situations. Always with a smile and tolerance.

On this occasion, we will introduce you to nine crew members. They sail on three exceptionally busy routes, transporting passengers year-round, and during the season, they endure some of the greatest pressures: Valbiska (Krk) – Merag (Cres), Split – Supetar (Brač), and Zadar – Preko (Ugljan). On these routes, especially congested during the peak season, to alleviate the heavy traffic at the ports and enable passengers to reach their destinations as quickly as possible, additional sailings are introduced. The crews are dedicated to ensuring that every passenger feels safe and welcomed.

Captain **Tomislav Grbić** of the ferry Jadran, who has been sailing on Jadrolinija vessels for over 10 years, spoke enthusiastically about daily life on board and the collaboration with colleagues he considers his second family.

Considering that on the Zadar – Preko route, which the ferry Jadran services, there can be up to 18 sailings and returns per day during peak season, transporting passengers and vehicles can sometimes turn into non-stop navigation. For such a practice to work, cooperation on board must be perfect. “The atmosphere on board reflects the command; the better the atmosphere, the better and more successful the day,” Grbić says.

As the captain, he is responsible for the overall operation of the vessel and the management of all aspects of navigation. “In high season, it can be quite stressful; the route is short, and there are many passengers, so we must constantly focus on our tasks,” Grbić explains. He emphasizes that the line must operate in summer and winter, regardless of whether only a few islanders or hundreds of tourists are on board, because “responsibility towards passengers is always paramount.”

AVOIDING DELAYS

First Officer **Ivan Skoblar** of the ferry Jadran confirms his captain's words. “My



Trajekt Brač / Ferry Brač

A GDJE JE KLJUČ?

Susretljivost prema putnicima pomorcima na prvom je mjestu. To potvrđuje i posada trajekta Marjan koji plovi na liniji Split – Supetar. Na toj se liniji u 2024. godini prevezlo više od 1 700 000 putnika i više od 400 tisuća vozila. Pojačan promet golemo je opterećenje za posade na toj liniji.

Jedan je od brodova na toj liniji i trajekt Marjan kojim zapovijeda **Ivan Čapalija**, kapetan s 14 godina plovidbenog iskustva. „Specifičnost je ove linije njezina popularnost, osobito u ljetnim mjesecima. Iako plovidba traje oko 50 minuta, nekoliko brodova ukrcava se i iskrcava gotovo konstantno, ljeti često izvan reda plovidbe. Bez obzira na sve napore, katkad se na ukrcaj čeka i do dva sata“, kaže Čapalija.

Takve situacije, dodatno opterećene ljetnom vrućinom, mogu izazvati nervozu kod putnika. „Ima svakakvih zahtjeva, a mi se trudimo izaći u susret ondje gdje možemo, a prije svega moramo ostati smireni i profesionalni u odnosu prema putnicima“, ističe zapovjednik. Broj dodatnih putovanja u ljetnim mjesecima katkad dosegne maksimalan dozvoljeni broj ticanja.

Marin Belas, prvi časnik na trajektu Marjan, često je u doticaju s putnicima i nalazi se u središtu nervoze i stresa, koje njegov zapovjednik ovako opisuje: „Sjećam se jednog

The line must operate in summer and winter, regardless of whether only a few islanders or hundreds of tourists are on board

duty on board is to care for the passengers, and I interact with them frequently. Given the high frequency of the route and the short sailing time, we don't have much time for interaction, so we must operate like a well-oiled machine“, Skoblar says. He emphasizes that adhering to the schedule and avoiding delays is crucial. During peak season, loading and unloading can occur almost simultaneously to prevent delays and congestion at the ports. What is often highlighted as a unique anecdote



Oni su heroji mora i kopna, njihov predan rad i žrtva često su nevidljivi, ali su izvorna snaga Jadrolinijine uspješnosti

bizarnog primjera. Pola je sata prije polaska, počinje ukrcaj, pristanište puno automobila i kamiona, a nitko ne može prići brodu jer jedan mali Twingo, bez vozača, prijeći put. Nervoza raste, brod mora krenuti, kamioni trube, a 10-ak minuta poslije dolazi starija gospođa, potpuno opuštena, objašnjavajući da nije mogla prije doći jer ne može putovati prije nego što ruča. Kad smo pomislili da je problem napokon riješen – gospođa ne može pronaći ključeve od auta. Nakon još desetak izgubljenih minuta – Twingo se napokon pokrenuo. Katkad se – od očaja – možemo samo nasmijati“, kaže Čapalija.

Zimski mjeseci na liniji Split – Supetar nisu manje izazovni. Na tom pomorskom pravcu česti su udari bure, no trajekt takve uvjete lakše podnosi od, primjerice, helikoptera medicinske pomoći, pa katkad isplovljava usred noći zbog hitne intervencije.

„Kad najmanje očekuješ – dogodi se neka intervencija“, dodaje **Ivica Uvodić**, upravitelj stroja. Priroda njegova posla i vještine kojima raspolaže često ga sučeljavaju s izazovnim situacijama tijekom plovidbe. „Možda netko misli da je naš posao dosadan, iako ne postoje dva jednaka dana. Događa se da zajedno s nekim putnikom mijenjam automobilsku gumu u garaži ili popravljam kamion. Ako neko vozilo ne može napustiti garažu, zastane cijeli promet pa moramo intervenirati kako god znamo“, kaže Uvodić.

ZADOVOLJSTVO NA BRODU

Linija Valbiska (Krk) – Merag (Cres) veoma je izazovna za plovidbu. Vrlo frekventnom linijom kratkom su plovidbom povezana turistička odredišta dvaju otoka, a dnevni je ritam iznimno zahtjevan. U 2024. godini na toj se liniji – jednoj od najprometnijih na Jadranu – prevezlo milijun putnika i 450 000 vozila.



Trajekt Jadran u Gaženici /
Ferry Jadran in Gaženica port

or interesting story is part of daily life for these humble seafarers.

“Almost daily, we make space on the ferry for emergency services, transport pregnant women, and return for the injured or ill; this is nothing unusual or particularly difficult for us,” adds Captain Grbić. Interruptions on the Zadar – Preko line route are rare even in winter months, regardless of adverse weather conditions. “Even when it seems impossible – we sail,” concludes Skoblar. This is confirmed by the percentage of completed journeys on that line. The seafarers’ comment among themselves on the importance of maintaining connections under all conditions for the island population that depends on them.

For this connection to be maintained, the vessel must be technically perfect and well-maintained, a responsibility handled by Chief Engineer **Vladimir Jokić**. With over 18 years of navigation experience, he has encountered all kinds of situations. “Machines are machines; breakdowns happen, just like at home or on board. Bulbs burn out, something malfunctions; these are everyday situations that we almost always resolve quickly and successfully,” Jokić says.

He emphasizes the importance of a good working atmosphere, which requires collaboration with colleagues. “You spend



They are heroes of the sea and land; their dedicated work and sacrifices are often invisible, yet they are the genuine force behind Jadrolinija's success

24 hours a day with these people on board. Being able to laugh and cooperate is crucial if you want to work well and comfortably."

Captain Tomislav Grbić highlighted that the crew always performs their duties diligently and devotedly, every day of the year.

"Helpfulness, various interventions, assisting passengers, and navigating in difficult conditions, along with all our efforts 365 days a year, can sometimes be overshadowed by just one delay or breakdown. That really weighs on us."

BUT WHERE IS THE KEY?

Helpfulness towards passengers is top priority for seafarers. This is confirmed by the crew of the ferry Marjan, which operates on the Split – Supetar route. On that route in 2024, more than 1,700,000 passengers and over 400,000 vehicles were transported. Increased traffic is a enormous burden for the crews on this route.

One of the vessels on this route is the ferry Marjan, commanded by **Ivan Čapalija**, a captain with 14 years of navigation experience. "The uniqueness of this route is its popularity, especially in the summer months. Although the sailing lasts about 50 minutes, several vessels operate it, so loading and unloading occur almost continuously, often outside the scheduled time during summer. Despite all efforts, sometimes passengers wait up to two hours to board," says Čapalija.

Such situations, compounded by the summer heat, can induce stress among passengers. "There are all kinds of demands, and we try to accommodate them where we can; above all, we must remain calm and professional in our dealings with passengers," the captain emphasizes. The number of additional

„Kod tako zahtjevna ritma, uhodanost i dobra komunikacija jako su važni“, kaže **Tomislav Trcol**, ističući sigurnost kao prioritet plovidbe. „Svakoga jutra, prije uključivanja u promet, pregledamo sve protokole i provjeravamo opremu“, objašnjava zapovjednik trajekta Brač, s 35 godina plovidbenog iskustva.

Kao i na brodu Jadran, članovi posade kažu da se osjećaju kao obitelj, što olakšava i pojednostavnjuje svakodnevnicu.

„Povjerenje u tim je situacijama ključno, a ovdje svi vjerujemo jedni drugima“, kaže zapovjednik, a smijeh u pozadini potvrđuje njegove riječi. Svoje zadovoljstvo nastoje prenijeti i na putnike, odgovarajući na njihove zahtjeve i potrebe. „Slogan je kompanije „Odmor počinje na brodu“, a mi to svojim ponašanjem prenosimo na putnike“, kažu članovi posade. Zapovjednik Trcol prisjetio se rođendanske proslave djevojčice rođene tijekom plovidbe na liniji Valbiska – Merag, čiji su roditelji rođendan svoje ljubimice željeli proslaviti s posadom. „To su trenuci veselja i zajedništva u kojima se zaista osjećamo dobro i sretni smo što smo tu gdje jesmo“.

Goran Kremeljić, prvi časnik palube, ističe da su u interakciji s putnicima, makar katkad teškoj i stresnoj, profesionalni i predani. „U zimskim mjesecima s vozačima kamiona i autobusa te drugim djelatnicima, koji su nam svakodnevni putnici, uvijek vodimo ugodan razgovor uz međusobno poštovanje“. Kremeljić, kao i njegovi kolege časnici s drugih brodova, puno vremena provodi s putnicima, u čemu mu pomaže i njegovo znanje nekoliko stranih jezika zbog čega uvijek s lakoćom uspije riješiti razne zahtjeve i probleme.

Saša Radin, upravitelj stroja na trajektu Brač, plovio je na mnogim slavnim Jadrolinijinim brodovima, poput Liburnije i Ivana Zajca. Doživio je mnoge stresne situacije, poput spašavanja čovjeka u moru i pružanja hitne medicinske pomoći. Kako kaže, nijedna linija, ma kako kratka bila i ne prijeti dramatičnim događajima, poput one Valbiska – Merag, nije bez izazova.



„Putnici su katkad nervozni i ne žele surađivati, ali kolege to sve vrlo uspješno smiruju, kaže Radin. „Najprije posao pa tek onda sve drugo“, odgovara na upit kako provodi slobodno vrijeme.

„Dinamika linije Valbiska – Merag ne ostavlja mnogo prostora za slobodne aktivnosti, a naporan radni dan najčešće prisiljava posadu da nakon završetka posla odlazi na počinak. Ipak, pokatkad se poslije smjene ulovi neka riba, onako za gušt“, otkriva Radin.

Pomorci Jadrolinije nisu samo zaštitnici i potpora svakodnevnom životu na otocima. Održavajući vezu s otocima cijelu godinu i prevozeći turiste na odredište u sezoni, unose život u „Liniju života“. Njihova predanost i spremnost na rad u svim vremenskim uvjetima, omogućuju sigurnu plovidbu milijunima putnika svake godine. Upoznajući zapovjednike, časnike, upravitelje stroja i članove posada, uvjerali smo se u njihovu strast prema poslu i odgovoran odnos prema putnicima. Oni su istinski heroji, čije svakodnevno djelovanje često prolazi nezapaženo. Pomorci na svojim svakidašnjim plovidbama pokazuju stručnost, hrabrost i zajedništvo. Oni su istinski ponos Jadrolinije. ~

sailings during the summer months sometimes reaches the highest possible number allowed.

First Officer **Marin Belas** is often in contact with passengers and finds himself at the center of nervousness and stress, which his captain describes as follows: “I remember one bizarre example. Half an hour before departure, loading begins; the port is full of cars and trucks, and no one can approach the ship because a small Twingo, with no driver, is blocking the way. Tension rises, the ship must depart, trucks are honking, and about ten minutes later, an elderly lady arrives, completely relaxed, explaining that she couldn’t come earlier because she couldn’t travel before lunch. Just when we thought the problem was finally resolved – the lady couldn’t find her car keys. After another ten lost

Trajekt Marjan
isplovljava prema
novom odredištu /
Ferry Marjan sailing
to the destination



minutes – the Twingo finally gets moving. Sometimes, out of despair, we can only laugh," Čapalija says.

Winter months on the Split – Supetar route are no less challenging. This maritime passage frequently experiences strong gusts of wind, but the ferry endures such conditions more easily than, for example, a medical emergency helicopter, and can sometimes depart in the middle of the night for urgent interventions.

"When you least expect it – an intervention occurs," adds **Ivica Uvodić**, Chief Engineer. The nature of his job and the skills he possesses often confronts him with challenging situations while sailing. "Perhaps someone thinks our job is boring, but no two days are the same. Sometimes, along with a passenger, I change a car tire in the garage or repair a truck. If a vehicle cannot leave the garage, traffic stops completely, and we must intervene in any way we can," Uvodić states.

SATISFACTION ON BOARD

The Valbiska (Krk) – Merag route (Cres) presents significant navigational challenges. This very busy route connects tourist destinations on two islands with a short sailing time, and the daily rhythm is exceptionally demanding. In 2024, on that route – one of the busiest on the Adriatic – one million passengers and 450,000 vehicles were transported.

"With such a demanding rhythm, familiarity and good communication are crucial," says **Tomislav Trcol**, emphasizing safety as the priority of navigation. "Every morning, before entering service, we review all protocols and check the equipment," explains the captain of the ferry Brač, with 35 years of sailing experience.

As with the ferry Jadran, crew members say they feel like family, which eases and simplifies daily operations. "Trust in the team is key, and here we all trust each other," says the captain, with laughter in the background confirming his words. They strive to pass their satisfaction on to passengers, addressing their requests and needs. "The company's slogan is 'Vacation begins on board,' and we convey that to passengers through our behavior," the crew members say. Captain Trcol reminisced about a birthday celebration for a girl born during the voyage on the Valbiska – Merag route,

whose parents wanted to celebrate their beloved child's birthday with the crew. "These are moments of joy and togetherness in which we genuinely feel good and are happy to be where we are."

Goran Kremeljić, the Chief Officer on deck, emphasizes that interactions with passengers, while sometimes challenging and stressful, are handled with professionalism and dedication. "In the winter months, we get to know the truck drivers, bus operators, and other regulars who sail with us daily, and it's always a pleasant conversation built on mutual respect." Kremeljić, like his fellow officers on other vessels, spends a lot of time with passengers, and his knowledge of several foreign languages helps him smoothly navigate various requests and issues.

Saša Radin, the Chief Engineer aboard the ferry Brač, has sailed on many renowned Jadrolinija vessels, including the Liburnija and Ivan Zajc. He has faced numerous high-stress situations, from rescuing a man overboard to providing emergency medical aid. He says that there is no route without challenges. Not even the short Valbiska–Merag route regardless of how short it is.

"Passengers can sometimes be tense and uncooperative, but the crew handles it all with skill and patience," says Radin. When asked how he spends his off-duty time, he replies, "Work first, everything else comes later."

"The pace of the Valbiska–Merag route doesn't leave much room for free time, and a long workday usually pushes the crew to rest as soon as the shift ends. Still, occasionally, we catch a fish after our shift—just for the pleasure," Radin shares.

Jadrolinija's seafarers are more than guardians and support for island life. By maintaining a year-round connection to the islands and ferrying tourists to their destinations during the season, they breathe life into the "Lifeline." Their dedication and willingness to sail in all weather conditions ensure safe passage for millions of passengers each year.

Getting to know the captains, officers, chief engineers, and crew members, we witnessed their passion for their work and their responsible approach toward passengers. They are the true heroes whose daily actions often go unnoticed. On their routine voyages, these seafarers display expertise, courage, and unity. That's why they are the true pride of Jadrolinija.~



Ratni reporteri Slobodne Dalmacije Matko Biljak i Feđa Klarić snimali su ratna razaranja diljem naše obale /
War reporters of Slobodna Dalmacija, Matko Biljak and Feđa Klarić, captured scenes of wartime destruction along our coastline



Pomorska bitka za Lijepu Našu

Agresiji i blokadama Jugoslavenske ratne mornarice Jadrolinija se suprotstavila plovidbom i hrabrošću svojih pomoraca, od kojih su deseterica svoje domoljublje platili životom. Osamdesetak ih je bilo na bojišnici, u postrojbama HV-a poginula su trojica, a dvojica su ostali trajni invalidi Domovinskog rata

Ratno stanje na Jadranu počelo je 27. lipnja 1991. godine, sukobom JNA s Teritorijalnom obranom SR Slovenije. Brodovi Jadrolinije tada su s Jadrana evakuirali oko 10 000 putnika, uglavnom stranaca. Najviše ih je u Trst prevezao trajekt Istra, a u evakuaciji su sudjelovali i Ilirija te Marko Polo. Uprava Jadrolinije uvela je 2. srpnja 1991. radnu obvezu za sve pomorce i ostale djelatnike na kopnu.

