

A diver in full gear is seen underwater, holding a large, glowing green buoy. The scene is set against a deep blue background, with bubbles rising from the diver's equipment. The overall mood is serene and mysterious.

Šolta

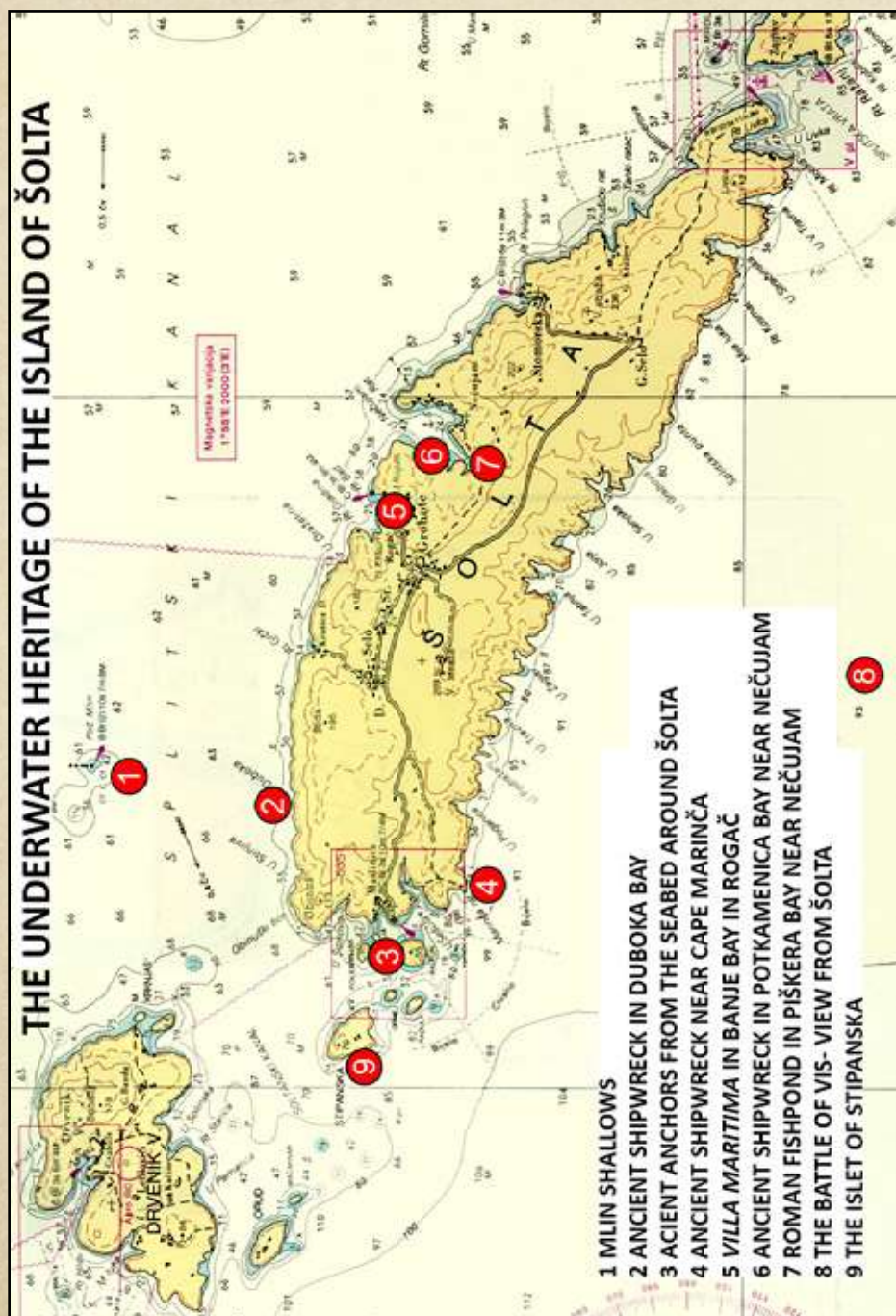
THE RETURN TO INNOCENCE

TURISTIČKA ZAJEDNICA
OTOKE ŠOLTE

THE
UNDERWATER
AND COSTAL
HERITAGE OF
THE ISLAND
OF ŠOLTA



THE UNDERWATER HERITAGE OF THE ISLAND OF ŠOLTA



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INTRODUCTION

The island of Šolta was first mentioned in historical sources in 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*. The word *Olynthos* means “unripe fig” in Greek and therefore *Olynthia* might signify “fig island.” However, there’s a possibility that *Olynthia* was named after the Greek city *Olynthos*. Romans must have found some meaning in toponyms, hence in the root of the word *Solyntha*, they found the Latin word “sol” meaning Sun and named Šolta *Solenta*. In the early Middle Ages, the island received another name, *Soluta*, mentioned by Thomas the Archdeacon. With the arrival of the Croats, the island’s name changed again since they pronounced the first part of the word *Solenta* as “su”, resulting in the name *Sulent*.

