



*galerija Decumanus Krk { 31. 07. - 20. 08. 2011. }*

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# *Ploviti se mora*

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izložba pomorskih karata,  
brodske mjerne i navigacijske opreme  
**Željka Skomeršića**

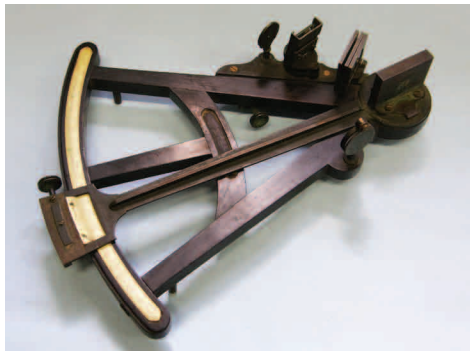




*Decumanus Gallery Krk { 31<sup>st</sup> July – 20<sup>th</sup> August 2011 }*

# *Navigare necesse est*

exhibition of Željko Skomeršič's  
historical nautical charts, old nautical measuring  
and navigational instruments



....  
Oktant, 18. – 19. stoljeće  
Octant of 18<sup>th</sup> – 19<sup>th</sup> century  
....  
Barometar, 19. stoljeće  
Barometer of 19<sup>th</sup> century

## Željko Skomeršić i njegovi brodovi

Otkrivajući svijet stvaranja jedinstvenog i po mnogočemu iznimnog graditelja brodskih modela i maketa Željka Skomeršića, čovjek ostane začuđen marljivošću i znanjem, ali i neobičnim umijećem. Naime, danas postoji u svijetu i kod nas mnogo modelara drvenih brodova. Posebice u zemljama velike i stare pomorske tradicije. I u Hrvatskoj ima lijepi broj tovrskih majstora, pa ipak Željko se izdvaja i po godinama uspješnog stvaranja i po širokoj paleti brodskih modela, a rekao bih i po izvrsnosti svoga rada. Od zamisli do koncepcije stvaranja i dovršenja jednog modela protekne dosta vremena, a sve treba držati u glavi i rukama, jer svaki rad mora biti pošteno do kraja izrađen i zaokružen. Stoga su Željka i dopala tolika priznanja i nagrade.

Poznamo se odavno i uspješno surađujemo još od izrade modela barka ESEMPIO, izgrađenog davne 1877. na diljama Rovenske u Velom Lošinj, model koji je zasjao svom ljepotom u muzejsko-galerijskom prostoru gradske kule godine 2000., u tom mjestu visoke pomorske tradicije, istaknuvši očno znanje i umijeće u stoljetnoj brodograđevnoj djelatnosti koja je nahranila brojna gladna otočna usta.

Željko je vjerni prenositelj tog iskustva i mada su njegovi modeli tek sjećanja na nekadašnji trud mnogih naraštaja jadranskih brodograditelja, oni su istodobno svjedočanstvo i memento otočne prepoznatljivosti o čemu danas samo rijetki vode računa poklonivši se posvemašnjoj globalizaciji pod kojom nestaju i povijest, i posebnosti, i tradicije, i ponos naših ljudi.

Željko je još kao dječak sanjario o morskim daljinama, promatrao brodove i brodice, a egzistencijalna potreba usmjerila ga je 1992. godine da se definitivno prikloni svom hobiju i postane pravi, istinski obrtnik u stvaranju plovila, od onih najmanjih leuta i bracara, do brigantina i barkova, kojima je nekoć naše more vrvalo, a danas ostadoše samo u sjećanima rijetkih kojima teško padaju nemar i zaborav umješnosti stvaranja naših predaka.