Tijekom kolovoza 1991. brodovlje JNA zauzimalo je strateške pozicije oko Šibenika i Zadra, gdje se učestalo sučeljavalo s hrvatskim snagama. U vrijeme kad je Vukovar bio izložen najžešćim napadima, pokraj otoka Visa okupila se Jugoslavenska ratna mornarica. Trajekt Klimno poslan je u zadarsko područje, gdje je za najžešćih napada pretrpio manja oštećenja. Trajekt je 11. rujna napadnut i blokiran u novigradskom priobalju te je ondje djelomično potopljen. Poslije nekoliko dana posada trajekta Pelješčanka – izbjegavajući blokade – sudjeluje u operaciji kojom se prevozilo naoružanje za postrojbe Hrvatske vojske.

Prva pomorska blokada Jadrana počela je 17. rujna 1991. godine. Brodovi su morali ostati privezani u lukama. Promet između kopna i otoka te duž obale bio je obustavljen.

Prva blokada završila je 23. rujna, a idućeg je dana u akciji zarobljavanja oružja u luci Ploče preminuo Mate Tomaš, komobar s trajekta Pelješčanka. Potkraj rujna Jadrolinija uvodi svakodnevne dužobalne veze između Rijeke, Zadra, Splita i Dubrovnika. Brod Perast, vraćajući se 1. listopada 1991. u dubrovačku luku, morao je skrenuti u Slano jer je već bila na snazi odluka o blokadi luke Gruž. Za vrijeme prvih napada na luku i brod, posada se sklonila u obližnju šumu.

Posada se 4. listopada dogovorila da će napustiti brod jer ga više nije bilo moguće izvući iz tog područja. Dio posade, uz

The Naval Battle for Homeland

In the face of aggression and blockades by the Yugoslav Navy, Jadrolinija bravely navigated the turbulent waters, driven by the courage of its sailors. Ten dedicated mariners paid the ultimate price for their love of the homeland, sacrificing their lives in the line of duty. Approximately eighty others stood on the front lines, with three losing their lives in battle and two returning as permanent war invalids

The war on the Adriatic began on June 27, 1991, when the Yugoslav National Army (JNA) clashed with the Territorial Defense of Slovenia. During this time, Jadrolinija's ferries played a vital role in evacuating around 10 000 passengers, mostly foreigners, from the dangerous waters. The ferry Istra transported the largest number of evacuees



Brod Slavija u riječkoj luci prije isplovljavanja za Dubrovnik /
Ship Slavija in Rijeka port before sailing to Dubrovnik

Ratu i agresoru odgovoreno je na jedini mogući način i onako kako je Jadrolinija jedino znala – plovidbom blokadama usprkos

ostalo stanovništvo grada, krenuo je pješice prema Dubrovniku, a trojica od njih, namjeravali su se preko Pelješca uputiti kući na Mljet, kamo nažalost nikad nisu stigli. Izgubio im se trag, a njihova je pogibija potvrđena tek tri mjeseca poslije. Bili su to kormilar Niko Nodilo, upravitelj stroja Pero Sršen i njegov kolega Anton Matić.

Druga blokada počela je 3. listopada, a i prije njezina uvodjenja JRM je priječila i ometala plovidbu na Jadranu. Mnogi trajekti Jadrolinije nisu poštovali tu zabranu. Danju bi mirovali u lukama, a noću bi, ploveći bez brodskih svjetala, održavali vezu s otocima. Priskačući u pomoć unesrećenom sugrađaninu od granate je poginuo Vinko Albašić, zapovjednik broda Lara.

U listopadu 1991. i neprijateljski zrakoplovi gotovo svakodnevno napadaju trajekte u luci. Napadnuti su trajekti Rapske plovidbe na liniji Jablanac – Mišnjak te Jadrolinijini trajekti Sv. Juraj i Kačjak na liniji Prizna – Žigljen, pri čemu je poginuo jedan putnik. U zračnom napadu tih je dana oštećen trajekt Borik koji je zatim velikim naporima posade vraćen u promet. Padom Masleničkog mosta, jedina veza kontinentalne Hrvatske s Dalmacijom bila je preko otoka Paga. Zbog učestalih zračnih napada na Paški most veza između Paga i kopna uspostavljena je Jadrolinijinim trajektima na liniji Miletići – Fortica.

Tijekom druge pomorske blokade posada trajekta Jazine zatekla se u luci Preko. Za vrijeme opće opasnosti i zamračenja luke, tražeći sigurno sklonište, poginuo je Božidar Milić, vođa stroja. Mornar Denis Čimić – iskraški se s broda – priključio se dragovoljcima Domovinskog rata. Poslije je poginuo u obrani Dubrovnika.

to Trieste, while Ilirija and Marko Polo also contributed to the evacuation efforts. On July 2, 1991, Jadrolinija's management declared a state of emergency, ordering all crew members and shore personnel to report for duty.

Throughout August 1991, Yugoslav National Army (JNA) vessels occupied strategic positions around Šibenik and Zadar, frequently engaging Croatian forces. While Vukovar endured the fiercest attacks, the Yugoslav Navy gathered near the island of Vis. The ferry Klimno was sent to the Zadar area, where it suffered minor damage amidst the most heavy attacks. On September 11, this ferry was attacked and partially sunk off the coast of Novigrad. A few days later, the crew of the ferry Pelješčanka managed to evade blockades to deliver arms to the Croatian Army.

The first naval blockade of the Adriatic commenced on September 17, 1991, forcing vessels to remain docked. All maritime traffic between the mainland and the islands, as well as along the coastline, was suspended. This initial blockade ended on September 23, but the very next day, during an operation to seize arms in the port of Ploče, Mate Tomaš, a waiter on the ferry Pelješčanka, tragically lost his life. By late September, Jadrolinija established daily coastal services connecting Rijeka, Zadar, Split, and Dubrovnik. On October 1, as the ferry Perast returned to Dubrovnik port, it was forced to divert to Slano due to the blockade of Gruž port. During the first attacks on the port and the ferry, the crew took refuge in a nearby forest.

On October 4, the crew decided to abandon the ship, realizing it was no longer salvageable. Some crew members, along with local residents, set off on foot toward Dubrovnik, while three crew members aimed to reach their families on Mljet via Pelješac, tragically never to arrive.

*In response to the
war and aggression,
Jadrolinija fought
back in the only way
it knew how—through
navigation, despite
the blockades*



Posljedice neprijateljskih razaranja na moru (snimio Matko Biljak) /
Consequences of Hostile Destruction at Sea (photo by Matko Biljak)



Treća pomorska blokada Jadrana trajala je od 8. studenog do 3. prosinca 1991. godine. Jadrolinija je morala zaustaviti plovidbu na svim linijama. Tijekom blokade u mnogim su napadima pogodeni Jadrolinijini brodovi. Tako je, primjerice, agresor napadao trajekte Borik i Vira kod Paga, brod Postira u luci Gruž, a u nekoliko je navrata napadnut i trajekt Badija na liniji Biograd – Tkon.

KONVOJ LIBERTAS

Dubrovnik je 1. listopada 1991. godine napadnut s kopna, mora i iz zraka, a prije toga, 17. rujna, Jugoslavenska ratna mornarica uvela je potpunu pomorsku blokadu grada. Nakon što je prekinut promet Jadranskom magistralom, jedina veza Dubrovnika s ostatkom Hrvatske bila je plovidba Jadrolinijinim brodovima. Dubrovnik je bio bez vode, struje, hrane i lijekova, a u gradu se nalazilo oko 50 000 stanovnika i izbjeglica iz susjednih mjesta. Potreba da se pomogne razorenu Dubrovniku kulminirala je spontanom organiziranjem humanitarnog konvoja Libertas, predvođenog Jadrolinijinom Slavijom. Na svojem putovanju pristao je u Zadru, Šibeniku, Splitu i Korčuli, postupno se povećavajući pridruživanjem mnogih manjih brodice. Konvoj je 31. listopada uplovio u luku Gruž, donoseći svjetlost nade i slobode zarobljenom Dubrovniku.

Brod Perast potopljen je u agresorskom napadu /
The ship Perast was sunk in an aggressor attack



Their fate remained uncertain until three months later, when it was confirmed that helmsman Niko Nodilo, chief engineer Pero Sršen, and his colleague Anton Matić had perished.

The second blockade began on October 3, and prior to its enforcement, the Yugoslav Navy had already obstructed navigation in the Adriatic. Many Jadrolinija ferries defied the prohibition, remaining docked during the day and sailing at night without lights to maintain connections with the islands. In a tragic turn of events, Vinko Albašić, the captain of the ferry Lara, lost his life while rushing to assist an injured fellow sailor during shelling.

By October 1991, enemy aircraft were attacking ferries in the port almost daily. The ferries on the Jablanac – Mišnjak route and Jadrolinija ferries Sv. Juraj and Kačjak on the Prizna – Žigljen route came under fire, resulting in the death of a passenger. The ferry Borik sustained damage in an aerial bombardment but was heroically brought back into service by its crew. Following the fall of the Maslenica Bridge, the only connection between continental Croatia and Dalmatia was through the island of Pag. Due to frequent aerial bombardment on the Pag Bridge, the link between Pag and the mainland was reestablished using Jadrolinija ferries on the Miletići – Fortica line.

During the second naval blockade, the crew of the ferry Jazine was docked in Preko port. In the chaos and darkness of the port, Božidar Milić, the chief engineer, lost his life while searching for a shelter. Seaman Denis Ćimić left his ship to join the war volunteers of the Homeland War and later perished defending Dubrovnik.

The third naval blockade lasted from November 8 to December 3, 1991, during which Jadrolinija was forced to suspend all services. Many of its ferries were struck during this period. For instance, the aggressor targeted the ferries Borik and Vira near Pag, the Postira in Gruž port, and the ferry Badija on the Biograd – Tkon route multiple times.

THE LIBERTAS CONVOY

On October 1, 1991, Dubrovnik was attacked from land, sea, and air, with the Yugoslav Navy enforcing a complete maritime blockade of the city beginning on September 17. After the Adriatic Highway was severed, the only lifeline for Dubrovnik was through Jadrolinija's ferries.

Veličanstven doček Konvoja u Dubrovniku (snimio Matko Biljak) /
A Magnificent Welcome for the Convoy in Dubrovnik (photo by Matko Biljak)



NAPAD NA SPLIT

U rano jutro, 15. studenog 1991., s brodova JRM-a raspoređenih u Splitskom i Bračkom kanalu, napadnut je Split. Poslije žestoke borbe, 16. studenog 1991. Hrvatska ratna mornarica izborila je najveću pobjedu u Domovinskom ratu. Njome je započelo postupno oslobađanje obale i otoka, a Jugoslavenska se ratna mornarica morala povući na otoke Vis i Lastovo te u Boku kotorsku.

Agresoru su tijekom napada na meti bili Jadrolinijini bijeli brodovi. Više granata ispaljeno je prema trajektnoj luci Split, a u agresorskom napadu pogodeni su trajekti Bartol Kašić i Vladimir Nazor. Od granate koja je pogodila trajekt Vladimir Nazor smrtno su stradali upravitelj stroja Dinko Maras i motorist Jure Kalpić, a Ante Vidović i Mate Domaćin su ranjeni.

U zadarskom zaleđu agresor je bio iznimno okrutan. O tome svjedoči sjećanje na obitelj Šegarić, u kojoj je ubijeno devet muškaraca, među kojima i Ivica Šegarić, kuhar na trajektu Slaven.

Treća pomorska blokada završava 3. prosinca 1991. zahvaljujući maratonskim pregovorima predstavnika Hrvatske vlade s predstavnicima JNA u Splitu. Početkom 1992. svijet napokon priznaje Hrvatsku. Tijekom sljedećih mjeseci raznim se akcijama postupno oslobađaju dijelovi jadranske obale. Posljednja

The city faced severe shortages of water, electricity, food, and medical supplies, with approximately 50,000 residents and refugees trapped within its walls. The urgent need to aid the beleaguered city of Dubrovnik led to the spontaneous organization of the humanitarian Libertas convoy, spearheaded by Jadrolinija's ferry Slavija. On its journey, it docked in Zadar, Šibenik, Split, and Korčula, gradually growing in size as numerous smaller vessels joined the effort. On October 31, the convoy entered Gruž port, bringing a beacon of hope and freedom to the besieged Dubrovnik.

In the early hours of November 15, 1991, vessels from the Yugoslav Navy positioned in the Split and Brač channels launched an attack on Split. Following intense fighting, on November 16, the Croatian Navy achieved a significant victory in the Homeland War. This marked the beginning of the gradual liberation of the



Brodice u pratnji konvoja Libertas (snimio Feda Klarić) /
Boats Escorting the Libertas Convoy (photo by Feda Klarić)



Dirljiv susret u Dubrovniku (snimio Matko Biljak) /
A Touching Reunion in Dubrovnik (photo by Matko Biljak)

ratna razaranja bijela flota pretrpjela je u veljači 1993., kad je djelomično potopljen trajekt Supetar i teško oštećen trajekt Kačjak.

Ratu i agresoru odgovoreno je na jedini mogući način i onako kako je Jadrolinija jedino znala – plovidbom blokadama usprkos. Najveću su cijenu svojim životom platila deseterica Jadrolinijinih pomoraca. Više je brodova oštećeno, a potpuno su izgubljeni trajekti Klimno, Supetar i Kačjak te brod Perast.

Osim na brodovima i trajektima, mnogi su pomorci i djelatnici Jadrolinije sudjelovali u obrani domovine u postrojbama HV-a. Osamdesetak djelatnika Jadrolinije otišlo je na bojišnicu. U borbama su poginuli Emanuel Ladišić, Nedjeljko Matanović, Ivica Antončić, a kao trajni invalidi iz Domovinskog rata vratili su se Miroslav Bučić i Valter Marin. Uloga Jadrolinije u Domovinskom ratu vrednovana je mnogim priznanjima i odličjima, a 1991. uručena joj je i Vjesnikova Plava vrpca za hrabrost. Trojici poginulih pomoraca s Perasta priznat je status branitelja. ~

coastline and islands, forcing the Yugoslav Navy to retreat to the islands of Vis and Lastovo and into the Bay of Kotor.

During the attack, Jadrolinija's white ferries became prime targets. Numerous shells were fired at Split's ferry port, resulting in damage to the ferries Bartol Kašić and Vladimir Nazor. Tragically, the attack on the ferry Vladimir Nazor claimed the lives of chief engineer Dinko Maras and mechanic Jure Kalpić, while crew members Ante Vidović and Mate Domaćin sustained injuries.

In the hinterland of Zadar, the aggressor displayed exceptional cruelty, exemplified by the tragedy of the Šegarić family, where nine men were killed, including Ivica Šegarić, the cook aboard the ferry Slaven.

THE WITHDRAWAL OF THE AGGRESSOR

The third naval blockade ended on December 3, 1991, thanks to extensive negotiations between representatives of the Croatian government and the Yugoslav National Army in Split. By early 1992, the world finally recognized Croatia's independence. In the following months, various operations gradually liberated parts of the Adriatic coast. The last wartime damage suffered by the white fleet occurred in February 1993, when the ferry Supetar was partially sunk and the ferry Kačjak severely damaged.

In response to the war and aggression, Jadrolinija fought back in the only way it knew how—through navigation, despite the blockades. Ten sailors lost their lives, and many vessels were damaged, with the ferries Klimno, Supetar, and Kačjak completely lost, as well as the ferry Perast.

Beyond their service on the ferries, many sailors and employees of Jadrolinija actively participated in the defense of their homeland with the Croatian forces. Approximately eighty Jadrolinija personnel went to the front lines. Among those who fell in battle were Emanuel Ladišić, Nedjeljko Matanović, and Ivica Antončić, while Miroslav Bučić and Valter Marin returned from the Homeland War as permanent invalids. Jadrolinija's role in the war has been recognized with numerous awards and honors, including the Vjesnik Blue Ribbon for bravery bestowed in 1991. The status of defenders was granted posthumously to three sailors who perished aboard the ferry Perast. ~

U vrijeme blokade Jadrana brodovi Jadrolinije bili su jedina veza između otoka i kopna /
During the Adriatic blockade, Jadrolinija ships were the only link between the islands and the mainland.



Od granate koja je pogodila trajekt Vladimir Nazor smrtno su stradali upravitelj stroja Dinko Maras i motorist Jure Kalpić,
a Ante Vidović i Mate Domaćin su ranjeni / From the shell that hit the ferry Vladimir Nazor, the machine operator Dinko Maras
and the mechanic Jure Kalpić were killed, while Ante Vidović and Mate Domaćin were injured



Sveti Nikola i Barba na riječkom
Korzu / Saint Nicholas and
Barba on Rijeka Korzo



Sveti Nikola, čuvaj pomorce!

Pomorci u cijelom svijetu obilježavaju blagdan svetog Nikole, svog sveca zaštitnika u jednom od najtežih i najrizičnijih zanimanja, u kojem se profesionalno umijeće odmjerava u borbi s nepredvidljivostima mora i oceana

Kao i u cijelome svijetu, u Jadroliniji, najvećoj hrvatskoj brodarskoj tvrtki, svake se godine obilježava blagdan svetog Nikole, iznimno važan za pomorce koji plove svim morima svijeta. Na tradicionalnoj svečanosti 6. prosinca, zahvaljujemo svetom Nikoli na zaštiti koju pruža brodovima bijele flote i stotinama pomoraca koji na njima plo-ve, ali i svim pomorcima u svijetu.