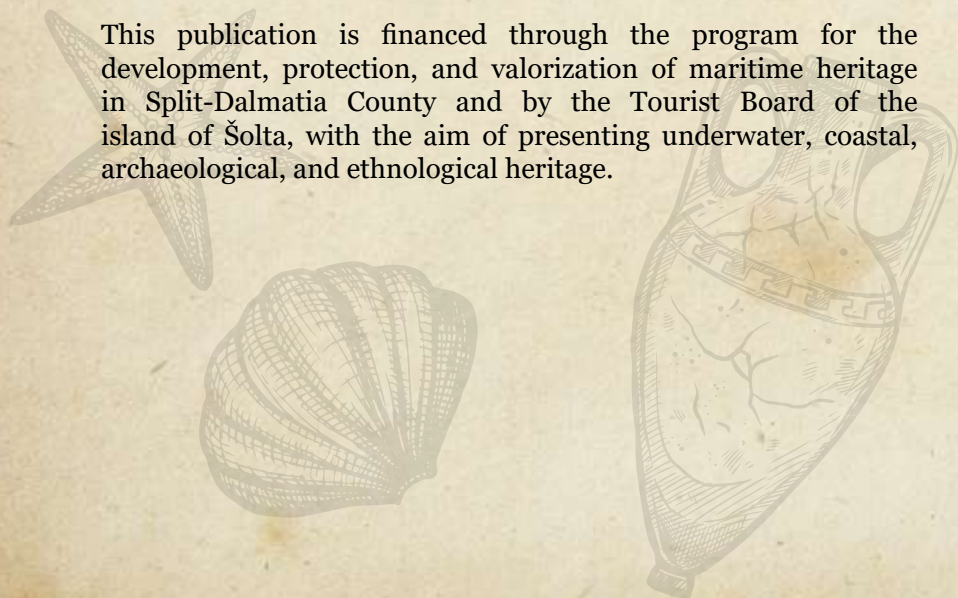
The poet Petar Hektorović (16th century) and Jerolim Kavanjin referred to the island as *Sulet*. The name Šolta was adopted during Venetian rule.

Foto - Roko Suric



Taking into account the geographical position of the island, it is clear that Šolta used to occupy an important place along many ancient maritime trade routes. There also existed a robust network of coastal routes connecting the seaside Roman villas (*villae maritimae*) in Rogaç, Stipanska and Piškera with Salona – the largest urban center on the eastern Adriatic coast in Roman times. Most of the material evidence testifying to the intensity of the maritime trade routes of the period are today located underwater. This publication aims to promote the previously discovered underwater archaeological sites on the island of Šolta, such as ancient shipwrecks in the bays of Potkamenica and Duboka, at Cape Marinča and Mlin Shallows; ancient anchors found near Maslinica, as well as remnants of ancient architecture: the unique ancient fishpond in the bay of Piškera and the *villae maritimae* in Banje Bay. Furthermore, although not part of underwater heritage, the remains of an early Christian basilica on the islet of Stipanska are also included here due to its importance as a strategic point during the late antique period of Justinian's maritime limes. The remains of shipwrecks from the Battle of Vis which, although contextually and spatially linked to the island of Vis, are nevertheless located in the broader waters of the island of Šolta and are also mentioned. This guide will likewise describe the methods and significance of building lime kilns and producing lime as important traditional practices on the island of Šolta.

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ANCIENT SHIPWRECK IN DUBOKA BAY

Duboka Bay is located on the north side of the island of Šolta, between the settlements of Donja Krušica and Maslinica. After diver Marko Hranilović reported finding ceramic fragments, archaeologist from the Center for Underwater Archaeology in Zadar, under the leadership of Maja Kaleb, conducted a survey of the seabed in Duboka Bay in July 2021. The investigation of the shallow area revealed the remains of an ancient shipwreck bearing a cargo of amphorae and crockery. It is located at a depth of 5 to 15 meters and can be dated, based on the collected amphorae and crockery fragments, to the 3rd to 5th centuries. Future archaeological surveys should provide more information about the type and quantity of the cargo, the class of the ship as well as its point of origin and travel route. Given the dating of the shipwreck and the structure of the seabed where it is located, underwater archaeological investigations could yield exceptionally valuable and impressive results, both in terms of quantity as well as the typology and the state of preservation of archaeological material. This also opens up the possibility of presenting this site in the future, both in a museum setting and *in situ*.



Foto - Roko Suric



Foto - Roko Suric

ANCIENT SHIPWRECK IN POTKAMENICA BAY NEAR NEČUJAM



In 2009, in Potkamenica Bay, one of three small harbors in the bay of Nečujam, archaeologist Irena Radić Rossi confirmed divers' suspicions about another ancient shipwreck lying in the waters around the island of Šolta. Archaeological surveys were conducted by archaeologists from the Center for Underwater Archaeology in Zadar in 2020. The shipwreck lies in the northern end of Potkamenica Bay at a depth of only 4 to 5 meters and, along with numerous ceramic fragments, the remains of the ship's wooden hull were also discovered on the steep seabed. Samples of the wooden hull were carbon dated which revealed that the ship first set sail sometime in the late 2nd or early 3rd century. Samples of wooden nails were dated using the same method to the middle of the 3rd and the beginning of the 5th centuries. Such a large time span between ship parts speaks of the vessel's longevity. Wooden ships were often repaired and their deteriorating parts replaced; with



Foto - R. Suric

proper maintenance, these ships could remain in use for dozens of years. Another interesting characteristic of the shipwreck in Potkamenica is its location and the lack of any shipboard cargo. This leads to the assumption that it was brought near the shore and sunk deliberately, likely due to its deteriorated state. Analysis of the few unearthed fragments of ceramic tableware and amphorae of North African provenance indicates that the ship foundered sometime in the second half of the 4th or the beginning of the 5th century. To prevent further deterioration of its wooden frame, the remains of the ancient shipwreck in Potkamenica have been covered with layers of sand and geotextile, but it is possible that they could be presented to the public in the future.

