

**THE UNDERWATER HERITAGE
OF THE SPLIT-DALMATIA COUNTY**

A Cultural and Tourist Guide Book



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INTRODUCTION

Mankind's desire to sail the seas is as old as humanity itself. Evidence dating as far back as prehistoric times confirms the existence of contact between certain regions that could only have been established by way of the sea. The need for fertile land and resources and, perhaps most of all, the need to discover what lies beyond the horizon has prompted people to distant voyages throughout human history.

Occupying the region between the Apennine and Balkan peninsulas, the Adriatic Sea is the northernmost arm of the Mediterranean Sea. Because of the many rivers that flow into it and the numerous mountain passes that dot its coasts, the Adriatic has always acted as a link between the Mediterranean and the regions located further inland, namely Central Europe and the Pannonian Plain. The eastern coast of the Adriatic is the most indented shoreline in the Mediterranean. This is partly due to the many coves and bays formed by erosion, but mostly thanks to its archipelago made up of 725 islands and islets, 426 rocks, and 82 reefs.

These properties made the Adriatic a commercially, politically and strategically important region, as is evident from the numerous archaeological sites scattered on its seabed. Whether they be the remains of wharfs and harbors or the wrecks of ships and planes that had found their final resting place on its bottom, they are all proof of the Adriatic's turbulent history.

The first Greek settlements in the Adriatic were founded on the islands of Vis and Hvar while the largest and most important city on its eastern coast for most of Antiquity was Salona.

"Gibraltar of the Adriatic" – a title Vis has earned in modern history testifies to its strategic importance as the setting of one of the largest naval battles in European history.

All of this makes the Dalmatian seabed one of the historically richest underwater areas noted both for its archaeological significance and its touristic potential.

This guide aims to provide a brief overview of some of the cultural treasures located beneath the sea of the Split-Dalmatia County and to entice the reader to continue exploring this underwater world on their own.

THE MARITIME ZONE AROUND SPLIT AND THE BAY OF KAŠTELA

The area stretching from Stobreč to Trogir has been inhabited since prehistoric times. Greek colonists from the island of Issa (modern day Vis) founded Epetion (Stobreč) and Tragurion (Trogir) in the 3rd century



BCE marking the beginning of maritime links between the Central Dalmatian islands and the mainland. The importance of Split and the bay of Kaštela would only increase following the Roman conquest of the region when Salona (Colonia Martia Iulia Salonae) was made the capital of the province of Dalmatia and its port became the main link back to Rome and the rest of the Empire. It is from this point on that the waters around Split assume an important role in the history of the Adriatic and the Mediterranean.

1. The Croatian Maritime Museum in Split – maritime collection

Since its founding in 1925, the Croatian Maritime Museum has been continuously collecting, preserving and exhibiting the tangible and intangible maritime heritage of the Croatian Adriatic Coast ranging from prehistoric times to the modern day.

One part of its permanent exhibit dedicated to maritime trade allows us to trace the evolution of ships from antiquity to the modern era – from sailing ships and oared vessels to steamships and modern motor vessels. The museum also hosts an impressive ceramic dolium originally used to store goods and provisions which was unearthed at the Trstenik archaeological site in Kaštel Sućurac. The underwater archaeological collection is further comprised of numerous ancient anchors and amphorae excavated from various historic shipwrecks. This museum represents an ideal starting point for anyone interested in learning more about the maritime heritage of the Split-Dalmatia County.

2. Špinut – architectural remains

The archaeological site is located in the bay of Špinut, on the north side of the Marjan peninsula in Split. It contains the remains of a complex ancient coastal structure dating from the 2nd century BCE to the 4th century CE which had been constructed using repurposed amphorae, heaps of rock, and wooden pylons, beams, planks, stakes and branches. The accidental find of stone masonry on land confirms that these ancient remains are also present along the actual shore of the bay of Špinut. The unearthed remains are presumed to have been a part of a coastal industrial complex containing port and other industrial facilities.



Depth: 1-5 meters
Only freediving and snorkeling allowed, scuba diving not permitted



Trstenik

3. Trstenik - Kaštel Sućurac - architectural remains, underwater shipwreck

The underwater archaeological site of Trstenik has been under excavation since 2002, when a cache of Dressel 20 type amphorae was discovered along with the rim of a large, ceramic *dolium* which is, to this day, the only known example of a fully preserved perforated *dolium* in the Mediterranean (it is on show in the Croatian Maritime Museum in Split). Subsequent excavations led to the unearthing of a wooden pool structure filled with seawater and originally intended for industrial use, a cache of 40 globular amphorae surrounded by 91 wooden pylons, and the remains of a ship's wooden hull, about 12 meters in length. The sites dates back to the period of the 1st century BCE to the 3rd century CE.



Depth: 1-5 meters
Only freediving and snorkeling allowed, scuba diving not permitted

4. Ancient Sikuli – Kaštel Štafilić – architectural remains

The ancient settlement of Sikuli is located by the stream Resnik, near Trogir. Pliny the Elder describes it as a Roman settlement founded by veterans sent there by the emperor Claudius and it is also featured on the Tabula Peutingeriana. In the 1980s, divers discovered fragments of ceramic vessels while subsequent underwater archaeological excavations unearthed the remains of a wharf from the 2nd and 1st centuries BCE as well as several embossed cups and kraters. The excavations that have been conducted almost continuously since 1991 by the Museum of the Town of Kaštela led to the discovery of the accompanying settlement from the 2nd and 1st centuries BCE as well as the remains of the later phases of the settlement and the wharf from the 1st to 5th centuries CE.



Depth: 1-5 meters
Only freediving and snorkeling allowed, scuba diving not permitted

Ancient Sikuli





Vičja luka

THE MARITIME ZONE AROUND THE ISLAND OF BRAČ

5. Vičja luka – prehistoric anchorage

Vičja luka is both an underwater and a terrestrial archaeological site located towards the middle of the west coast of the island of Brač. It is a deep bay that branches into two smaller ones: the bay of Bobovišća with the accompanying eponymous settlement, and the bay of Vičja luka. These two ports offer safe harbor to ships traversing the Split Gates. An archaeological survey of the seabed resulted in numerous fragments of prehistoric pottery being found while the abundant votive offerings in grave sites discovered on land serve as testament to the trade links between the local populace and Greek sailors who used Vičja luka as a harbor and safe anchorage. It is possible that the bay served as a kind of trading post for the bartering of goods. Taking into consideration all of the above, it is clear that Vičja luka represents one of the oldest and most important underwater archaeological sites in the Adriatic.



Depth: 1-5 meters

Only freediving and snorkeling allowed, scuba diving not permitted

6. Sutivan – ancient shipwreck

Located near the town of Sutivan on the island of Brač at a depth of 31 and 35 meters are the remains of a shipwreck with several sarcophagi and other stone objects probably originating from the nearby quarries on Brač. Twenty objects are visible on the seabed, seven of which are sarcophagi, two are sarcophagus lids, nine are stone blocks, one is a cylindrical column, and one is a visibly perforated stone vessel. The site is 6.6 meters long and 4.1 meters wide without taking into account the stone vessel which is located 2 meters away from the other objects. The shipwreck dates back to the Late Antique period. The layer of sand beneath and around these objects most likely hides the remains of pottery from the ship's kitchen as well as the remains of the ship's wooden hull that could more precisely date this unique archaeological site in the Adriatic.