No, da bi brod, nakon uspješnog porinuća mogao sretno i sigurno

ploviti i obavljati svoje komercijalne poslove, trebali su posadi sa zapovjednikom na čelu, brodske karte i mnogobrojni instrumenti, koji su pomogli brod voditi i čuvati. Željko je od izvrsnog modelara postao od 1996. godine i iznimni sakupljač raznolikog broskog inventara bez kojeg nije moguća plovidba i koje čine sastavni dio moreplovljenja. Prikupio je i sačuvao brojne stare pomorske karte tražeći ih svijetom kroz mnoge godine. Brodski instrumenti kojima je i najskromniji brod morao biti opremljen pokazuju svu brigu i inventivnost ljudskog roda u vođenju brodova svim svjetskim morima. Bez kompasa nije se moglo u plovidbu, a nije se moglo/ili smjelo otisnuti ni bez dalekozora, pa ni dubinomjera i još mnogih onih pomagala koja su davala kakvu takvu sigurnost i onako neizvjesnoj plovidbi malih brodica, ali i velikih jedrenjaka duge plovidbe.

Iz Željkove zbirke izlaze na danje svjetlo neobični i mnogobrojni instrumenti bogate kolekcije nastale iz poznavanja i ljubavi spram ljudskom stvaranju i mašti mnogobrojnih neznanih izumitelja.

Kroz Željkovu aktivnost svi smo mi stekli mogućnost boljeg sagledavanja naše pomorske povijesti, jer da bi se napravio jedan kvalitetni model potrebno je znanje, a onda i vještina. Znanje se nađe u brojnim knjigama bogate Željkove knjižnice, iz priča i savjeta još preživjelih kalafata, starih pomoraca i strasnih sakupljača vrijednih predmeta iz tog područja.

Željko Skomeršić rado otvara vrata svoje radionice, svoje neponovljive zbirke. On će u svojoj radionici i svojevrsnom muzeju spremno pokazati rad na modelu, ili spremljenju staru zastavu i odoru, rijetki brodski peljar, dijelove nekadašnje brodske opreme. Sve to nalazimo u dupke punoj sobi, pa je ponekad šteta što sve to nije izloženo u većem prostoru. Otok i grad Krk imaju kroz Željkovu stvaralačku snagu priliku uživati u mnogobrojnim aspektima bogate povijesti pomorstva, a i mnogi gosti rado navraćaju u njegovu radionicu, do njegove izložbe i kolekcije. Možda je došlo vrijeme da se zamislimo nad budućnošću te velike zaklade ljudskog trajanja na moru i s morem. Do tad možemo se samo diviti izobilju zamisli i izvedbi, te strasti za stvaranjem jedne neobične i rijetke zbirke.

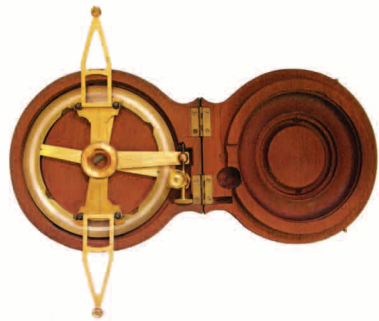
*Julijano Sokolić*

**Izložci:** palubni kronometar iz 1907. raden za Hidrografski institut Kraljevske mornarice Italije; kompas suhi (19. st.); barometar (19. st.); sekstant (kraj 19. st.); oktant (18./19. st.); instrument za vađenje horizontalnik kuteva (19. st.); durbin (1915. g.); smjerna ploča; instrument za mjerenje horizontalnih kuteva na kartama Danske kraljevske mornarice (1910. g.), instrument za mjerenje horizontalnih kuteva na kartama Ruske ratne mornarice (2. pol. 20. st.); zviždaljke za davanje komandi na brodovima; priručni džepni kompas; nautički šestari (19./20. st.); nautička ravnala; log instrument za mjerenje brzine broda; rog za maglu; nautička karta objavljena u Parizu 1693. g. (bakrotisak); nautička karta objavljena u Parizu 1693. g. (bakrotisak); nautička karta objavljena u Parizu 1827. g. (bakrotisak); nautička karta iz 1856. g. (bakrotisak); nautička karta k.u.k. Kriegsmarine Pula iz 1913. g.; nautička karta Istre iz 1930. g.; plan luke i grada Trsta iz 1718. g. (bakropis); ručno crtana karta putovanja Barka "Jedanaesti Dubrovački" od Smirne (Izmira) do New Yorka iz 1886. g. (tinta); nautička karta k.u.k. Kriegsmarine Pula iz 1903. g.; nautička karta k.u.k. Kriegsmarine Pula iz 1892. g.; nautička karta k.u.k. Kriegsmarine Pula iz 1892. g.; nautička karta k.u.k. Kriegsmarine Pula iz 1892. g.; nautička karta k.u.k. Kriegsmarine Pula iz 1903. g.