Taking into consideration the site's value (5th-century shipwrecks are relatively rare in the Adriatic) and its shallow depth, making it easily accessible, the remains of the ancient shipwreck in Potkamenica Bay possess significant presentation potential. Alongside the remains of an ancient fishpond in Piškera Bay, located nearby and highly visually appealing due to its shallow depth, the possibility of establishing an underwater archaeological park on the seabed of Nečujam Bay arises. This would be the first instance of such a park in Split-Dalmatia County.



Foto - M. Kaleb



Foto - R. Suric

ANCIENT SHIPWRECK NEAR CAPE MARINČA

During underwater archaeological reconnaissance conducted in collaboration between the Department of Underwater Archaeology of the Croatian Conservation Institute in Zagreb and the Conservation Department in Split of the Ministry of Culture and Media, several previously unknown archaeological sites were discovered between 2010 and 2016, with one of the most intriguing findings located on the southwest side of the island of Šolta.

An ancient stone anchor stock was located at a depth of 20 meters while amphora fragments were located further to the east. The rocky seabed with sand terraces plummets steeply in this area and a larger concentration of fragments was located at a depth of 40 to 50 meters. They belong to three different types of amphorae and are visible on the surface layer of the sand. The high concentration of fragments and the manner in which they are spread across the seabed indicate that the site in question holds an as-of-yet unidentified ancient shipwreck.

Foto - Jurica Bezak





Foto - Jurica Bezak

The site has been documented and several fragments of the different amphora types were excavated in order to date the shipwreck. Typological analysis revealed that the amphorae in question originated from Hispania and can be categorized as Dressel 20, Dressel 10 and Dressel 7-11 types dating back to the 1st and 2nd centuries. The discovery of this site is exceptionally significant since only one shipwreck carrying these types of amphorae has so far been recorded on the eastern coast of the Adriatic.

Future planned underwater archaeological investigations will aim to establish the exact context, distribution, and characteristics of the site, based on which plans for its protection, conservation, and future presentation will be made. Considering its relatively accessible depth, good visibility at the site, and relatively weak sea currents it is exposed to, this shipwreck not only holds exceptional scientific value but also exhibits significant presentation potential. It will undoubtedly contribute to furthering the development of diving and archaeological tourism in this area.

MLIN SHALLOWS

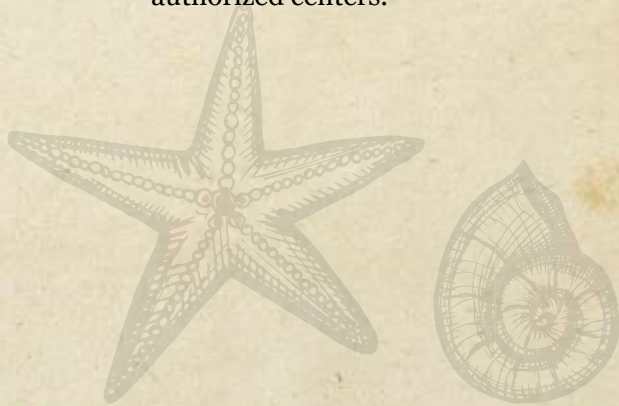
Mlin Shallows is located in the western part of the Split Channel, which stretches between the islands of Šolta and Čiovo. The shallows are in fact a reef that rises steeply from the seabed in the middle of the channel. The Split Channel was an important naval route in Antiquity as it was located next to Salona, the largest and most important Roman urban center on the eastern Adriatic coast. It is therefore no surprise that this is the site of one, if not several, ancient shipwrecks.

The remains of a large number of amphorae lie on the seabed near Mlin Shallows, at a depth of 20 to 40 meters. The site was discovered over 50 years ago and has unfortunately been systematically plundered since then. Available information indicate that it used to be one of the largest and most prolific archaeological sites in the Adriatic, with a the largest number of Aegean amphorae from the 1st and 2nd centuries (Dressel 2-4, Knidian, Rhodian as well as other rare amphora types).





Currently, only fragmented remains of the body and neck of amphorae are visible on the sandy bottom, lacking significant presentation value. As one of the most scientifically intriguing and valuable underwater sites on the eastern coast of the Adriatic, there are plans for systematic underwater archaeological research in the future. Given the high likelihood of intact amphorae and potentially ship structures or other archaeological materials in deeper layers, these investigations aim to provide scientific insights and enhance the site's attractiveness for divers. Diving at the site is currently prohibited until the completion of underwater archaeological research. Afterward, diving activities will be permitted through authorized centers.



ANCIENT ANCHORS FROM THE SEABED AROUND ŠOLTA

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 are symbols of 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. They date back to roughly 1000 to 500 BCE, though they can be found throughout the Antique period. 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. Iron anchors have remained in use up until the present day, but their history is not well documented. Archaeological finds of iron anchors are exceedingly rare due to the susceptibility of iron to corrosion.

An underwater archaeological survey of the seabed in front of Maslinica on the island of Šolta led to the discovery of new 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.