No, tko je uopće bio sveti Nikola i zašto je baš on zaštitnik pomoraca? Rođen je u maloazijskom mjestu Patara u 3. stoljeću u obitelji imućnih roditelja od kojih je naslijedio veliko bogatstvo. O njegovim čudima ispredaju se mnoge legende. Jedna od njih bilo je smirivanje pobješnjela mora koje je prijetilo pomorcima pa zato postaje i njihov zaštitnik. Svojim je blagoslovom spasio dijete kojem je riblja kost zapela u grlu pa ga nazivaju i zaštitnikom djece. Cijeli svoj život posvetio je molitvi i širenju vjere, ali i pomaganju svima kojima je pomoć bila potrebna pa postaje i zaštitnik ribara i siromaha, trgovaca i pekara, studenata i farmaceuta, obitelji i putnika..., ali i gradova Kostrene, Kraljevice i Varaždina koje je obišao na svojim čestim putovanjima.

Umro je 6. prosinca 343. godine i pokopan je u Miri u Palestini. Zbog turskih osvajanja tijelo mu je 1096. preneseno u Bari gdje se i danas nalaze njegove relikvije.

Sveti Nikola u dubokom je prožimanju s pomorskom tradicijom te mu se pomorci obraćaju za pomoć i zaštitu kad more pokaže svoju razornu moć. Zahvaljuju mu na pomoći u trenucima kad je nesreća na moru bila gotovo neizbježna. Mnogo je takvih nevjerojatnih priča u povijesti Jadrolinije, koje svakoga puta iznova dirnu ljude, neovisno o tome jesu li isprepletene legendama i maštom ili su istinite.

HRABRI POMORCI

Zimsko vrijeme oduvijek obilježavaju snažni naleti južnog vjetrova ili bure. Pomorci Jadrolinije u najtežim vremenskim uvjetima nastoje održavati vezu između kopna i otoka. U tom nastojanju često se vodi ogorčena borba između broda i vremenskih neprilika. Poznata je nedavna priča o hrabroj posadi

Saint Nicholas, Protect Our Seafarers!

Seafarers around the world honor Saint Nicholas, their patron saint, in one of the most challenging and perilous professions, where skill is constantly tested against the unpredictability of the sea and oceans

Just as around the world, as well as in Croatia's largest shipping company, celebrates the feast of Saint Nicholas each year. It is a holiday with extreme significance for seafarers who navigate through seas of the world. During the traditional celebration on December 6th, thanks are given to Saint Nicholas for his protection of the white fleet ships and the hundreds of seafarers who serve on them, as well as for all seafarers across the globe.

But who was Saint Nicholas, and why is he revered as the protector of sailors? Born in the 3rd century in the town of Patara, Asia Minor, to a wealthy family from which he inherited a great fortune. His life became the subject of many legends, one of which recounts how he calmed a raging sea that threatened seafarers,



Altarna pala s likom svetog Nikole u crkvi Svetog Nikole u Kraljevici / Altarpiece with the figure of Saint Nicholas in the Church of Saint Nicholas in Kraljevica

trajekta Petar Hektorović koji je usred nevere, zajedno s vozilima i putnicima, više od 2 sata pokušavao pristati u splitsku luku. Isti taj brod, vođen iskusnom posadom, isplovio je po najvećem nevremenu kako bi unesrećenom vatrogascu osigurao prijevoz do bolnice. U kriznim situacijama uvijek se može mo osloniti na bijelu flotu Jadrolinije.

Riječka bura na posebnu je glas. Tko je iskusio njezine udare nikada ne podcjenjuje njezinu snagu. Tu je žestinu na svojem boku osjetio i legendarni trajekt Dubrovnik koji je donedavno bio dio bijele flote. Privezan za riječki Molo longo, trajekt Dubrovnik doživio je zimi 2013. godine pravu dramu čiji je neizvjesni ishod sa strahom pratio cijeli grad. Mnogi su

Sveti Nikola u dubokom je prožimanju s pomorskom tradicijom te mu se pomorci obraćaju za pomoć i zaštitu kad more pokaže svoju razornu moć

thus earning his title as their patron. His miracles also included saving a child from choking on a fish bone, which is why he is also called the protector of children. Saint Nicholas devoted his life to prayer, spreading faith, and assisting those in need, which extended his patronage to fishermen, the poor, merchants, bakers, students, pharmacists, families, travelers... and even the towns of Kostrena, Kraljevica, and Varaždin that he visited frequently during his trips.

Saint Nicholas passed away on December 6, 343. AD, and was buried in Myra, Palestine. Due to Turkish conquests, his remains were moved to Bari in 1096, where they remain to this day.

His legacy is deeply intertwined with maritime traditions, and seafarers call upon him for help and protection when the sea's power becomes formidable. They offer thanks for his guidance during moments when disaster at sea seemed almost unavoidable. Jadrolinija's history holds numerous stories of such gratitude, with tales that touch the hearts of many, whether interwoven with legend and imagination or rooted in fact.

BRAVE SEAFARERS

The winter season is marked by fierce winds – Bura and Jugo. Jadrolinija's seafarers face the challenge of maintaining crucial connections between the mainland and islands, often battling severe storms. There is a famous recent story about the courageous crew of the ferry Petar Hektorović, which struggled for over two hours to dock safely in Split's port amidst a violent storm. The same vessel, steered by an experienced crew, once ventured out during a severe storm to ensure a firefighter's emergency transport to a hospital. The community knows it can always rely on Jadrolinija's white fleet in critical times.

The wind Bura in Rijeka is particularly notorious; its force, once experienced, is never underestimated. This ferocity felt the legendary Dubrovnik ferry, which was until recently a part of the white fleet. In 2013, the ferry Dubrovnik, tied to Rijeka's Molo Longo, faced such intense conditions that the city watched in suspense, fearing the ship might capsize. Despite predictions, Dubrovnik remained afloat.

Trajekt Krk / Krk ferry



bili uvjereni da je prevrtanje broda neizbježno, ali Dubrovnik se ipak održao na površini mora.

Vraćajući se u povijest, do 1990. godine, prisjećamo se iznenadne drame koju je na svojem putovanju prema Trpnju doživio trajekt Pelješčanka. Nevere i jaki vjetrovi nisu rezervirani samo za zimske mjesece. Pelješčanku je usred naizgled mirnog ljetnog putovanja zahvatio snažan vjetar. Manovra je izvedena uz veliku muku i udarac u mol, a pomorci kažu da je bdijenjem svetog Nikole izbjegnuta nesreća i nije bilo ozlijeđenih.

Često se govori o „valjanju“ koje je proživio trajekt Vladimir Nazor u zimu 1993. godine. Orkansko je nevrijeme na gotovo 24 sata zarobilo posadu i putnike trajekta u kojem su vozila bila jako oštećena. Na brodu su bila tri tegljača, osam kamiona i četiri osobna automobila, a nakon što se u garaži trajekta razlilo ulje, valovi i tumbanje automobila i tegljača prouzročili su veliku štetu, ali su izbjegnute ljudske žrtve. Mnogi se, uz veliku zahvalnost zaštitniku pomoraca svetom Nikoli, prisjećaju tog čuda u kojem nitko od putnika i posade nije stradao.

ZAHVALA SVETOM NIKOLI

Prije 21 godinu u predvorju Palače Jadran otkriveno je spomen-obilježje posvećeno svim pomorcima poginulim tijekom Domovinskog rata. U povodu 12. obljetnice stradanja pomoraca na trajektu Vladimir Nazor tijekom napada agresorske mornarice na Split, u Palači je postavljeno sidro s odlomljenim krakom.

Spomenik je svakodnevni podsjetnik svim djelatnicima, pomorcima, ali i prolaznicima na golemu žrtvu i hrabrost koju

His legacy is deeply intertwined with maritime traditions, and seafarers call upon him for help and protection when the sea's power becomes formidable



Spomen-obilježje posvećeno svim pomorcima Jadrolinije poginulim u Domovinskom ratu / Memorial dedicated to all seafarers of Jadrolinija who lost their lives during the Homeland War



Trajekt Bol / Bol ferry

su Jadrolinijini pomorci pokazali tijekom ratne agresije na Hrvatsku. To je mjesto pijeteta i sjećanja uz koje ćemo još godinama pamtiti one koji su svoj život položili za našu slobodu. Ondje se iz godine u godinu održava tradicionalna molitva povodom blagdana svetog Nikole, kojom se iskazuje zahvalnost svecu i svim pomorcima. Također, na blagdan svetog Nikole 2024. godine, na ovom je mjestu postavljena i spomen ploča za poginule pomorce s trajekta Lastovo - Marka Topića, Boška Kostovića i Denisa Šarića - učinivši tako ovo mjesto još značajnijim za sve pomorce i djelatnike Jadrolinije. ~

In the past, in 1990, the ferry Pelješčanka encountered an unexpected ordeal during its route to Trpanj. Sever sudden weather and powerful winds are not only common in winter times. During what it seemed to be a calm summer journey, a vicious sudden wind caught the ferry Pelješčanka. The difficult maneuver resulted with a big impact to the pier. The seafarers credit Saint Nicholas' vigilance for the avoidance of injuries.

A particularly dramatic episode occurred in winter 1993 when hurricane-force weather trapped the ferry Vladimir Nazor, its crew and passengers for nearly 24 hours, causing severe damage to the vehicles. On board were three tow trucks, eight trucks, and four cars. After the oil spillage in the ferry's garage, the waves and crashing of the vehicles caused damage, but despite the chaos all passengers and crew survived. It was an outcome many attribute to the protective hand of Saint Nicholas.

HOMAGE TO SAINT NICHOLAS

Twenty-one years ago, a memorial was unveiled in the lobby of the Jadran Palace, dedicated to seafarers who perished during the Homeland War. This monument, an Anchor with a broken arm, marks the 12th anniversary of the tragedy involving the ferry Vladimir Nazor, attacked by the enemy navy in Split. It serves as a daily reminder for all of the employees, seafarers and others of the immense sacrifice and bravery which Jadrolinija's seafarers showed during war aggression that was forced upon Croatia.

This place of remembrance continues to inspire reverence, ensuring that the memory of those who sacrificed their lives for freedom lives on. Each year, a traditional prayer is held here on December 6th, showing gratitude to the patron saint and commemorating the seafarers who served with valor. Also, on the feast of St. Nicholas in 2024, a commemorative plaque was placed at this location for the fallen sailors from the Lastovo ferry – Marko Topić, Boško Kostović, and Denis Šarić – thus making this place even more significant for all sailors and employees of Jadrolinija. ~



Otok u moru sreće

Marija Mara Marić odlučila je život na kopnu zamijeniti životom na otoku. Na Olibu je otvorila prodavaonicu mješovite robe, a kakav je suživot s otočanima, ali i posadom Jadrolinijina trajekta koji ih povezuje sa Zadrom, opisuje u svojim dojmovima s otoka

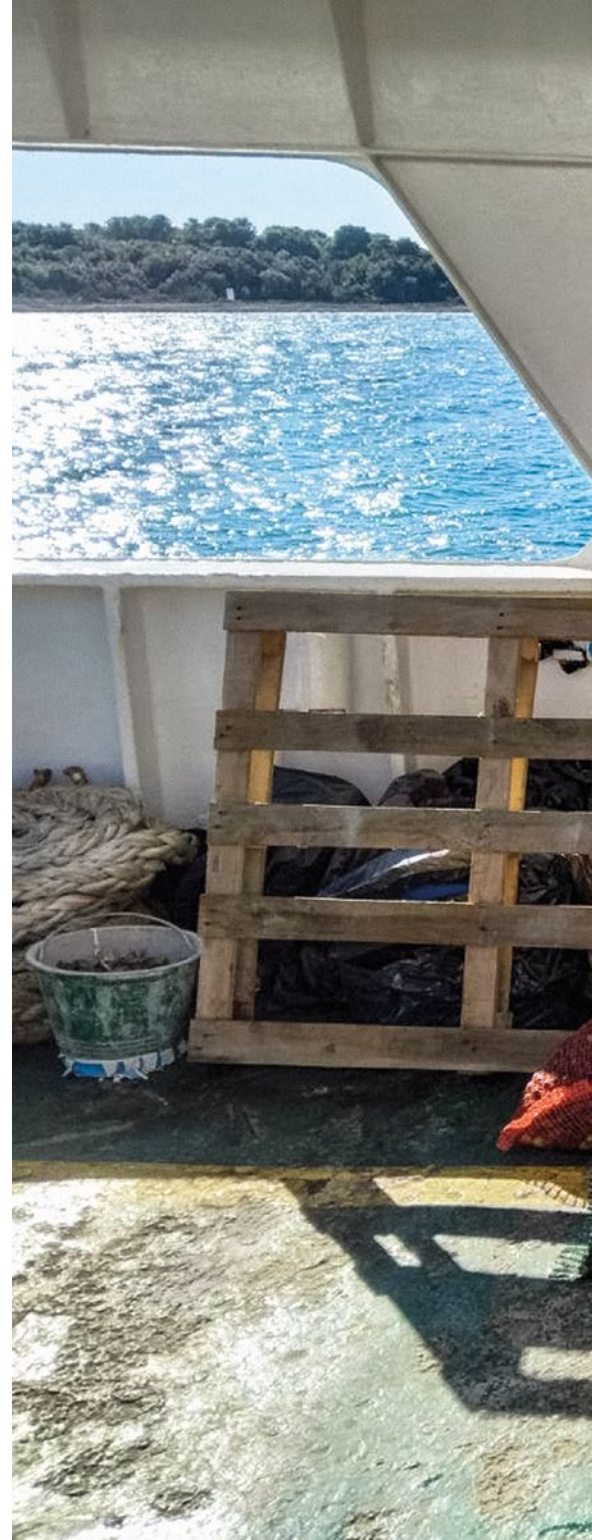
A DIARY FROM OLIB

An Island in the Sea of Happiness

Marija Mara Marić chose to replace mainland life for life on an island. She opened a general store on Olib and shares her experiences of life among the islanders and working with the crew of the Jadrolinija ferry that connects them to Zadar

Olib je najsjeverniji otok Zadarske županije. Stoljećima živi svojim posebnim, nepomučenim otočnim ritmom. Katkad opušteno, bezbrižno i gotovo idilično, a pokatkad s teško premostivim poteškoćama. Otočani bi rekli: „Život na škoju je i radost i tuga“. Zimi na tom otoku živi stotinjak stanovnika, a ljeti ih je nešto više.

S Marijom Marom Marić, mladom stanovnicom otoka s nepunih trideset godina života, razgovaramo na putu između Zadra i Oliba. Otoka na kojem se udomila i koji je sasvim slučajno postao njezino trajno boravište. Olib je njezin životni odabir, otok na kojem se čvrsto usidrila. Kako se mlada žena snalazi na prilično izoliranu otoku – na kojem su obitelji s djecom prava rijetkost – okružena ljudima podmakle dobi?



Olib, the northernmost island of Zadar County, has been sustained by its own unique, tranquil rhythm for centuries. Sometimes, life there flows in a relaxed, almost idyllic way, while sometimes, it presents challenges that are hard to overcome. As the islanders would say, "Life on the island is both joy and sorrow." In the winter, around a hundred residents call Olib home, with the population growing slightly in summer.

We catch up with Marija Mara Marić, a young woman not yet thirty, while traveling from Zadar to Olib—the island that



Marija Mara Marić na trajektu prema Olibu /
Marija Mara Marić traveling to Olib

„Između otoka i mene dogodila se ljubav na prvi pogled. Već za prvog posjeta Olibu, s nepunih petnaest godina, znala sam da se na njemu želim trajno zadržati. Iako na otoku prevladava uglavnom starija populacija, premda sam izolirana od grada i društva, ništa me nije moglo odvratiti od ostanka na Olibu“, kaže Marija.

Nakon završetka srednje škole odlučila je zaplivati poduzetničkim vodama i otvoriti prodavaonicu mješovite robe. Taj je hrabri potez još više osnažio njezinu ljubav prema otoku i otočanima koji na njemu žive.

Koliko je to zahtjevan posao imati prodavaonicu udaljenu od gradskog središta?

„Život na otoku katkad je jako zahtjevan, težak pa i okrutan. Potrebno je mnogo truda, upornosti i odricanja da bi se

unexpectedly became her permanent home. Olib is where she has anchored her life, embracing it fully. But how does a young woman fare on a rather remote island where families with children are rare, surrounded mostly by the elderly?

“It was love at first sight between me and the island. During my first visit at just fifteen years old, I knew I wanted to stay here permanently. Even though the population is mostly older, and the island is isolated from the city and social life, nothing could dissuade me from staying on Olib,” Marija shares.

opstalo. Katkad je teško nabaviti sve potrebne namirnice, kako otočani ne bi morali za svaku sitnicu putovati u Zadar. Jako se trudim ispuniti sve njihove potrebe i gušte, katkad i više nego što traže. Volim ih ugodno iznenaditi. Kupci prepoznaju moj trud i na razne načine pružaju mi potporu. Ponašamo se kao obitelj u kojoj jedni nastoje pomoći drugima“, kaže Marija.

Jedina veza s kopnom trajektna su linije. Kako ocjenjujete gotovo svakodnevnu poslovnu suradnju s Jadrolinijom?