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Palubni krono-  
metar 1907. rađen  
za Hidrografski  
institut Kraljevske  
mornarice italije  
....



Deck chronometer  
of 1907 produced  
for the Hydro-  
graphic Institute of  
the Italian Royal  
Navy



....  
Instrument za vađenje  
horizontalnih kuteva,  
19. stoljeće  
....

Instrument for  
horizontal angles  
of 19<sup>th</sup> century

## Željko Skomeršić and his ships

In revealing the world of a unique and, in many ways, exceptional constructor of ship models, a person remains astonished by the diligence and knowledge and unusual skill performed by Željko Skomeršić in building his ships. In fact, today there are many modelers of wooden ships who deal especially in the world of great maritime tradition. In any case, Croatia is not too far from these countries thanks to the excellent modelers; nevertheless, Željko assumes a prominent role among them in terms of years of successful work, grand scale of ship models as well as exceptionality of his work. From the idea to the conception of creation and completion of the model a lot of time passes and all these elements should be kept in mind as every part of the model has to reach perfection. This is the reason why Željko won a great number of awards and prizes.

We have known each other from a long time ago and have cooperated since the construction of the model ESEMPIO, a bark built back in 1877 at Rovenska, near Veli Lošinj. Thanks to her beauty this ship since 2000 has been gracing the museum-gallery space of the municipal tower and in this place of high maritime tradition has emphasized the insular knowledge and skill in the century-old shipbuilding activity that has provided maintenance for many hungry mouths.

Željko is a faithful transmitter of this experience and even if his models are only a distant reminder of the former hard work and efforts of many generations of Adriatic shipbuilders, they are at the same time the proof and memento of the unique identification which only a few rare persons take in account devoting particular attention to the particularity, tradition and pride of our people in the today's era of globalization.

As a child observing ships and boats Željko dreamt about sea distances and in 1992 his existential necessity oriented him to devoting himself completely to his hobby thanks to which he became a right, real craftsman in creating ships, starting from the smallest ones – “leuts” and “braceras” to brigantines and barques which were with

a long time ago swarming our sea, while today they only endure in the memory of some persons who cannot reconcile themselves with indolence and oblivion and forgetting the creative powers of our ancestors.

Nevertheless, for successful and safe navigation and transport, after her launching, the what is required is a crew with the captain, nautical charts and many navigational instruments. From an expert modeler since 1996 Željko has become an exceptional collector various nautical and ship inventory which were an integral part of every seaman's tools and without which navigation was not possible. During this period he has looked all around the world for old maritime charts, gathering and preserving them from oblivion. Nautical instruments -needed by every ocean-going vessel or coastal navigation boat are shown all the care and inventiveness of the human race in sailing ships all around the world seas. Without compass, spyglass, plumb-line and other accessories providing security in precarious navigational situations of little boats as well as boats of three or more masts ocean-going vessels of that time, navigation would not have been possible.

Željko's collection comprises unusual and numerous instruments preserved thanks to his knowledge and love of humanity and the imagination of numerous unknown inventors. Through Željko's activity all of us have acquired the possibility to consider better our maritime history as any qualitative model needs knowledge and skills. Knowledge is deposited in many books of Željko's rich library, and in narrations and advice of live caulks, old seamen and passionate collectors of precious items from that field.

Željko Skomeršić opens the doors of his workshop with pleasure and shares his unique collection with the world. In his workshop and peculiar museum he is always willing to show the work on the model or in preserving an old flag or uniform, rare sailing direction books, parts of the former nautical and marine equipment. All these items are present in a full room and sometimes it is a pity that all the material is not in a larger space. The island and the town of Krk have the occasion to see and to enjoy through Željko's creative power the rich maritime history and many domestic and foreign guests often return to his workshop to the exhibition and collection. Maybe this is an occasion to reflect on the future of this great foundation of human duration on the sea and with the sea. In the meantime we can only enjoy in the numerousness of ideas and models the passion for creating such a unique and rare collection.