The first stone stock was discovered at the site of an ancient shipwreck near Cape Marinča. It has an irregular rectangular shape with a shallow groove on one side. This is a relatively early type of anchor which primarily served as a “weight anchor” - a rope or leather string would have been tied around the groove and it would have been thrown overboard.

The second stone stock was discovered as an isolated find near the islet of Polebrnjak. Its entire surface is decorated with thin, crisscrossing lines. According to Kaplan’s typology, it would have been part of a composite wood and stone anchor, which were in use from the 6th or 7th centuries BCE up until the 2nd century CE.



The third find was a large lead stock with the central part divided in two and with straight arms raised towards the ends. It was discovered as an isolated find near the islet of Polebrnjak. It is 158 cm long, 14 cm tall, between 5 and 10 cm wide and it weighs around 200 kg. Taking into account these dimensions, it can be assumed that the stock was part of the ship's main anchor which would have been around 2 to 2.5 meters long. Such a large anchor would certainly have been used on a bigger vessel capable of sailing beyond the Adriatic. This is the youngest of the three stocks located around the island of Šolta.

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. Seeing as another bar of an ancient anchor has been found in recent years, and since there is a high possibility of unearthing similar finds in the future, the project of retrieval, conservation, and presentation of ancient anchors in attractive locations on the island of Šolta is not yet complete.

ROMAN FISHPOND IN PIŠKERA BAY NEAR NEČUJAM



The remains of a retaining wall belonging to an ancient fishpond, commonly referred to as Diocletian's fishpond, were discovered at the end of Piškera Bay, near Nečujam on the island of Šolta. The stone wall, built along an east-west axis, is 52 meters long, 2 to 6 meters wide and up to 3 meters tall. In its central part is a 3-meter wide opening which would have originally been covered by a barrier, whose remains have not survived to the present day. This wall used to close off the bay and make up the *vivarium* of the pond where live fish would have been kept. At the time of the pond's construction, the bay would have been much smaller and shallower as sea levels have risen around two meters since ancient times. Based on a wide stone embankment, the retaining wall of the vivarium would most likely have been built with rectangular stone blocks held together by mortar and it would have originally extended above the water surface. Large quantities of archaeological material dating to Antiquity that have been unearthed in the bay itself (at depths of 1 to 2 meters) as well as in the ground surrounding the bay lead to the conclusion that the remains of a Roman villa to which the pond belonged are likely somewhere in the area. Systematic underwater archaeological research and excavation directly adjacent to the remains of the wall and at the bottom of the bay could bring valuable archaeological material and new insights into this exceptionally rare and valuable archaeological site. Diocletian's fishpond in Piškera Bay is currently the only known fishpond in central Dalmatia dating back to Roman times and its presentation to the public would greatly contribute to the development of archaeological tourism on the island of Šolta. Considering that the remains of the fishpond are visually striking and located at a shallow depth (from one to five meters) and in close proximity to a promenade from which they are visible, they are highly presentable both to passers-by and to potential divers or swimmers.

