



FORTUNA
LUXURY CREWED YACHT



FORTUNA

Croatia



Gulet S/Y Fortuna is a famous Croatian wooden sailing yacht; it is the first gulet ever to sail in Croatian charter



TECHNICAL SPECIFICATION



FORTUNA 

Gulet S/Y Fortuna is a famous Croatian wooden sailing yacht; it is the first gulet ever to sail in Croatian charter. S/Y Fortuna was made in Marmaris 1994 and completely refitted in Croatia in 2006. Today S/Y Fortuna is sailing the Adriatic; from Montenegro to Croatia and on occasion along the Italian coast as well.

This mahogany schooner can accommodate up to 14 guests in 7 cabins: 4 double bed cabins and 3 twin bed cabins, each with own bathroom, air-condition unit(running 24h) and sound system. Each cabin has electric 220V sockets.

This mahogany schooner can accommodate up to 14 guests in 7 cabins: 4 double bed cabins and 3 twin bed cabins, each with own bathroom, air-condition unit(running 24h) and sound system. Each cabin has electric 220V sockets. Each bathroom is equipped with a hairdryer. LCD TV and DVD player are in the interior salon, where there is also the yacht's bar with sitting and dining area. Beside the inside salon there is the outside stern salon with the main dining table that seats 14

guests. Stern salon could be open or completely closed-up with awning. Beside the captain and the chef there are additional deckhands. A hostess can be added on request. The crew is fluent in English, ...

On deck, close to main mast is also a sitting area with 2 tables for daily and evening leisure. Behind it is big sundeck with pads for sunbathing. Both the sitting area and sundeck can be covered by a canopy if guests should prefer it that way. A

large on-deck barbeque is also ready on request. Lot of water-toys are offered for the various activities: a two-seat kayak, water tube, snorkeling and fishing gear, windsurfing equipment, water-skis for adults and children. For transfers, transport and waterskiing, a 4,90 meter tender with 90HP is always at hand

The yacht is equipped with water-maker so it is completely independent regarding water supply.

- YEAR OF BUILT: 1994 Marmaris
- REFIT:2006.
- L.O.A.: 33m
- BEAM: 6,3m
- DRAFT; 3,4m
- DISPLACEMENT: 137t
- CRUISE SPEED: 8,5-10,5 kn
- ENGINE: 2x 306 HP VOLVO
- GENERATORS: ONAN 27KW + CAT 16KW (running 24h)
- ELECTRICITY: 12V /24V / 220V
- WATER: WATRMAKER + 7000L TANK
- FUEL: 3000L
- HOLDING TANK: 4000L
- GPS NAVIGATION
- AUTOPILOT
- INTERNET CONNECTION

- TYPE: SCHOONER –CUSTOM WOODEN 3-LAMINATED MAHAGONY
- FLAG: CROATIAN

ROUTE 1

SAILING AREA



ADRIATIC SEA: CROATIA, ITALY, east MONTENEGRO, ALBANIA

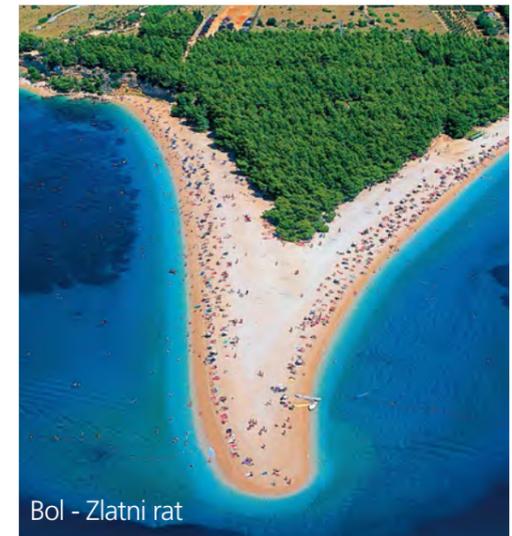
Our routes are always flexible but here are some samples:

DAY 1 - SATURDAY

starting from Split or Trogir around 17.00 h to Milna, small picturesque town in island Brač, to overnight.

DAY 2 - SUNDAY

after breakfast departure for swimming and lunch, and overnight in Bol.



Bol - Zlatni rat

Bol (its name derive from the Latin word "vallum") is renowned for its most popular beach, the Zlatni Rat ("Golden cape"). [It is a promontory composed mostly of pebble rock that visibly shifts with the tidal movement, a unique sight. The sea at Zlatni Rat and, indeed, the entire area is quite crystalline (and somewhat colder than usual), due to the strong current of the strait it is situated in. On a still day the stones on the sea-floor that are 30 feet down look only an arm's length away, and there are spectacular pine trees that grow down the middle of Zlatni Rat (there is a beach on either side of the horn). Bol itself is a very popular tourist destination and has a number of open bars and restaurants. Bol is a popular place in the Adriatic Sea, known for good wind surfing conditions.