*Julijano Sokolić*

**Exhibits:** deck chronometer of 1907 produced for the Hydrographic Institute of the Italian Royal Navy; dry compass of 19<sup>th</sup> century; barometer of 19<sup>th</sup> century; sextant of the end of 19<sup>th</sup> century; octant of 18<sup>th</sup> – 19<sup>th</sup> century; instrument for horizontal angles of 19<sup>th</sup> century; binoculars of 1915; directional plate; instrument for horizontal angles on the charts of Danish Royal Navy, 1910; instrument for horizontal angles on the charts of the Russian Royal War Navy of the II half of 20<sup>th</sup> century; whistles for giving command on ships; pocket compasses; nautical caliper of 19<sup>th</sup> – 20<sup>th</sup> century; nautical rulers; instrument for measuring the speed of the ship; horn for fog; nautical chart published in Paris in 1693 (copperplate-engraving); nautical chart published in Paris in 1693 (copperplate-engraving); nautical chart published in Paris in 1827 (copperplate-engraving); nautical chart of 1856 (copperplate-engraving); nautical chart of k.u.k. Kriegsmarine (Imperial and Royal War Navy) Pula, 1913; nautical chart of Istria, 1930; plan of port and town of Trieste, 1718 (copperplate-engraving); manually drawn chart of the voyage of Jedanaesti Dubrovački Barque from Izmir to New York, 1886 (ink); nautical chart of k.u.k. Kriegsmarine, Pula, 1903; nautical chart of k.u.k. Kriegsmarine, Pula, 1892; nautical chart of k.u.k. Kriegsmarine, Pula, 1892; nautical chart of k.u.k. Kriegsmarine, Pula, 1892; nautical chart of k.u.k. Kriegsmarine, Pula, 1903.

## {Brodovi/ships}

**Leut (Mj 1:30)** – je tip ribarskog broda dužine od 8 do 12 metara, s 4 do 6 vesala i jednim jarbolom na koji se diže trokutasto jedro latinskog tipa. U nekim krajevima pred jedra postavljaju malu prečku – flok. Pramac i krma su im zašiljeni, a dno ovalno. Sredina broda je otvorena, a po potrebi se zatvara poklopcem – bukaportama. Leut je dugi niz stoljeća bio najveći ribarski brod dalmatinske obale. Namijenjen je ribolovu s ljetnim mrežama plivaricama ili potezačima, te zimskim potezačima.

**Leut (M 1:30)** – a typical fishing boat 8 to 12 m long, with 4 to 6 oars and one mast with a lateen rig. In some parts her mast has a jib. Boat head and stern are sharpened, while the bottom is oval. The midship is open and in case of necessity is closed by a hatch. For a long period of time leut was the greatest fishing ship of the Dalmatian coast. As a fishing ship in summer it uses purse seines, while in winter it uses trawls.

**Bragoc (Mj 1:30)** – je tip ribarskog broda porijeklom iz Chioggie (okolica Venecije). Dužine je od 8 do 13 metara. Najveći imaju nosivost do 10 tona. Karakteristika im je: ravno dno; paluba sva pokrivena i na njoj tri otvora za ulaz u unutrašnjost; pramac jako zavrnut prema unutrašnjoj strani broda i uzdignut; krma široka polukružna; kormilo neobično veliko zbog ravnog dna i bez kobilice. Bragoc nosi dva jarbola i na njima dva četverokutna jedra – prvo maleno i drugo – veće. Ovo su bili lijepi brodovi, stabilni i solidne konstrukcije, a pokretali su se gotovo samo jedrenjem.

**Bragoc (M 1:30)** – a fishing lagoon vessel of Chioggia origin (near Venice). Bragoc was 8-13 m long with a maximal deadweight of 10 tons with good maritime characteristics. One of the most important features of this boat was the large rudder, deeper than the hull; other characteristics of this vessel were the flat hull, with no keel, with the possibility to raise the rudder and to sail also in the lagoon, the typical prow, lightly curved back on the deck, covered deck with three hatchways. The bragoc has two masts with two square painted sails, the greater on the fore mast and the smaller on the aft mast, which were the sole driving mean.