Depth: 32 meters
Diving permitted only through licensed diving centers

7. Splitska Bay – architectural remains

The bay of Splitska on the island of Brač served as a port for transporting stone to Split while Diocletian's palace was being constructed. The stone quarries of Rasohe, Stražišće and Plate are located further inland. Several underwater rescue excavations were undertaken in the port of Splitska over the last 15 years leading to the discovery and documenting of the remains of walls which formed the foundation of a wharfage and other port facilities dating back to antiquity. A roof-shaped sarcophagus lid with acroteria at the corners was also discovered on the seabed. In 2011, the remains of a shipwreck carrying six stone blocks were unearthed in front of the bay.



Depth: 1-5 meters

Only freediving and snorkeling allowed, scuba diving not permitted



Splitska Bay

THE MARITIME ZONE AROUND THE ISLAND OF ŠOLTA

The island of Šolta was first mentioned in historical sources as early as the 4th century BCE by the famous Greek geographer Pseudo-Scylax. In his *Periplus* (from Ancient Greek περίπλους, “circumnavigation” or “sailing around”), which contains the earliest preserved description of the eastern Adriatic coast, he cites the island of Šolta under the name *Olynthia*. With the arrival of the Romans the island’s name is changed to *Solentia*, *Solentium* (from Latin sol, meaning Sun) from which its modern name derives.

With regards to its geographic location, it is important to point out that Šolta stood along ancient maritime trade routes leading to the cities of Salona, Aspalathos, Pharos and Issa. Most of the material evidence testifying to the intensity of the maritime trade routes of the period are today located underwater.

A number of archaeological sites containing numerous and varied finds have been located on the seabed surrounding the island. These, in most cases, amount to various types of amphorae which were originally used to transport different products, though primarily wine and olive oil. The fragments of such vessels can still be seen today in almost every bay or cove on the island. Several ancient shipwrecks also lie scattered on the surrounding seabed. Before they were plundered, the two wrecks found in the shallows of Mlin in the Split Channel, along the island’s north coast, constituted one of the most extensive archaeological sites in the Adriatic containing the largest collection of Aegean type amphorae from the 1st and 2nd century. A ship whose wreck was discovered in 2013 along the island’s south side had been carrying a cargo of Dressel 20 and Dressel 7-11 type amphorae originating from Hispania which aided in dating the shipwreck to the 1st and 2nd century.

Apart from a few dangerous reefs and ridges, the island’s indented coast with its many bays and coves provided a safe haven for passing ships. On its western side, in front of Maslinica Bay, six small islets protect the sea basin from tempestuous winds. Four leaden and one stone anchor stock were found in this area, as well as several large post-medieval iron anchors. The remains of an ancient fishpond discovered in Piškera Bay only add to the already rich underwater cultural heritage of Šolta. The pond dates back to the 4th century when the emperor Diocletian lived in his palace constructed in what is modern-day Split.

8. Piškera Bay – architectural remains

The remains of retaining walls belonging to an ancient fishpond were discovered at the end of Piškera Bay, near Nečujam on the island of Šolta. The stone embankment is 64 x 3 x 1.5 meters in size with a 3-meter wide opening in its center. This opening would have originally been covered by a barrier, but its remains have not survived to the present day. The embankment closes off the end of the 3-meter deep bay which was used for fish farming. It lies at a depth of 2 to 3.5 meters and was constructed using rough stone blocks. It is quite likely that a part of it originally extended above the water level. The bottom of the pond contains scattered remains of Roman pottery and the planned archaeological investigations will shed more light into the age, nature and importance of this site. If folk tales are to be believed, the fishpond used to belong to the emperor Diocletian.



Depth: 3-5 meters

Only freediving and snorkeling allowed, scuba diving not permitted

9. A collection of ancient anchors in Rogač and Maslinica

A large number of anchors have been discovered on the seabed of the eastern Adriatic coast. Anchors are an essential piece of naval equipment and have been in use since prehistoric times up until the modern day. They symbolize sailors, hope, perseverance, endurance, composure and fidelity. The anchor is also the symbol of Saint Clement, the patron saint of anchor manufacturers. The first prehistoric anchors were made from a suitable stone which would have been either round, wedge or oblong shaped and around which a leather rope would have been tied, usually following a natural or cut groove on the stone to prevent it from slipping off. These stone anchors would soon after start being made with a hole through which the rope would have been tied. Composite wood and stone anchors evolved from this design. The stone part of the anchor was gradually made thinner and narrower until it ended up being a hooked stock while branches and, later, wooden shanks started being fastened in place of the hole. The stone stock was first replaced by a lead one in the 4th century BCE which would then be replaced by an iron one later on. Lead and wood composite anchors are a result of rapid advances in shipbuilding from 300 to 400 BCE, and lead stocks from such anchors are frequently found in the Adriatic. An underwater archaeological survey of the seabed in front of Maslinica on the island of Šolta led to



the discovery of new, mostly individual, archaeological finds, including three ancient anchor stocks. Seeing as these extremely valuable and interesting archaeological finds were in danger due to their location and shallow depth, it was necessary to bring them up to the surface as soon as possible.

Upon completion of the conservation and restoration process, the restored anchors were returned to the island of Šolta and publicly exhibited in the port of Rogač and the village of Maslinica. The project was carried out in cooperation with the Split-Dalmatia County, the Municipality of Šolta and the Ministry of Culture with the aim of preserving and exhibiting the maritime heritage of the island of Šolta and further developing its tourism industry.



Ancient anchor in Maslinica



- MUSEUMS AND COLLECTIONS
- UNDERWATER SITES AT A DEPTH OF 0 TO 10 m
- UNDERWATER SITES AT A DEPTH OF 10 TO 40 m

THE MARITIME ZONE AROUND SPLIT, THE BAY OF KAŠTELA AND THE ISLANDS OF BRAČ AND ŠOLTA



POZICIE DOBIVENE SA
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 odnosno na WGS-84 treba
 geografske širine ucrtači izm
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 minutes eastward to agree

THE MARITIME ZONE AROUND THE ISLAND OF HVAR

Over 200 underwater archaeological sites and finds have been documented in the maritime zone around the island of Hvar up until now, which is a testament to the island's political, economic and historical significance. Most of the sites are located around the western part of the island and along its southern, indented coastline which features numerous coves, inlets and freshwater springs. However, this part of the island also abounds in reefs and shoals, the water currents are stronger and the winds more treacherous, all of which makes it a more hazardous place to navigate through, as is well illustrated by the many shipwrecks that dot the surrounding seabed. The concentration of archaeological sites around the island of Šćedro is linked to two harbors, Veli Porat and Mostir, both of which lie along the island's north side, have access to fresh water and are well protected from wind gusts. Approaching these harbors during severe weather and without being acquainted with the local maritime environment would often end tragically.



