

**BOKELJ VICKO DABOVIĆ –
ZAPOVJEDNIK MLETAČKOG
RATNOG BRODA VITTORIA
II U POSLJEDNJIM
GODINAMA OPSTOJANJA
SERENISSIME**

**VICKO DABOVIĆ FROM
BOKA – CAPTAIN OF
VENETIAN BATTLESHIP
VITTORIA II IN THE LAST
YEARS OF THE REPUBLIC
OF VENICE (SERENISSIMA)**

Lovorka Čoralić

Hrvatski institut za povijest / Croatian institute for history
Opatička 10
HR - 10000 Zagreb
lovorka@isp.hr

Maja Katušić

Hrvatski institut za povijest / Croatian institute for history
Opatička 10
HR - 10000 Zagreb
mkatusic@isp.hr

UDK / UDC:
355.084-05 DABOVIĆ, V.

Izvorni znanstveni rad / Original scientific paper
Primljeno / Received: 3. 12. 2012.

ABSTRACT

Središnja tema rada usmjerena je na vojnopomorsku karijeru Bokelja Vicka Dabovića, kapetana mletačkog bojnog broda Vittoria II u posljednjim godinama 18. stoljeća. Rad se zasniva na uvidu u postojeća saznanja iz historiografije (opći podaci o obitelji Dabović) te, ponajprije, na raščlambi gradiva iz mletačkog Državnog arhiva (zbirka Provveditori all'Armar). U središnjem dijelu rada analizira se sastav posade broda Vittoria II prema popisima načinjenim od 1. rujna 1794. do 24. rujna 1795. godine. Popisi ljudstva na brodu Vittoria II donose se u prilogu na kraju rada.

Ključne riječi: Boka kotorska, Perast, Vicko Dabović, Mletačka republika, mletačka ratna flota, povijest pomorstva, vojna povijest, povijest 18. stoljeća

ABSTRACT

Central theme of this article is directed towards naval military career of Vicko Dabović from Boka, the captain of Venetian ship Vittoria II in the last years of the eighteenth century. The article is based on the previous results of historiography (general data on the Dabović family) and – to a greater extent – on the analysis of the source materials from the State Archive of Venice (archival series of the Provveditori all'Armar). In the central part of the article, the composition of the crew of Vittoria II is analysed according to the lists made from 1 September 1794 to 24 September 1795. Lists of the ship's crew of Vittoria II are given as an appendix at the end of the article.

Key words: Boka kotorska (the Gulf of Kotor); Perast; Vicko Dabović; Republic of Venice; Venetian war fleet; naval history; military history; history of the eighteenth century

UVOD: ISTOČNI JADRAN I MLETAČKA
REPUBLIKA – ZAJEDNIČKE SASTAVNICE
VOJNE POVIJESTI

Vojna povijest Mletačke republike i pretežitoga dijela istočnoga Jadrana stoljećima je, osobito u doba prevlasti Serenissime na području od Istre do Albanije, bila povezana brojnim zajedničkim sastavnicama. Stoljeća neprekinutih osmanskih prodora i osvajanja, doba Ciparskog (1570.-1573.), Kandijskog (1645.-1669.), Morejskog (1684.-1699.) i tzv. Malog ili Drugog Morejskog rata (1714.-1718.), svojom su dugotrajnošću i intenzitetom ostavili nemale posljedice na krajeve i stanovništvo koji su bili zahvaćeni ratnim viorima. Obrambeni sustav mletačkih prekomorskih posjeda, ali i ratovanje Serenissime od Jadrana do Levanta, pri tome ne bi bili mogući bez udjela domaćega žiteljstva koje je, iz pokoljenja u pokoljenje, popunjavalo mletačke kopnene i pomorske vojne snage.

U sklopu proučavanja problematike udjela Istrana, Dalmatinaca i Bokelja, ali i drugih zavičajnih skupina s istočnojadranske obale u mletačkim vojnim snagama, posljednjih smo godina objavile (samostalno ili u suautorstvu) više radova koji se odnose na kopnene snage, odnosno na mletačko prekomorsko pješništvo (*Fanti Oltramarini*) i konjanništvo (*Croati a cavallo, Cavalleria Croati*).¹

Ne manje je istraživački poticajna i tema udjela hrvatskoga stanovništva, ponajprije iz područja u sastavu *Stato da Mar*, u mletačkoj vojnopomorskoj povijesti, točnije u ratnoj mornarici. Brodovi istarskih, dalmatinskih i bokeljskih gradova, redovito popunjavani posadom i stavljani u aktivnu službu pred svaki važniji mletački vojni poduhvat, njihov udio u velikim pomorskim bitkama (primjerice u znamenitom Lepantskom boju 1571. godine), djelovanje (osobito Bokelja) u učestalim srazovima sa sjevernoafričkim ili ulcinjskim gusarima, te, prije svega, teško prebrojiva prisutnost hrvatskih časnika i mornara na mletačkim ratnim

INTRODUCTION: EASTERN ADRIATIC SEA
AND THE REPUBLIC OF VENICE – JOINT
COMPONENTS OF MILITARY HISTORY

Military history of the Republic of Venice and the predominant part of the eastern Adriatic Sea was for centuries connected with numerous joint components, especially in the time of supremacy of Venetian Republic in the area from Istria to Albania. Several centuries of the Ottoman invasions and conquests, the period of the Cyprus (1570 – 1573), Candian (1645 – 1669), Morean (1684 – 1699) and the so called Little or Second Morean War (1714 – 1718), left through their length and intensity significant consequences on the regions and population caught in the hurricanes of war. Defence system of Venetian overseas estates, but also the warfare of Serenissima from the Adriatic Sea to the Levant were in this matter not possible without involvement of domestic population which - from generation to generation - filled up the Venetian land and naval forces.

Within research of the problem area regarding the share of the people from Istria, Dalmatia and Boka, but also from other homeland groups from the east Adriatic coast in Venetian military forces, in the last years we published (independently or in co-authorship) several papers related to land forces, i.e. on Venetian overseas infantry (*Fanti Oltramarini*) and cavalry (*Croati a cavallo, Cavalleria Croati*).¹

The topic of the share of Croatian population, primarily from the area in the task force of *Stato da Mar*, in Venetian military-naval history, more precisely in the navy is no less challenging in the sense of research. The ships of towns of Istria, Dalmatia and Boka regularly reinforced with crew members and placed in active service before each important Venetian military undertaking, their share in large sea battles (for example the significant Battle of Lepanto in 1571), activity (especially of people from Boka) in frequent conflicts with pirates of north Africa and Ulcinj, and - primarily - presence of Croatian military officers and

1 L. ČORALIĆ - M. KATUŠIĆ, 2009, 247-282; L. ČORALIĆ - M. KATUŠIĆ, 2012, 249-273; L. ČORALIĆ - M. KATUŠIĆ, 2012a, 385-410; L. ČORALIĆ, 2012; L. ČORALIĆ, 2012a. O mletačko-osmanskim ratovima u Dalmaciji i Boki kotorskoj, posebice s obzirom na udio domaćih snaga u mletačkoj vojsci, usp. neka monografska djela te pojedinačne znanstvene radove: G. SABALICH, 1909; G. SABALICH, 1928, 279-300; A. BERLAM, 1935, 47-58; G. STANOJEVIĆ, 1962; G. STANOJEVIĆ, 1970; E. CONCINA, 1972; M. JAČOV, 1991; Š. PERIČIĆ, 1993, 219-232; Š. PERIČIĆ, 2000, 195-220; F. P. FAVALORO, 1995; T. MAYHEW, 2008; D. MADUNIĆ, 2012.

1 L. ČORALIĆ - M. KATUŠIĆ, 2009, 247-282; L. ČORALIĆ - M. KATUŠIĆ, 2012, 249-273; L. ČORALIĆ - M. KATUŠIĆ, 2012a, 385-410; L. ČORALIĆ, 2012; L. ČORALIĆ, 2012a. Regarding the Ottoman-Venetian wars in Dalmatia and Boka kotorska, especially considering the share of domestic forces in the Venetian army, compare some monograph works and individual scientific papers: G. SABALICH, 1909.; G. SABALICH, 1928, 279-300; A. BERLAM, 1935, 47-58; G. STANOJEVIĆ, 1962; G. STANOJEVIĆ, 1970; E. CONCINA, 1972; M. JAČOV, 1991; Š. PERIČIĆ, 1993, 219-232; Š. PERIČIĆ, 2000, 195-220; F. P. FAVALORO, 1995; T. MAYHEW, 2008; D. MADUNIĆ, 2012.

brodovima, činjenice su poznate i dijelom obrađene u historiografiji.²

Središte ovoga istraživanja upravljeno je na jednu od brojnih tema iz vojnopomorske povijesti Boke kotorske i Mletačke republike, a glavni je protagonist Vicko Dabović, zapovjednik jednog od vodećih ratnih brodova pod stijegom svetoga Marka u posljednjim godinama opstojanja Kraljice mora. Rad se zasniva na uporabi postojećih saznanja iz historiografije (o bokeljskoj obitelji Dabović i o samome Vicku Daboviću) te ponajprije na uvidu i raščlambi do sada malo korištenog gradiva iz Archivio di Stato di Venezia (dalje: ASV). Riječ je o zbirci gradiva koje je izravno vezano uz državnu magistraturu ratne mornarice: *Provveditori all'Armar*. Taj državni ured, utemeljen šezdesetih godina 15. stoljeća, bio je zadužen za ustroj, organizaciju i vodstvo mletačke ratne mornarice. Do 1644. godine magistratura je brojala dva člana (potom tri), a služba toga povjerenstva trajala je godinu dana. *Providuri* ratne mornarice redovito su bili ugledni mletački patriciji koji tijekom obnašanja mandata nisu smjeli prihvaćati ni jednu drugu funkciju u tijelima državne vlasti i uprave. Za državu koja je svoj uspon i moć zasnivala na vojnopomorskoj prevlasti i nadzoru plovidbenih putova, ta je magistratura imala iznimnu važnost.³ Osim zbirke *Provveditori all'Armar*, u radu će se, iako u manjoj mjeri, koristiti i gradivo iz drugih zbirki pohranjenih u središnjoj mletačkoj arhivskoj pismohrani.

Stoga je cilj ovog rada osvijetliti dio karijere vrlo zapaženog i visokorangiranog, ali u historiografiji malo poznatog bokeljskog časnika, kapetana Vicka Dabovića. Na početku rada iznijet

seamen on Venetian battleships which can be counted with difficulty, present the facts which are well known and partly analysed in historiography.²

The central part of this research is directed towards one of the numerous topics from naval and military history of Boka kotorska and the Republic of Venice with Vicko Dabović as main protagonist - captain of one of the leading battleships under St. Mark's flag in the last years of existence of the Queen of the sea. The paper builds on the existing findings in historiography (about Dabović family from Boka and Vicko Dabović himself) and to the greatest extent on insight and analysis of the source material from Archivio di Stato di Venezia (further in text: ASV), which has so far not been used extensively. (the subject under discussion is a collection of source material directly connected with the state navy magistrate – *Provveditori all'Armar*. This state office, founded in the 1560s, was in charge of the structure, organisation and leadership of the Venetian navy forces. Until 1644 the magistrate consisted of two members (later on there were three), and the service of this commission lasted for a year. Provisors of the navy were mostly distinguished Venetian patricians who were not allowed to assume any other function in state administration and government authority. For the state which based its rise and power on military-naval supremacy and control over sailing routes, this magistrate was of utmost importance.³ Besides the collection *Provveditori all'Armar*, although not to such extent, use the source material from other collection stored at State Archives of Venice.

The objective of this article is therefore to shed light on one part of the career of a very prominent and highly ranked, but from the aspect of historiography

2 O ratovima i bitkama na Jadranu i Sredozemlju te o udjelu hrvatskih pomoraca u njima postoji opsežna literatura. Posebno zanimanje istraživača pri tome je bilo upravljeno na pomorske pothvate bokeljskih pomoraca i ratnika. Usp. neka sintetska djela te u njima sadržan dodatan popis literature: *Lepantska bitka*, 1974; P. BUTORAC, 2000; M. MILOŠEVIĆ, 2003; L. ČORALIĆ, 2007; M. MILOŠEVIĆ, 2008; M. MILOŠEVIĆ, 2008a. Usp. i tekstove u: *Pomorski zbornik*, 1962.

3 O magistraturi *Provveditori all'Armar* v. opširnije: A. DA MOSTO, 1937, 159; *Guida alle magistrature*, 2003, 142. O mletačkoj ratnoj mornarici, posebice u ranom novom vijeku, v.: C. A. LEVI, 1892; V. MARCHESI, 1919, 145-175; M. NANI MOCENIGO, 1935; F. SASSI, 1947, 99-200; A. TENENTI, 1962; F. C. LANE, 1983; E. ROSSI - M. ALBERONI - A. M. FELLER, 1990; G. PENZO, 2000; G. ERCOLE, 2006; G. CANDIANI, 2009; G. ERCOLE, 2011.

2 There is extensive literature on wars and battles on the Adriatic Sea and the Mediterranean, as well as on the share of Croatian sailors in these events. Special interest of the researchers was directed towards naval undertakings of seamen and warriors of Boka. Compare some synthetic articles and accompanying bibliography: *LEPANTSKA BITKA*, 1974; P. BUTORAC, 2000; M. MILOŠEVIĆ, 2003; L. ČORALIĆ, 2007; M. MILOŠEVIĆ, 2008; M. MILOŠEVIĆ, 2008a. Compare the texts in *POMORSKI ZBORNİK*, 1962.

3 Additional information on magistrate *Provveditori all'Armar*: A. DA MOSTO, 1937, 159; *GUIDA ALLE MAGISTRATURE*, 2003, 142. Additional information on Venetian military navy, especially in the early new age: C. A. LEVI, 1892; V. MARCHESI, 1919, 145-175; M. NANI MOCENIGO, 1935; F. SASSI, 1946 – 1947, 99-200; A. TENENTI, 1962; F. C. LANE, 1983; E. ROSSI – M. ALBERONI – A. M. FELLER, 1990; G. PENZO, 2000; G. ERCOLE, 2006; G. CANDIANI, 2009; G. ERCOLE, 2011.

ćemo osnovne podatke o obitelji Dabović i njezinim pripadnicima,⁴ dočim će u središnjemu dijelu teksta u fokusu istraživanja biti sam kapetan Vicko Dabović i posada ratnoga broda kojim je osobno zapovijedao u posljednjem desetljeću 18. stoljeća. Naposljetku, prikazom i analizom zbirke *Provveditori all'Armar* ukazat ćemo na važnost mletačkog gradiva za proučavanje brojnih sastavnica vojne i pomorske povijesti Boke kotorske i istočnog Jadrana u cjelini.

BOKELJSKA OBITELJ DABOVIĆ

Prezime Dabović susreće se u izvorima u više bokeljskih mjesta, prije svega u Perastu i Kostanjici. Prema mišljenju Rista Kovijanića, Dabovići potječu iz naselja Zalazi u zaleđu Dobrote, gdje se njihov prvi poznati predak Božo bilježi 1543. godine.⁵

Prema dosadašnjim podacima iz literature, najveći broj Dabovića bilježi se u Perastu, gdje se već 1567. godine kao općinski kapetan spominje Marin Dabović.⁶ Ipak, učestalije bilježenje Dabovića u Perastu, ali i u drugim naseljima duž Boke, započinje u 18. stoljeću, kada se brojni odvjetci te obitelji spominju kao sudionici pomorske trgovine duž Jadrana i Sredozemlja.⁷ U prvim desetljećima 18. stoljeća iz Perasta se kao vlasnici i/ili kapetani trgovačkih brodova spominju Nikola (vlasnik male barke 1710.-1730.), Ivan Matov (vlasnik male peote 1710.-1730.; 1754. prevozi teret drva u Mletke) i Juraj Krstov (1714.-1721. poduzima niz trgovačkih putovanja u Dalmaciju, Albaniju i na Krf).⁸

Učestalost spomena odvijetaka obitelji Dabović u pomorskoj privredi Boke intenzivira se tridesetih godina 18. stoljeća. Tako se, navedimo samo neke primjere, Juraj Stijepov bilježi kao vlasnik i zapovjednik tartane koja obavlja trgovački pro-

little known military officer of Boka - captain Vicko Dabović. At the beginning of the article we will outline some basic information about Dabović family and its members,⁴ whereas the central part of the text will focus on research of captain Vicko Dabović and the crew of the battleship he personally commanded in the last decade of the 18th century. Finally, through the outline and analysis of the collection *Provveditori all'Armar* we will point to the importance of the Venetian source material for researching numerous components of military and naval history of Boka kotorska and eastern Adriatic Sea as a whole.