**Bracera (Mj 1:30)** – tim su se nazivom u prošlosti, u izvještajima mletačkih funkcionara, zvali brodovi koji su bili drugačiji od bracere kakvu danas poznajemo. U njihovim se izvještajima ona opisuje kao omanja uskočka barka na vesla, i to sa 6 do 12 vesala, s ukupno 20 do 30 članova posade, te s pomičnim jarbolom plitka gaza. Bracera je naš drveni jedrenjak za prijevoz tereta. Ima jedan jarbol s oglavnim jedrom i kosnikom s prečkom. Čista joj je nosivost 50 do 70 tona, a trup dug 15 do 17 metara. Braceri ime potječe od naziva otoka Brača. Još u 15. stoljeću neki se tipovi brodova s Brača razlikuju od sličnih brodova na jadrani i nose uz naziv tipa i oznaku bračana ili bracana.

**Bracera (M 1:30)** – a typical coasting boat of medium size of the Adriatic Sea; her name was used in the past by Venetia for another type of bracera as she is today known. In Venetian reports bracera is described as a little sailing boat with 6 to 13 oars and with 20 to 30 crew members and with a movable mast and shallow draft. Bracera is a wooden ship for transporting merchandise. It is equipped with one mast with a standing sail and bowsprit with a jib. Her deadweight is from 50 to 70 tons and it is 15-17 m long. The name of bracera comes from the island of Brač. As late as the XV century some types of ships from Brač were different from the others sailing in the Adriatic Sea and besides this name they were called bračana or bracana.

Bracera (Mj 1:30)



Bracera (Mj 1:30)



Leut (Mj 1:30)  
detalj/detail



Bragoc (Mj 1:30)

**Trabakul “Sv. Ivan” (Mj 1:30)** – je veći obalni jedrenjak sličan braceri, ali većih dimenzija i s dva jarbola. Trup je oblih bokova i oblog dna s kobilicom. Oblik pramca i krme je jajoliko-šiljast. Kormilo mu seže duboko ispod kobilice. Kostur i oplata obično su izrađeni od hrastovine. Dva jarbola obično su sastavljena od jednog komada, ali mogu imati i nastavke na koje ne dolaze jedra. Pramčani jarbol je veći od krmenog. Na oba jarbola ima o glavna jedra obično s tri ruke kratica. Dužina je najčešće od 14 do 20 metara, širina 3 ½ do 5 metara, a visina 1 ½ do 2 metra. Nosivost trabakula je od 40 do 140 tona. Posada broji od 4 do 5 osoba.

**Trabakul “Sv. Ivan” (M 1:30)** – a coasting vessel of medium size peculiar to the Adriatic Sea, similar to brazera, but of greater dimensions and with two masts. Her hull and bottom are rounded, while the head and stern are sharpened. The rudder is long and had the function of a keel. The framework and planking are usually of oak. The two masts are usually made of one piece, but in some cases there is the top-mast which is variously rigged. The fore mast is longer than the mizzen mast. Trabaku’s overall length is 14-20 m, beam 3 ½ to 5 m, while its depth goes from 1 ½ to 2 m. Deadweight ranges from 40 to 140 tons and had a crew of 4 to 5 persons. Trabakuls were used mainly for trade.

**Pelig “Naprej” (Mj 1:30)** – je veći obalni jedrenjak koji izlazi i van Jadranskog mora. Sličan je trabakulu i od njega se razlikuje samo u tome što je veći i na krmenom jarbolu ima šošnjaču sa gornjačom mjesto o glavnog jedra. Trup je oblih bokova i oblog dna s kobilicom. Kostur kao i oplata najčešće su od hrastovog drva. Pelig ima dva jarbola obično u dva dijela, a krmeni je veći. Na pramčanom jarbolu je je o glavno jedro, a na krmenom šošnjača s gornjačom. Dužina peliga iznosi od 11 do 28 metara, širina do 6 metara, a visina do 2,5 metra.