The Stari Grad Museum

10. The Stari Grad Museum – shipwreck near Vrboska – underwater archaeology collection

The Stari Grad Museum hosts thirteen collections, each containing valuable artefacts pertaining to the history of Stari Grad and the island of Hvar in general. The underwater archaeology collection consists of cargo recovered from a 4th century shipwreck (amphorae and the remains of nautical equipment) in the bay of Duboka along the north coast of Hvar, near the village of Vrboska.

11. The island of Šćedro, Rake Bay – architectural remains

At the end of Rake Bay, on the island of Šćedro, the remains of an ancient pier, wharfage, and several other structures have been discovered. Further, the remains of the bottom part of a pithos, about 1 meter long, are visible on the eastern side of the archaeological site at a depth of 2 meters. Large quantities of fragments belonging to amphorae and other pottery dating back to antiquity have also been found on the seabed along the western coast of the bay. Taken together, these finds make it clear that the site used to be a Roman industrial complex – a villa maritima.



Island of Šćedro, Rake Bay

12. The island of Šćedro – ancient shipwreck

An ancient shipwreck was discovered in November 2017 along the north coast of Šćedro. It was already obvious from the initial survey that the shipwreck was intact and that its cargo consisted of Lamboglia 2 type amphorae dating back to the Roman Republic. The remains of this cargo are spread over the sandy, almost perfectly flat seabed, at a depth of 42 meters. The shipwreck covers an area of 15 x 6 meters in size. Around 120 amphorae can be seen, arranged into three rows. Most of them are still intact with only a small number having been damaged when the ship foundered. Subsequent surveys of the seabed revealed that more amphorae are present in the lower layers of the sand and sediment.

Due to its remarkable level of preservation and because of the cargo it carries, this newfound shipwreck constitutes one of the most significant archaeological sites in the Split-Dalmatia County and has therefore been encased in a protective cage to ensure its safety.



Depth: 43 meters

Diving permitted only through licensed diving centers

The island of Šćedro – ancient shipwreck
made by Marius Milka



The island of Šćedro – ancient shipwreck



13. The steamship Dubrovnik – modern shipwreck

The wreck of the steamship Dubrovnik is located in the Neretva Channel, between the Pelješac peninsula and the island of Hvar, at a depth of 55 to 60 meters. The ship is 51 meters long, 7.5 meters wide at its widest point, and lies along a northeast-southwest axis.

It was constructed in 1892 in Scotland for the Dubrovnik Steamship Line. On May 9th 1916, at the height of World War I, the ship was sunk by two torpedoes fired by the French submarine Archimède (under Italian command). All 38 passengers and crew members perished in the attack. The fact that the Dubrovnik was a merchant vessel in civilian service only emphasizes the tragic and unjust nature of this act.

The ship came to rest upright on the sea floor with its frame and superstructure well preserved and a large number of its onboard inventory still present.



Depth: 55-60 meters
Diving permitted only through licensed diving centers

The steamship Dubrovnik





The steamship Dubrovnik

14. Sveti Klement – 17th-18th century shipwreck

The remains of a shipwreck dating back to the 17th or 18th century can be found in the Pakleni Islands (or Paklinski Islands) archipelago, near the town of Hvar. Three iron anchors and six cannons are visible on the sandy seabed some 50 meters from shore. The ship's frame and its remaining equipment are still buried beneath the sand. The ship lies between 36 and 40 meters below the surface. Upon completion of the archaeological investigations currently underway, the shipwreck will be opened to recreational and sport divers.



Depth: 36-40 meters

Diving is currently not permitted (the site will be opened to divers following the completion of aeological investigations)

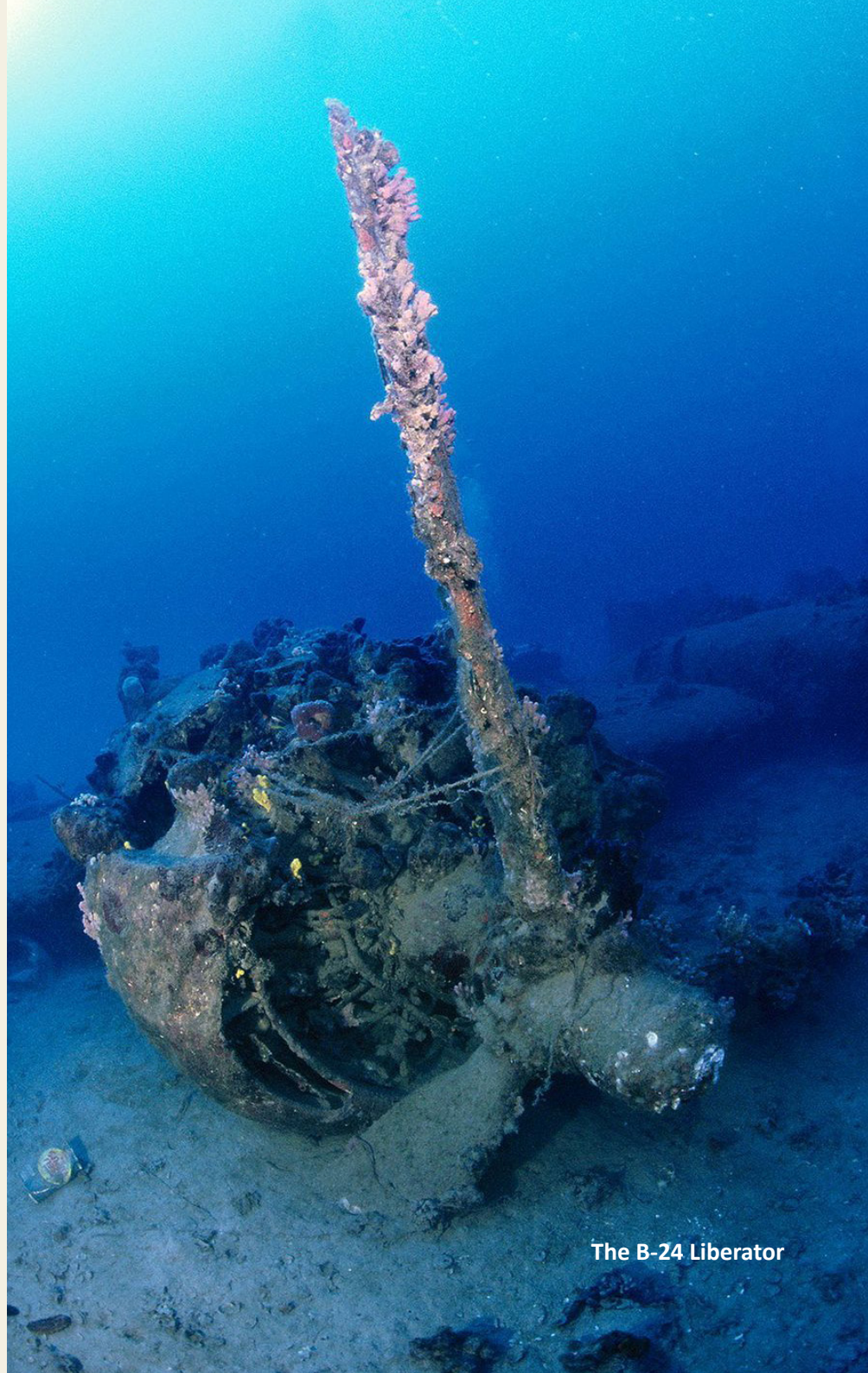
15. The B-24 Liberator Le petit fleur

The wreckage of the sunken World War II US bomber is located to the west of Sućuraj, between the island of Hvar and the Pelješac peninsula. The plane was 20.5 meters long, had a wingspan of 33.5 meters, weighed 25.5 tons and featured four Pratt & Whitney engines. Its USAAF serial number was 4-2-51874. It crashed on November 20th 1944 and broke up into two pieces upon hitting the sea surface. Its remains now lie at a depth of 40 meters.