DABOVIĆ FAMILY FROM BOKA

Family name Dabović can be traced in sources of several places in Boka, primarily in Perast and Kostanjica. According to the opinion of Risto Kovijanić, Dabović family originates from the settlement Zalazi, in Dobrota hinterland, where its first known ancestor was listed in 1543.⁵

According to former bibliographical records, the biggest number of Dabović family members was traced in Perast, where already in 1567 Marin Dabović is mentioned as municipal captain.⁶ However, more frequent registration of Dabović family members in Perast, but also in other settlements along Boka, starts in the 18th century, when numerous solicitors of this family were mentioned as participants in maritime trade along the Adriatic Sea and the Mediterranean.⁷ In the first decades of the 18th century several people from Perast were mentioned as owners and (or) captains of cargo ships: Nikola (owner of small boat 1710 – 1730), Ivan Matov (owner of small *peota* 1710 – 1730; 1754 he transports timber cargo to Venice) and Juraj Krstov (1714 – 1721 takes a series of trade trips to Dalmatia, Albania and Corfu).⁸

4 S obzirom na to da su saznanja o obitelji Dabović u hrvatskoj historiografiji fragmentarna i razasuta, a leksikonska natuknica "Dabović" u *Hrvatskom biografskom leksikonu* (HBL, 1993, 186, tekst: Tatjana Delibašić) podacima vrlo oskudna, držimo da je o pojedinim članovima obitelji ovom prigodom potrebno kazati nešto više.

5 R. KOVIJANIĆ, 1963, 103.

6 P. BUTORAC, 1998, 143.

7 U popisu stanovnika grada Perasta iz 1733. godine spominje se nekoliko ogranaka obitelji Dabović. Njihovi su nositelji Vicko (šest članova unutar obitelji), Antun (osam članova), Juraj pok. Stjepana (četiri člana) i Juraj pok. Tripuna (tri člana); v.: P. PAZZI, 2010, 155.

8 Đ. MILOVIĆ, 1957, 57, 61-62; M. MILOŠEVIĆ, 1958, 100-101; M. Š. MILOŠEVIĆ, 1964, 126, 143; N. ČOLAK, 1985, 204.

4 Considering the fact that the knowledge of Dabović family in Croatian historiography is fragmentary and scattered, and lexicon entry "Dabović" in *Croatian Biographical Lexicon* (HBL, 1993, 186, text: Tatjana Delibašić) indicates scarcity of data, we are of the opinion that on this occasion more should be said about individual members of this family

5 R. KOVIJANIĆ, 1963, 103.

6 P. BUTORAC, 1998, 143.

7 In the census of Perast from 1733 several branches of Dabović family were mentioned. Their holders were Vicko (six members within the family), Antun (eight members), Juraj of late Stjepan (four members) and Juraj of late Tripun (three members). See: P. PAZZI, 2010, 155.

8 Đ. MILOVIĆ, 1957, 57, 61-62; M. MILOŠEVIĆ, 1958, 100-101; M. Š. MILOŠEVIĆ, 1964, 126, 143; N. ČOLAK, 1985, 204.

met u albanskim lukama (1732.), Tripo Markov od oko 1710. do 1735. godine prevozi mletačku državnu poštu Dalmacijom, a Matija Petrov sa svojim trgovačkim brodovima (barka, fregadun) plovi u dalmatinske i južnotalijanske luke.⁹ Godine 1735. u Budvi je zabilježena gaeta Luke Grgurova, tridesetih i četrdesetih godina 18. stoljeća gaete i tartane Vicka Nikolina uplovljavale su u dalmatinske i albanske luke, dočim se od 1735. do 1745. u Draču u više navrata bilježe trgovački brodovi Marka Tripova Dabovića.¹⁰

Učestalost bilježenja peraških Dabovića u ja-dranskim i sredozemnim lukama nije smanjena niti u drugoj polovici 18. stoljeća. Godine 1759. Matija Jurjev, zapovjednik trgovačkog broda *Madonna del Rosario*, nalazi se u Mlecima odakle kreće u pravcu Skadra.¹¹ Kapetan na austrijskom brodu (*nave imperiale*) bio je šezdesetih godina 18. stoljeća Antun Dabović, a 1764. godine izvori bilježe njegov boravak u Ankoni (prispio iz Barlette), odakle s teretom soli kreće u pravcu Trsta.¹² Iste se godine u Mlecima (na putu prema Dalmaciji) zatekla pulaka *Madonna degli Angeli*, vlasnika kavaljera Josipa Bronze, kojom je zapovijedao kapetan Vicko Kosović. Na tome se bokeljskom trgovačkom brodu spominju vođa palube Tripun Dabović pok. Luka i njegov sin Luka.¹³ Trgovački plovidbeni pravac između srednje i južne Italije te Dalmacije održavao je sredinom osamdesetih godina Juraj Dabović (vlasnik i kapetan *bracere*),¹⁴ a posebno je zanimljiv inventar (popis pokretne imovine) mornara Nikole, preminulog u Mlecima 1787. godine.¹⁵

Dabovići se, prema prethodno iskazanim podacima, najviše spominju u kontekstu pomorske trgovine diljem Jadrana i Sredozemlja. Trgovačka putovanja pratila su tada brojne opasnosti (od po-

Frequency of mentioning solicitors of Dabović family in maritime economy of Boka is intensified in 1730s. In this respect, whereby we mention only some of the examples, Juraj Stijepov was listed as owner and captain of tartane used for trade traffic in Albanian ports (1732); Tripo Markov from about 1710 to 1735 transports Venice state mail throughout Dalmatia, and Matija Petrov with his cargo ships (boat, *fregadone*) sails to Dalmatian and south Italian ports.⁹ 1735 a *gaeta* of Luka Grgurov was registered in Budva, in the 1730s and 1740s *gaetas* and tartanes of Vicko Nikolino sailed to Dalmatian and Albanian ports, whereas from 1735 to 1745 cargo ships of Marko Tripov Dabović were registered in Durres on several occasions.¹⁰

Frequency of registering Dabović family from Perast in the ports at the Adriatic Sea and the Mediterranean was not reduced even in the second half of the 18th century. 1759. Matija Jurjev, captain of the cargo ship *Madonna del Rosario*, is located in Venice, from where he heads in the direction of Skadar.¹¹ In 1760s Antun Dabović was captain on the Austrian ship (*nave imperiale*), and 1764 the sources register his stay in Ancona (having arrived from Barletta), from where he heads in the direction of Trieste with salt cargo on board.¹² The same year a *pulaka Madonna degli Angeli* owned by the knight of St. Mark Josip Bronza was located in Venice (heading towards Dalmatia) commanded by captain. At this cargo ship from Boka boatswain Tripun Dabović late Luka and his son Luka were mentioned.¹³ Trade sailing route between middle and south Italy and Dalmatia was in mid 80s maintained by Juraj Dabović, (owner and captain of *bracera*),¹⁴ but what we find specially interesting is the inventory (list of movable property items) of seaman Nikola, deceased in Venice in 1787.¹⁵

9 M. MILOŠEVIĆ, 1958, 101; M. Š. MILOŠEVIĆ, 1964, 114, 126, 146.

10 M. MILOŠEVIĆ, 1958, 101; M. Š. MILOŠEVIĆ, 1964, 134. Vicko Dabović je 1742. godine bio umiješan u neki spor s Bokeljom Matijom Kosovićem te je tom prilikom ranjen ubodom nožem, N. ČOLAK, 1985, 152, 155.

11 N. ČOLAK, 1985, 326.

12 N. ČOLAK, 1993, 566.

13 N. ČOLAK, 1993, 570-571.

14 N. ČOLAK, 1985, 374.

15 ASV, Giudici di petizion. Inventari, b. 482, br. 41. U tekstu inventara spominju se njegovi sinovi Antun i Vicko, a za potonjeg se navodi da je trenutno *in Inghlitera*. Vremenska podudarnost upućuje na to da je možda Vicko Dabović, koji će u sljedećem poglavlju biti u središtu našega zanimanja, upravo ovdje navedeni sin pokojnog peraškog mornara. Prijepis inventara objavila je L. ČORALIĆ, 2001, 305-309.

9 M. MILOŠEVIĆ, 1958, 101; M. Š. MILOŠEVIĆ, 1964, 114, 126, 146.

10 M. MILOŠEVIĆ, 1958, 101; M. Š. MILOŠEVIĆ, 1964, 134. Vicko Dabović was in 1742 involved in some dispute with Matija Kosović of Boka and was even stabbed with a knife on that occasion (N. ČOLAK, 1985, 152, 155).

11 N. ČOLAK, 1985, 326.

12 N. ČOLAK, 1993, 566.

13 N. ČOLAK, 1993, 570-571.

14 N. ČOLAK, 1985, 374.

15 ASV, Giudici di petizion. Inventari, b. 482, br. 41. The text listing the inventory mentions his sons Antun and Vicko, whereas it is stated for the latter that he is currently *in Inghlitera*. Time overlap indicates that perhaps Vicko Dabović, who will be in the centre of our attention in the next section, is the above mentioned son of the late sailor of Perast. Inventory transcript was published by L. ČORALIĆ, 2001, 305-309.

morskih havarija do gusarskih napada), a nekoliko sljedećih primjera svjedoči o okršajima članova peraške obitelji Dabović s ulcinjskim i sjevernoafričkim gusarima. Tako je 1727. godine tartanu Nikole Dabovića kod Mljeta presrela ulcinjska fusta. Brod bokeljskoga kapetana bio je potpuno opljačkan, a smrtno je stradao i jedan njegov mornar.¹⁶ Moguće je da se 1759. godine radi o istome Nikoli (Niko), koji se kraj Aleksandrije sukobio s berberskim gusarima te u tome srazu odnio pobjedu.¹⁷ Godine 1739. ulcinjski su gusari na ušću Bojane napali peleg Ivana Dabovića. Posada je napustila i gusarima prepustila obilan teret, a pritom su dva mornara poginula.¹⁸ U dva je navrata ulcinjske napade doživio i kapetan Luka Dabović. Godine 1742. njegova je tartana opljačkana u albanskim vodama, a 1748. godine Ulcinjani su na rijeci Bojani ponovno nanijeli veliku štetu Dabovićevom brodu, pri čemu je i sam kapetan bio ranjen.¹⁹ Zahvaljujući zavidnim vojnopomorskim vještinama i golemu iskustvu, Peraštane su u svrhu nadziranja slobodne plovidbe Jadranom angažirale i aktualne vlasti. Jedan takav, kronološki postmletački primjer, bilježimo 1805. godine, kada je austrijska vlast u Boki namijenila Marku Daboviću da peraškim brigantinom *L'Assure* spriječi djelovanje Francuza.²⁰

U nekoliko je primjera zabilježen i udio Dabovića na ratnim brodovima 18. stoljeća. Tako se 1766. godine Stjepan Perov Dabović spominje kao mornar na tartani *Sacra Famiglia* peraškoga kapetana Vicka Kolovića. Ljudstvo tartane bilo je unovačeno na bokeljskom (peraškom) području, a bila je, uz još nekoliko bokeljskih brodova, namijenjena mletačkoj vojnoj intervenciji protiv tuniskih gusara.²¹ Godine 1796. načinjen je popis ljudstva na ratnome brodu *Fama*, zapovjednik kojega je bio Bokelj Josip Kolović Matikola, a u skupini mornara prve klase zabilježen je Peraštanin Lovro Dabović.²²

According to the previously outlined data, family name Dabović is most frequently mentioned in the context of seaborne trade throughout the Adriatic Sea and the Mediterranean. At that time trade journeys were accompanied by numerous dangers (ranging from ship damage to pirate attacks), and some of the examples listed below bear witness to exchanges of fire between Dabović family of Perast and pirates of Ulcinj and north Africa. 1727 tartane owned by Nikola Dabović was intercepted at Mljet by fusta of Ulcinj - the ship of captain of Boka was completely robbed, whereas one of his seamen was killed as well.¹⁶ It is possible that Nikola (Niko) mentioned in 1759 is the same person who fought the Barbary pirates at Alexandria and won that battle.¹⁷ 1739 the pirates of Ulcinj attacked the pielego owned by Ivan Dabović at the mouth of river Bojana. The crew fled and left the pirates with abundant cargo, whereby two sailors lost their lives.¹⁸ On two occasions captain Luka Dabović experienced the attacks of the pirates of Ulcinj as well. 1742 his tartane was robbed in Albanian waters, and 1748 on the river Bojana the pirates of Ulcinj once again inflicted severe damage to Dabović's ship, and the captain himself got wounded in the process.¹⁹ Thanks to excellent military and naval skills, as well as large experience, constituted authority of the time often recruited sailors of Perast for the purpose of monitoring tramping on the Adriatic Sea. One chronological post-Venice example of the kind was registered in 1805, when the Austrian authority in Boka engaged Marko Dabović to prevent activities of the French with the brigantine of Perast *L'Assure*.²⁰

The share of Dabović family members on battleships in the 18th century is marked in several examples. 1766 Stjepan Perov Dabović is mentioned as a sailor on tartane *Sacra Famiglia* of captain Vicko Kolović of Perast. Tartane's crew was recruited in the region of Boka (Perast), and it was - together with several other ships of Boka - intended for Venetian military intervention against the Tunisian pirates.²¹ 1796 a list of crew members of the battleship *Fama* was made. The ship was commanded by Josip Kolo-

16 I. ZLOKOVIĆ, 1955, 72.

17 P. BUTORAC, 2000, 193.

18 I. ZLOKOVIĆ, 1955, 74.

19 I. ZLOKOVIĆ, 1955, 74-75.

20 Marko Dabović osobno se opirao tom udjelu Peraštana u austrijsko-francuskim sukobima na Jadranu, opravdavajući se da on osobno nije vlasnik broda te da nema dovoljno financijskih sredstava za održavanje posade. Usp.: P. BUTORAC, 1938, 204-205.

21 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Sacra Famiglia, Cattaro (12. VIII. 1766.).

22 ASV, Provveditori all'Armar, b. 272. Libro accordato della pubblica nave Fama Capitan Giuseppe Colovich Matticola quondam Nicolò (1795.-1797.).

16 I. ZLOKOVIĆ, 1955, 72.

17 P. BUTORAC, 2000, 193.

18 I. ZLOKOVIĆ, 1955, 74.

19 I. ZLOKOVIĆ, 1955, 74-75.

20 Marko Dabović personally resisted this share of sailors from Perast in Austrian-French conflicts on the Adriatic Sea with the justification that he himself is not the owner of the ship and that he lacks financial means to support the crew. Compare: P. BUTORAC, 1938, 204-205.

21 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Sacra Famiglia, Cattaro (12. VIII. 1766.).

Sudjelovanje Dabovića u ratnoj mornarici na Apeninskom poluotoku nastavilo se i nakon utrnuća Mletačke republike. Tako se 1848. godine kao poručnik austrijskog bojnog broda spominje Ivan (*Giovanni*) Dabović (*Dabovich*), rođen na Krfu 1795. godine, za kojega ipak ne možemo sa sigurnošću odrediti vezu s peraškim ogrankom obitelji Dabović.²³ Garibaldinac i sudionik ujedinjenja Italije bio je Petar Dabović (rođen oko 1815. godine u Mlecima). Isprva je djelovao u trgovačkoj mornarici; od 1860. godine poručnik je Garibaldijeve vojske u Palermu, a potom djeluje u pomorskom arsenalu u Genovi.²⁴ Naposljetku, osim Dabovića koji su se istaknuli kao pomorci i pomorski ratnici, potrebno je spomenuti i Andriju, kapetana pješачke prekomorske postrojbe, djelatne u pukovniji Jurja Mitrovića 1796. godine.²⁵

Obitelj Dabović bilježi se u ranome novom vijeku i u Kostanjici, malome bokeljskom naselju smještenom nasuprot Perasta. Prema podacima iz literature, Dabovići se u Kostanjici spominju od konca 17. stoljeća, kada se mornar Petko bilježi kao član posade broda *Santa Croce* kojime je, djelujući u vodama pored Bara, zapovijedao Vicko Bujović.²⁶ Početkom 18. stoljeća kao pomorski trgovci na relaciji Albanija - Herceg Novi djeluju Juraj i Nikola Dabović, a 1747. godine na brigantinu kapetana Blaža Đurovića iz Prčanja zatekao se kao vođa palube, u trenutku kada su ih napali tripolitski gusari, Mato Dabović pok. Ivana.²⁷ Jednom od prethodno spomenutih bokeljskih tartana iz 1766. godine, namijenjenih suzbijanju tuniskih gusara, zapovijedao je Dobročanin Božo Kamenarović (tartana *Natività del Signore*), a kao mornari na njoj zabilježeni su Krsto Antunov i Juraj Matijin Dabović.²⁸ Pomorsko-trgovačka aktivnost Dabovića iz Kostanjice nastavlja se i početkom 19. stoljeća, a kao istaknutiji predstavnici spominju se Antun, Božidar, Matija, Grgur, Juraj i Tripo Dabović.²⁹ Tridesetih godina 19. stoljeća djeluje Antun Bogdanov Dabović, suvlasnik pe-

vić Matikola of Boka, and Lovro Dabović of Perast was listed in the section of seaman first class.²²

Participation of members of Dabović family in the navy on the Italian Peninsula was continued after the termination of the Republic of Venice. Ivan (*Giovanni*) Dabović (*Dabovich*), born on Corfu in 1795 is mentioned in 1848 as lieutenant-commander of the Austrian battleship, for whom we can not with certainty establish the connection with the branch of Dabović family of Perast.²³ Petar Dabović (born around 1815 in Venice) was a Garibaldinian and participant of Italian unification. He was at first active in the trade navy; from 1860 he was a lieutenant-commander of Garibaldi's army in Palermo, and afterwards he took action in the maritime arsenal in Genova.²⁴ Finally, besides the members of Dabović family who were distinguished seamen and sea warriors, it is important to mention Andrija, captain of the infantry overseas forces active in the regiment of Juraj Mitrović in 1796.²⁵

Records of the Dabović family are also found in the early new age in Kostanjica - a small settlement in Boka located opposite Perast. According to bibliographical data, family name Dabović was first mentioned in Kostanjica at the end of the 17th century, when the seaman Petko was registered as a crew member on the ship *Santa Croce*, which was, on the occasion of taking action close to Bar, commanded by Vicko Bujović.²⁶ At the beginning of the 18th century Juraj and Nikola Dabović are active as maritime traders on the relation Albania - Herceg Novi, and 1747 Mato Dabović of late Ivan happened to be a boatswain on the brigantine of the captain Blaž Đurović from Prčanj at the moment when they were attacked by the pirates of Tripoli.²⁷ One of the previously mentioned tartane of Boka from 1766, intended for combating of Tunisian pirates was commanded by Božo Kamenarović of Dobroč (tartane *Natività del Signore*), whereas Krsto Antunov and Juraj Matijin Dabović were recorded as seamen on the same ship.²⁸ Maritime-trade activity of Dabović family from Kostanjica

23 L. ČORALIĆ, 2001, 302.

24 HBL, 1993, 186.

25 ASV, Inquisitori sopra l'amministrazione dei pubblici ruoli, b. 663. Fanti Oltramarini: Reggimento Zorzi Mitrovich (1793.-1797.), Compagnia Capitan Andrea Dabovich.