**Pelig “Naprej” (M 1:30)** – a larger sailing ship which also sailed outside the Adriatic Sea. It is similar to trabakul and the sole difference that it is longer and on the fore mast is equipped with gaffsail with gaff topsail. Its hull is similar to the trabakul, with an oval bottom with a keel. The framework and planking are usually of oak. Pelig has two masts, usually the lower mast and topmast; the mizzen mast is greater. On the foremast there is the mainsail, while on the mizzen mast there is the gaffsail with gaff topsail. Pelig is 11-28 m long, beam is up to 6 m and depth up to 2,5 m.

**Brik-škuner “Gigino” (Mj 1:30)** – je tip trgovačkog jedrenjaka s dva jarbola s nastavcima, kosnikom i prikosnikom. Na prednjem pramčanom jarbolu imao je križna jedra (najviše njih pet), a na krmnom jarbolu se razapinjalo veliko jedro šošnjača i nad šošnjačom jedro vrška. Neznatna je razlika u opremi između jedrenjaka škuna i brik-škunera.

**Two-mast topsail brig schooner “Gigino” (M 1:30)** – the top-sail schooner is a merchant vessel of two or more masts and fore-and-aft rigged throughout and top-mast, bowsprit and jib boom, and with square-sails on the fore topmast (up to five); on the aft mast there was a great gaffsail. There is a little difference in rigging between schooner and brig schooner.

**Brik “Polaris” (Mj 1:50)** – jedrenjak sličan logeru ili goleti, ali većih dimenzija. Ima dva jarbola od kojih je pramčani sastavljen od dva nastavka, a na njemu četiri do pet križnih jedara. Krmeni jarbol ima jedan nastavak sa šošnjačom i gornjačom (random i kontrarandom). Kosnik sa prikosnikom ima do četiri prečke. Između jarbola nalaze se tri do četiri leta.

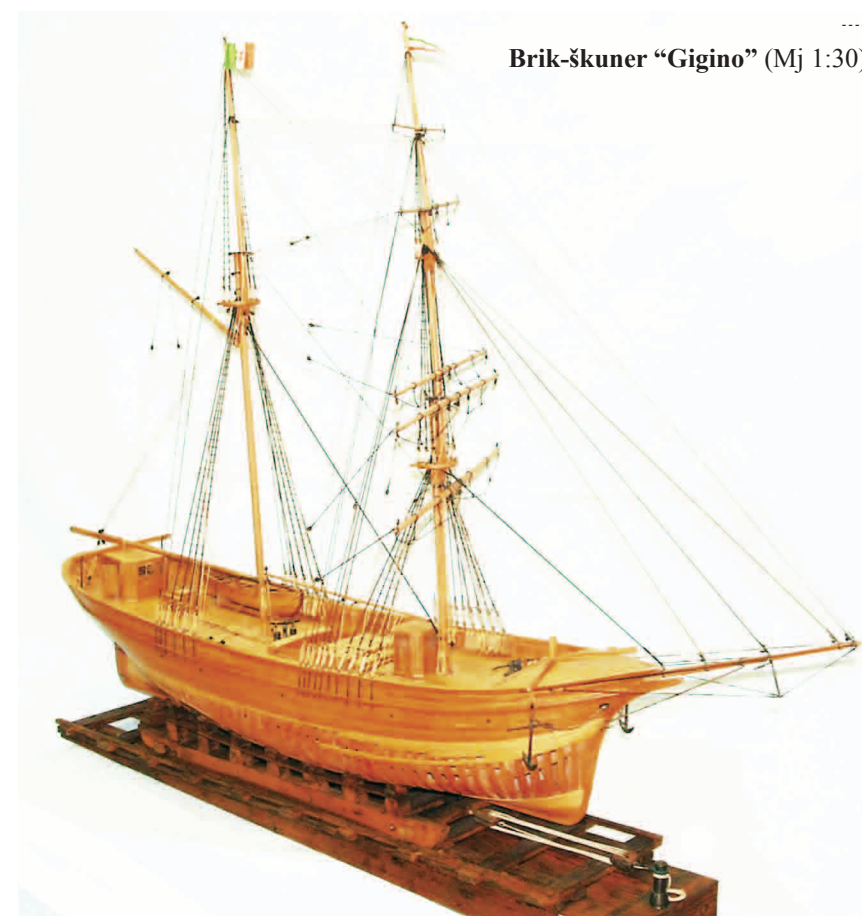
**Brig “Polaris” (M 1:50)** – a two-masted vessel square-rigged on both fore and main masts, similar to logger or schooner, but of grander dimensions. The brig has two masts of which the fore is made of two top-masts having four or five square sails. The main mast has one top-mast with a mainsail and gaff topsail. The bowsprit with jib boom has till four jibs. Between the masts there are three or four staysails.