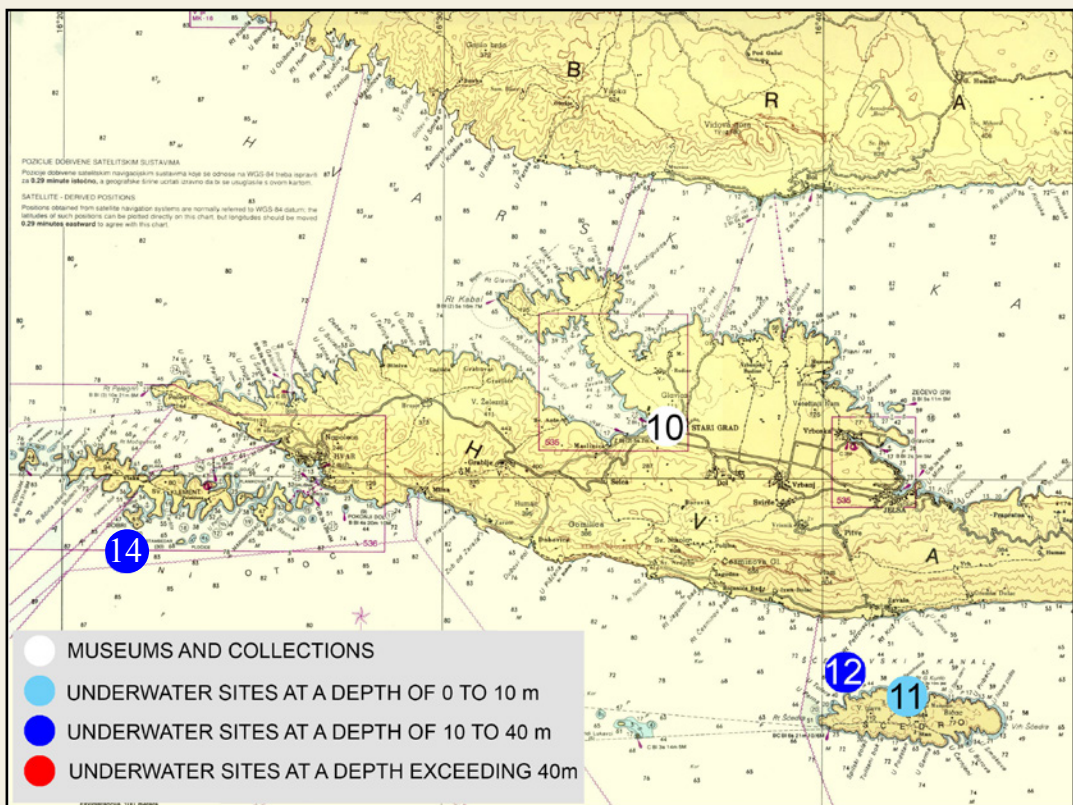


Depth: 40 meters

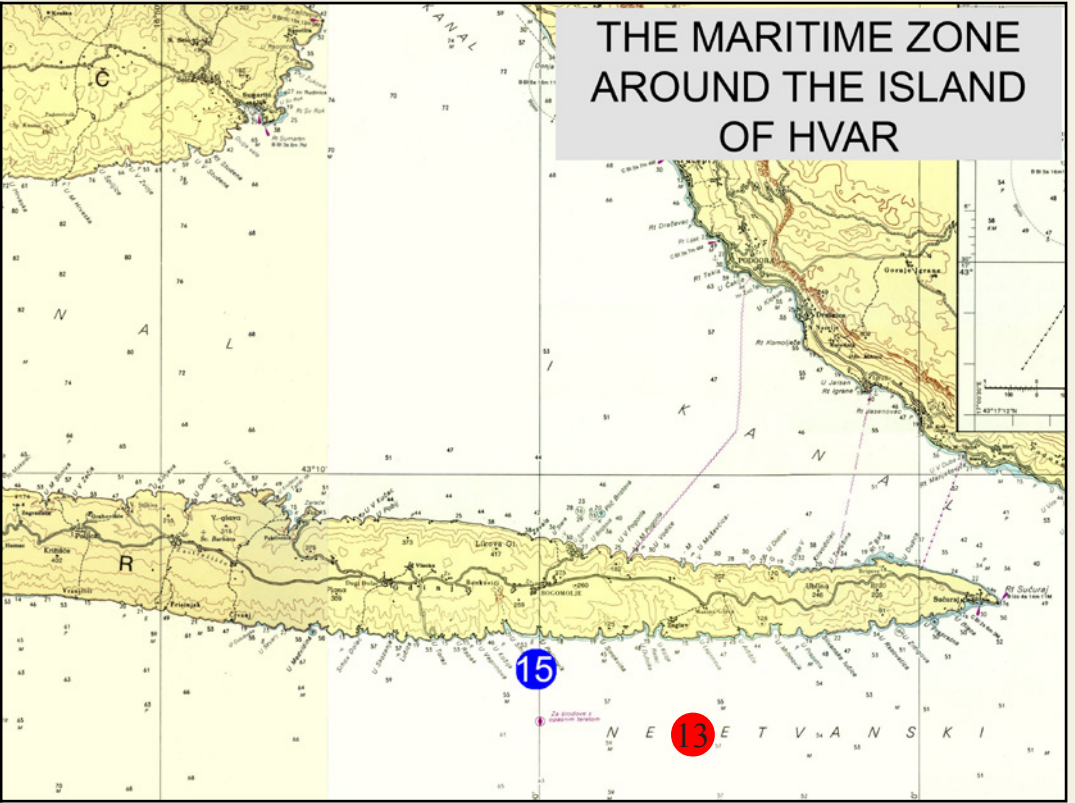
Diving permitted only through licensed diving centers



The B-24 Liberator



THE MARITIME ZONE AROUND THE ISLAND OF HVAR



THE MARITIME ZONE AROUND THE ISLANDS OF VIS, PALAGRUŽA AND SVETAC

Over twenty thousand protected cultural goods dot the seabed around the island of Vis, witnesses to its long and rich history. The protected underwater archaeological zone extends 300 meters from the coast of Vis and all outlying islands, islets and reefs. The islands was the site of many naval battles and an important trading port, so it comes as no surprise that a large number of wrecks lie scattered on the surrounding sea floor. The shipwrecks came to rest at various depths and some allow even novice divers to experience the thrill and beauty of wreck diving. They are a testament to how savage nature can be in these parts, but also proof of the island's strategic importance.

A part of this historical treasure is exhibited as part of the Issa Archaeological Collection.