26 J. BALOVIĆ, 2004, 78.

27 Š. MILINOVIĆ, 1960, 171; Đ. MILOVIĆ, 1956, 93.

28 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Natività del Signore, Capitan Nadal Camenarovich quondam Mattei, Cattaro (10. VIII. 1766.).

29 Š. MILINOVIĆ, 1960, 174.

22 ASV, Provveditori all'Armar, b. 272. Libro accordato della pubblica nave Fama Capitan Giuseppe Colovich Matticola quondam Nicolò (1795 - 1797).

23 L. ČORALIĆ, 2001, 302.

24 HBL, 1993, 186.

25 ASV, Inquisitori sopra l'amministrazione dei pubblici ruoli, b. 663. Fanti Oltramarini: Reggimento Zorzi Mitrovich (1793 - 1797), Compagnia Capitan Andrea Dabovich.

26 J. BALOVIĆ, 2004, 78.

27 Š. MILINOVIĆ, 1960, 171; Đ. MILOVIĆ, 1956, 93.

28 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Natività del Signore, Capitan Nadal Camenarovich quondam Mattei, Cattaro (10. VIII. 1766.).

ga *Valore Bochese*, a koncem 19. i u prvim desetljećima 20. stoljeća zapažen je Bogdan Špirov (1852.-1937.), vjerojatno jedan od najistaknutijih kostanjičkih pomoraca, dugogodišnji kapetan Austrijskog Lloydja.³⁰ Naposlijetku, na prijelazu iz 19. u 20. stoljeće djelovao je i kapetan Marko Dabović iz Kostanjice, čiji nam je portret i danas sačuvan u fundusu Pomorskog muzeja u Kotoru.³¹

Na kraju je potrebno spomenuti i nekoliko pomoraca iz drugih bokeljskih mjesta koji su također nosili prezime Dabović. To su, primjerice, Nikola Dabović iz Lastve (vlasnik i kapetan male tartane u prvim desetljećima 18. stoljeća) i Marko Dabović iz Stoliva (1720. godine poduzima trgovačko putovanje za Dalmaciju),³² dočim se na naoružanim tartanama iz 1766. godine bilježe dobrotski mornar Nikola Josipov iz Dobrote (tartana *Santissimo Crocefisso e Madonna del Rosario*, kapetan Juraj Ivanović)³³ i nadzornik straže (*Capo della guardia*) Juraj Markov.³⁴

VICKO DABOVIĆ – KAPETAN RATNOG BRODA VITTORIA II

Životni put i karijera Peraštanina Vicka Dabovića, središnjeg protagoniste ovoga rada, poznati su nam tek djelomično. Naime, nije nam za sada poznat tijek njegova napredovanja u vojnoj službi sve do 1794. godine, kada je imenovan zapovjednikom ratnog broda *Vittoria II*, jednog od najvećih (*primo rango*) u sastavu mletačke ratne flote u drugoj polovici 18. stoljeća. Gradnja *Vittorie II* započela je još 1732. godine pod vodstvom protomeštra Giacomo Mora, a brod je nakon višegodišnjeg zastoja dovršen tek 23. prosinca 1783. godine pod vodstvom Andree Chiribirija. Brod je pušten u promet 27. veljače 1784., a prvi zapovjednik bio je Bokelj Josip Zambela (*Zambella*). *Vittoria II* bila je duga 43,81 m, široka 12,85 m, a zajedno s drugim brodovima razne nosivosti i naoružanja (*Fama, For-*

continues at the beginning of the 19th, with Antun, Božidar, Matija, Grgur, Juraj and Tripo Dabović mentioned as more distinguished representatives.²⁹ Antun Bogdanov Dabović, co-owner of the pielego *Valore Bochese* was active in the 1930s, and at the end of the 19th and Bogdan Špirov was prominent in the first decades of the 20th century (1852 – 1937), probably one of the most distinguished seamen of Kostanjica, long-standing captain of the Austrian Lloyd.³⁰ Finally, the turn of the 19th and the 20th centuries is marked by the activity of captain Marko Dabović from Kostanjica, whose portrait remained to the present day preserved in the holdings of the Maritime museum in Kotor.³¹

Finally, it is necessary to mention some of the seamen from other settlements of Boka who also carried the family name Dabović. Those were, for instance, Nikola Dabović from Lastva (owner and captain of the small tartane in the first decades of the 18th century) and Marko Dabović from Stoliv (1720 he goes on a trade journey to Dalmatia),³² while seaman Nikola Josipov from Dobrota (tartane *Santissimo Crocefisso e Madonna del Rosario*, captain Juraj Ivanović)³³ and guard supervisor (*Capo della guardia*) Juraj Markov are registered on the armed tartanes from 1766.³⁴

VICKO DABOVIĆ – CAPTAIN OF THE BATTLESHIP VITTORIA II

Life and career of Vicko Dabović of Perast, central protagonist of this article, are only partly known to us. In other words, we are not familiar with the progress of his advancement in the military service until 1794, when he was appointed captain of the battleship *Vittoria II* – one of the biggest (*primo rango*) in Venetian task force fleet in the second half of the 18th century. The construction of *Vittoria II* began in 1732 under the guidance of *protomaestro* Giacomo Moro, and after an interruption lasting for several years it was finally completed on the 23rd of

30 Š. MILINOVIĆ, 1960, 180, 188-189; I. ZLOKOVIĆ, 1978, 109-115.

31 R. JANIĆIJEVIĆ, 2002, 161.

32 M. Š. MILOŠEVIĆ, 1964, 117; Đ. MILOVIĆ, 1957, 60.

33 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Santissimo Crocefisso e Madonna del Rosario, Capitan Zorzi Ivanovich, Cattaro (4. VIII. 1766.).

34 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Natività del Signore, Capitan Nadal Camenarovich quondam Mattei, Cattaro (10. VIII. 1766.).

29 Š. MILINOVIĆ, 1960, 174.

30 Š. MILINOVIĆ, 1960, 180, 188-189; I. ZLOKOVIĆ, 1978, 109-115.

31 R. JANIĆIJEVIĆ, 50, 2002, 161.

32 M. Š. MILOŠEVIĆ, 1964, 117; Đ. MILOVIĆ, 1957, 60.

33 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Santissimo Crocefisso e Madonna del Rosario, Capitan Zorzi Ivanovich, Cattaro (4. VIII. 1766.).

34 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Santissimo Crocefisso e Madonna del Rosario, Capitan Zorzi Ivanovich, Cattaro (4. VIII. 1766.).

za, *Concordia, Sirena, Brilante, Palma, Cavalier Angelo, Distruzion, Esploratore, Cupido, Nettuno*) stavljena je pod zapovjedništvom izvanrednog providura ratne mornarice (*Capitano straordinario delle Navi*) Angela Ema te je u lipnju 1784. godine upućena na Krk, bazu iz koje je flota imala zadatak djelovati na sprječavanju aktivnosti tuniskih gusara. Čini se da nije izravno sudjelovala u akciji protiv tuniskog bega tijekom te i sljedeće godine, već je s dijelom flote blokirala prilaze tuniskim lukama.³⁵ Naoružanje na brodu *Vittoria II* bilo je prilično impresivno. Brod je imao sedamdeset topova: *28 da 40 libbre, 28 da 30 libbre* te *14 da 14 libbre*.³⁶

Bokelj Josip Zambela zapovijedao je *Vittoria* do svoje smrti (početak 1794. godine), kada je za privremenog zapovjednika broda imenovan Costante Durante, dotadašnji prvi pilot na brodu. Njegova je služba kratko trajala te je već 7. srpnja 1794. kapetanom broda *Vittoria II* imenovan, odlukom generalnog providura mora Carla Aurelia Widmanna, Vicko Dabović.³⁷

U središnjem dijelu ovoga rada razmotriti ćemo sastav posade na mletačkome ratnom brodu *Vittoria II*. Riječ je popisu načinjenom po naređenju providura mora Widmanna 1. rujna 1794., vjerojatno na Krku, pri čemu valja napomenuti da se osnovni popis tijekom iduće godine (do 24. rujna 1795.) učestalo mijenjao, s obzirom na osnovni (prvotni) sastav posade.³⁸ Prema potonjem, završnom datumu iz 1795. godine (također ovjerenom Widmannovim potpisom), na brodu je djelovalo ukupno 177 članova posade. Posada broda bila je podijeljena u četiri temeljne skupine: *Uffiziali e Titolati, Marineri prima classe, Marineri seconda classe* i *Mozzi*. U narednim redcima svaku od navedenih skupina razmotrit ćemo s naglaskom na udio pomoraca zavičajem s istočne obale Jadrana.

December 1783 under the guidance of Andrea Chiribiri. The ship was put into service on the 27th of February, 1784, the first captain was Josip Zambela of Boka (*Zambella*). *Vittoria II* was 43,81 m long and 12,85 m wide, and together with other ships of various loading capacity and weaponry (*Fama, Forza, Concordia, Sirena, Brilante, Palma, Cavalier Angelo, Distruzion, Esploratore, Cupido, Nettuno*), it was placed under command of an excellent navy provisor (*Capitano straordinario delle Navi*) Angela Ema, and was subsequently in June, 1784 sent to Corfu, the base from which the fleet had the task to take action in preventing the activities of Tunisian pirates. It seems that this ship did not directly participate in the action against the Tunisian beg within that and the following year. Moreover, it blocked access to Tunisian ports together with some other ships of the fleet.³⁵ Weaponry on the ship *Vittoria II* was rather impressive. The ship had seventy cannons – *28 da 40 libbre, 28 da 30 libbre* and *14 da 14 libbre*.³⁶

Josip Zambela of Boka commanded *Vittoria* until he died (beginning of 1794), when Costante Durante, up-to-then the first pilot on the ship, was appointed a temporary captain. His service was of short duration and no sooner than 7th of July, 1794 Vicko Dabović was appointed captain of the ship *Vittoria II* - by decision of the general provisor of the sea Carlo Aurele Widmann.³⁷

In the central part of this article we will analyse the crew structure on the Venetian battleship *Vittoria II*. The subject under discussion is the list compiled following the order of the provisor of the sea Widmann of 1st of September, 1794, most probably on Corfu, whereas it is important to point out that within the following year (until 24th of September, 1795) the basic list was subject to frequent alterations with reference to the basic (original) composition of the crew.³⁸ Based on the latter, final date

35 G. ERCOLE, 2011, 196, 199-200.

36 Top od 40 libara imao je kalibar 149 mm, projektil težak 12,0 kg, dužinu cijevi 280 cm, a maksimalni domet hica iznosio je 3100 m. Top od 30 libara imao je kalibar 135 mm, projektil težak 9,0 kg, dužinu cijevi 260 cm, a maksimalni domet hica iznosio je 3300 m. Top od 14 libara imao je kalibar 108 mm, projektil težak 4,2 kg, dužinu cijevi 220 cm, a maksimalni domet hica iznosio je 3300 m, G. ERCOLE, 2011, 78.

37 ASV, Provveditori all'Armar, b. 237-238. Libro accordato della pubblica nave Vittoria Capitan Iseppo Zambella quondam Triffon.

38 ASV, Provveditori all'Armar, b. 239. Libro accordato della pubblica nave Vittoria Capitan Vincenzo Dabovich (1794.-1795.). Providur mora Widmann spominje kapetana Dabovića i brod *Vittoria* u svojem pismu sa Krfa, upućenom u Mletke 25. IX. 1795. Usp.: C. A. WIDMANN, 1997, 255.

35 G. ERCOLE, 2011, 196, 199-200.

36 Cannon *da 40 libbre* had a 149 mm calibre, its missile weighed 12,0 kg, barrel length was 280 cm, and maximum shot range was 3100 m. Cannon *da 30 libbre* had a 135 mm calibre, its missile weighed 9,0 kg, barrel length was 260 cm, and maximum shot range was 3300 m. Cannon *da 14 libbre* had a 108 mm calibre, its missile weighed 4,2 kg, barrel length was 220 cm, and maximum shot range was 3300 m (G. ERCOLE, 2011, 78).

37 ASV, Provveditori all'Armar, b. 237-238. Libro accordato della pubblica nave Vittoria Capitan Iseppo Zambella quondam Triffon.

38 ASV, Provveditori all'Armar, b. 239. Libro accordato della pubblica nave Vittoria Capitan Vincenzo Dabovich (1794 – 1795). Provisor of the sea Widmann mentions captain Dabović and ship *Vittoria* in his letter from Corfu sent to Venice on 25th of November, 1795. Compare: C. A. WIDMANN, 1997, 255.

U prvoj je skupini (*Uffiziali e Titolati*) na završni dan evidentiranja članova brodske posade (24. rujna 1794.) zabilježeno ukupno 37 časnika, dočasnika i ostalih dužnosnika, obnašatelja specijaliziranih službi na brodu. Međutim, uzmemo li u obzir sve osobe koje su tijekom jedne godine (od rujna 1794. do rujna 1795. godine) popisivane, ali i brisane s osnovnoga popisa, dolazimo do podatka da je kroz navedeno vrijeme kroz ovu skupinu prošlo ukupno 73 ljudi. Uz kapetana (*Capitan, Capitano*), posadu je činilo i pet glavnih navigatora broda, pilota ili peljara (*Primo, Secondo, Terzo, Quarto i Quinto Piloto*).³⁹ Uz glavne pilote, na brodu se bilježe i njihovi pomoćnici (*Pilotino*). Osobita se važnost u upravljanju brodom i brodskom posadom pridavala vođama palube ili nokjerima (*Primo i Secondo Nochiere*)⁴⁰ koji su izravno zapovijedali kormilarima (*Timonier*). Specijaliziranu djelatnost na brodu obnašali su i nadzornici za jedra (*Guardian / Castellano*), nadzornik broda (*Custode*), nadzornik jarbola (*Gabbier*), stražari na košu jarbola (*Parechier, Parechietter, Parochieter*) te parun (zapovjednik) pomoćne barke (*Paron di barca*). Na ratnome brodu prve klase bilježi se i cijeli niz osoba koje su obavljale posebne, nepomorske i nevojničke djelatnosti bez kojih bi uobičajeni život posade teže funkcionirao. To su brodski pisar (*Scrivan, Scrivano*) i njegov pomoćnik (*Scrivanello*), liječnik (*Eccelente*), kapelan, odnosno dušebrižnik (*Cappellano*), ekonom (*Dispensier*) i njegovi pomoćnici (*Dispensierotto, Penese*) zaduženi za redovitu opskrbu broda hranom i odgovorni za sveukupnu robu ukrcanu na brod, bačvar (*Bottario, Botter*) zadužen za opskrbu broda pitkom vodom, kao i brijač (*Barbier*) i njegov pomoćnik (*Barbierotto*) koji skrbe o osnovnoj higijeni članova posade.

from 1795 (also authorised by Widmann's signature), the crew counted 177 members and was divided into four sections – *Uffiziali e Titolati*, *Marineri prima classe*, *Marineri seconda classe* and *Mozzi*. In the following lines we will analyse each of the above mentioned sections with reference on the share of seamen coming from the east Adriatic coast.