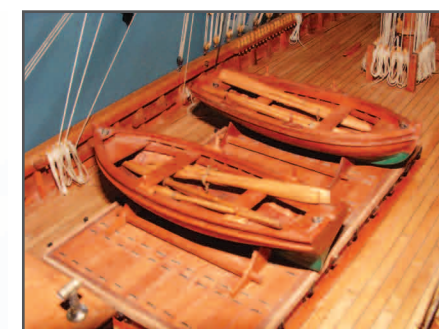
Trabakul “Sv. Ivan”  
(Mj 1:30)



Pelig “Naprej” (Mj 1:30)



Brik-škuner “Gigino” (Mj 1:30)



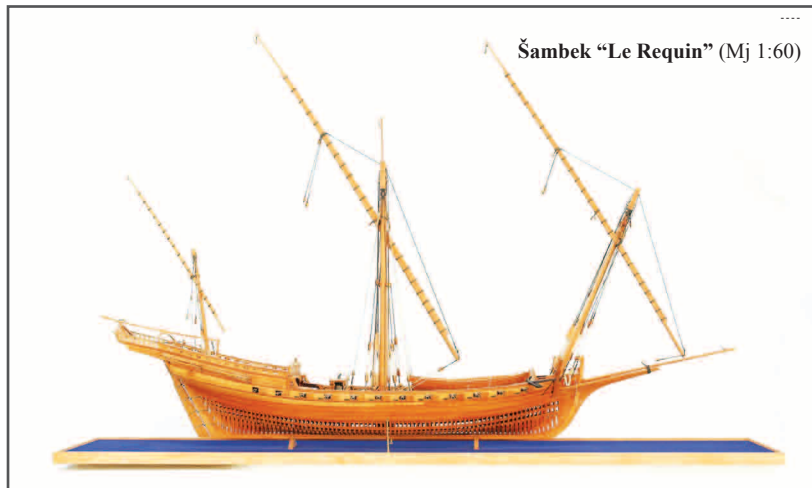
↑ Brik “Polaris” (Mj 1:30)  
detalji/details



Bark "Kostrena" (Mj 1:60)



↑ Bark "Kostrena" (Mj 1:60)  
detalj/detail



Šambek "Le Requin" (Mj 1:60)

↓ Galijun "La Belle" (Mj 1:60)  
detalj/detail



Šambek "Le Requin" (Mj 1:60)

**Bark "Kostrena" (Mj 1:60)** – kao i barka ima truplo ili škaf. Uvijek ima kontrakolumbu. Škaf se dijeli na dno, fjanke, brandone, kvartire i kvadar od krme. Prova je ispod bumpreša ukrašena, a taj se ukras zove pulena. Preko čitavog fjanke ili bande ima dva korduna.

**Barque "Kostrena" (M 1:60)** – a sailing vessel with three or more masts having the foremasts rigged square and the aftermast rigged fore-and-aft; the hull is equipped with a counter-keel, while the hull is divided into a shell and quarters. The bow under bowsprit was decorated with a figurehead. All over the side there are two gunwales.

**Šambek "Le Requin" (Mj 1:36)** – svoje porijeklo vuče iz Tripolisa, Alžira i Maroka. Kao tip broda profinjenog je oblika, s tri jarbola, redovito opremljen latinskim jedrima. Jedra su najčešće velika, poprilično teška za manevriranje, ali im je prednost da omogućuju plovljenje uz vjetar, i to relativno velikom brzinom. Dolaskom u naše krajeve on je izgubio nešto od svoje prvotne vitke forme. Postao je tuplji jer se uglavnom koristio za prijevoz tereta.