Archaeological Collection Issa

16. Archaeological Collection Issa

The Collection was set up in 1983 by the Archaeological Museum in Split and is housed on the upper floor of an old Austrian fort called Our Lady's Battery, originally constructed in 1842 in the middle of the spacious bay of Vis. It is the most extensive collection of Greek monuments in Croatia, consisting mostly of articles discovered on the site of the ancient Greek town of Issa, located on the southern slopes of Gradina and on the Pirov peninsula in Vis. Rare prehistoric artifacts found on the island are also exhibited, as are the finds from the Hellenistic cistern in Velo Zopje, in the island's interior, and underwater archaeological finds from the shipwreck in the cove of Vela Svitnja, north of the town of Vis. It is in this cove, in the 1970s, that the Archaeological Museum in Split conducted investigations on the only underwater archaeological site to have been spared from looting. This resulted in the excavation of 634 amphorae, some of which still had their lids on. They were transported to the Austrian fort and exhibited in its storage room, arranged in the same manner as they would have been while on board a ship. The shipwreck, which dates back to the 2nd and 1st century BCE, is 16 meters long, 8 meters wide and it lies at a depth of 35 to 55 meters. The seabed of this cove is also littered with the broken-off necks and bases of amphorae as well as other, smaller fragments of ancient pottery.

17. The Port of Vis – Greco-Roman architectural remains

Located within the port of Vis are the remains of a Greco-Roman harbor as well as numerous smaller finds belonging to a broader timeframe. The remains of port facilities from both Greek and Roman periods are present all along the Pirovo peninsula. The oldest harbor in the Adriatic, dating back to the 4th century BCE, was constructed using large blocks of stone which today mark the location of the port from the Roman period. Both harbors are well preserved. Apart from these architectural remains, fragments of amphorae and other Greek and Roman pottery can also be seen on the sea floor as can more modern remains, like the fragments of painted Venetian pottery. A large quantity of ancient roof tiles (tegulae) has been sighted in the bay of Sveti Juraj.



Depth: 1-8 meters
Diving permitted only through licensed diving centers

Protecting the archaeological site by installing a cage



18. The islet of Host – ancient shipwreck

Standing watch at the entrance to the port of Vis is the small island of Host with its lighthouse. It was named after an English officer, Sir William Host, who, in a naval battle that took place in its vicinity, defeated a much larger French fleet under Admiral Dubourdieu. Due to its strategic importance, several archaeological sites from various time periods can be found on the surrounding seabed.

Northeast of the islet, at a depth of 30 to 50 meters lies an ancient shipwreck carrying very rare Dressel 35-36 type amphorae whose fragments, as well as some larger parts, can be seen on the sandy sea floor. Another ancient shipwreck, this one with a cargo of Lamboglia 2 amphorae, is located along the island's northwestern coast, at a depth of 20 to 25 meters. Even though the ship's frame and part of its cargo lie covered beneath the sand, the relatively shallow depth of this wreck from the 2nd or 1st century BCE makes it an attractive spot for divers.



Depth: 20-50 meters
Diving permitted only through licensed diving centers

19. The islet of Greben – 18th-19th century shipwreck

East of Vis, along the coast of the small island of Greben lies the final resting place of a wooden 18th or 19th century sailing ship. Little is known about it as only its cannons remain on the sea floor, arranged exactly as they would have been on the ship's deck. There were 16 cannons in all, 14 are still on location while two bronze ones were transferred to the Archaeological Collection in Vis. Its wooden hull has since rotted away due to exposure to marine organisms. The vessel was most likely a French warship from the early 19th century.



Depth: 54 meters

Diving permitted only through licensed diving centers



Protecting the archaeological site by installing a cage

20. Bay of Vis – Venetian shipwreck

In 2014 and 2015, the remains of a shipwreck were discovered at a depth of 50 meters on the flat, sandy seabed in the channel between the islet of Host and the cape where the fort of Sveti Juraj (Saint George) stands. One bronze cannon, eight iron cannons, several cannonballs and a large amount of ship equipment was sighted on the surface layer of the seabed. The visible finds occupy an area roughly 20 x 8 meters in size and their location indicates that the ship probably came to rest on its keel after sinking. The wreck in question is without doubt that of a Venetian ship which has, due to its position within the bay of Vis, remained intact and avoided damage from fishing tools or other external sources. It can be assumed that the bottom part of the ship along with its inventory is still fully preserved beneath the sand. A bronze canon with the motif of a winged lion, cast in 1696 by the famous Venetian founder and ballistician Sigismondo V. Alberghetti, was also found on site. This is the first such canon of Venetian provenance found in Croatian waters.



Depth: 50 meters

Diving is currently not permitted (the site will be opened to divers following the completion of archaeological investigations)

21. The Vassilios – modern shipwreck

The Greek merchant ship Vassilios sank near Cape Stupišće, not far from the town of Komiža. Originally named Eastern Temple, it was built in 1920 in Osaka and had a GRT of 3673 tons. On March 19th 1939, while transporting coal to Venice, the ship's rudder malfunctioned causing it to hit the coast. Soon after, the ship foundered and sank to the bottom of the sea. It is said that the sailors themselves sank the ship so its owner could file an insurance claim, a common practice at the time. The Vassilios was owned by the Greek shipping magnate E. M. Tricoglu Andros, who bought it in 1938. The wreck lies on its port side and its interior can be easily accessed by divers. The ship's mast is still intact and its bow rises to 15 meters below the surface while the stern rests at a depth of 55 meters. The wreck is 104 meters long, 15 meters wide and, due to lying at a depth of 22 to 55 meters, it is ideal both for new as well as experienced divers.



Depth: 22-55 meters

Diving permitted only through licensed diving centers



Vassilios



Brioni

22. The Brioni – modern shipwreck

The steamship Brion, whose wreck now lies near the islet of Ravnik, belonged to the Austrian shipping company Österreichische Lloyd. It was built in 1909 in Monfalcone to transport passengers and goods along the Adriatic coast, but misfortune always seemed to follow it. It was commandeered by the Austro-Hungarian Navy in 1914 to serve as a transport ship and in 1917 it ran aground on the small island of Galun, near Krk. It met its end on the 2nd of February 1930 when severe weather caused it to hit the coast near Cape Jezero on the islet of Ravnik. The Brioni was mostly likely transporting tobacco and wine during its final voyage. It was 69 meters long and had a GRT of 1111 tons. When diving towards it, the stern, which still features an intact propeller, is the first part to come into view. The wreck is extremely well preserved and lies on its side at a depth of 40 to 63 meters.



Depth: 40-63 meters
Diving permitted only through licensed diving centers

23. The Teti – modern shipwreck

Along the northern coastline of the islet of Mali Barjak, west of the town of Komiža, is the wreck of the Teti, which ran aground on the 25th of May 1930 due to a navigational error. Built in the USA in 1883 as a cargo ship, it had two cargo bays and two masts. The engine and the bridge, built out of wood, were located in the central part of the ship. The wreck is 72 meters long, 8 meters wide and it had a GRT of 963 tons. Because it is located at such a shallow depth (10 to 33 meters), it is ideal for novice divers, with the perfectly preserved stern presenting a particular treat.