On the final day of making a record of crew members (24th of September, 1794) in the first section (*Uffiziali e Titolati*) there was a total number 37 officers, non-commissioned officers and other functionaries administering specialised duties on the ship. However, if we take into consideration all the persons that were listed and deleted from the list within one year (from September 1794 to September 1795), we come to the finding that 73 people went through this section in the respective period. Besides captain (*Capitan, Capitano*), the crew was composed of five main pilots of the ship (*Primo, Secondo, Terzo, Quarto and Quinto Piloto*).³⁹ Besides the main pilots, their assistants are also listed in the register of crew members (*Pilotino*). Special importance in navigation of the ship and management of the ship's crew was assigned to boatswains or coxwains (*Primo and Secondo Nochiere*),⁴⁰ who gave direct orders to steermen (*Timonier*). Specialised activity on the ship was administered by controllers of sails (*Guardian / Castellano*), superintendant of the ship (*Custode*), mast controllers (*Gabbier*) and look-out in crow's nest (*Parechier, Parechietter, Parochieter*), as well as by the commander (*parone*) of the support boat (*Paron di barca*). The crew register of the first class battleship contains a list of numerous persons who administered special non-maritime and non-military duties essential for regular routine of the crew. These were the ship's scrivener (*Scrivan, Scrivano*) and his assistant (*Scrivanello*), doctor (*Eccelente*), chaplain, i.e. spiri-

39 O nazivu i službi pilota usp.: G. BOERIO, 1856, 510; P. SKOK, 1933, 120; *Dizionario di marina*, 1937, 635-637; M. NANI MOCENIGO, 1935, 33; *Dizionario enciclopedico marinaresco*, 1971, 452; E. ROSSI - M. ALBERONI - A. M. FELLER, 1990, 82; T. PIZZETTI, 1999, 26-27; G. ERCOLE, 2011, 170. Usp. i objašnjenja (pod pojmom peljar) u: PE, 1983, 8-9 (tekst: Ivo Buljan); R. VIDOVIĆ, 1984, 356.

40 U talijanskoj mornarici nokjer je faktično jedan od zapovjednika brodske posade (*colui che guida e governa la nave*). U francuskoj mornarici služba nokjera podudarala se s onom koju obnaša pilot, odnosno peljar. O nazivu i službi nokjera u mletačkoj ratnoj mornarici v.: G. BOERIO, 1856, 443; P. SKOK, 1933, 124-125; *Dizionario di marina*, 1937, 518-519; *Dizionario enciclopedico marinaresco*, 1971, 399; N. ZINGARELLI, 1991, 1239; T. PIZZETTI, 1999, 170.

39 Regarding terminology and service of pilots compare: G. BOERIO, 1856, 510; P. SKOK, 1933, 120; *DIZIONARIO DI MARINA*, 1937, 635-637; M. NANI MOCENIGO, 1935, 33; *DIZIONARIO ENCICLOPEDICO MARINARESCO*, 1971, 452; E. ROSSI - M. ALBERONI - A. M. FELLER, 1990, 82; T. PIZZETTI, 1999, 26-27; G. ERCOLE, 2011, 170. Compare clarifications (under the notion *peljar*) in: PE, 1983, 8-9 (text: Ivo Buljan); R. VIDOVIĆ, 1984, 356.

40 In the Italian navy the coxwain is practically one of the commanders of the ship's crew (*colui che guida e governa la nave*). In the French navy the service of coxwain was corresponding to the one administered by the pilot. Additional information regarding the name and service of coxwain in the Venice navy: G. BOERIO, 1856, 443; P. SKOK, 1933, 124-125; *Dizionario di marina*, 1937, 518-519; *Dizionario enciclopedico marinaresco*, 1971, 399; N. ZINGARELLI, 1991, 1239; T. PIZZETTI, 1999, 170.

Osobni podaci o članovima posade vrlo su oskudni te osim imena i prezimena ne sadrže druge informacije (ime oca, zavičajno podrijetlo, dob i drugo). Stoga matično podrijetlo (zemlja, kraj) časnika, dočasnika i obnašatelja specijaliziranih službi na ratnome brodu možemo tek pretpostaviti, pouzdajući se i vodeći se prema njihovim prezimima.⁴¹ Prema tako provedenoj raščlambi (v.: *Grafikon 1*) na brodu *Vittoria II* najviše osoba u skupini *Uffiziali e Titolati* potječe iz Italije (63,01%), a najvjerojatnije je riječ o samim Mlecima, odnosno o krajevima i gradovima s područja Veneta koji su se nalazili u sastavu Mletačke republike. S istočno-jadranske obale u ovoj skupini možemo izdvojiti 23,29% članova posade, a na osnovu njihovih prezimena razvidno je da njihov zavičaj treba ponajprije tražiti na području Boke kotorske.⁴² Na Grke u ovome dijelu posade broda otpada 10,96% (za nekolicinu je navedeno da potječu s egejskog otoka Khíos), dočim za 2,74% popisanih pomoraca i službenika na brodu *Vittoria II* na osnovi njihovih prezimena nije moguće utvrditi pobliže zavičajno podrijetlo.

tual father (*Cappellano*), catering officer (*Dispensier*) and his assistant (*Dispensierotto, Penese*) who were in charge of regular supplies of food on the ship, as well as of the overall merchandise loaded on the ship, cooper (*Bottario, Botter*) in charge of regular supplies of fresh water on the ship, and barber (*Barbier*) with his assistant (*Barbieriotto*) looking after the basic hygiene of crew members.

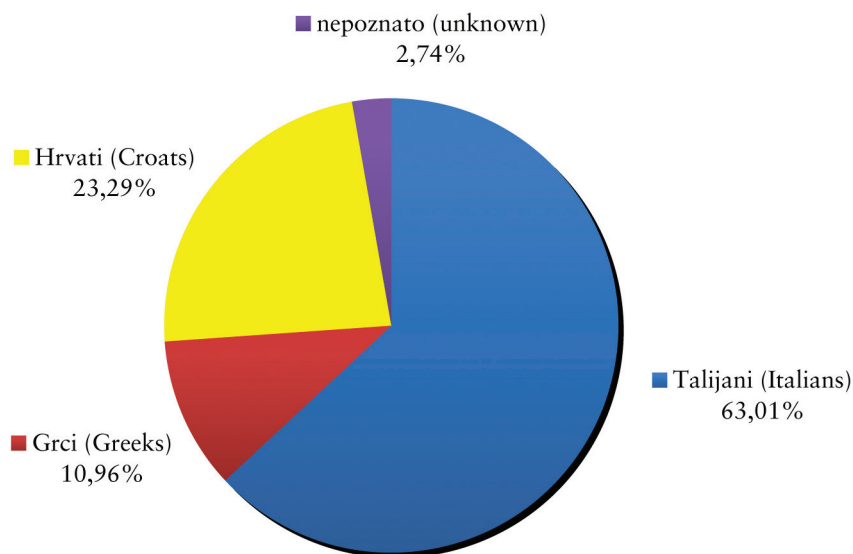
Basic information on crew members is scarce and doesn't provide any additional data except the name and family name (father's name, domicile origin, age etc.) We can therefore only presume the domicile origin (country, region) of military officers, non-commissioned officers and administrators of specialised duties on the battleship, relying on and being guided by their family names.⁴¹ According to such analysis (see: *Chart 1*) on the ship *Vittoria II* the majority of people in section *Uffiziali e Titolati* originate from Italy (63,01%), and we are probably talking about the Venetians themselves, i.e. about the regions and towns from Venetto area that were a part of the Republic of Venice. 23,29% crew members in this section originate from the East Adriatic coast, and based on their family names it is evident that their domicile should primarily be sought in the area of Boka kotorska.⁴² The number of Greek crew members in this section amounts to 10,96% (with records indicating that several of them originate from the Aegean island Khíos), whereas for 2,74% of the listed seamen and officials on the battleship *Vittoria II* it was not possible to closely establish their domicile origin based on their family names.

41 Procjena podrijetla pojedine osobe prema prezimenu zasigurno nije uvijek točna te su odstupanja moguća (primjerice, dio osoba koje imaju talijansko ili talijanizirano podrijetlo ne moraju nužno potjecati s Apeninskoga poluotoka, već i iz Istre, Dalmacije i drugih mletačkih prekojadranskih posjeda). Ipak, za dio osoba njihovo slavensko / hrvatsko sročeno prezime nedvojbeno upućuje da njihov zavičaj treba tražiti duž istočnoga Jadrana, a jednak je slučaj i s pomorcima koji imaju grčka imena i prezimena te evidentno dolaze s tamošnjih mletačkih stečevina.

42 U skupini časnici, dočasnici i obnašatelji specijaliziranih brodskih službi na brodu *Vittoria II* hrvatskoga su podrijetla kapetan Vicko Dabović (Perast), prvi pilot Marko Zečević, drugi pilot Ivan Rašković, četvrti piloti Ivan Krstitelj Bilin i Nikola Janšić (Đanšić), peti piloti Ivan Jelić i Ivan Balović (Perast), pomoćni piloti Vicko Jelić, Toma Anzulović, Josip Marinić, Marin Subotić, Andrija Zenić i Frano Luković (Prčanj), prvi nokjer Josip Kušeljević, parun barke Toma Zanočić te ekonom Matija Lovrić i Frano Zifra (Kotor).

41 Origin estimate of individual persons based on their family names is surely not always correct, i.e. there is a possibility of deviations (for example, some persons with Italian or Italianized family name may not necessarily originate from the Italian Peninsula, but may also come from Istria, Dalmatia and other Venetian trans-adriatic estates). However, with some persons, their Slavic / Croatian composed family name undoubtedly indicates that their domicile should be sought along the eastern part of the Adriatic Sea, and equally so for seamen with Greek names and family names who obviously come from Venetian acquisitions from that region.

42 In the section of officers, non-commissioned officers and administrators of specialised ship services on the ship *Vittoria II* the following crew members were of Croatian origin: captain Vicko Dabović (Perast), first pilot Marko Zečević, second pilot Ivan Rašković, fourth pilots Ivan Krstitelj Bilin and Nikola Janšić (Đanšić), fifth pilots Ivan Jelić and Ivan Balović (Perast), assistant pilots Vicko Jelić, Toma Anzulović, Josip Marinić, Marin Subotić, Andrija Zenić and Frano Luković (Prčanj), first coxwain Josip Kušeljević, commander of support boat (*parone*) Toma Zanočić and catering-officers Matija Lovrić and Frano Zifra (Kotor).

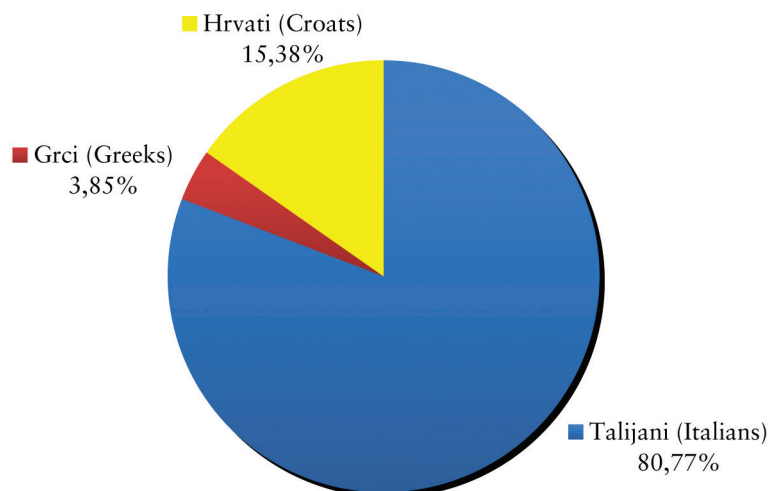


Grafikon 1: Zavičajno podrijetlo časnika, dočasnika i obnašatelja specijaliziranih službi na brodu *Vittoria II* 1794.-1795. godine

Chart 1: Domicile origin of officers, non-commissioned officers and administrators of specialised services on the Vittoria II from 1794 to 1795

Druga skupina članova posade broda *Vittoria II*, također popisivana tijekom 1794. i 1795. godine, bili su mornari prve klase. Iako ih je u rujnu 1795. godine zabilježeno 61, kroz proteklih godinu dana na *Vittoriji* u toj je skupini zabilježeno čak 156 pomoraca. Imena i prezimena ovih mornara i ovdje su jedini podatak koji je popisivač zabilježio te osim zavičajnog podrijetla (v.: *Grafikon 2*), pretpostavljanog na osnovu njihova prezimena, druge se vrste raščlambe ne mogu adekvatno provesti. I ovdje je više nego očita prevaga Talijana (80,77%). *Marineri prima classe* podrijetlom s istočnojadranske obale zastupljeni su sa 15,38%, a prema nekim prezimenima možemo s velikom sigurnošću pretpostaviti da je riječ o Bokeljima (Antović, Dabović, Botrić, Kažanegra, Marović, Milošević i druga). Od drugih nacionalnih, odnosno zavičajnih skupina, među mornarima prve klase prisutni su, i to u vrlo malom broju primjera, još samo Grci (3,85%).

The second section of the crew of the ship *Vittoria II*, also listed in 1794 and 1795, consisted of first class seamen. Although in September 1795 there were 61 of them listed, within the previous year no less than 156 seamen were listed in this section on *Vittoria*. Names and family names of these seamen are yet again the only information listed by the inventory-taker and except for the domicile origin presumed based on their family names it is not possible to adequately conduct further analysis (see: *Chart 2*). Prevalence of the Italians is obvious in this section as well. (80,77%). *Marineri prima classe* originating from the East Adriatic coast are represented with 15,38%, and based on certain family names we can estimate with certainty that we are talking about people from Boka (Antović, Dabović, Botrić, Kažanegra, Marović, Milošević and other). The only other national i.e. domicile group present among the first class seamen - in the small number of examples - were the Greeks (3,85%).

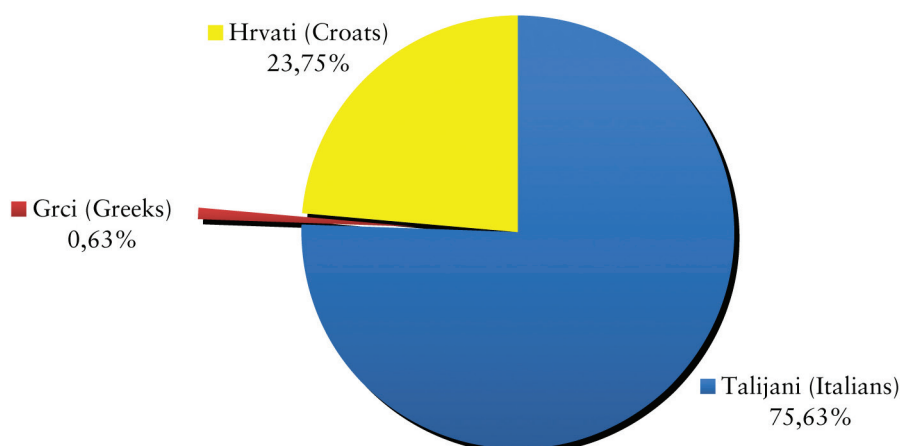


Grafikon 2: Zavičajno podrijetlo mornara prve klase na brodu *Vittoria II* 1794.-1795. godine

Chart 2: Domicile origin of the first class seamen on the ship *Vittoria II* from 1794 to 1795

Dana 24. rujna 1795. na ratnom brodu *Vittoria II* zabilježen je 71 mornar druge klase. Njihova fluktuacija u promatranom jednogodišnjem razdoblju također je bila iznimno velika te je u svojstvu trajnijeg ili privremenog djelovanja na brodu zapisano čak 160 mornara. Postotnim udjelom prednjače Talijani (75,63%), a mornara sa širega područja istočnojadranske obale zabilježeno je 23,75%. Njihov bliži zavičaj ovdje također nije moguće pouzdano utvrditi, osim u primjerima prezimena za koja nam je poznato da su evidentno bokeljska (Davidović, Milović, Palikuća, Perović, Simović, Šerović, Zanović i druga). Kada je riječ o grčkim mornarima, na osnovu prezimena njihov je udio u ovoj skupini pomoraca minimalan (0,63%).