„Moj poduzetnički život znatno olakšava Jadrolinijin trajekt i njegova posada uvijek puna razumijevanja prema meni i mom poslu. Majka sam dječaka s autizmom koji obožava trajekte i kad mu zatrupe njegova je sreća neizmjerena. Zahvalna sam svim posadama, cijenim njihovu dobrotu i susretljivost. Nadam se nastavku uspješne suradnje jer bez Jadrolinijina trajekta život na otoku jednostavno ne bi bio moguć“, kaže Marija.

Koliko posade brodara pomažu otočanima u lošim vremenskim uvjetima i nepredvidljivim okolnostima?

„Nema tih riječi kojima bih opisala profesionalno ponašanje posade. Bilo je mnogo situacija u kojima su vremenske neprilike onemogućavale uplovljavanje trajekta, u kojima je zapovjednik u nekoliko navrata pokušavao pristati da bi naposljetku potrebne namirnice bile iskrcaane i roba dostavljena. Svi im pomazemo da se teret iskrca, a oni se trude zaštititi namirnice od kiše i nepogoda. Trajekt je „linija života“ na kojoj se temelji veza otoka i kopna, ali i mjera ljudske dobrote i susretljivosti. Ljudi pošteđeni takvih nevolja teško mogu razumjeti tu simbiozu otočana i broda, bez koje život na otoku ne bi bio ono što me na njega privuklo i omogućilo mi da budem sretna“, zaključuje Marija.~



Trajekt Vladimir Nazor / Vladimir Nazor ferry

After finishing high school, she decided to venture into business by opening a general store. This bold step only deepened her affection for the island and its residents.

How challenging is it to run a store far from city centre?

“Life on the island can be very demanding, tough, even harsh. It takes a lot of effort, persistence, and sacrifice to survive. Sometimes it’s difficult to obtain all necessary supplies so that islanders don’t have to travel to Zadar for every little thing. I strive to meet all their needs and desires, sometimes even beyond what they ask for. I love to surprise them pleasantly. My customers recognize my hard work and support me in many ways. We act like a family, where everyone tries to help each other,” Marija explains.

The ferry lines are the only connection to the mainland. How would you evaluate your nearly daily collaboration with Jadrolinija?

“My entrepreneurial life is greatly eased by Jadrolinija’s ferry and its always understanding crew towards me and my work. I’m a mother to a boy with autism who adores ferries, and when he hears their horn, his joy is boundless. I’m grateful to the crew and appreciate their kindness and willingness to help. I look forward to continuing the successful collaboration with Jadrolinija, otherwise life on the island would simply be impossible,” Marija says.

How much does the ferry crew assist the islanders during poor weather and unpredictable conditions?

“No words can fully capture the professionalism of the crew. There have been many times when bad weather prevented the ferry from docking, with the captain making several attempts to dock just to ensure necessary goods were unloaded. We all help them offload the cargo, while they do their best to shield supplies from rain and storms. The ferry is “a lifeline” that connects the island to the mainland, and a testament to human kindness and cooperation. People who haven’t experienced such struggles can hardly understand the symbiosis between islanders and the ferry, without which life on the island wouldn’t be what drew me to it and allowed me to find happiness,” Marija concludes.~



Kako je trajekt Oliver postao scenska atrakcija

Jadrolinija — linija života

How ferry Oliver Became a Stage Attraction



Jadrolinija — lifeline

Predstava „Priča s trajekta“, predstavljena na Jadrolinijinu trajektu Oliver na 70. Splitskom ljetu, nastala je prema autorskoj ideji Anice Tomić u koautorstvu s dramaturginjom Jelenom Kovačić i piscem Ivorom Martinićem. Oduševila je publiku, kao i zapovjednika i članove posade broda, koji su činili poseban dio same izvedbe. O predstavi smo razgovarali s intendantom HNK Split, Vickom Bilandžićem

Kako je nastala ideja projekta „Priče s trajekta“, kakav je bio proces rada na predstavi i kad je odlučeno da će se uprizoriti baš na trajektu Jadrolinije?

Osluškiivanje društva i njegovih refleksija jedna je od temeljnih zadaća i nadahnuće u stvaranju kazališne umjetnosti. Rad za zajednicu – stavljanjem zrcala pred njezino lice – obveza je komunalnog kazališta kakve su nacionalne kuće u Hrvatskoj. U kreiranju repertoara trudimo se odmaknuti od elitističkog pristupa samo onoj publici „koja inače dolazi u kazalište“ i postaviti to zrcalo i na neka druga, možda neočekivana, a ipak logična mjesta za neku novu publiku. Autorski tim predložio mi je ideju o trajektima i koliko oni znače u Dalmaciji. Odmah nam je bilo jasno da se takva predstava mora izvesti „site specific“, odnosno na trajektu jer inače gubi uvjerljivost. Kao dijete nisam znao razliku između riječi trajekt i Jadrolinija, tako da bi se ova predstava mogla nazvati i „Priča o Jadroliniji“. Uopće nije dolazilo u obzir da se obratimo bilo kom drugom osim našem nacionalnom prijevozniku koji je kroz duhu povijest bio mjesto događaja za sve o čemu se u predstavi govori.

Koji su bili izazovi postavljanja predstave na trajektu Jadrolinije?

Od prvog smo dana znali da se upuštamo u nemoguću misiju. Kazalište kakvo nacionalne kuće rade i potpisuju ubraja se u vrh kazališne produkcije, daleko odmaknute od prvih glumaca, kad je priča bila dovoljna za zaokupljanje pažnje gledatelja. Priča je i dalje ono što nas najdublje dira i privlači u kazalište, ali je danas upakirana u cijeli niz audiovizualnih efekata, kilometre kabela, manjih i većih tehničkih pomagala, vozila, kamiona, sitnih rekvizita, kostima i svega onoga što tvori suvremenu kazališnu predstavu. Moja komunikacija prema autorskom timu i tehničarima bila je vrlo jasna – između gledatelja i putnika Jadrolinije mi uvijek moramo birati putnika. Bili smo usredotočeni na obvezu da nijedan putnik ne bude zakinut našim radom i stvaranjem jer bismo time proturječili samoj biti projekta koji se temelji na građenju kazališnog spomenika trajektima za sve što su nam podarili. Najveći je izazov bio pomiriti taj zahtjev, a postignutim sam ponosan na naš tim, koji uključuje i posadu Olivera.

Kako je izgledala priprema predstave na brodu i – još važnije – dan njezine izvedbe?

Pripreme „na kopnu“ trajale su mjesec dana. Još smo dvadesetak dana bili na Oliveru. Sve kazališne rekvizite trebalo je unijeti i posložiti na brodu. Kazališni proces ima svoje faze i buja prema premijeri. Prvi je dan na brod ušlo dvadesetak

The play "Tales from the Ferry", performed aboard Jadrolinija's ferry "Oliver" at the 70th Split Summer Festival, emerged from the original idea of director Anica Tomić, in collaboration with dramaturg Jelena Kovačić and writer Ivor Martinić. It enchanted the audience, the captain, and the crew members. She impressed the audience, as well as the captain and crew members of the ship, who were an integral part of the performance itself. We discussed the play with the director of the Croatian National Theatre (HNK) Split, Vicko Bilandžić

How did the idea for "Tales from the Ferry" come about, what was the creative process like, and when was it decided that it would be staged on a Jadrolinija ferry?

Observing society and its reflections is one of the fundamental tasks and inspirations for creating theatre. Creating art for the community—holding a mirror up to its face—is an obligation of community-focused theatres, such as the national houses in Croatia. In creating our repertoire, we strive to move beyond an elitist approach that serves only to a traditional theater audience, bringing the experience in unexpected yet meaningful settings for a new audience. The creative team suggested the idea of ferries and their profound significance in Dalmatia. We immediately knew this play had to be "site-specific," performed on a ferry to maintain authenticity. Growing up, I didn't distinguish between the terms "ferry" and "Jadrolinija," so this play could have easily been called "A Story of Jadrolinija". It was never an option to approach any other than our national carrier, which throughout its long history has been the scene of events for so many of the stories depicted in this play.

What challenges did staging a play on a Jadrolinija ferry present?

From the start, we knew we were embarking on an almost impossible mission. Theatre, as our national houses present it, represents the highest level of production, far from the days when a simple story sufficed to captivate an audience. Although storytelling still lies at the heart of theatre, modern productions now involve numerous



Gledatelji na trajektu Oliver /
The passengers on the ferry Oliver



Završna priprema glumaca za predstavu /
The final preparation of actors for the play



Trajekt Oliver kao kazališna scena /
Ferry Oliver as a Theater Stage



Ulazak gledatelja /
The entry of
the audience

glumaca s pet-šest osoba iz autorskog tima. Nakon nekog vremena počela je stizati i oprema. Najprije u paketima, pa u kovčezima, pa u kombiju i sanducima da bi naposljetku došli kamioni. Na dan kad igramo predstavu, ukraj i postavljanje traje od jutra u 8 sati, s 2 kamiona, desetak automobila i jednim električnim vozilom. Angažirano je 75-ero ljudi. Tijekom dana kroz trajekt prođe više od 55 tehničara, prijevoznih i scenskih radnika, garderobijerki, rekvizitera, regulatori tona i svjetla, osoblja iz protokola i produkcije, a 20-ero glumaca izvođača dolaze posljednji. Svi se oni brinu za ovaj poseban kazališni događaj na mjestu koje nije kazalište. Ali, sjetimo se Shakespearea „cijeli svijet je pozornica“ – eto sad je i trajekt uspješno i brzo preobražen u scenu. I, najbitnije, putnik je na prvom mjestu. Rano ujutro naše službe čišćenja i održavanja vraćaju trajekt njegovoj osnovnoj funkciji prijevoza putnika i vozila. Posada se odrekla jedne sobe koju inače koriste kako bi za vrijeme rada proces bio lakši i hvala im na tome.

Kakva je bila suradnja s posadom i ostalim djelatnicima?

Od prvih dogovora s Upravom i susreta s posadom Jadrolinija je davala punu potporu svim našim potrebama. Cijeli je proces osnaživala upravo ta potpora jer smo znali da idemo u dobrom smjeru. Kad su razgovori s Upravom završeni i potpisan

audiovisual effects, miles of cables, technical props, vehicles, costumes, and everything that makes a modern performance. My instructions towards the creative team were clear - between the audience and the passengers of Jadrolinija, we always must prioritize the passenger. We focused on ensuring that no traveler's experience was compromised by our work, which would have contradicted the project's very principle – a theatrical tribute to ferries. Balancing this was our greatest challenge, and I am proud of our team, including the Oliver crew, for making it happen.

What was the preparation process like on the ferry, especially on the day of the performance?

Preparations on land lasted for a month, followed by another 20 days on the Oliver. All theatre props had to be brought onboard and arranged. The theatrical process unfolds in phases, culminating



ugovor, bio sam svjestan da je to samo slovo na papiru ako posada ne prihvati kazalište kao svoje. Čim sam čuo prve odjeke „s terena“, kako je posada prihvatila naš rad i trud, znao sam da imamo predstavu i da će biti još dugo godina na ponos svim sudionicima. Zahvaljujem obojici kapetana Olivera, vrijednoj posadi, ali i osoblju s kopna.

Zahvaljujemo cijeloj Upravi što su nam vjerovali i tako omogućili gledateljima ovaj izniman doživljaj koji će pomoći dubljem shvaćanju što trajekti znače našem Jadranskom moru. Za operativni rad posebno bih zahvalio ekipi iz Jadrolinije koji su na dnevnoj bazi udovoljavali našim potrebama.

Po čemu je ovaj projekt poseban i što je postavljanje predstave „Priče s trajekta“ na trajektu donijelo razvoju kreativnog kazališnog procesa i naposljetku izvedbi?

S jedne strane riječ je o klasičnom kazališnom postupku, a s druge – kao većina „site specific“ predstava – određenim izazovima koji su u ovom projektu još istaknutiji. Poseban je izazov bio raditi predstavu u srcu sezone i biti uvijek spreman da ti kazalište u jednom trenutku otplovi prema potrebama

with the premiere. The first day, 20 actors and about five to six team members came aboard. Then the equipment arrived—first in packages, then in cases, vans and boxes, and finally in trucks. On performance days, loading and setup begin at 8 a.m., involving two trucks, ten vehicles, an electric car with 75 people engaged. Throughout the day, over 55 technicians, transport and stage workers, wardrobe staff, prop handlers, sound and lighting operators, protocol and production staff work on the ferry, while 20 performers arrive last. They all together create a unique theatre experience in a non-traditional setting. As Shakespeare said, “All the world’s a stage,” and now, a ferry has become one as well, while keeping the passenger as the main priority. Each morning, cleaning and maintenance staff return the ferry to its primary function of transporting passengers and vehicles. The crew even gave up one of their rooms to make our work easier, for which we are very grateful.

How was the cooperation with the crew and other Jadrolinija staff?

- From the initial meetings with management and the crew, Jadrolinija provided full support for our needs. The entire process was strengthened by that support showing us that we were on the right track. Once discussions were concluded and the agreement signed, I knew it would be all meaningless if the crew didn't embrace the theatre as their own. Hearing the positive feedback from the “spot,” I knew we had a performance that would be cherished for years to come. I extend my thanks to the two captains of the Oliver, the hardworking crew, and the shore-based staff.

We are grateful to the entire management team for believing in us and thus allowing audiences to experience this extraordinary event, which will deepen their understanding of what ferries mean to our Adriatic Sea. Special thanks to the Jadrolinija crew for supporting our operational needs on daily basis.

What makes this project special, and what has staging “Tales from the Ferry” on a ferry contributed to the creative theatre process and the performance itself?

This is both a classic theatre project and, like most “site-specific” performances,

Scena iz predstave „Priče s trajekta“ /
Scene from the play "Tales from the Ferry"



Ali, sjetimo se Shakespearea „cijeli svijet je pozornica“ – eto sad je i trajekt uspješno i brzo preobražen u scenu. I, najbitnije, putnik je na prvom mjestu

putnika. Takva grdosija inspirira, a emocije su dublje što se na svakoj izvedbi može osjetiti po suzama u očima gledatelja. Mislim da smo ovim projektom na najljepši mogući način obilježili naš jubilej – 70. Splitsko ljeto.

Rođeni ste u Splitu. Kakva su vaša iskustva s Jadrolinijom i njezinim trajektima? Kako biste komentirali njihovu važnost za život otočana, ali i stanovnika Splita?

Nitko u Dalmaciji nije ravnodušan na trajekte raspoređene našom obalom. Vozili su nas na prve cjelonoćne zabave daleko od roditelja i prema prvim ljubavima. Odnosili su neka „topla ljeta s naših otoka“ i spavali zime u luci kao akumulirana snaga za ljetnu zabavu i odmor. Nisam vezan za otoke, osim za Šoltu posljednjih godina, tako da je meni trajekt simbol zabave, odmora, sunca i put u dokoličarenje. Imam romantičarski odnos prema njima. Trajekt nisam doživio kao spasitelja, vezu s doktorom ili školom, dostavljača namirnica ili vode tj. žilu kucavicu bez koje se ne može – no duboko sam svjestan da većini otočana on upravo to znači i da je upravo u tome njegova najveća uloga.

Za pripremu predstave pitali ste građane da podijele svoja neobična iskustva s putovanja na trajektima Jadrolinije. Koliko je priča pristiglo?

Stotinjak priča pristiglo je u raznim oblicima. Glumci su dodali svoje priče, imao sam i ja jednu, ali nije bila prikladna za uvrštavanje. Osim pisanog materijala, imali smo i suradnju s Radio Splitom tako da su se tijekom emisije slušatelji

As Shakespeare said, “All the world’s a stage,” and now, a ferry has become one as well, while keeping the passenger as the main priority

one with unique challenges. Staging it in the peak season required us to always be prepared for the theatre to set sail, literally, to meet passengers’ needs. The ferry itself elicits deep emotions, which are visible in the audience’s tears during every performance. With this project, we marked our anniversary—the 70th Split Summer Festival—in the most beautiful way possible.

As a native of Split, what are your experiences with Jadrolinija and its ferries? How would you comment on their importance to island life and the people of Split?

In Dalmatia, no one is indifferent to the ferries along our coast. They took us to our first overnight parties away from our parents and to our first loves. They carried away “warm island summers” and rested through winter, gathering energy for summer adventures. Although I’m not particularly connected to any islands, except for Šolta in recent years, to me ferries represent leisure, sun, and a gateway to relaxation. I have a romantic view of them, unlike many islanders for whom they are lifelines—carrying vital supplies, connecting them to doctors and schools. I’m convinced that for them, the ferry’s importance is incomparable, and that’s its greatest role.

You invited the public to share their unusual ferry travel stories for the performance. How many stories did you receive?

Around a hundred stories were submitted in various forms. The actors added their own stories, and I even had one, though it wasn’t suitable for the performance. We also collaborated with Radio Split, where listeners shared their stories



Scene iz predstave „Priče s trajekta” /
Scenes from the play "Tales from the Ferry"



javljali s pričama i sjećanjima. Riječ je o predstavi o zajednici za zajednicu od zajednice i rezultat je upravo takav. Sad je još preostalo da je prikažemo što široj zajednici te se nadamo da ćemo doći s njom i do svih otoka u čijim lukama Oliver može pristati.