**Xebec "Le Requin" (M 1:36)** – a typical Mediterranean sailing ship originated from Tripoli, Algiers and Morocco, that was used mostly for trading. As a refined long-form vessel, with three masts, xebecs carried square rigs on the foremast, lateen sails on the other masts, a bowsprit and two headsails. Sails were often large and difficult to maneuver, but the lateen rig allowed the ship to sail close hauled to the wind often giving it an advantage. In the Adriatic Sea xebecs became broader and was used mainly for transporting merchandise.

**Galijun "La Belle" (Mj 1:24)** – prema jednom od primjera iz 17. stoljeća galijun ima nosivost 12,6 do 33,5 vagona, dvije posve zatvorene i zašuperene palube, te tri jarbola. U 16. i početkom 17. stoljeća dubrovački su brodograditelji bili najpoznatiji i najbolji majstori za gradnju galijuna u Sredozemnom moru. Naoružanje galijuna određivalo se prema veličini broda, kao i broj članova brodske posade. Karakteristika je galijuna da je na bokovima imao vratašca za topovske cijevi.

**Galleon "La Belle" (M 1:24)** – according to one example of the XVII century, the galleon has a deadweight from 12,6 to 33,5 vagona, with two closed decks and three masts. In the XVI and XVII centuries the shipbuilders from Dubrovnik were the best known and the best galleon builders in the Mediterranean Sea. Armament and the crew number of the galleon depended upon the dimensions of the ship. It was characterized by gunports on the sides for running out the tops.

Željko Skomeršić, rođen je 1952. u Rijeci, sada živi i radi u Krku i domaćin je postavljene izložbe. Željko je danas jedan od najpoznatijih hrvatskih brodograditelja modela brodova okićen mnogim prestižnim svjetskim odličjima i priznanjima. Istražujući građu za svoje modele nalazio je i sakupljao napuštene i odbačene dijelove starih brodova i brodske opreme, zemljopisne karte i danas nepotrebne i gotovo naivne pomorske priručnike. Vraćao ih je u život kako bi ih sačuvao od propadanja i zaborava. I ova izložba ostvarena u vrijeme suvremene satelitske navigacije i vrhunske tehnologije izrade brodova, podsjetiti će nas koliko je hrabrosti i umjeća nekad trebalo našim starima da se u krhkim brodovima uz spomoć skromnih navigacijskih i mjernih uređaja otisnu na opasnu pučinu na kojoj se ubirao kruh od sedam kora. Otuda i naziv ove izložbe Ploviti se mora kao paradigma tradicije i načina života uz obale Jadrana.

*Velimir Vukšić*

Detalnije informacije o djelu Željka Skomeršića pogledajte na: [www.leut-krk.hr](http://www.leut-krk.hr).

Željko Skomeršić, born on 1952 in Rijeka, lives and works in Krk, where he has arranged this exhibition. Željko is today one of the best known Croatian constructors of ship models and winner of many prestigious world medals and awards. In exploring the material for his models, he found and gathered abandoned parts of old ships and equipment, geographical maps and nautical charts and useless and quite forgotten nautical hand-books. He succeeded in their resurrection and preservation from their wasting away and ending in oblivion. This exhibition, organized in the period of satellite navigation and high technology of vessel construction, should remind us of how much courage and skill was needed by our old people in venturing (by means of modest navigational and measuring instruments) into perilous high seas and back-breaking jobs. This is the reason why this exhibition is named after the maxim “Navigare necesse est” as a paradigm of the tradition and way of life along the Adriatic coast.

*Velimir Vukšić*

Visit [www.leut-krk.hr](http://www.leut-krk.hr) for more details and information about Željko Skomeršić's works.



**Sponzori**

Grad Krk,  
Turistička zajednica Grada Krka,  
Vinarija Katunar,  
Caffetteria XIII st.,  
Hotel Marina (Hoteli Krk).



**Caffetteria XVIII. st.**



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Željko Skomeršić i Željko Plazonić (Bark "Kostrena")

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Radovan Vidović, "Pomorski rječnik", Logos, Split, 1984.

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Instrument za vađenje horizontalnih kuteva, 19. st.  
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