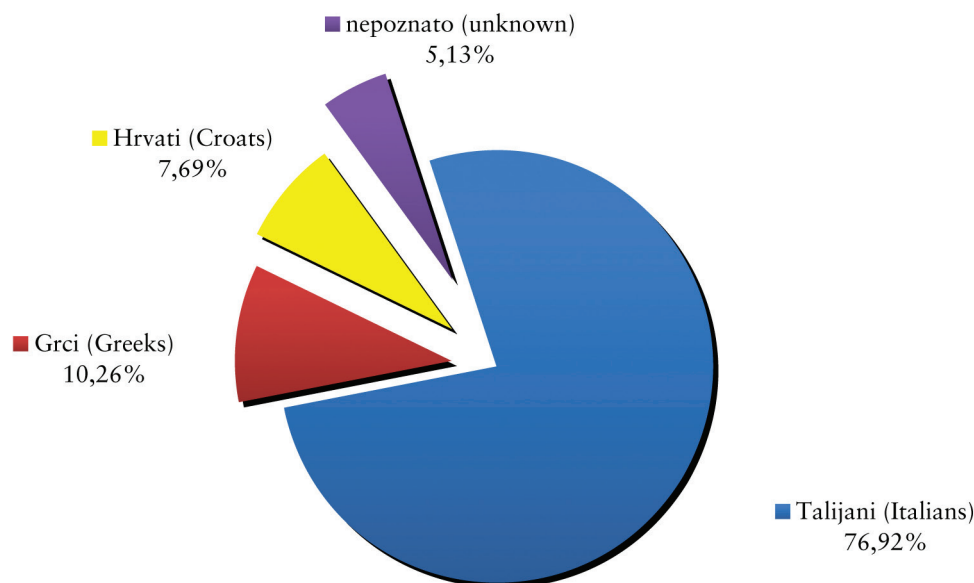
On the 24th of September, 1795 the total number of 71 second class seamen was listed on the battleship *Vittoria II*. Their fluctuation in the analysed period of one year was also of considerable scope and therefore 160 seamen were listed in the capacity of permanent or temporary activity on the ship. Percentage share is pioneered by the Italians (75,63%), and the register indicates that 23,75% of seamen came from the wider area of the eastern Adriatic coast. Their closer domicile can not be established with complete certainty, except for the example of the family names which are known to have originated from Boka (Davidović, Milović, Palikuća, Perović, Simović, Šerović, Zanović and other). When it comes to Greek seamen, based on their family names their share in this section of seamen is minimal (0,63%).



Grafikon 3: Zavičajno podrijetlo mornara druge klase na brodu *Vittoria II* 1794.-1795. godine
 Chart 3: Domicile origin of second class seamen on the ship *Vittoria II* from 1794 to 1795

Završna skupina posade ratnoga broda kojime je zapovijedao Peraštanin Vicko Dabović su mornarski pomoćnici (*Mozzi*). Na završni dan evidentiranja Dabovićeva ljudstva (24. rujana 1795.) “malih od palube” zabilježeno je sedam, dočim je njihov ukupan broj, zabilježen popisima načinjenim tijekom jedne godine, iznosio 39. Mornarskih pomoćnika talijanskoga podrijetla bilo je 76,92%, na mlade grčke mornare otpada 10,26%, a na Hrvate 7,69% (među potonjima bilježi se i bokeljsko prezime Milošević). Naposljetku, za nekoliko mornarskih pomoćnika prezime nije izrijekom zabilježeno (5,13%), već samo oznaka *della Pietà*, koja nedvojbeno upućuje da su prethodno odgajani u sirotištu te njihovo matično podrijetlo niti na koji način ne možemo pretpostaviti.

The final section of the crew of the battleship commanded by Vicko Dabović of Perast were assistants to seamen (*Mozzi*). On the final day of listing the entire Dabović's crew (24th of September, 1795) there were seven “sailor boys”, whereas their total number – according to the lists compiled during one year - amounted to 39. 76,92% of assistants to seamen were of Italian origin, whereas the share of young Greek sailors amounted to 10,26%, and on Croats 7,69% (among the latter there was an entry of the family name Milošević from Boka). Finally, there were a couple of assistants to seamen whose family names were not literally listed (5,13%), but merely with the remark *della Pietà*, which undoubtedly points to the fact that they had been raised in the orphanage and therefore their domicile origin can not be presumed by any possible method.

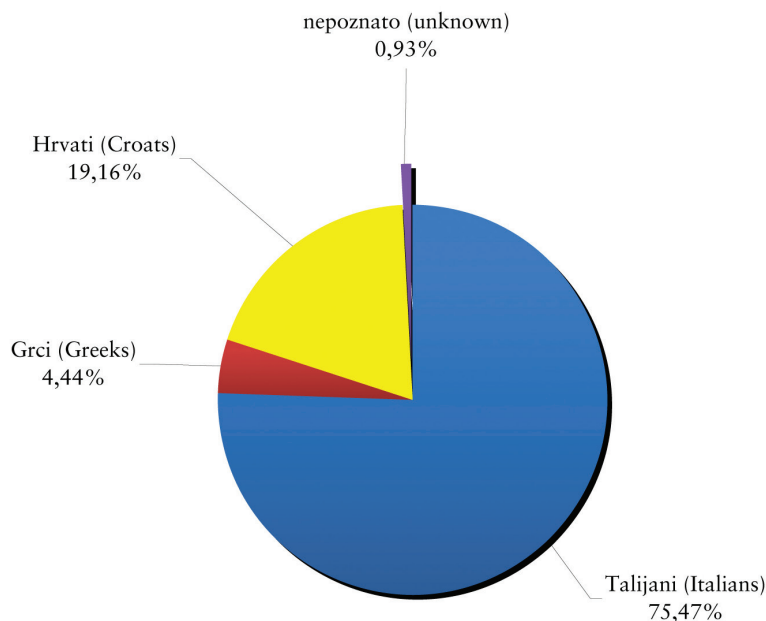


Grafikon 4: Zavičajno podrijetlo mornarskih pomoćnika na brodu *Vittoria II* 1794.-1795. godine

Chart 4: Domicile origin of assistants to seamen on the ship *Vittoria II* from 1794 to 1795

U rujnu 1795. godine vrhovni zapovjednik mora Carlo Aurelio Widmann ovjerio je brojčano stanje posade broda *Vittoria II*. Ljudstvo na brodu brojilo je tada, uzveši u zbroj sve prethodno spomenute kategorije časnika, pomoraca i drugih brodskih službenika, 177 osoba. Međutim, ukoliko (kao što je to učinjeno i pri partikularnoj analizi pojedinih kategorija brodske posade) uzmemo u obzir sve časnike, dočasnike, obnašatelje specijaliziranih službi, mornare prve i druge klase te mornarske pomoćnike, dolazimo do podatka da je kroz službe na *Vittoriji* u jednogodišnjem razdoblju prošlo ukupno 428 osoba. Njihova ukupna zavičajna struktura odraz je prethodnih analiza te je premoć Talijana očekivana (75,47%). Hrvati su na brodu kojim je zapovijedao bokeljski kapetan bili zastupljeni sa nešto manje od 20% (19,16%), na Grke je otpadalo 4,44% ukupnoga ljudstva, a pomorci čije podrijetlo ne možemo ni približno pretpostaviti činili su tek 0,93% brodske posade.

In September 1795, general commander of the sea Carlo Aurelio Widmann certified the number of crew members of the ship *Vittoria II*. At that time manpower on the boat, taking into consideration all the above mentioned categories of officers, seamen and other officials, amounted to 177 persons. However, (as it was done within particular analysis of individual categories of the crew) we take into consideration all the officers, non-commissioned officers, administrators of specialised services, first class and second class seamen and assistants to seamen, we come to the information that during the period of one year 428 persons administered their service on *Vittoria*. Their overall domicile structure is a reflection of previously conducted analyses and indicates the expected predominance of the (75,47%). On the ship commanded by the captain from Boka the Croats were represented with little less than 20% (19,16%), the Greeks amounted to 4,44% of the total manpower, and the seamen whose origin can not even be presumed made up 0,93% of the ship's crew.



Grafikon 5: Zavičajno podrijetlo ukupnoga ljudstva zabilježenog na brodu *Vittoria II* 1794.-1795. godine
Chart 5: Domicile origin of the complete manpower listed on ship *Vittoria II* from 1794 to 1795

Dominantan udio talijanskih pomoraca i drugih članova posade na vodećim mletačkim ratnim brodovima je očekivan. Hrvati su prednjačili na brodovima nižega ranga (tartane, šambeci), najčešće na onima koji su bili vlasništvo domaćih pomorskih poduzetnika te su u mirnodopsko vrijeme korišteni kao trgovačka plovila. U tim primjerima posadu su pretežito činili pomorci iz matičnoga kraja kapetana, odnosno vlasnika broda, a Talijani (i u manjoj mjeri Grci) bilježe se isključivo kao obnašatelji specijaliziranih službi (pisari, liječnici, brijači, kuhari). Istrani, Dalmatinci i Bokelji ipak nisu mogli, već i s obzirom na malobrojnost žiteljstva, prevladavati na velikim ratnim brodovima, na kojima je posada brojila i po više stotina ljudi. Mletačko područje (Mleci, Veneto), ali i Talijani iz drugih onodobnih državnica Apeninskoga poluotoka, najčešća su baza iz koje se novačio sastav posade velikih fregata *primo* i *secondo rango*. Stoga, uzevši u obzir nesrazmjer broja stanovnika u dobro napućenom Venetu i relativno mala pomorska naselja (i oskudnost velikih gradova) duž Kvarnera, Dalmacije i Boke, možemo zaključiti kako je udio Hrvata na mletačkim ratnim brodovima najviše klase bio vrlo zapažen. To nam potvrđuje i uvid u popis ljudstva na brodu *Vittoria II*.

Dominant share of Italian seamen and other crew members on the leading Venetian battleships was expected. Croats were predominant on the ships of lower rank (tartanes, xabecs), mostly on those owned by domestic maritime entrepreneurs, used at peacetime as trading vessels. On such occasions the crew usually consisted of seamen originating from the captain's or owner's domicile area, and the Italians (and to lesser extent also the Greeks) are listed exclusively as administrators of specialised services (scriveners, doctors, barbers, cooks). Seamen from Istria, Dalmatia and Boka - considering the low number of inhabitants - could not be predominant on large battleships, where the crew consisted of several hundreds of men. The Venice area (Venice, Venetto), but also the Italians from other small states of that time located on the Italian Peninsula formed the most frequent basis for recruiting the crews of big frigates *primo* and *secondo rango*. Therefore, taking into consideration the disproportion between the number of inhabitants in well populated Venetto and relatively small sea settlements (and scarcity of big towns) along Kvarner, Dalmatia and Boka we can conclude that the share of Croats on Venetian battleships of highest rank was very prominent. This is also confirmed by the list of manpower on the ship *Vittoria II*.

U *Libro accordato della pubblica nave Vittoria* sa-
držani su i podaci o plaćama pomoraca i brodskih
dužnosnika. Očekivano, najveću je plaću imao ka-
petan Vicko Dabović (310 lira mjesečno te kapetan-
ski dodatak od 240 lira). Znatniju mjesečnu plaću
imali su i brodski pisar (186 lira), prvi i drugi pilot
(132, odnosno 124 lire) te prvi nokjer (124 lire).
Plaće od preko sto lira mjesečno dobivali su i treći
i četvrti pilot (114, odnosno 104 lire), kao i drugi
nokjer (111 lira). Solidno su bili plaćeni peti pilot
(93 lire), nadzornik broda (74 lire), liječnik (62 lire),
nadzornik za jedra (62 lire) i ekonom (62 lire), do-
čim su manje mjesečne iznose (po 48 lira) dobivali
kapelan, pomoćnik ekonoma, čuvar barke, nadzor-
nik jarbola te stražar na košu jarbola. Mornari prve
klase dobivali su po 42 lire mjesečno, mornari dru-
ge klase i pomoćni piloti po 36 lira, dočim je plaća
mornarskih pomoćnika iznosila skromnih 12,3 lire.
Za sve članove posade, ovisno o činu i vrsti brodske
službe, bio je predviđen i mjesečni izdatak za pre-
hranu (od 20 do 36 lira).

POSLEDNJI DANI RATNOG BRODA VITTORIA II I NOVO DOBA U KARIJERI VICKA DABOVIĆA

Na osnovu postojećih saznanja iz historiografije po-
znate su nam završne epizode iz povijesti mletačko-
ga ratnog broda *Vittoria II*. U lipnju 1796. godine
brod je sa Krfa upućen u Mletke na remont, gdje
je procijenjeno kako bi troškovi popravka i ospo-
sobljavanja broda bili preveliki. *Vittoria II* je stoga
poništena, odnosno izbrisana s popisa ratne flote
te je početkom 1797. godine prodana trgovačkom
kapetanu Francescu Comellu i njegovim poslovnim
sudrugovima za 42.000 lira. Novi vlasnici usidrili
su brod na otoku Giudecca. Bivši ratni brod ondje
je dočekaio ulazak francuskih snaga u Mletke, koje
su ga nedugo potom spalile.⁴³

Silazak Mletačke republike s povijesne pozornice
nije značio kraj vojne karijere Bokelja Vicka Dabo-
vića. Znan kao vrstan mornarički časnik i stručnjak
u vojnopomorskim vještinama, kapetan Dabović
nastavio je karijeru služeći Austriji. U studenome
1811. godine imenovan je jednim od zapovjednika
za obranu Venecije (kao zapovjednik broda unova-
čenog u Perastu). Iste je godine primljen i u peraško
vijeće (*Corpo nobile*) te su ti podaci, dostupni pre-

Libro accordato della pubblica nave Vittoria con-
tains data on salaries of seamen and ship officials.
As expected, the captain Vicko Dabović had the hi-
ghest salary (310 lyres per month and captain's bo-
nus of 240 lyres). Considerably monthly salary was
also paid to the ship's scrivener (186 lyres), first and
second pilot (132, i.e. 124 lyres) and first coxwain
(124 lire). Salaries over one hundred lyres per mon-
th were also paid to third and fourth pilot (114, i.e.
104 lyres), as well as second coxwain (111 lyres).
Substantial payment was also provided for the fifth
(93 lire), superintendent of the ship (74 lyres), doctor
(62 lyres), controller of sails (62 lyres) and catering
officer (62 lyres), whereas smaller monthly sums (48
lyres per person) were paid to the chaplain, assistant
to catering officer, guard of the support boat, mast
controller and look-out on the crew's nest. First class
seamen were given monthly sums of 42 lyres, second
class seamen and assistant pilots 36 lyres, whereas
the salary of assistants to seamen amounted to mo-
dest 12,3 lyres. A monthly expense for nutrition
(from 20 to 36 lyres) was provided for all crew mem-
bers - depending on the rank and type of service.

LAST DAYS OF THE BATTLESHIP VITTORIA II AND NEW TIME IN THE CAREER OF VICKO DABOVIĆ

Based on the existing findings of the historiograp-
hy, we are familiar with the last episodes from the
history of Venetian battleship *Vittoria II*. In June
1796 the ship was sent for repairs from Corfu to
Venice, where it was estimated that the costs of
overhaul would be too big. *Vittoria II* was therefore
set aside and deleted from the list of the war fleet.
At the beginning of 1797 it was sold to trading cap-
tain Francesco Comello and his business associates
for 42.000 lyres. New owners anchored the ship on
the island of Giudecca. Former battleship remained
there until French forces entered Venice and burnt it
shortly afterwards.⁴³

Descent of the Republic of Venice from the hi-
story stage did not imply the end of military career
of Vicko Dabović from Boka. Well known as an
excellent navy officer and expert in military and
naval skills, captain Dabović continued his career
serving Austria. In November, 1811 he was appo-
inted one of commanders for defence of Venice (as

43 G. ERCOLE, 2011, 254.

43 G. ERCOLE, 2011, 254.

ma sadašnjim istraživanjima, završni koji se odnose na njegovu vojnu karijeru.⁴⁴

* * *

Doba 18. stoljeća vrhunac je gospodarskog i kulturnog razvoja malih bokeljskih naselja Perasta, Dobrote i Prčanja, a odvjetci tamošnjih pomorsko-trgovačkih obitelji zapaženi su protagonisti pomorske povijesti istočnoga Jadrana. Obitelj Dabović i mletački kapetan Vicko upravo su takav primjer.

U ovome prilogu nastojale smo, zasnivajući istraživanje na znanstvenoj javnosti nepoznatom i neobjavljenom gradivu iz Državnoga arhiva u Mlecima, prikazati neke bitne sastavnice iz životopisa kapetana Vicka Dabovića. Rad je, vođen podacima iz izvora, usmjeren na razdoblje kada je Vicko Dabović obnašao prestižnu dužnost kapetana ratnoga broda *Vittoria II*, ponosa mletačke mornarice u posljednjim godinama opstojanja Kraljice mora. Već sama činjenica da je Daboviću povjereno zapovijedanje jednog od najprestižnijih i najskupljih mletačkih ratnih plovila, govori da je riječ o kapetanu koji je uživao ugled i povjerenje čelnika ratne mornarice Serenissime. Popisi kojima raspolažemo i koji su obrađeni u ovome radu, svjedoče da je udio hrvatskih (osobito bokeljskih) pomoraca, kako običnih mornara, tako i najviših časnika, u mletačkoj ratnoj floti bio višestruko zapažen.