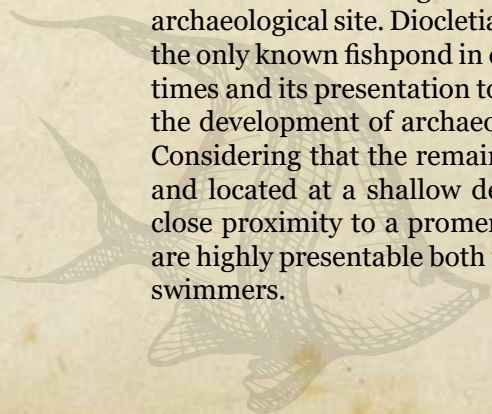


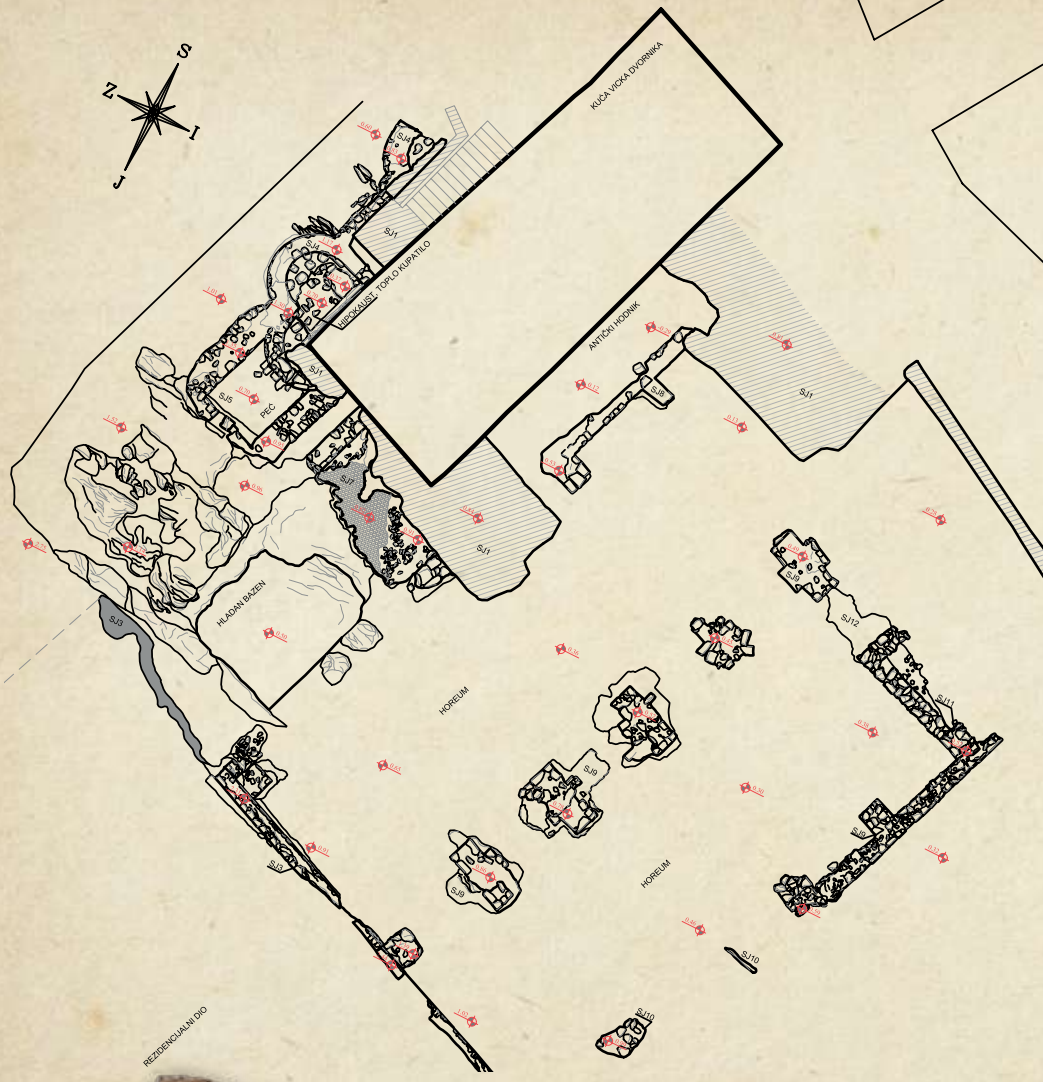


foto - Eduard Visković

VILLA MARITIMA IN BANJE BAY IN ROGAČ



The *villa maritima* in Banje Bay in the village of Rogaç on the island of Šolta has been a protected cultural landmark of the Republic of Croatia since 2013. In Antiquity, *villae maritimae* were country estates and important strategic and navigational points located right next to the sea. As noted by the Roman writer Pliny the Younger, *villae maritimae* usually had watch towers which offered a panoramic view of the surrounding maritime area allowing them to control important naval routes between the islands and the mainland. Along with being residential buildings, they also had an important role in facilitating sailing along the eastern Adriatic coast. They provided safe, sheltered harbors to seafarers, allowing them to replenish their food and water supply and to repair damage done to the ship and the on-board equipment. Archaeological excavations at the *villa maritima* in Banje Bay in Rogaç have revealed that it was constructed sometime in the 2nd century CE as a lavish country estate which consisted of a large warehouse (*horreum*), a thermal complex with hot and cold water located next to the coast and a residential area which has not yet been fully unearthed. Villas such as this one were usually built by senatorial families and high-ranking officers in the Roman military, especially the navy, and were usually connected to urban centers further inland, in this case, to Salona. The large warehouse (or *horreum*) made up the eastern wing of the villa with the side facing the sea left open. It was supported by columns with ornate capitals, one of which is still preserved to this day. The western wing contained the thermal baths where the remains of a white floor mosaic were discovered and displayed. A similar floor mosaic was unearthed near the former water cistern. The baths were connected to a heating system to the south by granite and clay tiles. The baths had three apses which are today marked in the ground west of the house. Archaeological finds suggest that the villa in Banje Bay remained operational until the 4th century when this lavish estate was reduced to a much smaller



building whose remains are visible in the foundations of engineer Vicko Dvornik's house from the 19th century. The late antique walls of the structure are visible on the western, eastern, and southern façades of the house. Reflecting the changes brought by the late antique period, the function and character of the villa in Banje also changed, transforming from a lavish countryside residence into a smaller facility for provisioning and accommodating the military. Due to its geographical location, it ensured a vital maritime route along the eastern coast of the Adriatic. An archaeological survey of the seabed of Banje Bay in 2021 confirmed the assumption that preserved remnants of an ancient harbor are located at the southern end of the bay. Future underwater archaeological investigations will determine the precise context of this discovery, which, given its shallow depth, also demonstrates significant presentation potential. The *villa maritima* in Banje Bay is currently the only fully presented archaeological site from the ancient period on the island of Šolta.



THE ISLET OF STIPANSKA

The islet of Stipanska is the largest island in the Maslinički škoji archipelago on the western side of the island of Šolta, near the village of Maslinica. Three prominent elevations stand out on the islet: Glava Stipanske on the northern, Gornja Banda on the eastern and Mostir on the western side. Mostir got its name from the ruins of an early Christian church and monastery. The architectural remains on Stipanska were first documented back in 1931 by E. Dyggve and archaeological excavations confirmed the existence of a rectangular, single-nave, early Christian church with the apse on the eastern side, two rectangular rooms on the northern side and a narthex on the western side. The central part of the apse and the northern wall of one of the northern rooms remain standing up to a height of about 3 meters.