U kojoj su mjeri priče putnika utjecale na proces postavljanja predstave? Koje su priče bile među najzanimljivijima?

Riječ je o originalnoj autorskoj ideji redateljice Anice Tomić, koja je u dogovoru s Jelenom Kovačić i Ivorom Martinićem odlučila pozvati zajednicu da svojim iskustvima sudjeluje u projektu. Iako nisu sve priče ušle u dramski dio predstave, publika može pročitati pristigle priče na palubi tijekom drugog dijela predstave. Mnogo je zanimljivih priča, između ostalog i o psu koji se ukrcao na trajekt bez vlasnika, konobaru koji odbija napraviti kapučino, velikim ljubavima i poznatim „galebovima". Sve su priče životne i, vjerujemo, istinite, a to je posebna vrijednost projekta. Najsceničnije smo izdvojili i prikazali. Ima ih dovoljno za još tri predstave, ali stajemo na jednoj.

and memories. This is truly a performance by the community, created for the community, reflecting shared experiences. Now, what is left is to bring the performance to as many communities as possible, and hopefully, to every island where Oliver can dock.

How much did passenger stories influence the creative process? Which stories were the most intriguing?

Director Anica Tomić's original concept, developed with Jelena Kovačić and Ivor Martinić, decided to invite the public to share their experiences and with that participate in the project. Although not all stories made it into the performance, passengers can read them on the deck during the second part of the performance. There were many intriguing tales, including one about a dog boarding a ferry alone without owner, a waiter refusing to make cappuccino, and tales of great loves and famous flirts. All the stories are genuine and, we hope, true, and that adds a special value to a project. The most theatrical stories were chosen for portrayal. To be honest, there is enough material for three more plays, but one is enough for now.

"Site-specific" performances are always challenging due to the lack of standard technical resources. Was "Oliver" technically equipped to become a stage? What technical adjustments were required?

- The creative team was instructed to adapt to what the ferry offered. Major modifications were not made, nor could they be, for safety, timing, financial, and practical reasons. And common sense, obviously. There were minor adjustments that didn't interfere with conditions on board, allowing the ferry to serve as an unexpected theatre. Letting the creative team play with space brought the quay to life as the stage, turning the ferry into an auditorium. Our technical team, with full cooperation from the "Oliver"'s crew, showed impressive skill, as we witness daily in the theatre.

What was the audience's reaction to this unique theatre venue? Were there communication challenges with the audience on-board?

The performance sparked great interest since its announcement, and due to the



„Site specific“ predstave uvijek su velik izazov jer nemaju sve lokacije dostupne sve resurse potrebne za tehničku izvedbu dramske predstave. Koliko je trajekt Oliver bio tehnički podoban da postane pozornica? Jesu li bile potrebne velike intervencije i kako je cijeli proces tehnički izveden?

Produkcijски je uvjet autorskom timu bio da se prilagode onome što imaju na brodu. Intervencije nisu radene niti ih je moguće raditi zbog sigurnosnih, vremenskih i financijskih razloga. I zdravog razuma, naravno. Ima mnogo takvih intervencija na brodu koje ni na koji način ne utječu na postavljene uvjete i s njima je na trajektu uprizoren teatar. Pustiti autore da se igraju poseban je osjećaj za produkciju pa se tako dogodilo da i lukobran postaje pozornica, a trajekt gledalište u nekoliko trenutaka predstave. Naša tehnika, ovaj put uz puno razumijevanje i pomoć posade broda, iznimno je spretna i osposobljena i tome svakodnevno svjedočimo u kazalištu.

Kakav je bio odaziv i reakcije publike na takvu netipičnu lokaciju za kazališnu predstavu? Je li bilo teškoća u komunikaciji s publikom na brodu?

Predstava od najave budi veliko zanimanje, nažalost zbog kapaciteta broda broj publike je ograničen i ulaznice se uvijek brzo rasprodaju. Sa svakom izvedbom broj gledatelja se povećava, a time i učestalost pitanja „kad će opet trajekt“. Nadamo se da ćemo u budućnosti uspjeti makar djelomično zadovoljiti interese publike s dovoljnim brojem izvedaba kako bi predstava ostala aktualna i podsjećala društvo na važnost trajekata u našoj maloj mediteranskoj zajednici. Nadamo se i mogućim gostovanjima izvan Splita, ali shvaćamo da je to složeniji proces koji ovisi o onome tko je u središtu zanimanja, a to je uvijek Jadrolinijin putnik kojem Oliver prvenstveno služi. Nestrpljivo čekamo svaki novi raspored plovidbi i spremni smo za izvođenje predstava.

Biste li se ponovno odvažili započeti takav projekt?

Apsolutno. Veliki nas izazovi pokreću. Utjecaj ovog projekta već je sada velik. Dodatno smo istaknuli važnost trajekta u našim životima. Bilo je vrijedno svake kapi znoja, suze i pokoje kapi krvi. Ako vidimo da imamo na raspolaganju ekipu kakva je naša tehnika, naš glumački ansambl, posada broda i kolege iz Jadrolinije, a sve zajedno vodi predani autorski tim, onda nema razloga za bojazan. Naravno, nema smisla ponavljati trajekt i Jadroliniju. Predstava je tu. Na nama i Jadroliniji je sada postprodukcijски proces u kojem treba osigurati dug život predstave i ritam prikazivanja, ali uvijek ima novih izazova u našem društvu. ~



Intendant HNK Split /
Artistic director of Split CNT
Vicko Bilandžić

ferry's capacity, tickets sell out quickly. With each performance, demand grows, and we are often asked "when will there be another ferry performance?" We hope that we will be able to satisfy the interest of the public with enough performances to keep the play relevant and remind society of the significance of ferries to our small Mediterranean community. We also dream of performances beyond Split, though we understand this depends on logistics and the priority of Jadrolinija's passengers. We eagerly await each new schedule, ready to perform.

Would you take on a project like this again?

Absolutely. Such significant challenges drive us. The impact of this project is already significant. We've highlighted the importance of ferries in our lives, making every effort worthwhile. With the support of our skilled team, actors, ferry crew, and Jadrolinija's staff, guided by a dedicated creative team, there is no reason to hesitate. Repeating the ferry and Jadrolinija doesn't make sense, as the play exists now. What follows is a post-production process to sustain the play's life and performance schedule, but society will always present new challenges. ~

Koncerti u pratnji mora

Ivana Marija Vidović, koncertna pijanistica i pjesnikinja, umjetnička direktorica Epidaurus Cavtat festivala, osmislila je projekt „Glazba na moru“, kojim su eminentni glazbenici na Jadrolinijinu brodu Dalmacija na simboličan način istaknuli povezanost dviju jadranskih obala

Epidaurus Cavtat Festival ove je godine s Jadrolinijom predstavio projekt „Glazba na moru“, jedinstven spoj vrhunske glazbe i putovanja koji povezuje dvije obale Jadranskog mora. Idejno ga je osmislila proslavljena hrvatska pijanistica Ivana Marija Vidović. Tri glazbene poslastice izvedene su na brodu Dalmacija potkraj kolovoza i početkom rujna, tijekom plovidbe na međunarodnoj liniji Dubrovnik – Bari. Koncert „Glazba na moru“, pridonio je snažnijem simboličkom povezivanju dviju jadranskih obala, a spoj glazbe, mora i ugodaja broda Dalmacija pretvorili su putovanja u nezaboravno iskustvo.

Kako ste došli na ideju da osmislite projekt „Glazba na moru“?

Dino Čerimagić, voditelj Jadrolinijine agencije u Dubrovniku, u proljeće mi se pohvalio novim brodom Jadrolinijine flote. Odmah sam pomislila na roman velikog talijanskog pisca Alessandra Baricca i njegov bestseller „Ocean more“ u kojem su mnogi životi isprepleteni s morem. Dok za nečim tragaju na samom rubu oceana, njihovim pričama struji glas mora. Kako osamnaest godina vodim međunarodni festival glazbe i umjetnosti Epidaurus, koji sam i osnovala u Cavtatu, zaokupila me ideja da glazbenici koji dolaze s druge strane obale istog mora dođu k nama brodom Dalmacija. Kad sam doznala da brod ima i glazbeni salon, sjetila sam se pijanista na oceanu iz Bariccova romana i počela maštati. Zašto glazba – koja ne poznaje granice – ne bi bila diplomatskog, kulturnog, edukacijskog

Concerts Accompanied by the Sea

Ivana Marija Vidović, concert pianist, poet, and artistic director of the Epidaurus Cavtat Festival, created the “Music at Sea” project, bringing distinguished musicians aboard Jadrolinija’s ferry Dalmacija who symbolically emphasized connection between the two Adriatic coasts

This year, the Epidaurus Cavtat Festival, in partnership with Jadrolinija, launched the project “Music at Sea,” an exceptional blend of exquisite music and maritime travel which connects the two coasts of the Adriatic Sea. It was originally designed by the celebrated Croatian pianist Ivana Marija Vidović. Three musical treats were performed aboard the Dalmacija ferry at the end of August and beginning of September, during voyages on the international Dubrovnik – Bari route. The “Music at Sea” concert reinforced the symbolic connection between the two coasts, turning each journey into an unforgettable experience marked by the harmonious blend of music, sea, and the unique ambiance of the Dalmacija ferry.

How did you come up with the idea for “Music at Sea”?

— In the spring, Dino Čerimagić, the head of Jadrolinija’s agency in Dubrovnik, proudly spoke to me about the latest addition to their fleet. Instantly, I thought of the great Italian writer Alessandro Baricco and his bestseller Ocean Sea, where many lives are intertwined with the sea. As they search for something at the edge of the ocean, the voice of the sea flows through their stories. Having directed the international Epidaurus Festival for 18 years—an event I founded in Cavtat, the idea of having musicians from the opposite coast arriving aboard by the Dalmacija ferry, took hold of my imagination. When I found out that the ship housed a music salon, memories of the pianist at sea from Baricco’s novel flooded back, sparking a



Pijanistica Ivana Marija Vidović (snimio: Zvone Pandža) /
Ivana Marija Vidović, concert pianist
(Photo: Zvone Pandža)



Svečano otvorenje
18. Epidaurus festivala,
foto: Ivo Pervan / The Grand
Opening 18th Epidaurus Festival,
Photo: Ivo Pervan

i turističkog značenja? Zašto glazbom koja odzvanja na pučini granice među državama ne bi bili samo njezin eho u ljepoti plavetnila koje nas spaja? Posjetila sam brod Dalmacija i uvjerala se da je projekt pobudio iskreno zanimanje. Zahvaljujem djelatnicima Jadrolinije što su prihvatili moju ideju i nadam se nastavku suradnje kad god to bude moguće.

Zašto ste odabrali baš brod Dalmacija?

Iznenadilo me da je kapacitet broda jednak kapacitetu najveće svjetske dvorane. Oduševio me glazbeni salon s klavirom i pogledom na morsko prostranstvo, ali i ljubazna posada. Sretna sam što je cijeli moj život vezan uz brodove, more i moje glazbeno zvanje pa su se u ovoj priči sjedinile mnoge moje radosti.

Je li organizacija koncerta na brodu bila zahtjevna?

Uza svu susretljivost i potporu djelatnika na kojoj zahvaljujem, ostvarenje projekta „Glazba na moru“ ne samo da nije bilo odviše zahtjevno, nego nas je i radovalo.

Kako je publika na brodu reagirala na koncerte?

Publika je bila sretna što su sati plovidbe uljepšani glazbenim izvedbama. Nastupio je Orchestra Filarmonica Pugliese,

vision. Why shouldn't music— which is limitless — be of diplomatic, cultural, educational and tourist significance? Why shouldn't the melodies echoing across open waters turn borders between nations into mere echoes, immersed in the endless blue that unites us? Upon visiting the Dalmacija ferry, I was convinced that my vision of the project sparked a true interest. I extend my gratitude to Jadrolinija's staff for embracing the idea and look forward to future collaboration whenever possible.

Why did you choose the Dalmacija ferry specifically?

— I was surprised to find that the ferries capacity was the same as the world's largest concert halls. I was captivated by the music salon, complete with a piano and panoramic views of the vast sea, as well as the welcoming crew. I am happy that my life has always been intertwined

orkestar iz Apulije, s osamnaestogodišnjom solisticom Mariom Serenom Salvemini koja je na violini izvela poznata Vivaldijeva „Četiri godišnja doba“. Kao drugi solist uz orkestar je nastupio svjetski proslavljeni pijanist iz Argentine Daniel Rivera, koji je bio poseban gost punoljetnog festivala. Odsvirao je „Drugi koncert za klavir i orkestar u f-molu op.11“ Frédérica Chopina. Vjerujem da nema ljepšeg spoja od Chopinove glazbe, plavetnila pučine i ljepote zalaska sunca. Cjelokupnim koncertom ravnao je James Ross iz Velike Britanije.

Održana su tri koncerta, a potkraj rujna nastupili su i mladi talenti grada Foggia, također iz Apulije. Pod vodstvom Antonelle lo Surdo i Mariaterese Primo nastupio je orkestar mladih studenata i solistički duo Rocco Natale i Anarossa Partipilo. Oba koncerta oduševila su putnike, ali i posadu broda Dalmacija i izvođače. Koncerti su bili popraćeni u svim lokalnim i državnim medijima.

Kako ste surađivali s Jadrolinijom na projektu?

Uistinu dragocjeno iskustvo za koje se nadam da će zaživjeti i postati tradicija jer glazba povezuje, prožima, hrabri, nadopunjuje, inspirira, prevozi, potiče dijaloge, spašava, uljepšava, a uz koncerte na moru educira, zabavlja i obogaćuje. Suradnja s Jadrolinijom protjecala je kao plovidba po bonaci uz vrhunsku glazbu. ~

Brod Dalmacija isplovljava iz Dubrovnika /
Ship Dalmacija sailing from Dubrovnik port



with ships, the sea, and my musical profession, so this project brought many of my greatest joys together.

Was organizing a concert on a ship challenging?

— Thanks to the kindness and support of the staff, bringing “Music at Sea” to life was more a delight than a challenge.

How did the audience aboard respond to the concerts?

— Passengers were delighted to have their hours of traveling at sea enriched by live performances. The Orchestra Filarmonica Pugliese, originally from Apulia, performed with 18-year-old violin soloist Maria Serena Salvemini, who delivered a mesmerizing rendition of Vivaldi’s famous “The Four Seasons”. As the second soloist performed world-renowned pianist Daniel Rivera from Argentina, who was a special guest of 18th Epidaurus Festival. He performed Chopin’s “Piano Concerto No. 2 in F minor, Op. 11”, bringing the essence of Chopin’s music, the high sea, and a breathtaking sunset into perfect harmony. The entire concert was masterfully conducted by James Ross from the United Kingdom.

Three concerts were held, concluding in late September with performances by young talents from city Foggia, as well from Apulia. Under the leadership of Antonella lo Surdo and Mariaterese Primo, the orchestra of young students performed, alongside the solo duo Rocco Natale and Anarossa Partipilo. Both concerts delighted not only the passengers but also the Dalmacija’s crew and the performers themselves. The concerts garnered attention in both local and national media.

How was your collaboration with Jadrolinija?

— It was truly an invaluable experience, for which I hope it will come to life and become a tradition. Music unites, empowers, inspires, enlightens, transports, encourages dialogues and beautifies. At sea, it also educates, entertains, and enriches. Our partnership with Jadrolinija felt like sailing through calm waters, accompanied by the finest melodies. ~

Lijepom Našom na dva kotača



Sudionici biciklističke utrke Cro Race ove su godine prevalili gotovo tisuću kilometara, predstavljajući Hrvatsku milijunskoj publici tog sportskog spektakla kao poželjno turističko odredište, a u dijelu natjecanja potporu im je kao sastavni dio projekta pružila i Jadrolinija

Fotografije/Photos: Arhiva Cro Race / Cro Race archive

On Two Wheels Through Beautiful Croatia

This year, participants in the CRO Race cycling competition covered almost a thousand kilometers, presenting Croatia to a global audience of millions as a desirable tourist destination. As part of the event, Jadrolinija provided support as a key component of the project.



Na devetoj biciklističkoj utrci CRO Race okupilo se 139 biciklista iz 20 vrhunskih timova. Biciklisti su tijekom šest etapa prevalili gotovo 1000 kilometara, a start i cilj pojedinih etapa bio je u pitoresknh regija i gradova diljem Hrvatske. Ovogodišnja utrka sa sportskog je aspekta bilo neizvjesna do posljednjeg trenutka, jer je ukupni pobjednik bilo neizvjestan do završnog sprinta posljednje etape.

Naposljetku je pobijedio jedan od glavnih favorita, Amerikanac Brandon McNulty iz momčadi UAE Team Emirates, sa samo osam sekunda boljim vremenom od mladog Danca Tobiasa Lunda Andresena iz Tima dsm-firmenich-PostNL.