Ovo istraživanje bilo je usmjereno na karijeru Vicka Dabovića pod stijegom svetoga Marka. Neka buduća istraživanja, usmjerena na 19. stoljeće i sa svim druge arhivske ustanove, zasigurno će rasvijetliti i austrijski dio vojnopomorskoga djelovanja toga visokog časnika bokeljskoga podrijetla.

captain of the ship recruited in Perast) That same year he became member of the Perast council (*Corpo nobile*) and these facts, available according to present research, present the final pieces of information related to his military career⁴⁴

* * *

18th century marks the culmination of economic and cultural development of small settlements located in Boka - Perast, Dobrota and Prčanj, and solicitors of maritime-trading families living there are prominent protagonists of maritime history of the east Adriatic Sea. One such example is represented by family dabović and Venetian captain Vicko

Basing our research on the unpublished source material from State Archive of Venice, unknown to the public in this article we made an attempt to outline some important components from the life of captain Vicko Dabović. Guided by source information, this article is directed to the period when Vicko Dabović administered prestigious duty of captain of the battleship *Vittoria II* – pride of the Venice navy in the last years of existence of the Queen of the sea. The fact that Dabović was trusted with commanding one of the most prestigious and expensive Venetian battleships indicates that we are talking about the captain who enjoyed the reputation and confidence of Serenissima commanders. The lists we dispose of and which we thoroughly analysed in this article provide evidence that the share of Croatian seamen (especially those from Boka) - ranging from ordinary seamen to officials with highest ranks - was repeatedly observed in the Venetian war fleet.

This research analysed the career of Vicko Dabović under St. Mark's flag. Some future research based on the 19th century and completely different archive institutions will surely shed light on the Austrian part of military-maritime actions of this highly ranked officer originating from Boka.

44 F. VISCOVICH, 1898, 81; P. BUTORAC, 1938, 204.

44 F. VISCOVICH, 1898, 81; P. BUTORAC, 1938, 204.

Prilog 1: Popis članova posade na brodu *Vittoria II*, načinjen od 1. rujna 1794. do 24. rujna 1795. (Archivio di Stato di Venezia, Provveditori all'Armar, b. 239. Libro accordato della pubblica nave Vittoria capitano Vincenzo Dabovich)⁴⁵

Časnici, dočasnici i obnašatelji specijaliziranih službi na brodu (*Uffiziali e Titolati*):

1. Kapetan (*Capitano*): Vicko Dabović
2. Kapelan (*Cappellano*): fra Bartolo da Schio (Khíos)
3. Pisar (*Scrivano*): Giuseppe Toresan
4. Pomoćni pisar (*Scrivanello*): Spiridion Faraslò
5. Pomoćni pisar (*Scrivanello*): Zuanne Zen
6. Pomoćni pisar (*Scrivanello*): Antonio Bernardi
7. Liječnik (*Eccelente*): Nicolò Paramitiotti
8. Brijač / pomoćnik brijača (*Barbierotto*): Demetrio Vlastò
9. Brijač / pomoćnik brijača (*Barbierotto*): Giovanni Battista Longhin
10. Brijač / pomoćnik brijača (*Barbierotto*): Giovanni Antonio Fabro
11. Prvi pilot / peljar (*Primo Piloto*): Costante Durante
12. Prvi pilot / peljar (*Primo Piloto*): Zuanne Madallena
13. Prvi pilot / peljar (*Primo Piloto*): Marko Zečević
14. Drugi pilot / peljar (*Secondo Piloto*): Ivan Rašković
15. Drugi pilot / peljar (*Secondo Piloto*): Vincenzo Rossi
16. Drugi pilot / peljar (*Secondo Piloto*): Gerolimo Girardi
17. Treći pilot / peljar (*Terzo Piloto*): Giuseppe Concurbergher
18. Treći pilot / peljar (*Terzo Piloto*): Andrea Contuzzi
19. Treći pilot / peljar (*Terzo Piloto*): Giuseppe Zanardi
20. Četvrti pilot / peljar (*Quarto Piloto*): Ivan Krstitelj Bilin
21. Četvrti pilot / peljar (*Quarto Piloto*): Nikola Janšić / Đanšić (*Giansich*)
22. Četvrti pilot / peljar (*Quarto Piloto*): Antonio Menini
23. Četvrti pilot / peljar (*Quarto Piloto*): Spiridion Apostopulo
24. Četvrti pilot / peljar (*Quarto Piloto*): Antonio Celesto
25. Peti pilot / peljar (*Quinto Piloto*): Michiel Contenari
26. Peti pilot / peljar (*Quinto Piloto*): Ivan Jelić
27. Peti pilot / peljar (*Quinto Piloto*): Giuseppe Frendo
28. Peti pilot / peljar (*Quinto Piloto*): Francesco Magno
29. Peti pilot / peljar (*Quinto Piloto*): Francesco Lavezzi
30. Peti pilot / peljar (*Quinto Piloto*): Ivan Balović
31. Peti pilot / peljar (*Quinto Piloto*): Luigi Zachet
32. Peti pilot / peljar (*Quinto Piloto*): Francesco Brun
33. Pomoćni pilot / peljar (*Pilotino*): Francesco Maitan
34. Pomoćni pilot / peljar (*Pilotino*): Lelio Zanardi

⁴⁵ U popis su uključene sve osobe koje su tijekom navedenog razdoblja obnašale (privremeno ili tijekom cijelog razdoblja) neku od službi na brodu.

Appendix 1: List of crew members on the ship *Vittoria II*, made from 1st of September 1794 to 24th of September 1795. (Archivio di Stato di Venezia, Provveditori all'Armar, b. 239. Libro accordato della pubblica nave Vittoria capitano Vincenzo Dabovich)⁴⁵

Officers, non-commissioned officers and administrators of specialized services on the ship (*Uffiziali e Titolati*):

1. Captain (*Capitano*): Vicko Dabović
2. Captain (*Cappellano*): fra Bartolo da Schio (Khíos)
3. Scrivener (*Scrivano*): Giuseppe Toresan
4. Assisting scrivener (*Scrivanello*): Spiridion Faraslò
5. Assisting scrivener (*Scrivanello*): Zuanne Zen
6. Assisting scrivener (*Scrivanello*): Antonio Bernardi
7. Doctor (*Eccelente*): Nicolò Paramitiotti
8. Barber / barber's assistant (*Barbierotto*): Demetrio Vlastò
9. Barber / barber's assistant (*Barbierotto*): Giovanni Battista Longhin
10. Barber / barber's assistant (*Barbierotto*): Giovanni Antonio Fabro
11. First pilot (*Primo Piloto*): Costante Durante
12. First pilot (*Primo Piloto*): Zuanne Madallena
13. First pilot (*Primo Piloto*): Marko Zečević
14. Second pilot (*Secondo Piloto*): Ivan Rašković
15. Second pilot (*Secondo Piloto*): Vincenzo Rossi
16. Second pilot (*Secondo Piloto*): Gerolimo Girardi
17. Third pilot (*Terzo Piloto*): Giuseppe Concurbergher
18. Third pilot (*Terzo Piloto*): Andrea Contuzzi
19. Third pilot (*Terzo Piloto*): Giuseppe Zanardi
20. Fourth pilot (*Quarto Piloto*): Ivan Krstitelj Bilin
21. Fourth pilot (*Quarto Piloto*): Nikola Janšić / Đanšić (*Giansich*)
22. Fourth pilot (*Quarto Piloto*): Antonio Menini
23. Fourth pilot (*Quarto Piloto*): Spiridion Apostopulo
24. Fourth pilot (*Quarto Piloto*): Antonio Celesto
25. Fifth pilot (*Quinto Piloto*): Michiel Contenari
26. Fifth pilot (*Quinto Piloto*): Ivan Jelić
27. Fifth pilot (*Quinto Piloto*): Giuseppe Frendo
28. Fifth pilot (*Quinto Piloto*): Francesco Magno
29. Fifth pilot (*Quinto Piloto*): Francesco Lavezzi
30. Fifth pilot (*Quinto Piloto*): Ivan Balović
31. Fifth pilot (*Quinto Piloto*): Luigi Zachet
32. Fifth pilot (*Quinto Piloto*): Francesco Brun
33. Assisting pilot (*Pilotino*): Francesco Maitan
34. Assisting pilot (*Pilotino*): Lelio Zanardi
35. Assisting pilot (*Pilotino*): Vicko Jelić
36. Assisting pilot (*Pilotino*): Toma Anzulović
37. Assisting pilot (*Pilotino*): Andrea Commo
38. Assisting pilot (*Pilotino*): Josip Marinić

⁴⁵ This list contains the names of all persons that administered (temporarily or during the entire period) some of the services on the boat during the respective period.

35. Pomoćni pilot / peljar (*Pilotino*): Vicko Jelić
 36. Pomoćni pilot / peljar (*Pilotino*): Toma Anzulović
 37. Pomoćni pilot / peljar (*Pilotino*): Andrea Commo
 38. Pomoćni pilot / peljar (*Pilotino*): Josip Marinić
 39. Pomoćni pilot / peljar (*Pilotino*): Simon Mauro
 40. Pomoćni pilot / peljar (*Pilotino*): Marin Subotić
 41. Pomoćni pilot / peljar (*Pilotino*): Andrija Zenić
 42. Pomoćni pilot / peljar (*Pilotino*): Frano Luković
 43. Pomoćni pilot / peljar (*Pilotino*): Paolo Logotetti
 44. Pomoćni pilot / peljar (*Pilotino*): Spiridion Ceruli
 45. Pomoćni pilot / peljar (*Pilotino*): Giacomo Rizzi
 46. Pomoćni pilot / peljar (*Pilotino*): Spiridion Agustoni
 47. Prvi nokjer (*Primo Nochiere*): Gerolamo Giomeriatto
 48. Prvi nokjer (*Primo Nochiere*): Pietro Sbrignadelli
 49. Prvi nokjer (*Primo Nochiere*): Bortolo Matiuzzi
 50. Prvi nokjer (*Primo Nochiere*): Josip Kušeljević (*Cuseglevich*)
 51. Prvi nokjer (*Primo Nochiere*): Francesco Grassi
 52. Drugi nokjer (*Secondo Nochiere*): Piero Gianzzi
 53. Kormilar (*Timonier*): Nicolò Barozzi
 54. Kormilar (*Timonier*): Domenico Zerzana
 55. Kormilar (*Timonier*): Antonio Borolente
 56. Kormilar (*Timonier*): Anzolo Marsilio
 57. Kormilar (*Timonier*): Giovanni Battista Alvarà
 58. Kormilar (*Timonier*): Pasqual Rossi
 59. Nadzornik broda (*Custode*): Gerolamo Menegazzi
 60. Nadzornik za jedra (*Guardian / Castellano*): Antonio Nello
 61. Nadzornik za jedra (*Guardian / Castellano*): Bastian Dalsolan
 62. Nadzornik za jedra (*Guardian / Castellano*): Sgualdo Diana
 63. Nadzornik jarbola (*Gabbier*): Zuanne Moro
 64. Stražar na košu jarbola (*Parechier, Parechietter, Parochieter*): Nicoletto Gasparini
 65. Stražar na košu jarbola (*Parechier, Parechietter, Parochieter*): Zuanne Bianchi
 66. Parun barke (*Paron di barca*): Toma Zanović
 67. Ekonom (*Dispensier*): Matija Lovrić
 68. Ekonom (*Dispensier*): Frano Zifra
 69. Ekonom (*Dispensier*): Bortolo Fabris
 70. Ekonom (*Dispensier*): Antonio Ciuran
 71. Pomoćnik ekonomata (*Penese*): Lorenzo Naso
 72. Bačvar (*Bottario*): Martin Zambelli
 73. Bačvar (*Bottario*): Sgualdo Riosa
 39. Assisting pilot / peljar (*Pilotino*): Simon Mauro
 40. Assisting pilot / peljar (*Pilotino*): Marin Subotić
 41. Assisting pilot / peljar (*Pilotino*): Andrija Zenić
 42. Assisting pilot / peljar (*Pilotino*): Frano Luković
 43. Assisting pilot / peljar (*Pilotino*): Paolo Logotetti
 44. Assisting pilot / peljar (*Pilotino*): Spiridion Ceruli
 45. Assisting pilot / peljar (*Pilotino*): Giacomo Rizzi
 46. Assisting pilot / peljar (*Pilotino*): Spiridion Agustoni
 47. First coxwain (*Primo Nochiere*): Gerolamo Giomeriatto
 48. First coxwain (*Primo Nochiere*): Pietro Sbrignadelli
 49. First coxwain (*Primo Nochiere*): Bortolo Matiuzzi
 50. First coxwain (*Primo Nochiere*): Josip Kušeljević (*Cuseglevich*)
 51. First coxwain (*Primo Nochiere*): Francesco Grassi
 52. Second coxwain (*Secondo Nochiere*): Piero Gianzzi
 53. Steerman (*Timonier*): Nicolò Barozzi
 54. Steerman (*Timonier*): Domenico Zerzana
 55. Steerman (*Timonier*): Antonio Borolente
 56. Steerman (*Timonier*): Anzolo Marsilio
 57. Steerman (*Timonier*): Giovanni Battista Alvarà
 58. Steerman (*Timonier*): Pasqual Rossi
 59. Superintendent of the ship (*Custode*): Gerolamo Menegazzi
 60. Sails controller (*Guardian / Castellano*): Antonio Nello
 61. Sails controller (*Guardian / Castellano*): Bastian Dalsolan
 62. Sails controller (*Guardian / Castellano*): Sgualdo Diana
 63. Mast controller (*Gabbier*): Zuanne Moro
 64. Look-out in crow's nest (*Parechier, Parechietter, Parochieter*): Nicoletto Gasparini
 65. Look-out in crow's nest (*Parechier, Parechietter, Parochieter*): Zuanne Bianchi
 66. Commander of support boat (*Paron di barca*): Toma Zanović
 67. Catering officer (*Dispensier*): Matija Lovrić
 68. Catering officer (*Dispensier*): Frano Zifra
 69. Catering officer (*Dispensier*): Bortolo Fabris
 70. Catering officer (*Dispensier*): Antonio Ciuran
 71. Assisting catering officer (*Penese*): Lorenzo Naso
 72. Cooper (*Bottario*): Martin Zambelli
 73. Cooper (*Bottario*): Sgualdo Riosa

Mornari prve klase (*Marineri prima classe*):

1. Bastian Barbato
2. Pietro Ragasino
3. Giacondo Ballon
4. Daniel Tarabura
5. Mattio Rossi
6. Sava Buršić
7. Andrea Simato
8. Giuseppe Rossi
9. Zuanne Malosio
10. Petar Trivišić
11. Đuro Stijepo Vojković
12. Vincenzo Salivani
13. Božo (*Nadal*) Milošević
14. Antonio Demani
15. Antonio Masinotti
16. Marco Robotti
17. Piero Zechioni
18. Nikola Botrić
19. Michiel Cargias
20. Antonio Masieri
21. Ivan Lombardić
22. Ivan Balić
23. Apostoli Pestan
24. Šime Kršić
25. Gasparo Valeso
26. Ignazio Zanovelli
27. Francesco Penso
28. Zuanne Topan
29. Iseppo Fabris
30. Vincenzo Guerini
31. Toma Kažanegra
32. Marco Busin
33. Zuanne Fachinetti
34. Giovanni Battista Rizzi
35. Giuseppe Spinelli
36. Vuko Stijepović
37. Juraj Matijević
38. Jovo Vukosilić Vranović
39. Petar Vladinić
40. Vaso Popović
41. Giovanni Battista Lazarini
42. Antonio Vettor
43. Agostin Lolizza
44. Antonio Beghetto
45. Zuanne Terzadin
46. Cristoforo Giolin
47. Jovo Stanko Vušić
48. Luigi Busto
49. Giacomo Melato
50. Vincenzo Marchiori
51. Anzolo Tardella
52. Giuseppe Rizzardi
53. Bortolo Guerini
54. Vincenzo Cassari
55. Ivan Jerković

First class seamen (*Marineri prima classe*):

1. Bastian Barbato
2. Pietro Ragasino
3. Giacondo Ballon
4. Daniel Tarabura
5. Mattio Rossi
6. Sava Buršić
7. Andrea Simato
8. Giuseppe Rossi
9. Zuanne Malosio
10. Petar Trivišić
11. Đuro Stijepo Vojković
12. Vincenzo Salivani
13. Božo (*Nadal*) Milošević
14. Antonio Demani
15. Antonio Masinotti
16. Marco Robotti
17. Piero Zechioni
18. Nikola Botrić
19. Michiel Cargias
20. Antonio Masieri
21. Ivan Lombardić
22. Ivan Balić
23. Apostoli Pestan
24. Šime Kršić
25. Gasparo Valeso
26. Ignazio Zanovelli
27. Francesco Penso
28. Zuanne Topan
29. Iseppo Fabris
30. Vincenzo Guerini
31. Toma Kažanegra
32. Marco Busin
33. Zuanne Fachinetti
34. Giovanni Battista Rizzi
35. Giuseppe Spinelli
36. Vuko Stijepović
37. Juraj Matijević
38. Jovo Vukosilić Vranović
39. Petar Vladinić
40. Vaso Popović
41. Giovanni Battista Lazarini
42. Antonio Vettor
43. Agostin Lolizza
44. Antonio Beghetto
45. Zuanne Terzadin
46. Cristoforo Giolin
47. Jovo Stanko Vušić
48. Luigi Busto
49. Giacomo Melato
50. Vincenzo Marchiori
51. Anzolo Tardella
52. Giuseppe Rizzardi
53. Bortolo Guerini
54. Vincenzo Cassari
55. Ivan Jerković