Adjoining the narthex to the north is another elongated object, most likely the remains of an older Roman villa whose walls lie along a northwest-southeast axis and are not entirely perpendicular to the basilica. The stylistic features of the church on Stipanska date it back to the 5th or 6th century, and it was constructed in a manner similar to the church in Grohote. It was most likely dedicated to Saint Stephen, giving the name to the entire islet. Excavations unearthed a large quantity of moveable archaeological material



including fragments of church furnishing (spiral columns, pilaster plinths, window lattices) as well as pieces of roofing tiles, dishes and glass dating back to the early Christian period.



The remains of walled, barrel-vaulted tombs dating to Late Antiquity and mentioned by F. Bulić and E. Dyggve are located above the bay of Donji Bok.

Since its location allowed it to control the waters between Šolta and Vis as well as the western part of the Split Channel, the church on Stipanska, along with being a place of worship, also played an important strategic role as part of Justinian's maritime limes. In the 6th century, the emperor Justinian had a series of forts and other defensive objects constructed on islands and along the eastern coast of the Adriatic which protected the important naval routes in the area during the war with the Ostrogoths.

Given the importance that the Byzantine Empire attributed to constructing the aforementioned limes and to controlling navigation, thereby emphasizing the importance of the structure on Stipanska, conducting underwater archaeological reconnaissance and exploring the seabed around Stipanska to discover potential remains of shipwrecks will be of significant value. Taking into account the importance of the island and the maritime routes around it, it is likely that the remains of ships that didn't manage to reach a safe harbor lie on the seabed in its immediate vicinity. Since remnants of shipwrecks from the Byzantine period are exceptionally rare in the eastern Adriatic, discoveries of such kind are highly valuable, making the case for conducting such research even stronger.

THE BATTLE OF VIS – VIEW FROM ŠOLTA

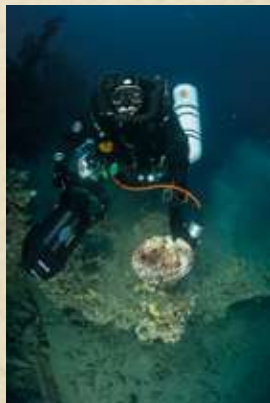


The most important naval battle in the history of the Adriatic, and one of the most significant naval engagements in European history in general, took place on July 20th 1866 in the waters between Vis and Šolta. The Battle of Vis, or “Viški boj” in Croatian, was the first naval battle in which two armored fleets battled on the high seas. The Austrian fleet under Wilhelm von Tegetthoff defeated the stronger and more numerous Italian fleet under the command of Admiral Persano, preventing Italy from occupying Vis and other parts of the eastern Adriatic coast. The Italian ironclads *Re d'Italia* and *Palestro* were sunk in the battle and their wreck lie preserved to this day at a depth of 120 meters in the waters between Vis and Šolta. Due to rapid developments in technical and deep-water diving as well as in the related diving tourism and due to a large interest in the wrecks among the diving community, there is a possibility of “opening up” these shipwrecks for tourist divers in the future. This would greatly contribute to further developing cultural and diving tourism in Split-Dalmatia County and on the island of Šolta itself.