DAY 3 - MONDAY

After breakfast depart to Hvar, before arrival hold for swimming and lunch in some nice bay. Hvar is beautiful medieval little town with long history, center of Dalmatian aristocracy. Also very well known to his nightlife. The island of Hvar is a popular destination for tourists, consistently listed in the top 10 islands by Conde Nast Traveler magazine.



Hvar

DAY 4 - TUESDAY

After breakfast from Hvar sailing to island Vis, the farthest Island off the Croatian Coast. Before an overnight stop in Vis, lunch near Stončica beach. The main industries on the island are agriculture (mainly viticulture), fishing, fish refining and tourism.

Around 20% of arable land on the island is covered with vineyards. Autochthonous vine species cultivated on the island are Plavac Mali, Kurteloška, and Vugava (the indigenous grape of what is now known as viognier).



DAY 5 - WEDNESDAY

After breakfast depart for swimming and lunch at islands around Vis, which includes the offshore islands of Budikovac and Biševo. In the afternoon sailing toward Komiža. The sea around Vis is rich with fish, especially blue fish (sardine, mackerel and anchovy). Komiža fishermen of the 16th century developed their own type of fishing boat, the falkuša which was used even in the second half of the 20th century because of its excellent features. The maritime zone of Komiža is well-known for its wide selection of fish: the waters surrounding the island of Jabuka are famous as one of the richest condensation of tuna in the area, and all the islands of the Vis archipelago contain large crabs (spiny lobster and American-type lobster) and qualitative fish.



Komiža

The top Komižan restaurants and family-owned wine cellars would find it impossible not to include these famous offerings from the seas, in addition to the other Dalmatian specialties.

In the last few years, due to the increased interest of tourists and especially nautical tourists on Vis and Biševo, development of private / agrotourism activity visibly flourishes while remaining a holistic and peaceful place.

DAY 6 - THURSDAY

After breakfast departure for Blue Cave in Biševo. After visit the Cave stop into nearest bay for swimming and lunch. In the afternoon, departure to Pakleni islands.



Blue Cave

DAY 7 - FRIDAY

After breakfast departure for swimming and lunch. After lunch head to Čiovo island.



DAY 8 - SATURDAY

After breakfast, free time before leaving at 9 AM

ROUTE 2

SAILING AREA



Our routes are always flexible but here are some samples:

DAY 1 - SATURDAY

starting from Split or Trogir around 17.00 h to Milna, small picturesque town in island Brač, to overnight.

DAY 2 - SUNDAY

After breakfast depart to Hvar, before arrival hold for swimming and lunch in some nice bay.



Hvar

DAY 3 - MONDAY

After breakfast departure to Šćedro for swimming, lunch and overnight. Šćedro is an island in the Adriatic Sea with an area of 8.36 km², 2.7 kilometers (1.7 mi) off the south coast of the island of Hvar, Croatia, opposite the settlement of Zavala. The name comes from štedri, meaning charitable in old Slavonic, because the island offers two deep, well-protected bays for shipping. The Latin name of Šćedro was Tauris from which derived the Italian Tauricola or Torcola.

According to the Hvar Statute of 1331, the island was communal property and reserved for general pasturing. The island was very fertile, and enjoys a milder climate than Hvar and, due to night dew, grain crops used to be grown here. A Dominican monastery was founded in the Bay of Mostir (1465), together with a hospice for sailors, and abandoned in the 18th century. There is an old quarry at Stare Stine, and gypsum from the island was used in the Baroque chapels of Hvar cathedral. Around 30 people live on the island in summer. The old settlements of Mostir and Nastane are now largely abandoned, except for restaurants and other tourist facilities in the summer season.

DAY 4 - TUESDAY

After breakfast departure Korčula . Stopping for swimming and lunch, and in late afternoon arrival in Korčula. The island of Korčula belongs to the central Dalmatian archipelago, separated from the Pelješac peninsula by a narrow strait of Pelješac.



Korčula

According to legend, the island was founded by Trojan hero Antenor in the 12th century BC who is also famed as the founder of the city of Padua. Greek colonists from Corcyra (Corfu) formed a small colony on the island in the 6th century B.C. The Greeks named it "Black Corfu" after their homeland and the dense pine-woods on the island. The Arneri family, since the 15th century, were one of the land proprietors of Korčula.[23] The palace itself where the Arneri resided is of Venetian Gothic architecture and has been described as a place in which a Contarini might have lived. It has a bronze knocker adorning the door representing Hercules swinging two lions by their tails. In the courtyard there is a marble draw-well. It has three pears cut into it. This symbol is the arms of the family.