56. Francesco Lonza
 57. Giovanni Antonio Moretti
 58. Antonio Giomiratti
 59. Giuseppe Marengo
 60. Zuanne Carminiani
 61. Anastasii Lerchinelli
 62. Vincenzo Pereri
 63. Giovanni Leonardi
 64. Marin Stressi
 65. Nicolò Pase
 66. Giuseppe Bello
 67. Tomaso Mangini
 68. Andrea Prato
 69. Lorenzo Ambrosin
 70. Anzolo Giacomini
 71. Marko Bradić
 72. Iseppo Bordion
 73. Lorenzo Ferin
 74. Antonio Coradino
 75. Giacomo Paviani
 76. Ivan Fratić
 77. Giacomo Girolo
 78. Giovanni Battista Riginali
 79. Nadalin Quagrata
 80. Nicolò Bachili
 81. Andrea Apostopulo
 82. Leonard Dabović
 83. Francesco Merlo
 84. Federico Tripace
 85. Zuanne Pelicioli
 86. Spiridion Dinelli
 87. Gregorio Soluchi
 88. Ksaver Zantović
 89. Antonio Minotto
 90. Antonio Carandine
 91. Marco Fachinetti
 92. Nicolò Filippi
 93. Giacomo Guarinotti
 94. Giovanni Battista Pescarolo
 95. Zorzi Calcavara
 96. Paolo Bordo
 97. Zuanne Mazza
 98. Pietro Vlastò
 99. Atanasio Teriano
 100. Antonio Armilino
 101. Carlo Gerolami
 102. Amadio Solari
 103. Giuseppe Gemilini
 104. Pietro Abbà
 105. Giacomo Allegri
 106. Jozo Marović
 107. Giovanni Battista Riginelli
 108. Stati Calichopulo
 109. Antonio Curiziel
 110. Carlo Gerolami
 111. Domenico Tesari
 112. Antonio Misero

56. Francesco Lonza
 57. Giovanni Antonio Moretti
 58. Antonio Giomiratti
 59. Giuseppe Marengo
 60. Zuanne Carminiani
 61. Anastasii Lerchinelli
 62. Vincenzo Pereri
 63. Giovanni Leonardi
 64. Marin Stressi
 65. Nicolò Pase
 66. Giuseppe Bello
 67. Tomaso Mangini
 68. Andrea Prato
 69. Lorenzo Ambrosin
 70. Anzolo Giacomini
 71. Marko Bradić
 72. Iseppo Bordion
 73. Lorenzo Ferin
 74. Antonio Coradino
 75. Giacomo Paviani
 76. Ivan Fratić
 77. Giacomo Girolo
 78. Giovanni Battista Riginali
 79. Nadalin Quagrata
 80. Nicolò Bachili
 81. Andrea Apostopulo
 82. Leonard Dabović
 83. Francesco Merlo
 84. Federico Tripace
 85. Zuanne Pelicioli
 86. Spiridion Dinelli
 87. Gregorio Soluchi
 88. Ksaver Zantović
 89. Antonio Minotto
 90. Antonio Carandine
 91. Marco Fachinetti
 92. Nicolò Filippi
 93. Giacomo Guarinotti
 94. Giovanni Battista Pescarolo
 95. Zorzi Calcavara
 96. Paolo Bordo
 97. Zuanne Mazza
 98. Pietro Vlastò
 99. Atanasio Teriano
 100. Antonio Armilino
 101. Carlo Gerolami
 102. Amadio Solari
 103. Giuseppe Gemilini
 104. Pietro Abbà
 105. Giacomo Allegri
 106. Jozo Marović
 107. Giovanni Battista Riginelli
 108. Stati Calichopulo
 109. Antonio Curiziel
 110. Carlo Gerolami
 111. Domenico Tesari
 112. Antonio Misero

- | | |
|--------------------------------|--------------------------------|
| 113. Zorzi Pappà | 113. Zorzi Pappà |
| 114. Andrea Carara | 114. Andrea Carara |
| 115. Lorenzo Zulanelli | 115. Lorenzo Zulanelli |
| 116. Vincenzo Chioconi | 116. Vincenzo Chioconi |
| 117. Francesco Clerico | 117. Francesco Clerico |
| 118. Zorzi Clemente | 118. Zorzi Clemente |
| 119. Giacomo Capello | 119. Giacomo Capello |
| 120. Luka Bogdanović | 120. Luka Bogdanović |
| 121. Alessandro Asprea | 121. Alessandro Asprea |
| 122. Giovanni Battista Alberti | 122. Giovanni Battista Alberti |
| 123. Petar Antović | 123. Petar Antović |
| 124. Luigi Pozetti | 124. Luigi Pozetti |
| 125. Andrea Sedan | 125. Andrea Sedan |
| 126. Zuanne Bombardieri | 126. Zuanne Bombardieri |
| 127. Battista Tomasi | 127. Battista Tomasi |
| 128. Pasqual Ridolfi | 128. Pasqual Ridolfi |
| 129. Giovanni Tagliaferro | 129. Giovanni Tagliaferro |
| 130. Spiro Marci | 130. Spiro Marci |
| 131. Vincenzo Menegari | 131. Vincenzo Menegari |
| 132. Vettor Palezzoni | 132. Vettor Palezzoni |
| 133. Antonio Zorzini | 133. Antonio Zorzini |
| 134. Giuseppe Raimondi | 134. Giuseppe Raimondi |
| 135. Iseppo da Zan | 135. Iseppo da Zan |
| 136. Zuanne Boni | 136. Zuanne Boni |
| 137. Vincenzo Novello | 137. Vincenzo Novello |
| 138. Giacomo Donzello | 138. Giacomo Donzello |
| 139. Iseppo Raspariol | 139. Iseppo Raspariol |
| 140. Iseppo Biave | 140. Iseppo Biave |
| 141. Ottavio da Mintone | 141. Ottavio da Mintone |
| 142. Giuseppe Gentilini | 142. Giuseppe Gentilini |
| 143. Giuseppe Stanco | 143. Giuseppe Stanco |
| 144. Zuanne Feramente | 144. Zuanne Feramente |
| 145. Nadalin Miolin | 145. Nadalin Miolin |
| 146. Andrea Tintori | 146. Andrea Tintori |
| 147. Giuseppe Corso | 147. Giuseppe Corso |
| 148. Giovanni Nasco | 148. Giovanni Nasco |
| 149. Dona Grigoletto | 149. Dona Grigoletto |
| 150. Giovanni Battista Attarti | 150. Giovanni Battista Attarti |
| 151. Giovanni Mombel | 151. Giovanni Mombel |
| 152. Tomaso Tonetti | 152. Tomaso Tonetti |
| 153. Antonio Bonaldi | 153. Antonio Bonaldi |
| 154. Filippo Bertolini | 154. Filippo Bertolini |
| 155. Marco Frachini | 155. Marco Frachini |
| 156. Antonio Garzia | 156. Antonio Garzia |

Mornari druge klase (*Marineri seconda classe*):

1. Matija Andrić
2. Grgur Bratoje
3. Matija Milošić
4. Niko Simović
5. Bude Krsto Milovac
6. Bastian Cardin
7. Andrea Sella
8. Giovanni Battista Canal
9. Pietro Barbigot
10. Antonio Betto
11. Nikola Erlić
12. Antun Vasin
13. Ivan Katić
14. Pietro Grinta
15. Zuanne Filippi
16. Josip Zanović
17. Tomaso Girardi
18. Ivan Vukotić
19. Nikola Palikuća
20. Lazar Mukić
21. Jovo Šerović
22. Giovanni Battista Nesso
23. Krsto Davidović
24. Pietro Visentini
25. Gianpietro Grasin
26. Giuseppe Cesoletti
27. Tripunica Perović
28. Girardo Vittali
29. Domenico Tagliastro
30. Nicolò Brugnon
31. Francesco Ronzoni
32. Juro Mitrović
33. Valentin Casin
34. Antonio de Biasio
35. Jovo Mesić
36. Marko Orić
37. Todor Busović
38. Domenico Zorzetti
39. Giovanni Battista Rosetti
40. Kuzman Šimić
41. Antun Tarasović
42. Ivan Savić
43. Niko Barač
44. Tomaso Caterin
45. Mattio Ferazzi
46. Rade Rajković
47. Toma Madović
48. Nadal Curiati
49. Antonio Superza
50. Ante Gašparica
51. Paolo Bassi
52. Carlo Clevo
53. Mattio Ornella
54. Zuanne Maria Beltrame
55. Atanasii Tramacin

Second class seamen (*Marineri seconda classe*):

1. Matija Andrić
2. Grgur Bratoje
3. Matija Milošić
4. Niko Simović
5. Bude Krsto Milovac
6. Bastian Cardin
7. Andrea Sella
8. Giovanni Battista Canal
9. Pietro Barbigot
10. Antonio Betto
11. Nikola Erlić
12. Antun Vasin
13. Ivan Katić
14. Pietro Grinta
15. Zuanne Filippi
16. Josip Zanović
17. Tomaso Girardi
18. Ivan Vukotić
19. Nikola Palikuća
20. Lazar Mukić
21. Jovo Šerović
22. Giovanni Battista Nesso
23. Krsto Davidović
24. Pietro Visentini
25. Gianpietro Grasin
26. Giuseppe Cesoletti
27. Tripunica Perović
28. Girardo Vittali
29. Domenico Tagliastro
30. Nicolò Brugnon
31. Francesco Ronzoni
32. Juro Mitrović
33. Valentin Casin
34. Antonio de Biasio
35. Jovo Mesić
36. Marko Orić
37. Todor Busović
38. Domenico Zorzetti
39. Giovanni Battista Rosetti
40. Kuzman Šimić
41. Antun Tarasović
42. Ivan Savić
43. Niko Barač
44. Tomaso Caterin
45. Mattio Ferazzi
46. Rade Rajković
47. Toma Madović
48. Nadal Curiati
49. Antonio Superza
50. Ante Gašparica
51. Paolo Bassi
52. Carlo Clevo
53. Mattio Ornella
54. Zuanne Maria Beltrame
55. Atanasii Tramacin

- | | |
|--------------------------------|--------------------------------|
| 56. Francesco Perugini | 56. Francesco Perugini |
| 57. Domenico Rotta | 57. Domenico Rotta |
| 58. Anzolo Borzato | 58. Anzolo Borzato |
| 59. Piero Morosio | 59. Piero Morosio |
| 60. Bernardo Ceron | 60. Bernardo Ceron |
| 61. Andrija Parašević | 61. Andrija Parašević |
| 62. Vincenzo Vendramin | 62. Vincenzo Vendramin |
| 63. Ignazio Marza | 63. Ignazio Marza |
| 64. Luigi Sacchi | 64. Luigi Sacchi |
| 65. Kuzman Klevšić | 65. Kuzman Klevšić |
| 66. Luigi Tician | 66. Luigi Tician |
| 67. Andrija Trivišić | 67. Andrija Trivišić |
| 68. Giovanni Marzoli | 68. Giovanni Marzoli |
| 69. Zuanne Calabrion | 69. Zuanne Calabrion |
| 70. Petar Dabov | 70. Petar Dabov |
| 71. Jovo Milović | 71. Jovo Milović |
| 72. Antonio Valer | 72. Antonio Valer |
| 73. Antonio Ferusi | 73. Antonio Ferusi |
| 74. Giovanni Brischer | 74. Giovanni Brischer |
| 75. Marko Antun Rašković | 75. Marko Antun Rašković |
| 76. Giovanni Battaro | 76. Giovanni Battaro |
| 77. Francesco Toretto | 77. Francesco Toretto |
| 78. Antonio Bernardin | 78. Antonio Bernardin |
| 79. Antonio Todeschini | 79. Antonio Todeschini |
| 80. Giulio Carar | 80. Giulio Carar |
| 81. Paolo Stametto | 81. Paolo Stametto |
| 82. Antonio Vendramin | 82. Antonio Vendramin |
| 83. Giovanni Battista Verga | 83. Giovanni Battista Verga |
| 84. Gaetan Milan | 84. Gaetan Milan |
| 85. Zuanne Simioni | 85. Zuanne Simioni |
| 86. Filippo Strazza | 86. Filippo Strazza |
| 87. Francesco Simioni | 87. Francesco Simioni |
| 88. Zuanne della Pigna | 88. Zuanne della Pigna |
| 89. Jure Berković | 89. Jure Berković |
| 90. Iseppo Perini | 90. Iseppo Perini |
| 91. Francesco Testa | 91. Francesco Testa |
| 92. Battista Schiello | 92. Battista Schiello |
| 93. Giuseppe Collo | 93. Giuseppe Collo |
| 94. Antonio Zardi | 94. Antonio Zardi |
| 95. Lorenzo Montepanto | 95. Lorenzo Montepanto |
| 96. Giacomo delle Vedove | 96. Giacomo delle Vedove |
| 97. Luca Cocir | 97. Luca Cocir |
| 98. Antonio Bardigoni | 98. Antonio Bardigoni |
| 99. Agostin Cesti | 99. Agostin Cesti |
| 100. Vincenzo Valier | 100. Vincenzo Valier |
| 101. Antonio Scandella | 101. Antonio Scandella |
| 102. Gaetano Pagiaro | 102. Gaetano Pagiaro |
| 103. Vicko Jelić ⁴⁶ | 103. Vicko Jelić ⁴⁶ |
| 104. Zuane Veceralo | 104. Zuane Veceralo |
| 105. Giacomo Bogniolo | 105. Giacomo Bogniolo |
| 106. Spiro Alipioti | 106. Spiro Alipioti |
| 107. Jure Duelić | 107. Jure Duelić |
| 108. Giuseppe Pirona | 108. Giuseppe Pirona |

46 Vicko Jelić naknadno je napredovao te se na brodu *Vittoria* bilježi i u službi pomoćnog pilota.

46 Vicko Jelić was subsequently promoted and was listed on the ship *Vittoria* in the service of assisting pilot.

- | | |
|---------------------------------|---------------------------------|
| 109. Zorzi Bisan | 109. Zorzi Bisan |
| 110. Zuanne Perla | 110. Zuanne Perla |
| 111. Piero Ceponi | 111. Piero Ceponi |
| 112. Stefanin Teotochi | 112. Stefanin Teotochi |
| 113. Marco Nascimben | 113. Marco Nascimben |
| 114. Antonio Schiavon | 114. Antonio Schiavon |
| 115. Filippo Gione | 115. Filippo Gione |
| 116. Francesco Peri | 116. Francesco Peri |
| 117. Anastasii Teriabani | 117. Anastasii Teriabani |
| 118. Filippo Coconi | 118. Filippo Coconi |
| 119. Enrico Gabrieli | 119. Enrico Gabrieli |
| 120. Vincenzo Bagagiolo | 120. Vincenzo Bagagiolo |
| 121. Giacomo Michaeli | 121. Giacomo Michaeli |
| 122. Alessandro Marchioni | 122. Alessandro Marchioni |
| 123. Špiro Rašković | 123. Špiro Rašković |
| 124. Domenico Capelin | 124. Domenico Capelin |
| 125. Zuanne Breda | 125. Zuanne Breda |
| 126. Piero Gori | 126. Piero Gori |
| 127. Antonio Ceriello | 127. Antonio Ceriello |
| 128. Bortolo Savella | 128. Bortolo Savella |
| 129. Zorzi Scordelli | 129. Zorzi Scordelli |
| 130. Zorzi Vrata | 130. Zorzi Vrata |
| 131. Giuseppe Tamburin | 131. Giuseppe Tamburin |
| 132. Bastian Pastrello | 132. Bastian Pastrello |
| 133. Giovanni Battista Tamburin | 133. Giovanni Battista Tamburin |
| 134. Antonio Turco | 134. Antonio Turco |
| 135. Francesco Angelini | 135. Francesco Angelini |
| 136. Zuanne Tamburin | 136. Zuanne Tamburin |
| 137. Battista Moretti | 137. Battista Moretti |
| 138. Zuanne Minè | 138. Zuanne Minè |
| 139. Piero Inchiostro | 139. Piero Inchiostro |
| 140. Giacomo Pescator | 140. Giacomo Pescator |
| 141. Piero Mazzariol | 141. Piero Mazzariol |
| 142. Domenico Gasparon | 142. Domenico Gasparon |
| 143. Dujam Juradinović | 143. Dujam Juradinović |
| 144. Bastian Baldisera | 144. Bastian Baldisera |
| 145. Alban Vio | 145. Alban Vio |
| 146. Zuenne Feretti | 146. Zuenne Feretti |
| 147. Piero Franco | 147. Piero Franco |
| 148. Anzolo Vescovi | 148. Anzolo Vescovi |
| 149. Mihovil Spanšić | 149. Mihovil Spanšić |
| 150. Antonio Fiorentin | 150. Antonio Fiorentin |
| 151. Zuanne Battista Bernardini | 151. Zuanne Battista Bernardini |
| 152. Antonio Boscolo | 152. Antonio Boscolo |
| 153. Domenico Grassi | 153. Domenico Grassi |
| 154. Giacomo Frachetti | 154. Giacomo Frachetti |
| 155. Domenico Lazaro | 155. Domenico Lazaro |
| 156. Bernardo Pizzi | 156. Bernardo Pizzi |
| 157. Pangrazio Piazza | 157. Pangrazio Piazza |
| 158. Piero Boschetto | 158. Piero Boschetto |
| 159. Calisto Lisiuti | 159. Calisto Lisiuti |
| 160. Gerolamo Fabro | 160. Gerolamo Fabro |