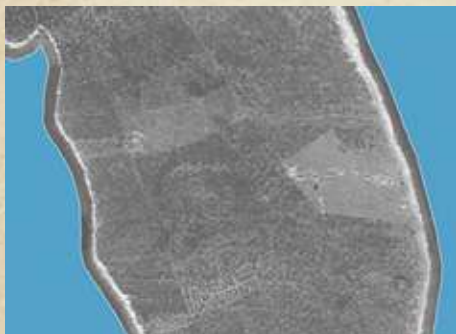
Foto - Dražen Gorički

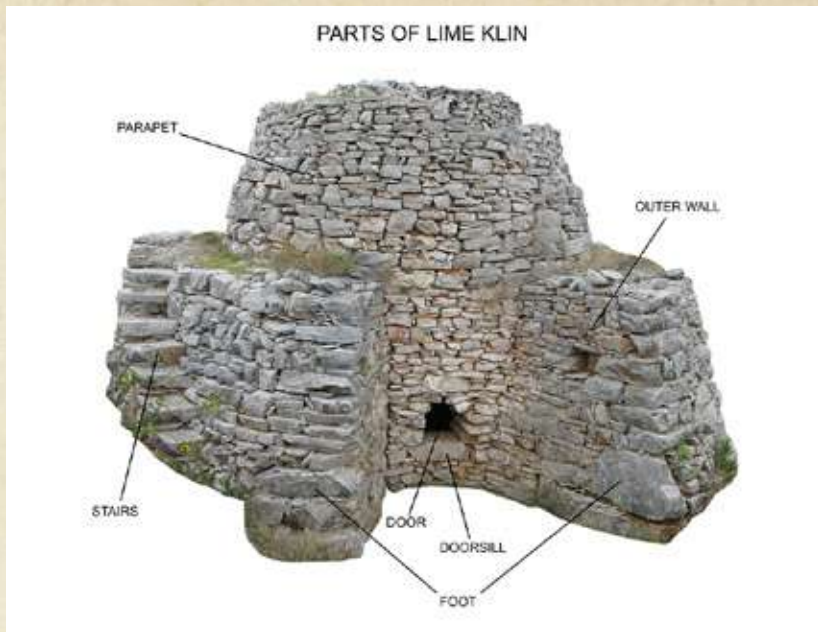


LIME KILNS



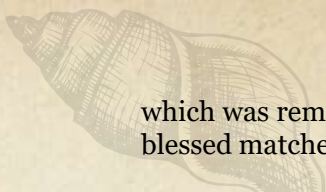
The art of building and firing lime kilns on the island of Šolta is a unique skill that the local inhabitants have been passing down through oral tradition for generations, and it is still preserved today in several hundred fired and, less often, unfired lime kilns scattered across the island. The local name for lime is 'japno,' and for a lime kiln, 'japjenica.' Lime production on Šolta developed due to its natural advantages, primarily its location near Split, Solin, and Trogir, its excellent limestone suitable for lime production, and an abundance of wood. The island of Šolta was formed in the Tertiary period from Cretaceous limestone, a stone of medium hardness ideal for lime production. This, coupled with the unique construction methods employed for making lime kilns, made lime on Šolta far superior in quality compared to that from neighboring islands, making it the most sought-after and highly-prized lime in the whole of Dalmatia. Lime has been a vital export and a significant source of income for the island's inhabitants since the Middle Ages, particularly in the 19th and early 20th centuries. Consequently, most lime kilns were constructed along the island's northern coast, from Livka Bay to Cape Obinuš and nearly every bay along this stretch boasts at least one lime kiln. A survey of aerial photographs from 1968 reveals over 70 of them along the island's coast, many of which have now disappeared, mainly due to human activity. These kilns were strategically built about 10-15 meters from the sea, nestled at the base of bays to shield them from the sea and waves while remaining close enough for easy transportation along the coastline.





Lime is created by heating limestone in furnaces at temperatures ranging from 900 to 1200°C. This process separates carbon dioxide, yielding quicklime (CaO), which, upon mixing with water, forms slaked lime. This substance has been a crucial binding agent in construction since ancient times. The earliest known use of lime dates back to the 15th century BC, discovered at the Cajenü site in Turkey. It was also extensively utilized in ancient Egypt and Greece. The first lime kiln in Mesopotamia, near the city of Ur, dates to 2000 BC. However, it was during the Roman Empire that the use of lime experienced its heyday, facilitating the construction of magnificent palaces, bridges, aqueducts, and roads. Besides construction, lime found application in coloring, disinfection, agriculture, and various other activities. On Šolta, the tradition of lime production is linked to the arrival of the Romans and their settlement on the island, evident in the construction of *villae rusticae*. At the Studenac site, alongside the remains of a *villa rustica*, archaeologists discovered a lime kiln. Furthermore, remnants of lime kilns in bays like Podkokošica bok, Šupljivina, Supetra bok, and Banje lie underwater, indicating that, after taking into account the rise in sea levels, they were likely constructed in ancient times.

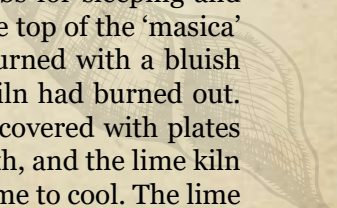
Written records of lime production on the island of Šolta speak of the importance of firing lime kilns and producing lime for the island's economy, highlighting the reputation that Šolta's craftsmen held among other Dalmatian islands. The oldest written source on lime production on Šolta is the Split Statute from 1312, stating that the inhabitants of Šolta had to first transport lime intended for sale to Split, and that the sale had to be approved by the Grand Council. A record from Korčula regarding lime production methods just prior to and following World War II mentions both a traditional and a local Šoltan way of production, stating that the traditional method was less reliable, often resulting in the lime not burning properly. The advantage of the Šolta method, introduced by Pere Vidulić, was the addition of more earth between the two walls of the lime kiln, allowing better heat retention without the need to remove the embers. Towards the end of the 19th and the beginning of the 20th century, lime factories were established in Stomorska, as well as in the bays of Šešula and Tatinja. Intensive firing of lime kilns and the sale of lime continued on Šolta until the 1960s. After World War II, lime kilns provided sustenance for the local populace. Upon returning home after an eight-month exile in El Shatt, they found their cellars and stables had been looted, leaving them with no option but to build lime kilns and sell lime, since stone and wood were abundant. During the 1970s and 1980s, lime kilns were only fired for personal needs, and the last lime kiln was fired in 1993. A lime kiln is a conical structure built using dry-stone walling techniques, recognized and protected by UNESCO as intangible cultural heritage. Constructing and firing a lime kiln was a laborious task, requiring a team of six to ten people known as 'čurma,' including one or two 'master builders'. To build a lime kiln, a pit had to be excavated in the ground, its size depending on the desired quantity of lime, ranging from two to even ten meters in diameter and from two to four meters in depth. The outer and inner walls were then built, with earth filling the space between them to prevent heat from escaping. Special attention was given to building an air duct and doors, and the lintel had to be made from a larger, sturdier stone. The upper part of the lime kiln is called the 'masica,' featuring a characteristic stone lining known as a parapet. On the outer side of the lime kiln, there is a staircase used to control the fire during firing and later for extracting lime. Upon completion, a stone cross would be placed on top of the lime kiln,