Depth: 10-33 meters
Diving permitted only through licensed diving centers



Teti

The B-24 Lady Luck



24. The B-24 Lady Luck – the island of Biševo

Part of the 827th Squadron of the 484th Bombardment Group, the crew of the Lady Luck received their orders on the morning of November 19th 1944 and took off from a Moroccan airfield. While approaching its target near Vienna, it was hit by flak. The pilot managed to bring the plane all the way to an emergency airfield on Vis, but the only landing strip had been damaged by an earlier crash landing and was undergoing repairs at the time. The plane crashed into the sea just east of Biševo. The pilot, Lt. Henry T. Miller, was the only survivor out of the 10-man crew.



Depth: 86-93 meters
Diving permitted only through licensed diving centers

25. The B-24 Tulsamerican

The remains of the American World War II bomber B-24 Liberator Tulsamerican are located near the island of Vis. The front part of the wreck lies on a sandy plateau at a depth of 41 meters while the tail came to rest at a depth of 55 meters. An underwater survey of the site determined that the aircraft hit the sea while attempting a crash landing



The B-24 Lady Luck

The B-24 Lady Luck

and broke up into several larger pieces. It got turned around upon impact and it now lies upside-down on the sandy sea floor. The plane's fuselage, both wings, four engines (one with a propeller still attached), the landing gear, the front part of the dome and the cockpit, which got separated from the fuselage, are visible on the seabed. All the flight instruments in the cockpit are still well preserved. Below the cockpit are the preserved remains of a parachute while the barrel of a Browning M2 machine gun, which also used to be there, had to be removed to prevent it from being looted. A large quantity of ammunition was also sighted, but no bombs were found. The wings have an insignia painted on them – a white star on a blue roundel with white bars. Since the Chassis Serial Number (42-51430) was also found, it leaves no doubt that the bomber in question is the B-24 Liberator Tulsamerican. It was the last of 18.000 planes built in the Douglas Plant in the US city of Tulsa, which is how it got its name. It fought in WWII as part of the 765th Squadron of the 461st Bombardment Group and its last mission saw it flying towards occupied Poland.



Depth: 41-55 meters
Diving permitted only through licensed diving centers



The B-24 Tulsamerican

26. The B-17 G

The wreck of the B-17 G bomber is located near Cape Polivalo, southeast of the village of Rukavac on the island of Vis, at a depth of 72 meters. This American bomber, serial number 44-6630, had an 11-man crew and flew as part of the 340th Bombardment Group stationed in Italy from where it would take off to bomb targets in Austria. The plane was 22.5 meters long with a wingspan of 31.5 meters and an armament consisting of Browning 12.7 mm machine guns.

It set off on its final mission on November 6th 1944 from the Amendola Air Base in Italy to bomb Vienna, but due to heavy cloud cover over the Austrian capital, the crew was ordered to drop its deadly payload over Maribor. The plane was struck by anti-aircraft fire and it had to continue flying towards Vis, the nearest Allied airfield, with a damaged hydraulics system. The pilot didn't manage to land on the landing strip and so decided instead to land on the sea surface, where the aircraft sank. Although its depth makes it difficult for divers to reach it, the B-17 G is the best preserved example of a WWII airplane with all its flight instruments still intact.



Depth: 65-72 meters
Diving permitted only through licensed diving centers



The B-17 G





The B-17 G

27. Palagruža, submarine area – remains of several shipwreck from various time periods

Due to its position in the middle of the Adriatic Sea, Palagruža has always played an important role in transadriatic relations. Material finds on the island and the surrounding area serve as proof that contact between the two sides of the Adriatic was already established in the early Neolithic period and that it continued through the Bronze Age, the period of Greek colonization and into Roman times. Ancient sources mention the island or islands of Diomedes located somewhere the Adriatic, but say nothing as to their exact position. Further examination of these sources leads to the conclusion that “the islands of Diomedes” are in fact Vela and Mala Palagruža as the cult of Diomedes was often associated with important points along maritime trade routes, which these islands were, and the discovery of opulent Greek pottery on the island indicates that a shrine to Diomedes used to stand there once. It is not surprising then that the seabed around Palagruža constitutes a particularly fertile underwater archaeological area containing numerous remains of archaeological material. An onboard ceramic altar from the 5th century BCE, one of only four recovered in the Adriatic, was excavated from one archaeological site around Palagruža. A survey of another site discovered numerous Dressel 1C type amphorae while two 16th-century bronze cannons were unearthed from a third site and placed on show in front of the Fort of Komiža. The island and the surrounding seabed contain significant archaeological finds belonging to a time period of over 2000 years. The protected underwater archaeological zone extends 200 meters from Palagruža and all outlying islands, islets and reefs.



Depth: 20-40 meters

Diving partially permitted only through licensed diving centers

28. Svetac – ancient shipwreck

Fragments of amphorae types Dressel 2-4 and Richborough 527 from the 1st century are scattered around the sandy seabed around the island of Svetac. Fragments of the ship's cargo and equipment, as well as the remains of its wooden frame are buried beneath the sand.



Depth: 29-32 meters

Diving permitted only through licensed diving centers



THE BATTLE OF VIS (LISSA)

The most important naval battle in the history of the Adriatic, and one of the most significant naval engagements in European history in general, took place on July 20th 1866 in the waters around Vis between the Italian and Austrian fleets. The Kingdom of Italy sought to retake the former Venetian possession that were ceded to Austria in the Treaty of Campo Formio in 1797. Two Italian ships, the Palestro and the Re d'Italia, were sunk during the battle and many smaller vessels sustained damage. Although outnumbered and underequipped, the Austrian fleet under the command of Admiral Wilhelm von Tegetthoff and crewed mostly by Croatian sailors managed to defeat the numerically superior Italian force. The Battle of Vis or "Viški boj", as it is sometimes called, was the first major sea battle where the two opposing fleets were composed of ironclads and steam-propelled warships.

Commercial diving on the wrecks of these three ships will be made possible following the completion of archaeological investigations and conservation and restoration works.

29. The Re d'Italia

The Re d'Italia was the flagship of the Italian fleet during the Battle of Vis. It was built in New York in 1864 and had a wooden hull that was sheathed in 114 mm wrought iron armor. The ship was 84 meters long, it had a beam of 16 meters, a draft of 7 meters, it displaced 5700 tons and was armed with 164 mm and 203 mm guns.

The wreck of the Re d'Italia was located in 2005 by a joint French-Croatian expedition 120 meters below the sea surface. Due to it being located at such a great depth, a mini submarine was used in exploring the wreckage. Four hundred sailors went down with the ship, making its wreck a veritable underwater tomb.



Depth: 120 meters
Diving is currently not permitted



Re d'Italia, Foto: D. Gorički

Palestro, Foto: D. Gorički



30. The Palestro

One of the most important ships in the Italian fleet during the battle, the Palestro had a wooden hull sheathed in 120 mm wrought iron armor. It was 64 meters long, it had a beam of 13 meters, a draft of 5 meters and a displacement of 2642 tons. The ship was armed with 165 mm and 203 mm guns and its engine produced a top speed of 8 knots.