DAY 5 - WEDNESDAY

After breakfast departure for swimming and lunch . Sailing to Mljet – Polače



Mljet

Mljet is the most southerly and easterly of the larger Adriatic islands of the Dalmatia region of Croatia. The National Park includes the western part of the island, Veliko jezero, Malo jezero, Soline Bay and a sea belt 500 m wide from the most prominent cape of Mljet covering an area of 54 km². The central parts of the park are Veliko jezero with the Isle of St. Mary, Malo jezero and the villages of Govedari (179 inhabitants), Polače (123 inhabitants) and Pomena (50 inhabitants). Ancient Greeks called the island "Melita" or "honey" which over the centuries evolved to become the Slavic name, Mljet.



Mljet

DAY 6 - THURSDAY

After breakfast leaving toward Šipan, with stopping for swimming and lunch. Overnight at Šipan Luka. Šipan is the largest of the Elaphiti Islands, 17 km (11 mi) northwest of Dubrovnik, Croatia; separated from the mainland coast by the Koločepski Channel. The island is also famed for its numerous palm tree species that grow on the island. During the XV century, many aristocratic Dubrovnik families built summer manors on Šipan.



Šipan at night

DAY 7 - FRIDAY

After breakfast departure for swimming and lunch to Lopud , before heading to Dubrovnik



Dubrovnik

DAY 8 - SATURDAY

After breakfast, ending in Dubrovnik.



FORTUNA



Crew profile

Tonči Torić CAPTAIN



Born 15.09.1966 in Zadar, he spent his childhood on island Vrgada, gate of Kornati archipelago. First maritime skills he achieved as a child; in a family of seamen and among the people who raised their families at the sea and from the sea, he finished Naval School of Marine mechanic and later added a Yachtmaster certificate.

In 1989 Tonči started his own business at island Vrgada; a small restaurant near the beach on Vrgada. In 1991 the war started so he joined the Croatian Military Forces until 1993, when he accepted a job as the captain of the gulet Pokora, based in Lignano Sabbiadoro in Italy, where the love for this kind of ships was borne. His girlfriend then and wife to be joined him as a hostess

on the same yacht. In 1994 after returning home to Croatia, they got married. Again Tonči joined the CMF until the end of the war. In 1996 he resumed his private business again and opened a second restaurant.

Tonči and his wife Mirna were blessed by a big family; first daughter in 1995, a son in 1996 and another daughter in 2000. Business was good but in the spring of 2002, during a random visit to Marina Dalmacija in Sukošan, near Zadar, both husband and wife have fallen in love with their first gulet.

They have purchased it within the week and so their new life has begun. After 4 very successful years of yacht charter with this yacht they decided it is time for a bigger and better yacht.

S/Y Fortuna was, at the time, famous as one of the best made gulets in Croatia. It is actually designed for sailing in strong wind, with luxurious interior and quality construction. The opportunity to purchase the yacht arose and the S/Y Fortuna became a part of the Torić family.



Mirna Torić HOSTESS



Born 28.12.1967 in Zadar, where she finished School of Economics and later she attended Open University MENCL in Zadar. Her childhood she spent in Zadar, but all weekends and vacations, on island Vrgada with grandparents who lived there.

From 1988 until 1993 she worked in one of the biggest companies in Zadar – Tankercomerc, in sales. In 1993 she joined her future husband as hostess on the gulet in Italy. After summer 1994 she returned to Tankercomerc until 2000. From 2000 she worked with her husband in his company. From 2002 to this day they sail together. Her own love for the sea is transferred to children, so her son entered the Naval academy.

Since her father died when she was 3, her second home was her grandfather house, a seaman who sailed the seven seas.

Damir Tomić DECKHAND



Born in Zadar 13.06.1961. He spent his childhood in Zadar and every free time in his summer house on island Vrgada. After high school he enrolled in the University of Zadar, and became Graduate Sociologist and Professor of Russian Language and Literature.

His professional career he begins as a ship chandler in "Jadroagent", from 1987 until 1989, and from 1989 until 1999 as inspector and manager in casinos of "Tankercomerc".

From 1991 until 1994 he is breaking career and joining Croatian Military Forces. Since 2000 worked as professional secretary in SFA "Zubatac". In 2012 he joined the Fortuna crew.



Ante Gilić CHEFF

Born on 03.08.1983 in Split. In 2002 he finished School of Tourism and Hospitality in Split- vocation chef.

He lives in Solin, near Split, unmarried. After finishing school he worked as chef in Hotel „Park“ in Split. Next, he spend several years as a chef in various restaurants in Split. From 2007 till 2010 he was head chef aboard the M/Y Victoria. In 2012 he joined the Fortuna crew.