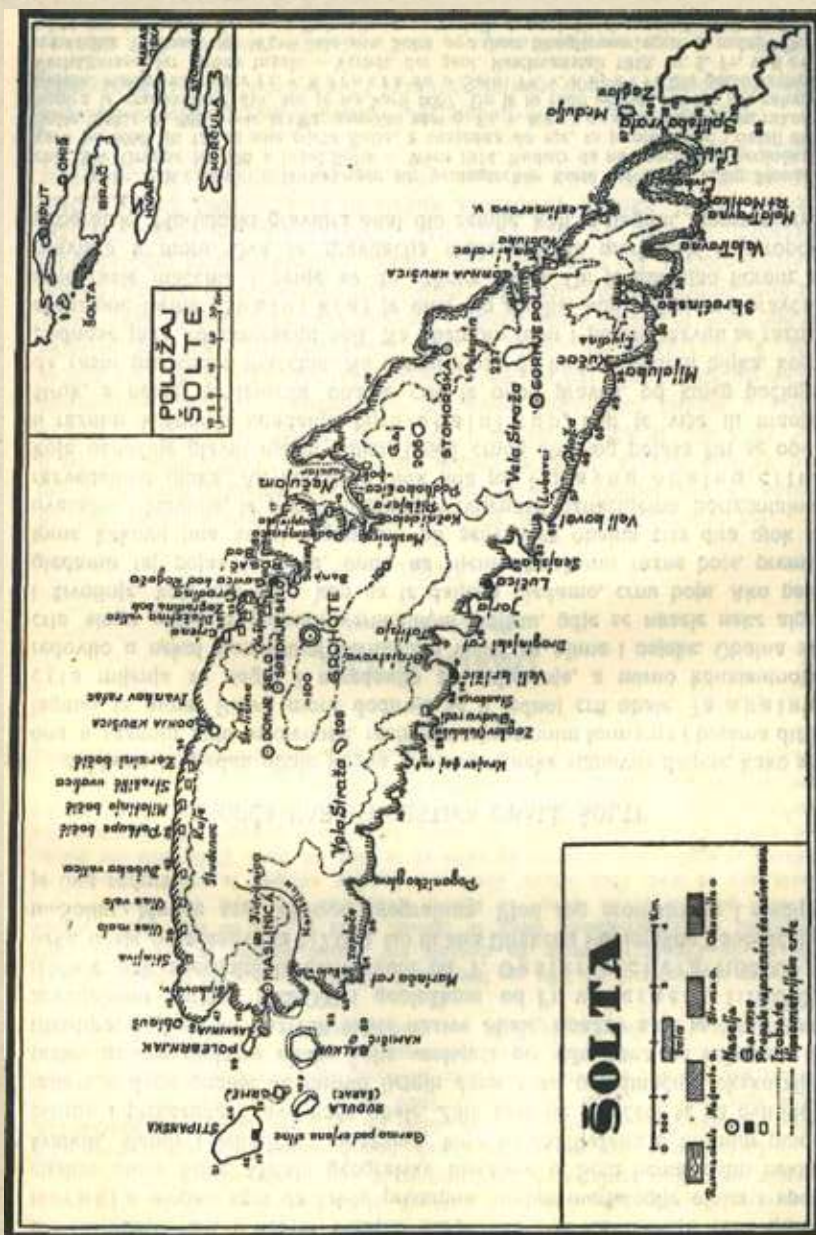
which was removed before firing began. The fire was ignited using blessed matches or a piece of blessed wood.

The essential tools for building a lime kiln included: a hoe, lever, pitchfork, 'mašklin' (pickaxe), 'mlat' (hammer), 'maca' (mallet), and 'puntiželi' (thick planks). Firing a lime kiln required a quantity of wood ('fraška'), depending on the size of the kiln, which had to dry for about a month after being cut. The wood was stacked in bundles ('brimena') carried to the kiln by women ('fraškarice'). A specific worker ('stivač') was responsible for stacking the bundles, which, when stacked high and reaching up to 10 meters, were called 'kopa.' Firing a lime kiln lasted from six days to even a month, depending on its size, requiring several people working in shifts called 'gvardijas' to continuously maintain the fire.

A four-hour shift had three workers, called 'privukač' (fetcher), 'podavač' (passer), and 'žegač' (stoker), with the stoker's shift being two hours long due to the strenuous nature of the work, followed by a four-hour rest. The 'privukač' (fetcher) would bring the necessary amount of wood ('stupin') from the wood stack ('kop') to the 'podavač' (passer), who passed them through the opening, while the 'žegač' (stoker) used forks to throw the wood into the lime kiln, where the temperature exceeded 1000 °C. Next to the lime kiln was a small fieldhouse covered with stone slabs for sleeping and cooking in case of rain. When the stones on the top of the 'masica' (parapet) glowed red like iron, and the fire burned with a bluish flame, it was a signal ('sinjal') that the lime kiln had burned out. The upper part of the 'masica' would then be covered with plates and earth, the doors closed with stone and earth, and the lime kiln would be left for the next fifteen days for the lime to cool. The lime was then packed into boxes ('kašete') of 50 kg and transported to ships for sale. Firing a lime kiln was a long and arduous task, and selling lime was not a path to wealth; it was a necessity for survival on an agriculturally poor island.



The construction of lime kilns and the method of lime production are both a tangible and intangible cultural heritage of the island of Šolta, which should, through revitalization efforts, be preserved from fading away and being forgotten.



Lime klins in Livka bay 1968.

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