The wreck, first located in 2014, was confirmed to be that of the Palestro in 2015 after a joint operation by the Croatian Ministry of Defense and the Ministry of Culture pursuant to the Central Coordinating Committee for the Supervision and Protection of the Maritime Rights and Interests of the Republic of Croatia. The ship's hull lies on the sea floor split in two pieces and the remains of the mast, the guns and the boiler are also visible. With over 200 souls lost, the wreck of the Palestro, much like the Re d'Italia, is an underwater tomb.



Depth: 115 meters
Diving is currently not permitted

31. The Radetzky

The Austrian frigate Radetzky was constructed in 1854 in the United Kingdom. It was 58.5 meters long, it had a beam of 12.5 meters and was armed with 41 guns of varying calibers. Supplementing the sails was a propeller powered by a 300 horsepower steam engine. The ship took part in the Battle of Helgoland in 1864 and the Battle of Vis in 1866 after which it participated in several mission in the Adriatic and the Levant. The ship sank on February 20th 1869 after an explosion tore through its ammunition storage area. Out of a crew of 355, made up mostly out of young men from Dalmatia, only 23 survived after being rescued by fishermen.

Pursuant to the Central Coordinating Committee for the Supervision and Protection of the Maritime Rights and Interests of the Republic of Croatia, the Croatian Navy, the Croatian Coast Guard and the Ministry of Culture (the Conservation Department in Split) undertook a joint operation of surveying the seabed, during which the remains of the Austrian frigate Radetzky were located and identified. The shipwreck lies at a depth of 90 meters and is well preserved. The remains of the hull, the sheath, the guns, the anchors, the boiler and other parts of the ships structure are all visible on the seabed.



Depth: 85-90 meters
Diving is currently not permitted



Radetzky, Foto: D. Gorički

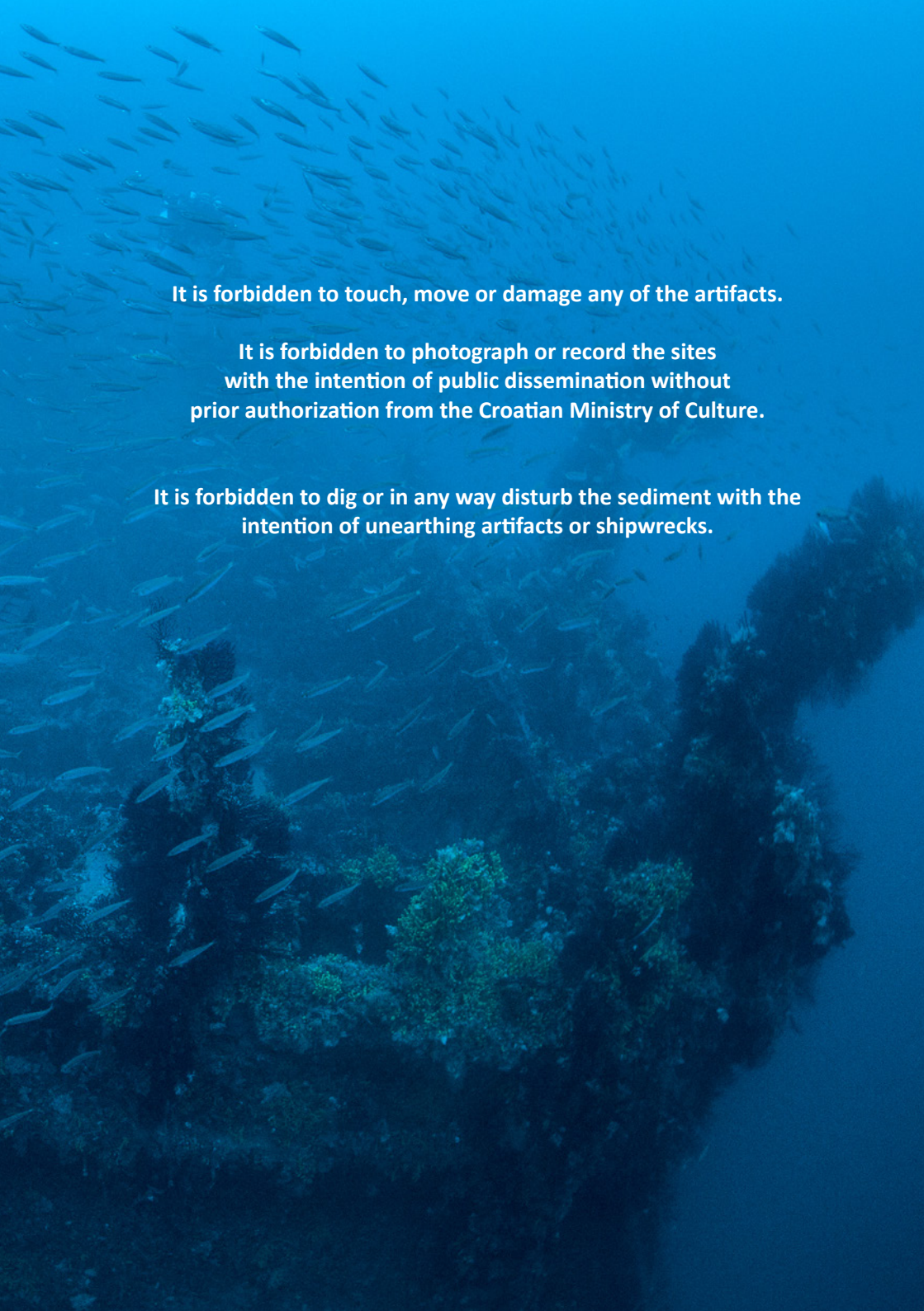


An underwater photograph showing a large school of small fish swimming in the water. In the lower right, a diver is visible, illuminated by a light source, possibly a flashlight or a light from a nearby structure. The overall scene is dimly lit, with a blue-green hue.

To protect the underwater cultural heritage sites, only their approximate locations are indicated on the maps.

Commercial diving is only allowed through diving centers possessing a concession approval issued by the Croatian Ministry of Culture.

The following restrictions apply to all aforementioned archaeological sites:

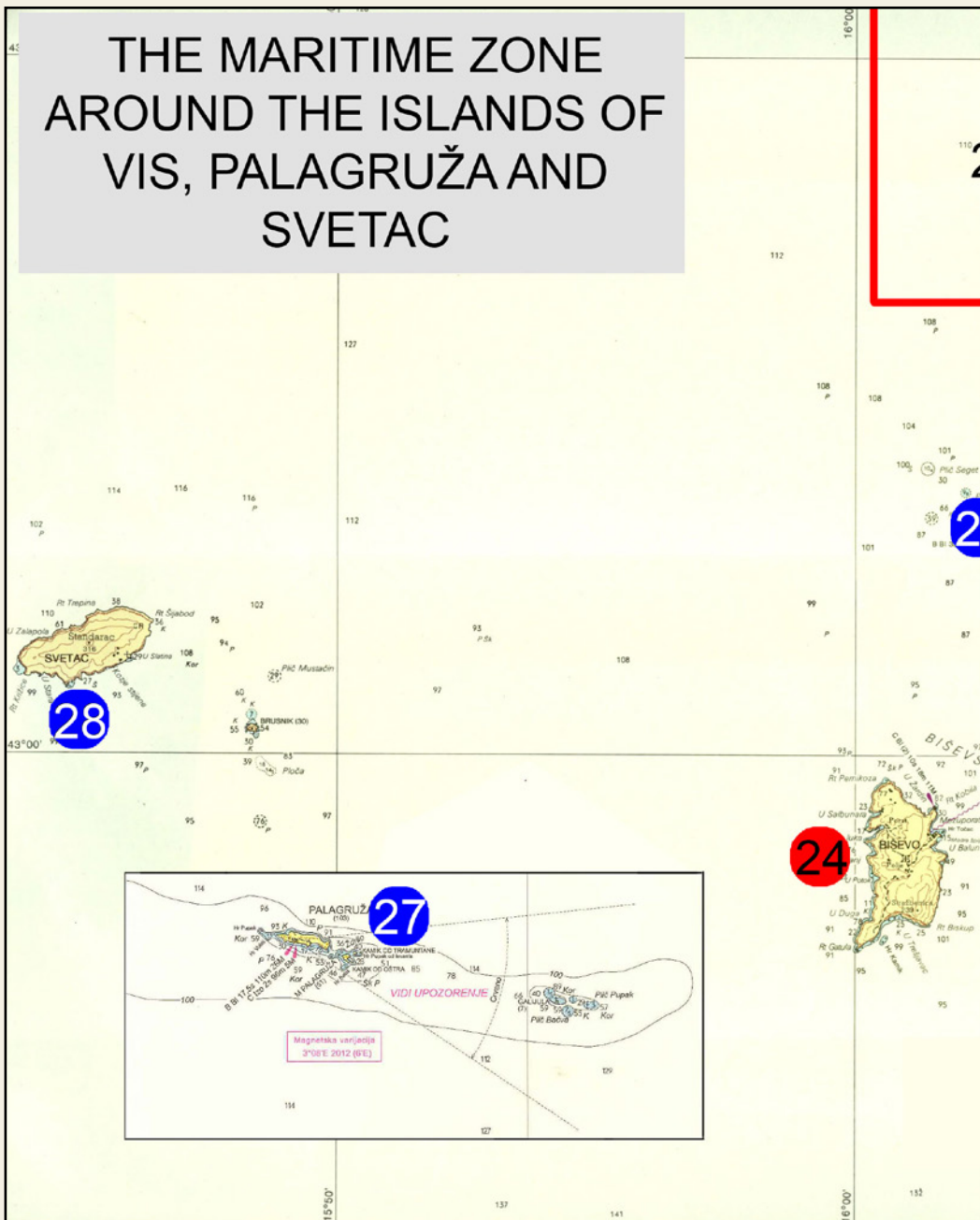
An underwater photograph showing a large school of small, silvery fish swimming in a clear blue sea. The fish are densely packed in the upper half of the frame and become more sparse as they descend towards a dark, rocky seabed. The seabed is covered with various marine life, including what appears to be a shipwreck structure partially visible on the right side. The overall lighting is a deep, monochromatic blue, creating a serene and somewhat somber atmosphere.

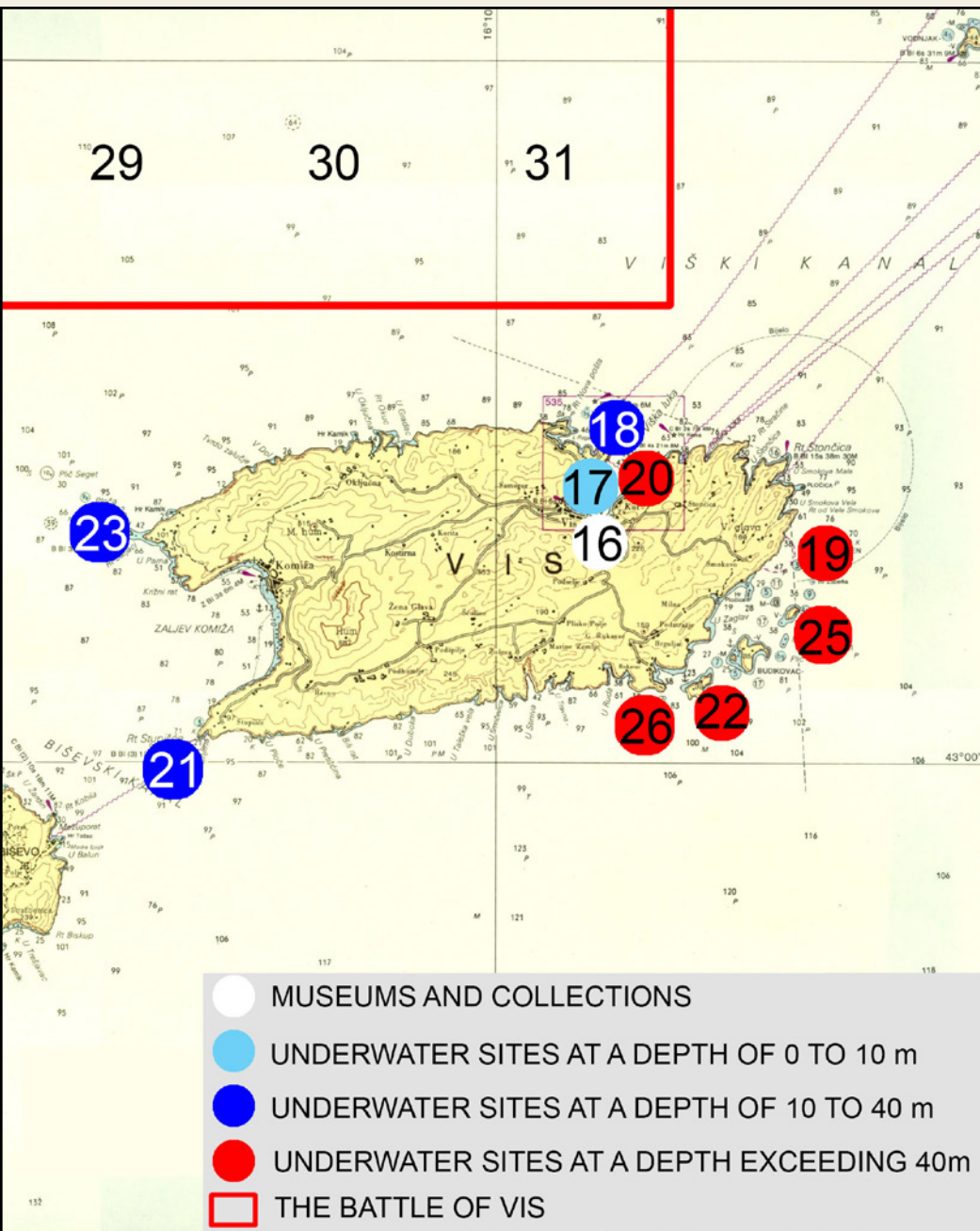
It is forbidden to touch, move or damage any of the artifacts.

**It is forbidden to photograph or record the sites
with the intention of public dissemination without
prior authorization from the Croatian Ministry of Culture.**

**It is forbidden to dig or in any way disturb the sediment with the
intention of unearthing artifacts or shipwrecks.**

THE MARITIME ZONE AROUND THE ISLANDS OF VIS, PALAGRUŽA AND SVETAC





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