„Godinama dokazujemo da naša zemlja tijekom cijele godine nudi raznovrsne sadržaje, što je dodatno potvrdio i ovogodišnji CRO Race. Utrka sustavno i kontinuirano podiže ljestvicu kvalitete u natjecateljskom dijelu, a naša posvećenost kvaliteti potvrđena je i uvrštavanjem CRO Racea u UCI-jev kalendar i poredak kvalifikacije 2.1“, izjavio je direktor utrke Vladimir Miholjević. Mnogi sponzori i partneri pridonijeli su realizaciji tog međunarodnog događaja. Njihova je kontinuirana potpora iznimno važna jer pomaže ostvarivanju projektne misije. U ovogodišnjem CRO Raceu, Jadrolinija je bila sastavni dio projekta. Nakon druge etape, koja je startala u Biogradu na Moru, a čiji je cilj bio u Novalji, trajekt Jadrolinije prevezao je cijelu ekipu iz Žigljena na Pagu do Prizne u podnožju Velebita. Jadrolinijina veza naših otoka s kopnom tijekom CRO Racea povezuje drugu i treću etapu te međunarodne utrke. Ova suradnja uvelike je pomogla u organizaciji utrke.

The ninth edition of the CRO Race brought together 139 cyclists from 20 top teams. Over six stages, they covered nearly 1,000 kilometers, with the start and finish lines set in picturesque regions and cities across Croatia. This year's race remained thrilling to the very end, with the overall winner not decided until the final sprint of the last stage.

Ultimately, one of the favorites, American Brandon McNulty from UAE Team Emirates, emerged victorious, finishing with a time just eight seconds faster than young Danish rider Tobias Lund Andersen from Team dsm firmenich PostNL.

“For years, we have been proving that our country offers a wide range of attractions throughout the year, and this was further confirmed by this year's CRO Race. The race systematically and continuously raises the bar in competitive quality, and our commitment to excellence has been recognized with the inclusion of the CRO Race in the UCI calendar and the 2.1 qualification ranking,” said race director Vladimir Miholjević. Many sponsors and partners contributed to the success





CRO Race nije samo sportska manifestacija već i iznimno važan događaj za promociju Hrvatske kao poželjne (ciklo) turističke destinacije koja privlači turiste, profesionalne bicikliste, rekreativce i istraživače na dva kotača.

Osim što publici predstavlja čari profesionalnog biciklizma, CRO Race donosi i virtualnu utrku Kids CRO Race u kojoj su mali biciklisti iskušali svoja biciklistička umijeća na virtualnim trenadžerima. Ovogodišnji su pobjednici Kids CRO Racea Lili Hajdo i Noel Vuković iz Opatije te Franka Pražen iz Vodica i Ricardo Brenčić iz Labina. ~



Biciklisti su tijekom šest etapa prevalili gotovo 1000 kilometara, a start i cilj pojedinih etapa bio je u pitoresknih regija i gradova diljem Hrvatske



Over six stages, cyclists covered nearly 1,000 kilometers, with the start and finish lines set in picturesque regions and cities across Croatia

of this international event. Their ongoing support is crucial, helping to achieve the project mission.

In this year's CRO Race, Jadrolinija was an integral part of the event. After the second stage, which began in Biograd na Moru and which finish line was in Novalja, Jadrolinija's ferry transported the entire team from Žigljen on Pag Island to Prizna, at the foot of Mount Velebit. Jadrolinija's ferry service linking our islands to the mainland played a crucial role in connecting the second and third stages of this international race. This collaboration significantly assisted the event's organization.

The CRO Race is not just a sporting event but also a major occasion for promoting Croatia as a sought-after (cycling) tourism destination, attracting tourists, professional cyclists, recreational riders, and cycling enthusiasts from all over the world.

In addition to showcasing the thrill of professional cycling, the CRO Race also features the virtual Kids CRO Race, where young cyclists tested their skills on virtual trainers. This year's winners of the Kids CRO Race were Lili Hajdo and Noel Vuković from Opatija, as well as Franka Pražen from Vodice and Ricardo Brenčić from Labin. ~

Trajekt kao modna pista

Za ugledni engleski časopis *How To Spend It*, koji izlazi u sklopu *Financial Timesa*, na brodu *Petar Hektorović* snimljen je modni editorijal „*Port Of Call*“, objavljen u rujnu 2024. godine

vrlo maštoviti ljudi teško bi mogli zamisliti Jadrolinijin brod kao scensku kulisu za kazališne ili filmske predstave, a još manje kao studio za snimanje modnih editorijala. Ipak, glamurozni lifestyle časopis *How To Spend It*, koji izlazi u sklopu *Financial Timesa*, odabrao je Jadrolinijin trajekt *Petar Hektorović*, koji prometuje na liniji Split – Vis, kao mjesto snimanja modnog editorijala nazvana „*Port Of Call*“. Editorijal je objavljen u rujnu, a sudeći prema snimcima posao je uspješno obavljen, na obostrano zadovoljstvo i modnih urednika i posade *Petra Hektorovića*.

Stilistica Anastazija Barbieri i irski fotograf Ronan Gallagher tražili su idealan brod za modno snimanje. Oboje ih privlači posebna atmosfera na trajektima. Putnici su opušteni, okupirani vlastitim mislima ili samo uživaju u panoramskom pogledu.

Fotograf Ronan Gallagher često putuje trajektima, a Anastazija Barbieri prvi je put zakoračila na otok Vis prije 25 godina i otada mu se uvijek vraća. Sve što su htjeli snimiti, pronašli su na trajektu *Petar Hektorović*. Retro atmosfera, ljubazna i profesionalna posada i opušteni putnici koji nisu pridavali previše pozornosti modelu koji je svakih 30 minuta mijenjao odjeću.

„Posada je bila izvrsna i susretljiva. Putovanje je bilo odlično i modno snimanje na brodu proteklo je u najboljim uvjetima“, zaključila je stilistica.

Tako se brod, izgrađen u Danskoj 1989., a u sastavu Jadrolinijine flote od 1998., osim plovidbenih potencijala, kojima povezuje kopno i otoke, pokazao pogodnim i na posve drugom području koje su modni snimatelj i stilistica prepoznali kao inspirativan ambijent za ostvarenje kreativnog modnog editorijala. ~

Ferry as a Fashion Runway

A fashion editorial „*Port Of Call*“ was shot on the ferry *Petar Hektorović* and published in September 2024 in the prestigious English magazine *How To Spend It*, part of the *Financial Times*

Even the most imaginative minds would find it hard to envision a Jadrolinija ferry as a stage set for theatrical or film productions, let alone as a studio for fashion editorials. Still, the glamorous lifestyle magazine *How To Spend It*, which is published as part of the *Financial Times*, chose the Jadrolinija ferry *Petar Hektorović*, which operates on the Split–Vis route, as the location for a fashion editorial named „*Port Of Call*“. The editorial was published in September, and judging by the images, the endeavor was successfully accomplished, to the mutual satisfaction of both the fashion editors and the crew of the *Petar Hektorović*.

Stylist Anastasia Barbieri and Irish photographer Ronan Gallagher sought the perfect vessel for their fashion shoot. Both are drawn to the unique atmosphere aboard ferries, where passengers are relaxed, absorbed in their own thoughts, or simply enjoying the panoramic views.

Photographer Ronan Gallagher, a frequent ferry traveler, and Anastasia Barbieri, who first visited the island of Vis 25 years ago and has returned regularly since, sought the ideal vessel for their shoot. Everything they envisioned capturing, they found on the *Petar Hektorović* ferry. The retro ambiance, the courteous and professional crew, and relaxed passengers who paid little attention to the model who changed outfits every 30 minutes.

„The crew was excellent and accommodating. The journey was great, and the fashion shoot on board went under the best possible conditions“, the stylist concluded.

Thus, the ferry, built in Denmark in 1989 and part of the Jadrolinija fleet since 1998, proved itself capable not only in its primary role of connecting the mainland and islands but also in a completely different field. The fashion photographer and stylist recognized it as an inspiring environment for creating an artistic fashion editorial. ~

Photography: **Ronan Gallagher**
Model: **Leon Dame**
Styling: **Anastazija Barbieri**
Casting: **Ben Grimes**
Production: **Artistry Global**







Photography: **Ronan Gallagher**





Photography: **Ronan Gallagher**







Photography: **Filip Koludrović**
Talent: **Matea Brakus**
Fashion: **Petar Trbović**
Makeup: **Marija Stošić**
Hair: **Dushan Petrović**
Production: **Marija Brusic**
Photo Assistant: **Maria Petričić**
Post Process: **Aly Studio**

Jadrolinija u prvom broju Vogue Adria

Petar Trbović, modni direktor Vogue Adria

U ožujku 2024. godine lansirali smo Vogue Adria, veliki regionalni projekt koji je najslavniji modni magazin na svijetu približio čitateljima naše Adria regije. Hrvatsku, Sloveniju, Bosnu i Hercegovinu, Srbiju i Crnu Goru povezali smo kreativom i sklonošću modi, umjetnosti i kulturi općenito. Za prvo izdanje jednim ispravnim načinom upoznavanja regije smatrali smo njezin obilazak „uzduž i poprijeko“, nastojeći prenijeti emocije, strasti i neraskidive veze generacijskim isprepletanjem prošlosti i sadašnjosti

Razmišljajući o našoj obali i tim neraskidivim vezama, Jadrolinija se činila neizostavnim dijelom mozaika naše priče. Njezini brodovi desetljećima su bili jedina veza naših otočana s kopnom, na rutama nebrojenih sastanaka i rastanaka, susreta i povezivanja gradova našeg priobalja s otocima.

Susretljivošću Jadrolinijine uprave, dopušteno nam je da dio našeg velikog modnog projekta snimimo na trajektu Bartol Kašić. Bila je topla zimska nedjelja, a brod nas je, svojom impresivnom bjelinom, dočekaosidren u splitskoj luci. Snimanje predviđeno na nekoliko sati pretvoreno je u cjelodnevno druženje. Zapovjednik broda i njegova posada toplo su nas dočekali pa se naša modna priča proširila na fotografiranje krme, palube, čak i potpalublja, pri čemu je sve bilo praćeno nadahnutim i zanimljivim pričama posade.

U kasnim popodnevrim satima pozvali smo splitski folklorni ansambl Jedinstvo da nam se pridruži. Izmjenjivale su se narodne nošnje, od splitske do vrličke, a plesni korak odzvanjao je uz „Eru s onoga svijeta” i ostalim kolima i plesovima.

S jedne strane doka, prema pučini, suton je počeo rumeniti bonacu uspavanog morskog smiraja, a s druge je bio privezan impozantni Bartol Kašić, čekajući da s putnicima isplovi sljedećeg jutra.

Plovi mirno dalje, bijeli brode Jadrolinije! I budi ono što si uvijek bio: poveznica obale i otoka na najljepšem moru na svijetu. ~



Jadrolinija in Vogue Adria Inaugural Issue

Petar Trbović, Fashion Director of Vogue Adria

In March 2024, we launched *Vogue Adria*, an ambitious regional project that brought the world's most iconic fashion magazine closer to readers across the Adriatic region. We connected Croatia, Slovenia, Bosnia and Herzegovina, Serbia, and Montenegro through our shared passion for fashion, art, and culture. For the first issue, we believed that the best way to introduce the region was to explore it far and wide, aiming to convey the emotions, passions, and unbreakable bonds woven by interweaving the past and the present

Thinking about our coast and those unbreakable bonds, Jadrolinija emerged as an indispensable piece of our mosaic. For decades, its ferries have been the only link between islanders and the mainland, traversing routes marked by countless reunions and farewells, binding our coastal towns to the islands.

Thanks to the openness of Jadrolinija's management, we were permitted to capture part of our grand fashion project aboard the ferry Bartol Kašić. It was a warm winter Sunday, and the vessel, resplendent in dazzling white, welcomed us as it docked at Split harbor. What was meant to be a few hours of shooting turned into an entire day of camaraderie. The ferry's captain and crew greeted us with warmth and kindness, allowing our fashion narrative to unfold across the stern, deck, and even below deck, accompanied by the inspired and engaging stories shared by the crew.

In the late afternoon, we invited the Split folklore ensemble Jedinstvo to join us. Traditional costumes, from Split to Vrljka, made their appearance.

The sound of dance steps echoed to the song "Ero s onoga svijeta" (Ero the Joker) and other traditional local dances. On one side of the dock, the horizon blushed as the sunset kissed the tranquil, calm sea, while on the other side, the impressive Bartol Kašić was moored, waiting to set sail with passengers the next morning.

Sail on peacefully, white ferry of Jadrolinija! Remain what you have always been: the link between the coast and islands on the most beautiful sea in the world. ~

Photography: **Filip Koludrović**





Photography: **Filip Koludrović**







Photography: **Filip Koludrović**



Kako uploviti u novu godinu

Prije dvadesetak godina na brodovima Jadrolinije organizirane su nezaboravne proslave Nove godine. Možda se već dogodine, u sklopu programa „Jadrolinija experience“, ponove slavlja koja su mnogima ostala u trajnom sjećanju

Krepka juha Célestine, riblja fritura, glazirana pureća prsa... samo su dio svečane silvestarske večere koja je 2004. godine bila ponuđena na brodu Dubrovnik. Brod je, u sklopu mini kružnog putovanja, plovio na liniji Zadar – Venecija – Zadar. Poseban ploveći ugođaj svečana novogodišnjeg slavlja prije 20 godina upotpunili su – uz bogat jelovnik – i glazba uživo te ples pod maskama.

Jadrolinija je – osim na brodu Dubrovnik – organizirala i novogodišnji doček na brodovima Marko Polo i Liburnija. Brod Marko Polo plovio je na liniji Split – Hvar te na liniji Split – Korčula. Tri godine zaredom putnici su mogli na jedinstven, spektakularan način dočekati Novu godinu.

Novogodišnja ponuda na brodu Liburnija također je bila dio mini kružnog putovanja na liniji Rijeka – Dubrovnik – Rijeka. Putovanje od Rijeke do Dubrovnika organizirano je prema uobičajenu zimskom redu plovidbe, s pristajanjima u lukama Split, Stari Grad, Korčula i Dubrovnik, a na povratku i u zadarskoj luci. Tako se na Liburniji Nova godina slavila čak četiri dana.



How to Sail into the New Year

About twenty years ago, unforgettable New Year's celebrations were organized on Jadrolinija ferries. Perhaps next year, as part of the "Jadrolinija experience" program, we can once again relive the celebrations that remain etched in many memories





Salon broda Marko Polo pripremljen za novogodišnju svečanost /
The salon of the ship Marko Polo prepared for the New Year's celebration.



Promotivni materijali iz arhive Jadrolinije /
Jadrolinija promo materials from the archive

Hearty Célestine soup, fish fritters, glazed turkey breast... are just a part of the festive New Year's Eve dinner that was offered on the ferry Dubrovnik in 2004. The ferry, as part of a mini circular cruise, sailed on the Zadar – Venice – Zadar route. The special ambiance of the New Year's celebration 20 years ago was enhanced—alongside a rich menu—by live music and masquerade ball.

Jadrolinija not only welcomed guests aboard the ferry Dubrovnik but also hosted New Year's celebrations on the Marko Polo and Liburnija ferries. The Marko Polo sailed on the Split – Hvar and Split – Korčula routes, allowing passengers to celebrate New Year's in a unique and spectacular manner for three consecutive years.



Brod Marko Polo u riječkoj luci /
Ship Marko Polo in Rijeka port

Raskošna novogodišnja ponuda pridonijela je da se u novu godinu zakorači u dobru raspoloženju i s nadom u još uspješniju sutrašnjicu. Od pića dobrodošlice, bogata novogodišnjeg jelovnika, glazbe i raznih animacija do plesa pod maskama. Za doček na brodovima Jadrolinije tražila se ulaznica više. Mnogi su – od domaćih i inozemnih putnika do djelatnika Jadrolinije – htjeli proslaviti Novu godinu na posebnu mjestu i u posebnu ugođaju.

Nadamo se da bi putnici i danas, nakon dvadesetak godina, tražili ulaznicu više za novogodišnji doček na brodu Dalmacija, perjanici Jadrolinijine flote, na Marku Polu koji plovi na liniji Split – Ancona ili pak na Petru Hektoroviću na liniji Split – Vis. „Jadrolinija experience“ je projekt koji se neprestano razvija i – možda već u idućem broju ovog magazina – budete čitali o mogućnosti dočeka 2026. godine na nekom od naših brodova u bijeloj floti. ~



Domjenak na trajektu Marko Polo / Banquet on the ferry Marko Polo

The New Year's offerings on the Liburnija ferry were also part of a mini circular cruise on the Rijeka – Dubrovnik – Rijeka route. The journey from Rijeka to Dubrovnik followed the usual winter navigation schedule, with stops in the ports of Split, Stari Grad, Korčula, and Dubrovnik, and on the return, also in the port of Zadar. Thus, New Year's was celebrated on the Liburnija ferry for four days.

The lavish New Year's offerings contributed to stepping into the new year in good spirits and with hope for an even more successful tomorrow. From welcome drinks, a sumptuous New Year's menu, music, and various entertainment to masquerade dancing. Tickets for the New Year's celebrations aboard Jadrolinija were highly sought after. Many—both local and international travelers, as well as Jadrolinija employees—wished to celebrate the New Year in a special place and unique atmosphere.

We hope that passengers today, after two decades, would once again seek a ticket for the New Year's celebration on the Dalmacija ferry, the flagship of Jadrolinija's fleet, on the Marko Polo ferry sailing on the Split – Ancona route, or aboard the Petar Hektorović ferry on the Split – Vis line. The “Jadrolinija experience” is an ever-evolving project, and perhaps in the next issue of this magazine, you will read about the opportunity to welcome 2026 aboard one of our vessels in the white fleet. ~

ANTE MRVICA

Legenda kopna i mora



ANTE MRVICA

The Legend of Land and Sea

A university professor and long-time Jadrolinija coordinator for the maritime region between Split and Dubrovnik, passed away in Split in 2021. Through his exceptional human and professional qualities, he became a legend and an inspiration to many generations within Jadrolinija, who continue his legacy

Sveučilišni profesor i dugogodišnji Jadrolinijin koordinator za plovno područje Split – Dubrovnik, preminuo je u Splitu 2021. godine. Iznimnim ljudskim i stručnim kvalitetama još za života postao je legenda i nadahnuće mnogim Jadrolinijinim naraštajima koji nastavljaju njegov posao

Putnici koji su se ukrcavali na Jadrolinijine trajekte u Splitu zauvijek će pamtiti visokog, mršavog i markantnog čovjeka koji je svojom pojavom i djelovanjem ostavljao dubok dojam, ulijevajući povjerenje da će u najprometnijoj trajektnoj luci na Jadranu – i za najvećih ljetnih gužvi – ukrcaji i iskrcaji proteći prema pravilima struke. Dr. sc. Ante Mrvica, sveučilišni profesor i dugogodišnji Jadrolinijin koordinator za plovno područje Split – Dubrovnik, još za života postao je legenda, a svoj stručni i predani rad, katkad u iznimno teškim uvjetima, sveo je na jednostavnu životnu filozofiju koju je prenosio mladim kolegama: „Putnik je broj jedan. Amen.“

Passengers boarding Jadrolinija ferries in Split will always remember the tall, lean, and distinguished figure who left a lasting impression with his demeanor and actions, instilling confidence that operations in the busiest ferry port on the Adriatic—especially during peak summer crowds—would proceed seamlessly and professionally. Dr. Ante Mrvica, a university professor and long-standing Jadrolinija coordinator for the maritime zone between Split and Dubrovnik, became a legend in his lifetime. His dedicated and expert work, often performed under extremely challenging conditions, was distilled into a simple life philosophy that he passed on to younger colleagues:

“The passenger is number one. Amen.”

He was the recipient of numerous accolades. In 2019, the Split-Dalmatia



Splitska luka / The Port of Split

Dobitnik je mnogih priznanja. Splitsko-dalmatinska županija dodijelila mu je 2019. godine Nagradu za životno djelo. Tim prestižnim priznanjem nagrađen je Mrvičin profesionalni odnos prema radu, kolegama, javnosti i nadasve putnicima. Dobio je i mnoga druga priznanja: plakete Lastova, Šolte i Hvara, priznanje Europske federacije turističkih novinara za rad u turizmu, priznanje za najboljeg djelatnika u pomorstvu u Hrvatskoj, nagradu Plavi cvijet, Plaketu 112 Državne uprave za zaštitu i spašavanje i Plaketu Pomorskog fakulteta u Splitu.

Kad je odlazio u zasluženu mirovinu, mnogi su se pitali hoće li Jadrolinija ikad više na mjestu koordinatora za plovno područje Split–Dubrovnik imati takvu karizmatičku osobu. Ali Mrvica se i za to pobrinuo jer ga je naslijedila diplomirana ekonomistica Jelena Ivulić, voditeljica Jadrolinijine agencije u Splitu, koja se kao i on školovala uz rad i dobro upamtila riječi svog mentora: „Radi svoj posao. Bit će problema i izazova. Ono što ne valja moraš popraviti, a što valja – samo nastavi. Faliti se može, ali nemoj biti mrtvo puvalo.“

PRERANI ODLAZAK

Nedugo nakon odlaska u mirovinu, Ante Mrvica preminuo je u Splitu 2021. godine. Na dan Mrvičina pokopa, svi Jadrolinijini brodovi na splitskom i šibenskom području oglasili su se sirenama, odajući tako počast velikom i skromnom čovjeku iznimnih ljudskih i stručnih kvaliteta. Njegovu snažnu osobnost pamtit će ne samo njegovi bližnji i poslovni suradnici, nego i tisuće ljudi koji su imali priliku susretati ga uživo ili gledati u elektroničkim medijima kojima je kao omiljeni sugovornik uvijek bio na usluzi.

„Bio si uspravan poput svjetionika Blitvenica. Čast nam je što smo te poznavali i družili se s tobom. Tvojim je odlaskom ovaj svijet ostao siromašniji za jednog velikog čovjeka. Tvoja obitelj može biti ponosna na tebe, kao i cijelo Žirje. Neka ti bude laka ova žirajska zemlja koju si neizmjerljivo volio“, rekao je opraštajući se od Ante Mrvice njegov prijatelj Jere Bilan.

Životni put Ante Mrvice nadahnuće je za mnoge naraštaje Jadrolinijinih djelatnika. Iako su u dugu povijest naše najsta-

County awarded him the Lifetime Achievement Award. This prestigious honor recognized Mrvica's professional dedication to his work, colleagues, the public, and, above all, passengers. He also received many other awards: plaques from Lastovo, Šolta, and Hvar; recognition from the European Federation of Tourism Journalists for his contributions to tourism; an award for being Croatia's best maritime professional; the *Blue Flower award*; the *112 Plaque* from the National Directorate for Protection and Rescue; and a plaque from the Faculty of Maritime Studies in Split.

Upon his well-deserved retirement, many wondered if Jadrolinija would ever again have such a charismatic figure as coordinator for the maritime zone between Split and Dubrovnik. Yet, Mrvica ensured continuity by passing the torch to Jelena Ivulić, a graduate economist and the head of Jadrolinija's Split agency. Like him, she balanced her education with her work and remembered her mentor's words well:

"Do your job. There will be problems and challenges. Fix what doesn't work, and for what does—just keep going. You can fail, but don't be a deadweight."

A PREMATURE DEPARTURE

Shortly after his retirement, Ante Mrvica passed away in Split in 2021. On the day of his funeral, all Jadrolinija vessels in the Split and Šibenik regions sounded their horns in tribute to this remarkable and humble mariner of extraordinary personal and professional qualities. His commanding presence will be remembered not only by his family and colleagues but also by the thousands of people who had the privilege of meeting him in person or seeing him in the media, where he was a favorite and always available to offer his insights.

"You stood tall like the Blitvenica lighthouse. It was an honor to know you and share moments with you. Your departure has left this world poorer for a great man. Your family can be proud of you, as can all of Žirje. May this Žirje soil you loved so much rest lightly upon you," said his friend Jere Bilan in his farewell speech.

The life journey of Ante Mrvica is an inspiration to many generations of Jadrolinija seafarers. Although the long history of Croatia's oldest maritime company is marked by the golden

Ante Mrvica na proslavi 70. obljetnice Jadrolinije /
Ante Mrvica at the 70th Anniversary Celebration of Jadrolinija



„Radi svoj posao. Bit će problema i izazova. Ono što ne valja moraš popraviti, a što valja – samo nastavi” govorio je Ante Mrvica

rije brodarske tvrtke zlatnim slovima upisana imena mnogih djelatnika koji su život posvetili moru i brodovima, a svoju ljubav prema pomorstvu podijelili sa svima kojima su omogućivali plovidbu morskim prostranstvima, pružajući im usluge koje su im olakšavale ili uveseljavale putovanja, Mrvica se svrstao u velikane koji će biti trajno upamćeni. Rado ga se sjećaju mnogi bliski prijatelji, ističući njegove izvanserijske ljudske i profesionalne osobine.

Ante Mrvica rođen je 1952. godine na otoku Žirju u šibenskom arhipelagu. Bio je treće dijete oca Grge i majke Mare zvane Marušina, rođene Šižgorić. Još od rane dobi život mu nije bio naklonjen. Majka mu je prerano umrla pa su brigu o njemu, uz umirovljena oca (tijekom Drugoga svjetskog rata zatočenog u njemačkom koncentracijskom logoru Dachau), preuzele njegove dvije starije sestre.

Prva četiri razreda osnovne škole završio je na Žirju. Tada na otoku nije bilo struje pa su djeca učila uz petrolejsku svjetiljku (gaša). Kad su mu djeca poodrasla, otac Grgo oženio se Katicom Grguričin. Ante i njegova pomajka međusobno su se poštovali.

Nakon završene škole u Žirju školovanje nastavlja u Šibeniku. Ante se, zapravo, cijeloga života školovao uz rad. Bio je primjer onoga što se naziva cjeloživotnim obrazovanjem.

Završio je srednju trogodišnju školu učenika u privredi – kako su se tada zvale strukovne škole – i zaposlio se u Šibenskom remontu kao brodski mehaničar. Ubrzo je shvatio da s trogodišnjom školom ne može napredovati u struci kako bi želio pa je naknadno završio četvrti razred i uspješno maturirao.

Već se tada bio zaposlio na pinici, trajektu koji je prometovao na relaciji Martinska–Dolac. U to doba još nije bio izgrađen Šibenski most preko rijeke Krke pa su se vozila prevozila trajektom. Ljubav prema moru potaknula ga je na nove izazove – zaposlio se u šibenskom poduzeću Slobodna plovidba. Stjecao je praktična znanja iz strojarske struke kako bi se os-

contributions of many individuals who dedicated their lives to the sea and vessels, sharing their passion for maritime life with all those who sailed with them, Mrvica ranks among the greats who will be forever remembered. Close friends fondly recall him, emphasizing his exceptional human and professional traits.

A LIFE BORN BY THE SEA

Born in 1952 on the island of Žirje in the Šibenik archipelago, Ante was the third child of Grgo and Mara (known as Marušina), née Šižgorić. Life was not kind to him from an early age. His mother passed away prematurely, leaving his upbringing to his retired father—a former prisoner in the Dachau concentration camp during World War II—and his two older sisters.

Ante completed the first four grades of primary school on Žirje, where there was no electricity at the time, and children studied by the light of kerosene lamps. When his children were older, Grgo remarried, to Katica Grguričin. Ante and his stepmother shared a mutual respect.

After finishing primary school on Žirje, Ante continued his education in Šibenik. Throughout his life, he exemplified the concept of lifelong learning. He graduated from the three-year vocational school known as the *School of Trades for Industry* and began working at the Šibenik Shipyard as a marine mechanic. Realizing that his vocational education would not allow him to progress as he wished, he later completed the fourth year of school and earned his diploma.

His early career saw him employed on the *pinica*, a small ferry that operated on the Martinska–Dolac route. At the time, the Šibenik Bridge over the Krka River had not yet been built, and vehicles were transported via ferry. His love for the sea drove him to seek new challenges, and he began working at the Šibenik-based company *Slobodna Plovidba*. He gained practical engineering skills to qualify for service aboard maritime vessels owned by foreign companies—a significant challenge and opportunity for a seafarer to prove himself on the international maritime stage.

Thanks to his expertise and diligence, Ante succeeded in this endeavor. During the 1980s, he worked for a foreign shipping company, demonstrating his capabilities and earning respect on an international level.

posobio za plovidbu na brodovima u vlasništvu stranih kompanija. Za pomorca je to veliko iskušenje, ali i izazov potvrditi se na međunarodnom tržištu rada. Ante je, zahvaljujući svojoj stručnosti i marljivosti, i u tome bio uspješan. Osamdesetih godina radio je za inozemnu brodersku kompaniju, dokazavši svoje sposobnosti i na međunarodnoj razini.

SKROMNI INTELEKTUALAC

Ante je imao iznadprosječne intelektualne sposobnosti, a njegova je radna biografija prepuna zanimljivih događaja. Bio je poznat po razvijenoj numeričkoj memoriji i iznimnoj sposobnosti pamćenja. Dobro se sjećao, primjerice, ribolova iz sedamdesetih godina prošlog stoljeća, imena ljudi koji su bili na brodu, ruta kojima su obilazili otoke žirajskog arhipelaga, vrsta i količine ulovljene ribe i koliko je tko od ulova ponio kući. Pamtio je parametre rada motora, tolerancije strojnih dijelova, postupke izrade, dimenzije dijelova, principe rada stroja.

U Jadroliniji se zaposlio 1990., najprije kao inspektor flote na srednjem i južnom Jadranu, a kad su prepoznali njegove stručne kvalitete, visoku moralnost i osjećaj za pravdu, imenovali su ga koordinatorom plovnog područja Split. Tada se ponovno upisuje na Pomorski fakultet u Splitu, na nautički smjer. Diplomirao je strojarstvo i nautiku, a zvanje doktora znanosti s područja tehnologije putničkog prijevoza pomorskog i riječnog prometa stekao je na Sveučilištu u Rijeci. Od 2015. predavao je dva kolegija na zadarskom i splitskom sveučilištu.

Novinarima je uvijek bio na usluzi s preciznim brojčanim podacima koje je „sipao kao iz rukava“. Često je gostovao na radiju i u novinama, ali njegovoj popularnosti u široj javnosti najviše je pridonijela televizija.

Kao koordinator Trećeg plovnog područja Split – Dubrovnik radio je puna dva desetljeća, sve do umirovljenja 2017. Bio je omiljen među ljudima. Cijeli se svoj radni vijek zalagao za što bolju brodersku povezanost dalmatinskih otoka. Isticao se poštivošću, empatijom i odlučnošću u kriznim situacijama. Nazivali su ga „dobrim duhom Jadrolinije i splitske luke“. Svojom autoritativnom pojavom ulijevao je povjerenje, a uljudenom komunikacijom pobuđivao naklonost mnogih nepoznatih ljudi.

Uvijek je svakomu želio pomoći. Preusmjerio bi trajekt da se vrati u luku i ukrca trudnicu, sačekao zakašnjeli autobus pun djece koja se vraćaju na svoje otoke, zaustavio bi trajekt nekoliko minuta kako bi ukrcao obitelj s djecom koja je zapela u prometnoj gužvi...

UZOR KOLEGAMA

Višestruku nadarenost i superiornu inteligenciju, kojima je zadivio kolege na poslu, pokazivao je u vrhunskoj organizaciji i kombinatorici preusmjerivanja linija ili dodavanja novih te u komunikaciji s putnicima, medijima i slučajnim prolaznicima. Nagradu za komunikatora godine dobio je 2018. Bio je poznat i izvan hrvatskih granica.

Svakodnevno komuniciranje sa stotinama ljudi vrlo je naporan posao. Ali Ante je bio čovjek posebna kova. Svoj je težak posao obavljao s lakoćom. Nije se odvajao od svog starinskog mobitela za koji je tvrdio „da mu baterija duže traje od one modernih smartphoneova“. Adresar mu nije trebao jer je sve brojeve znao napamet. Osim tih rijetkih osobina, imao je prisni i jednostavan odnos s ljudima, bez obzira na to poznavao

THE HUMBLE INTELLECTUAL

Ante Mrvica possessed exceptional intellectual abilities, and his professional biography is filled with remarkable stories. He was renowned for his sharp numerical memory and extraordinary capacity for recall. For example, he could vividly recount fishing trips from the 1970s, naming everyone aboard, the routes they navigated through the Žirje archipelago, the types and quantities of fish caught, and how much each person took home. He memorized engine performance parameters, machine part tolerances, manufacturing processes, dimensions, and operational principles with incredible precision.

He joined Jadrolinija in 1990, initially as a fleet inspector for the central and southern Adriatic. Recognizing his expertise, moral integrity, and sense of fairness, the company appointed him Coordinator of the Split Maritime Region. During this period, he re-enrolled at the Maritime Faculty in Split, specializing in nautical studies. He earned degrees in mechanical engineering and navigation and later attained a PhD in passenger transport technology for maritime and river traffic at the University of Rijeka. From 2015, he taught courses at universities in Zadar and Split.

Journalists valued his availability and accuracy, as he could provide precise figures "off the cuff." Regularly featured on radio and in newspapers, his popularity with the general public soared thanks to his frequent television appearances.

As Coordinator of the Third Maritime Region, covering Split to Dubrovnik, he served for two decades, retiring in 2017. He was beloved by all, dedicating his career to improving ferry connectivity for Dalmatian islands. His selflessness, empathy, and decisiveness in crises earned him the nickname "the good spirit of Jadrolinija and the Port of Split." His authoritative demeanor instilled trust, while his courteous communication endeared him to countless strangers.

Ante was always ready to help. He would have a ferry return to port to board a pregnant woman, wait for a late bus full of children returning to their islands returning to their islands, or stop a ferry for a few minutes to to board a family with children stuck in traffic.

A ROLE MODEL FOR COLLEAGUES

His multifaceted talents and superior intelligence impressed colleagues,



Ante Mrvica,
legende žive vječno /
Ante Mrvica, legends
live forever

ih ili ne. Za svakog je imao vremena, svakom je želio pomoći. Zajednički interes bio mu je iznad osobnog.

U privatnom životu nudio je prijevoz traktorom ili autom, pomagao pri popravku brodskog motora ili radnog stroja, sudjelovao u poljoprivrednim i građevinskim radovima. Pomagao je otočnom stanovništvu u pružanju najrazličitijih usluga. Bio je angažiran u intervencijama prigodom gašenja požara i u mnogim nepredvidivim situacijama u kojima je svojim iskustvom i znanjem pridonosio rješavanju kriznih situacija. Rad u polju, u svom vinogradu i masliniku, doživljavao je kao opuštanje od svakidašnjih poslovnih obveza. Bio je temperamentni Mediteranac, volio je šalu.

U procesiji za blagdan Velike Gospe nosio je Gospin kip. Pomagao bi u svemu potrebnom kod ukopa sumještana. Pozitivno je utjecao na ljude oko sebe.

Hrana mu je bila sasvim sporedna kategorija. Bio je skroman čovjek, za život mu je trebalo vrlo malo. Posebno se isticao svojim nepokolebljivim osjećajem za pravdu.

Uvršten je u red Jadrolinijinih velikana, zlatnim slovima upisan u povijest kompanije, kao nadahnuće naraštajima kojima je bio uzor i koji nastoje slijediti njegov profesionalni i životni put. ~

"Do your job. There will be problems and challenges. Fix what doesn't work, and for what does—just keep going", said Ante Mrvica

particularly in his exceptional organizational skills and ability to manage maritime routes, reroute vessels, and add new lines. In 2018, he was named Communicator of the Year, earning recognition beyond Croatia's borders.

Managing daily interactions with hundreds of people is demanding, yet Ante carried out his responsibilities with ease. He was inseparable from his vintage mobile phone, boasting that *"its battery lasts longer than any modern smartphone."* He needed no contact list, as he memorized all the numbers. Despite his rare talents, he was approachable and down-to-earth, treating everyone equally, whether he knew them or not. For Ante, the collective good always outweighed personal gain.

In private life, he offered rides on his tractor or car, assisted with ship engine repairs or construction machinery, and participated in agricultural and construction work. He provided various services to island residents, contributed to firefighting efforts, and applied his experience and knowledge to resolve crises in unpredictable situations.

Working in his vineyard and olive grove was his way of relaxing from daily responsibilities. A passionate Mediterranean personality, he loved a good joke and embraced life's lighter moments.

During the Feast of the Assumption, he carried the statue of the Virgin Mary in the procession. He also helped with arrangements for local funerals, always positively influencing those around him.

Food was an afterthought for him; Ante was a modest man who needed very little. Above all, he stood out for his unwavering sense of justice.

He is enshrined among Jadrolinija's greats, his name written in golden letters in the company's history as an inspiration to generations. Ante Mrvica remains a shining example for those who strive to follow in his professional and personal footsteps. ~

Obradujte sebe, razveselite druge!

Poželite li zadržati uspomene na ljetovanje, prisjetiti se svega što ste doživjeli na Jadranu, Jadrolinija vam omogućuje kupnju suvenira i darova koji će vas podsjećati na lijepo trenutke provedene na putovanju i odmoru. Obradujte sebe, razveselite druge! Suvenir ili dar poklonjen bližnjima na povratku kući, ujedno je i prilika da im preporučavate što ste sve doživjeli za posjeta jadranskoj obali i otocima

Latinska uzrečica poučava: *Divinum dare, humanum accipere* (Božanski je davati, ljudski je primati). Ili kako je rekao francuski antropolog Marcel Mauss u svom glasovitom „Ogledu o daru“ (1925.): „Darivanje je duhovna materija koja ljudsku zajednicu drži na okupu.“

Imajući to na umu, Jadrolinija je na svojim brodovima, ali i na drugim mjestima, otvorila trgovine Souvenirs & Gifts s posebnim proizvodima koji odražavaju vrijednosti za koje se zalaže. To mogu biti suveniri, ali i dio opreme za ljetovanje, a u raznovrsnoj ponudi svatko može pronaći ono što će razveseliti njega i njegove bližnje.

Trgovine Souvenirs & Gifts pronaći ćete na Jadrolinijinim brodovima Oliver, Petar Hektorović, Marko Polo i Dalmacija, u agencijama Preko, Supetar, Hvar, Korčula, Dubrovnik i Split, a možete naručivati i *online*.

Nešto vas je neodoljivo privuklo u ponudi? Skenirajte QR kod i napravite svoju prvu narudžbu Jadrolinija proizvoda. ~





Treat Yourself, Delight Others!

Looking to keep memories of your holiday alive and relive the magic of your Adriatic adventure? Jadrolinija makes it possible with a selection of unique souvenirs and gifts that will remind you of the joyful moments spent on your journey and vacation. Treat yourself and delight others! A carefully chosen gift for loved ones when returning home is also the perfect opportunity to share stories of your experiences along the Adriatic coast and its enchanting islands



As the Latin saying goes: Divinum dare, humanum accipere (It is divine to give, human to receive). French anthropologist Marcel Mauss also captured this sentiment in his renowned "The Gift" (1925), highlighting that "Gift-giving is the spiritual glue that binds human communities."

Keeping this in mind, Jadrolinija has opened Souvenirs & Gifts shops on its ferries and other locations, offering items that embody the values it stands for. From maritime-inspired keepsakes to practical vacation essentials, the diverse range guarantees that everyone can find the perfect memento or gift to brighten you and your loved ones.

You'll find Souvenirs & Gifts shops aboard Jadrolinija's ferries Oliver, Petar Hektorović, Marko Polo, and Dalmacija, as well as in offices located in Preko, Supekar, Hvar, Korčula, Dubrovnik, and Split. For added convenience, you can also shop online – just scan the QR code and make your first Jadrolinija order. ~



Red plovidbe

Prijevozna sredstva – vlakovi, avioni, pa i brodovi – nerijetko su inspiracija brojnim filmašima. Razgovarali smo zato s Nebojšom Slijepčevićem, redateljem nagrađivanog hit filma „Čovjek koji nije mogao šutjeti“ koji je sniman u vlaku. On je ujedno i suradnik na filmu temeljenom na plovidbi brodova Jadrolinije „Red plovidbe“, našeg drugog sugovornika, redatelja Damira Markovine.

Nebojša Slijepčević

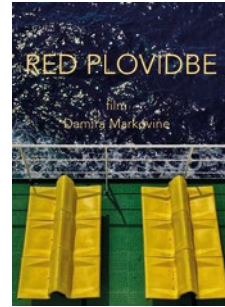
Vaš posljednji film „Čovjek koji nije mogao šutjeti“ sniman je u vlaku, još jednom prijevoznom sredstvu. Filmaši često pokazuju sklonost snimanju u raznim prijevoznim sredstvima. Možete li nam pokušati objasniti tu fascinaciju?

Film voli pokret, voli promjenu. Fotografija postaje film u trenutku kad se nešto na njoj pomakne. Svrha i bit prijevoznih sredstava je upravo pokret, tako da nije čudno što su filmaši od prvog dana zaljubljeni u prijevozna sredstva. Jedan od prvih prizora ikad zabilježenih na filmu je „Ulazak vlaka u stanicu“. No, postoji i nešto suptilnije. Film je izrazito materijalan medij koji može zabilježiti samo vanjsku manifestaciju svijeta – ono što vidimo i čujemo. Istovremeno, filmovi žele istražiti ono nevidljivo: misli, osjećaje, naš unutarnji svijet. Paradoks filma leži u pokušaju da vidljivim prikaže nevidljivo. Zbog toga filmaši često koriste vizualne metafore. U svakodnevnom govoru koristimo frazu „životno putovanje“. Fizičko putovanje prijevoznim sredstvom često simbolizira unutarnji život likova i promjene kroz koje prolaze tijekom filma.

Moj film „Čovjek koji nije mogao šutjeti“ temelji se na stvarnom događaju u vlaku, pa se mjesto radnje nametnulo samo po sebi. No, vlak u mom filmu ima i snažnu simboličku ulogu. Vlak je poput sudbine – vozi po unaprijed postavljenim tračnicama i vodi vas putem koji je predodređen. Tako i likove u mom filmu taj vlak dovede u situaciju u kojoj se nisu željeli naći, ali koja će im zauvijek promijeniti živote.

Koja bi bila posebnost snimanja na trajektu? Što smatrate posebno zanimljivim kod trajekata i brodova kao filmskih kulisa?

Trajekti su nevjerojatno fotogenični. Elegantne bijele grdosije na plavoj pozadini neba i mora jednostavno pozivaju na snimanje. S druge strane, ograničenost prostora i prisilna bliskost putnika izvorsne su pretpostavke za dramske situacije. Ne možete sići s bro-



The Sailing Schedule

Modes of transport—trains, planes, and even ships—are often an inspiration for many filmmakers. We spoke with Nebojša Slijepčević, the director of the award-winning hit film “The Man Who Couldn’t Stay Silent”, which was filmed on a train. He is also a collaborator on the film “The Sailing Schedule”, based on Jadrolinija’s ship routes, directed by our second interviewee, Damir Markovina.

Nebojša Slijepčević

Your latest film *The Man Who Couldn’t Be Silent* was shot on a train, another mode of transportation. Filmmakers often seem to have a tendency to shoot in various forms of transport. Could you try to explain this fascination?

Film loves movement, it loves change. Photography becomes film the moment something moves within it. The essence and purpose of transportation is movement, so it’s no surprise that filmmakers have been in love with modes of transportation since the very beginning. One of the first scenes ever captured on film is *Arrival of a Train at a Station*. But there’s something subtler here. Film is an inherently material medium that can only capture the external manifestation of the world – what we see and hear. At the same time, films want to explore the invisible: thoughts, emotions, our inner world. The paradox of film lies in trying to represent the invisible through the visible. For this reason, filmmakers often use visual metaphors. In everyday speech, we use the phrase life’s journey. A physical journey by transportation often symbolizes the inner life of the characters and the changes they go through during the film.

My film *The Man Who Couldn’t Be Silent* is based on a real event that happened on a train, so the setting came naturally. However, the train in my film also has a strong



Nebojša Slijepčević
(snimila/photo: Sanja Bistričić)

symbolic role. The train is like destiny – it runs on predetermined tracks and leads you along a path that is already set. Similarly, the train brings the characters into a situation they did not want to find themselves in, but which will change their lives forever.

What is special about shooting on a ferry? What do you find particularly interesting about ferries and ships as film sets?

Ferries are incredibly photogenic. Elegant white giants against the blue backdrop of the sky and sea simply beg to be filmed. On the other hand, the limited space and forced proximity between passengers create ideal conditions for dramatic situations. You can't get off the boat when you want, and being surrounded by the sea, which is both beautiful and restrictive, makes you aware of your temporary captivity. Many fantastic films take place on ships – from Roman Polanski's *Knife in the Water*, to Cannes winners *Triangle of Sadness* by Ruben Östlund and *Murina* by Antoneta Alamat Kusijanović.

What are some technical challenges of shooting on real locations, where life continues regardless of the cameras, as is the case in documentaries like *The Sailing Schedule* by Damir Markovina?

Documentary film crews are usually small in order to be more flexible and less disruptive to real life. *The Sailing Schedule*, the entire crew consisted of just two members: cameraman Krešo Štulina and director Damir Markovina. Sometimes crews are even smaller, with the director doing everything himself. That's how I filmed most of my documentaries *Gangster*, *You Love and Srbenka*. Documentary directors need to be technically proficient and master various filmmaking skills. However, shooting documentaries can be physically demanding because you have to handle all the equipment yourself. That's why we aim for lighter and smaller cameras. Fortunately, we live in the era of miniaturization, so all the documentary gear can fit into a small backpack. When I was studying, the legendary Nagra sound recorder weighed 18 kilograms. My back still hurts from those student shoots.

You are an artistic advisor for documentary films. What is the uniqueness of documentary film, and how do you approach shooting a live and dynamic situation, such as sailing on a ferry?

da kad želite, a okruženost morem, koje je istovremeno prelijepo i sputavajuće, čini vas svjesnim tog privremenog zatočeništva. Mnogi fantastični filmovi odvijaju se upravo na brodovima – od „Noža u vodi“ Romana Polanskog, do kanskih pobjednika „Trokuta tuge“ Rubena Östlunda i „Murine“ Antonete Alamat Kusijanović.

Koji su neki tehnički izazovi snimanja na stvarnim lokacijama, u trenucima kada se odvija život bez obzira na kamere, kao što je to slučaj kod snimanja dokumentaraca poput „Reda plovidbe“ Damira Markovine?

Dokumentarne filmske ekipe obično su malene kako bi bile fleksibilnije i što manje ometale stvarni život. Na filmu „Red plovidbe“ cijelu ekipu čine samo dva člana: snimatelj Krešo Štulina i redatelj Damir Markovina. Često su ekipe još manje, pa redatelj sam radi sve. Tako sam i ja snimio veći dio svojih dokumentaraca „Gangster te voli“ i „Srbenka“. Redatelji dokumentaraca moraju dobro poznavati tehniku i savladati različite filmske vještine. No, snimanje dokumentaraca zna biti fizički vrlo zahtjevno jer se sami morate brinuti za svu opremu. Zato težimo što lakšim i manjim kamerama. Srećom, živimo u doba minijaturizacije, pa cijela dokumentaristička oprema može stati u manji ruksak. Kad sam studirao, legendarni snimač zvuka „Nagra“ težio je čak 18 kilograma. Leđa me još bole od studentskih snimanja.



Umjetnički ste savjetnik za dokumentarni film. Koja je posebnost dokumentarnog filma i kako pristupate snimanju žive i dinamične situacije, poput plovidbe na trajektu?

Nepredvidivost snimanja na stvarnim lokacijama razlog je zašto volim dokumentarne filmove. To je poseban adrenalin – morate biti spremni na sve i donositi odluke u trenutku. Najbolji osjećaj je kad vam se pred kamerom dogodi situacija za koju znate da će na platnu izgledati upečatljivo. Pripremam se tako da unaprijed vizualiziram sve moguće scenarije i u glavi tražim načine kako ih snimiti. Naravno, uvijek se dogodi nešto nepredvidivo, no mentalna priprema omogućuje mi da improviziram i reagiram kako treba.

Damir Markovina

Zašto baš „Red plovidbe“ – odnosno zašto su trajekti Jadrolinije poslužili kao inspiracija?

Kao potomku bodula koji je svako ljeto života proveo na otoku, trajekt je jedna od rijetkih životnih konstanti i za mene gotovo živo biće. Kao dijete, vjerovao sam da me trajekt vodi u neku bolju zemlju – zemlju vječnog ljeta. Radni naslov ovog projekta bio je „Haron“, po mitskom grčkom lađaru iz podzemlja. Trajekt ima svoju posadu, svoje „žitelje“, tabu mjesta zabranjena putnicima i svoj ritam kretanja. Bez trajekta život na otoku bio bi nemoguć. Život na trajektu želim pretvoriti u film.

Možete li nam opisati iskustvo snimanja na brodovima i suradnju s posadom te putnicima?

Snimanje na brodovima za mene je bilo fantastično iskustvo. Posade trajekta Sveti Krševan prihvatile su nas kao svoje, na čemu sam im beskrajno zahvalan. Snimanje na brodu tehnički je vrlo zahtjevno – brod nije statičan, motor stvara konstantnu buku i vibracije, vremenski uvjeti mogu se brzo promijeniti. No, uz pomoć posade uspijevamo sve to pretvoriti u jezik našeg filma.

Što publika može očekivati od filma „Red plovidbe“ i kada će stići u kina?

Publika može očekivati film trajanja jedne plovidbe trajekta Sveti Krševan, koji prikazuje ljepotu, okrutnost i paradokse otočnog života. Nadam se da ćemo za godinu dana najaviti premijeru filma i pozvati sve čitatelje na projekciju. ~

Damir Markovina
(snimio/photo: Sandro Lendler)

The unpredictability of shooting on real locations is the reason I love documentaries. It's a special kind of adrenaline – you have to be ready for anything and make decisions in the moment. The best feeling is when a situation unfolds in front of the camera that you know will look striking on screen. I prepare by visualizing all possible scenarios in advance and figuring out how to shoot them in my head. Of course, something unexpected always happens, but mental preparation allows me to improvise and react appropriately.

Damir Markovina

Why *The Sailing Schedule* – why did you choose the Jadrolinija ferries as inspiration?

As a descendant of people from the islands who spent every summer of his life on an island, the ferry is one of the few constants in my life and almost a living entity to me. As a child, I believed the ferry took me to a better place – a land of eternal summer. The working title of this project was Haron, named after the mythical Greek ferryman of the underworld. The ferry has its crew, its "residents", taboo spaces forbidden to passengers, and its own rhythm of movement. Without the ferry, life on the island would be impossible. I want to turn life on the ferry into a film.

Can you describe your experience filming on ships and collaborating with the crew and passengers?

Filming on ships was a fantastic experience for me. The crew of the *Sveti Krševan* ferry accepted us as one of their own, and I am immensely grateful to them for that. Filming on the ship is technically very demanding – the ship isn't static, the engine produces constant noise and vibrations, and weather conditions can change quickly. However, with the help of the crew, we managed to turn all of that into the language of our film.

What can the audience expect from *The Sailing Schedule* and when will it be released in cinemas?

The audience can expect a film that lasts the duration of one trip on the *Sveti Krševan*, depicting the beauty, cruelty, and paradoxes of island life. I hope that in a year's time, we will announce the film's premiere and invite all readers to the screening. ~

New year of adventures ahead!

Fast ship route Dubrovnik – Korčula – Hvar – Bol – Split begins operating in June 2025

Book now and relax after!
www.jadrolinija.hr


JADROLINIJA

SET SAIL WITH *delight*,
REACH ISLANDS *bright*,
JADROLINIJA'S YOUR *guide*,
SINCE 1947, OUR *pride*.

JADROLINIJA *a lifeline.*




JADROLINIJA

jadrolinija.hr



Skenirajte QR kod i čitajte
magazin online! /
Scan the QR code to read
the magazine online!