Mornarski pomoćnici (*Mozzi*):

1. Antonio *della Pietà*
2. Santo Pagiaro
3. Giuseppe Archini
4. Antonio Girotti
5. Antonio Furian
6. Costantin Bastopulo
7. Andrea Fanti
8. Antonio Calisto
9. Marko Jurišević
10. Santo Mason
11. Francesco Modenese
12. Vincenzo Modenese
13. Mattio Scarpan
14. Pietro Cadorini
15. Zuanne Breda⁴⁷
16. Marco Gais
17. Alessandro Marchioni
18. Francesco Bavagoli
19. Giuseppe Masutelli
20. Piero Gori⁴⁸
21. Antonio Biasini
22. Zuanne Orsolin
23. Enrico Gabrielli⁴⁹
24. Luigi Colombani
25. Ivan Melošić pok. Antuna
26. Giuseppe Ferrandini
27. Ivan Bizzaro
28. Francesco Gelmo
29. Giacomo Janni
30. Zuanne Galopini
31. Vincenzo Giamberco
32. Gabriel de Pauli
33. Ivan Milošević
34. Piero Rossi
35. Giulio Costa
36. Demetrio Nestopolo
37. Lorenzo Scoiano
38. Bortolo Armandi
39. Bortolo Matiuzzi

Assistants to seamen (*Mozzi*):

1. Antonio *della Pietà*
2. Santo Pagiaro
3. Giuseppe Archini
4. Antonio Girotti
5. Antonio Furian
6. Costantin Bastopulo
7. Andrea Fanti
8. Antonio Calisto
9. Marko Jurišević
10. Santo Mason
11. Francesco Modenese
12. Vincenzo Modenese
13. Mattio Scarpan
14. Pietro Cadorini
15. Zuanne Breda⁴⁷
16. Marco Gais
17. Alessandro Marchioni
18. Francesco Bavagoli
19. Giuseppe Masutelli
20. Piero Gori⁴⁸
21. Antonio Biasini
22. Zuanne Orsolin
23. Enrico Gabrielli⁴⁹
24. Luigi Colombani
25. Ivan Melošić pok. Antuna
26. Giuseppe Ferrandini
27. Ivan Bizzaro
28. Francesco Gelmo
29. Giacomo Janni
30. Zuanne Galopini
31. Vincenzo Giamberco
32. Gabriel de Pauli
33. Ivan Milošević
34. Piero Rossi
35. Giulio Costa
36. Demetrio Nestopolo
37. Lorenzo Scoiano
38. Bortolo Armandi
39. Bortolo Matiuzzi

47 Mornarski pomoćnik Zuanne Breda naknadno je napredovao te se na brodu *Vittoria* bilježi i u službi mornara druge klase.

48 Mornarski pomoćnik Piero Gori naknadno je napredovao te se na brodu *Vittoria* bilježi i u službi mornara druge klase.

49 Mornarski pomoćnik Enrico Gabrielli naknadno je napredovao te se na brodu *Vittoria* bilježi i u službi mornara druge klase.

47 Assistant to seamen Zuanne Breda was subsequently promoted and is listed on the ship *Vittoria* as second class seamen.

48 Assistant to seamen Piero Gori was subsequently promoted and is listed on the ship *Vittoria* as second class seamen.

49 Assistant to seamen Enrico Gabrielli was subsequently promoted and is listed on the ship *Vittoria* as second class seamen.

BIBLIOGRAFIJA / BIBLIOGRAPHY

Popis kratica / List of abbreviations

ASV = Archivio di Stato di Venezia
 HBL = Hrvatski biografski leksikon
 PE = Pomorska enciklopedija

Popis izvora / List of archival sources

ASV, Giudici di petizion. Inventari, b. 482.
 ASV, Inquisitori sopra l'amministrazione dei pubblici ruoli, b. 663. Fanti Oltramarini: Reggimento Zorzi Mitrovich (1793.-1797.), Compagnia Capitan Andrea Dabovich.
 ASV, Provveditori all'Armar, b. 237-238. Libro accordato della pubblica nave Vittoria Capitan Iseppo Zambella quondam Triffon.
 ASV, Provveditori all'Armar, b. 239. Libro accordato della pubblica nave Vittoria Capitan Vincenzo Dabovich (1794.-1795.).
 ASV, Provveditori all'Armar, b. 272. Libro accordato della pubblica nave Fama Capitan Giuseppe Colovich Matticola quondam Nicolò (1795.-1797.).
 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Natività del Signore, Capitan Nadal Camenarovich quondam Mattei, Cattaro (10. VIII. 1766.).
 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Sacra Famiglia, Cattaro (12. VIII. 1766.).
 ASV, Provveditori all'Armar, b. 272. Libro salariati della tartana noleggiata nominata Santissimo Crocefisso e Madonna del Rosario, Capitan Zorzi Ivanovich, Cattaro (4. VIII. 1766.).

Popis literature / Literature

- J. BALOVIĆ, 2004 - Julije Balović, *Pratichae schrivaneschae*, Venezia, 1693. (priređila Ljerka Šimunković), Split, 2004.
 A. BERLAM, 1935 - Arduino Berlam, Le milizie dalmatiche della Serenissima, *Rivista dalmatica*, god. XVI, fasc. 1, Zara, 1935., 47-58.
 G. BOERIO, 1856 - Giuseppe Boerio, *Dizionario del dialetto veneziano*, Venezia, 1856. (ristampa 1993.).
 P. BUTORAC, 1938 - Pavao Butorac, Boka Kotorska nakon pada mletačke republike do bečkoga kongresa (1797-1815), *Rad JAZU*, 264, Zagreb, 1938., 161-205.
 P. BUTORAC, 1998 - Pavao Butorac, *Razvitak i ustroj peraške općine*, Perast, 1998.
 P. BUTORAC, 2000 - Pavao Butorac, *Boka Kotorska u 17. i 18. stoljeću: politički pregled*, Perast, 2000.
 G. CANDIANI, 2009 - Guido Candiani, *I vascelli della Serenissima: Guerra, politica e costruzioni navali a Venezia in età moderna, 1650-1720*, Venezia, 2009.
 E. CONCINA, 1972 - Ennio Concina, *Le trionfanti et invittissime armate venete*, Venezia, 1972.
 N. ČOLAK, 1985 - Nikola Čolak, *Hrvatski pomorski registi (Regesti marittimi croati)*, I (Settecento, I parte: Navigazione nell'Adriatico), Padova, 1985.
 N. ČOLAK, 1993 - Nikola Čolak, *Hrvatski pomorski registi (Regesti marittimi croati)*, II (Settecento, I parte: Navigazione nell'Adriatico), Padova, 1993.
 L. ČORALIĆ, 1991 - Lovorka Čoralić, Hrvatski mornari u Mlecima (XV.-XVIII. st.), *Radovi Zavoda za povijesne znanosti HAZU u Zadru*, 43, Zagreb - Zadar, 2001., 275-310.
 L. ČORALIĆ, 2001 - Lovorka Čoralić, *U gradu svetoga Marka: povijest hrvatske zajednice u Mlecima*, Zagreb, 2001.
 L. ČORALIĆ, 2007 - Lovorka Čoralić, *Iz prošlosti Boke: Odabrane teme*, Samobor, 2007.
 L. ČORALIĆ, 2012 - Lovorka Čoralić, Šibenski plemić Nikola Divnić (1654.-1734.) - pukovnik hrvatske lake konjice (*Cavalleria Croati*), *Radovi Zavoda za povijesne znanosti HAZU u Zadru*, 54, Zagreb - Zadar, 2012., 125-145.
 L. ČORALIĆ, 2012a - Lovorka Čoralić, Zadarski patricij Šimun Nassi - pukovnik hrvatskih konjanika u mletačkoj vojsci (početak 18. stoljeća), *Povijesni zbornik*, 5, Osijek, 2012., (u tisku).
 L. ČORALIĆ - M. KATUŠIĆ, 2009 - Lovorka Čoralić - Maja Katušić, Andrija Mladinić i Mihovil Anđelo Filiberi - časnici postrojbe *Croati a cavallo* (iz društvene i vojne povijesti Dalmacije u XVIII. stoljeću), *Povijesni prilozi*, god. 28, br. 37, Zagreb, 2009., 247-282.
 L. ČORALIĆ - M. KATUŠIĆ, 2012 - Lovorka Čoralić - Maja Katušić, Kotorski plemići Frano Buća, Gabrijel Vraćen i Nikola Paskvali - zapovjednici mletačkih prekomorskih vojnih postrojbi (prva polovica XVIII. stoljeća), *Povijesni prilozi*, god. 31, br. 42, Zagreb, 2012., 249-273.
 L. ČORALIĆ - M. KATUŠIĆ, 2012a - Lovorka Čoralić - Maja Katušić, Peraštanin Tripun Štukanović (+ 1769) - pukovnik mletačkih oltramarina, *Analiz Zavoda za povijesne znanosti HAZU u Dubrovniku*, 50, Zagreb - Dubrovnik, 2012., 385-410.
Dizionario enciclopedico marinaresco, 1971 - *Dizionario Enciclopedico Marinaresco* (a cura di Memmo Caporilli), Roma, 1971.
Dizionario di marina, 1937 - *Dizionario di marina: medievale e moderno*, Roma, 1937.
 G. ERCOLE, 2006 - Guido Ercole, *Duri i banchi! Le navi della Serenissima 421-1797*, Trento, 2006.
 G. ERCOLE, 2011 - Guido Ercole, *Vascelli e fregate della Serenissima: Navi di linea della Marina veneziana 1652-1797*, Trento, 2011.
 F. P. FAVALORO, 1995 - Francesco Paolo Favalaro, *L'Esercito Veneziano del '700: Ricerche e schizzi*, Venezia, 1995.

- Guida alle magistrature*, 2003 - *Guida alle Magistrature. Elementi per la conoscenza della Repubblica Veneta* (a cura di Catia Milan, Antonio Politi, Bruno Vianello), Verona, 2003.
- HBL, 1993 - *Hrvatski biografski leksikon*, sv. III, Č-Đ, Zagreb, 1993.
- M. JAČOV, 1991 - Marko Jačov, Le guerre Veneto-Turche del XVII secolo in Dalmazia, *Atti e Memorie della Società Dalmata di Archeologia e Storia Patria*, 22, Venezia, 1991., 1-302.
- R. JANIČIJEVIĆ, 2002 - Radojka Janičijević, Portreti iz fonda Pomorskog muzeja Crne Gore, *Godišnjak Pomorskog muzeja u Kotoru*, 50, Kotor, 2002., 129-166.
- R. KOVIJANIĆ, 1963 - Risto Kovijanić, *Pomeni crnogorskih plemena u kotorskim spomenicima XIV-XVI vijek*, 1, Cetinje, 1963.
- F. C. LANE, 1983 - Frederic C. Lane, *Le navi di Venezia*, Torino, 1983.
- Lepantska bitka*, 1974 - *Lepantska bitka: udio hrvatskih pomoraca u Lepantskoj bitki 1571. godine*, Posebna izdanja Instituta JAZU u Zadru, priredili: Grga Novak i Vjekoslav Maštrović, Zadar, 1974.
- C. A. LEVI, 1892 - Cesare Augusto Levi, *Navi venete da codici marmi e dipinti con centosei disegni di G. Culturis*, Venezia, 1892. (ristampa: C. A. Levi, *Le navi della Serenissima*, Vittorio Veneto, 2011.).
- D. MADUNIĆ, 2012 - Domagoj Madunić, *Defensiones Dalmatiae: Governance and Logistics of the Venetian Defensive System in Dalmatia during the War of Crete (1645-1669)*, doktorska disertacija obranjena 2012. pri Central European University, Budimpešta.
- V. MARCHESI, 1919 - Vincenzo Marchesi, La marina veneziana dal secolo XV alla rivoluzione del 1848, *Atti e memorie dell'Accademia di agricoltura, scienze e lettere di Verona*, seria 4, sv. 20, Verona, 1919., 145-175.
- T. MAYHEW, 2008 - Tea Mayhew, *Dalmatia between Ottoman and Venetian Rule: Contado di Zara 1645-1718*, Viella, 2008.
- Š. MILINOVIĆ, 1960 - Špiro Milinović, Pomorstvo Morinja, Kostanjice, Lipaca i Strpa, *Godišnjak Pomorskog muzeja u Kotoru*, 9, Kotor, 1960., 169-192.
- M. MILOŠEVIĆ, 1958 - Miloš Milošević, Nosioći pomorske privrede Perasta u prvoj polovini XVIII vijeka, *Godišnjak Pomorskog muzeja u Kotoru*, 7, Kotor, 1958., 83-134.
- M. MILOŠEVIĆ, 2003 - Miloš Milošević, *Pomorski trgovci, ratnici i meceni: Studije o Boki Kotorskoj XV-XIX stoljeća*, priredio Vlastimir Đokić, Beograd - Podgorica, 2003.
- M. MILOŠEVIĆ, 2008 - Miloš Milošević, *Iz prošlosti Boke kotorske*, Zagreb, 2008.
- M. MILOŠEVIĆ, 2008a - Miloš Milošević, *Boka Kotorska, Bar i Ulcinj od kraja XV do kraja XVIII vijeka*, Podgorica, 2008.
- M. Š. MILOŠEVIĆ, 1964 - Milivoj Š. Milošević, Bokeljski jedrenjaci od 1710. do 1730. godine, *Godišnjak Pomorskog muzeja u Kotoru*, 12, Kotor, 1964., 105-166.
- Đ. MILOVIĆ, 1956 - Đorđe Milović, Prilog proučavanju gusarstva na Jadranu i u Sredozemlju tokom XVIII vijeka, *Godišnjak Pomorskog muzeja u Kotoru*, 5, Kotor, 1956., 85-101.
- Đ. MILOVIĆ, 1957 - Đorđe Milović, Neki podaci o pomorstvu Boke Kotorske 1719-1721, *Godišnjak Pomorskog muzeja u Kotoru*, 6, Kotor, 1957., 53-65.
- A. DA MOSTO, 1937 - Andrea Da Mosto, *L'Archivio di Stato di Venezia*, 1, Roma, 1937.
- M. NANI MOCENIGO, 1935 - Mario Nani Mocenigo, *Storia della Marina Veneziana da Lepanto alla caduta della Repubblica*, Roma, 1935. (ristampa: Venezia, 1995.).
- P. PAZZI, 2010 - Piero Pazzi, *Kratki povijesno-umjetnički uvod u Boku Kotorsku s osvrtom na Budvu, Bar i Ulcinj*, s. 1., 2010.
- PE, 1983 - *Pomorska enciklopedija*, VI, P - Santa, Zagreb, 1983.
- G. PENZO, 2000 - Gilberto Penzo, *Navi veneziane*, Trieste, 2000.
- Š. PERIČIĆ, 1993 - Šime Peričić, Glavari i časnici Vojne krajine u Dalmaciji, *Radovi Zavoda za povijesne znanosti HAZU u Zadru*, 35, Zadar, 1993., 219-232.
- Š. PERIČIĆ, 2000 - Šime Peričić, Neki Dalmatinci - generali stranih vojski, *Radovi Zavoda za povijesne znanosti HAZU u Zadru*, 42, Zagreb - Zadar, 2000., 195-220.
- T. PIZZETTI, 1999 - Tullio Pizzetti, *Con la bandiera del protettor San Marco. La marineria della Serenissima nel Settecento e il contributo di Lussino*, 2, Pasian di Prato (UD), 1999.
- Pomorski zbornik*, 1962 - *Pomorski zbornik povodom 20-godišnjice Dana mornarice i pomorstva Jugoslavije 1942-1962*, I-II, Zagreb, 1962.
- E. ROSSI - M. ALBERONI - A. M. FELLER, 1990 - Emilio Rossi - Mario Alberoni - Aldo M. Feller, *Le galee: Storia, tecnica, documenti*, Trento, 1990.
- G. SABALICH, 1909 - Giuseppe Sabalich, *Huomeni d'arme di Dalmazia*, Zara, 1909.
- G. SABALICH, 1928 - Giuseppe Sabalich, La Dalmazia guerriera, *Archivio storico per la Dalmazia*, anno III, vol. V, fasc. 30, Roma, 1928., 279-300.
- F. SASSI, 1947 - Ferruccio Sassi, La politica navale veneziana dopo Lepanto, *Archivio veneto*, serie 5, sv. 38-41, Venezia, 1946.-1947., 99-200.
- P. SKOK, 1933 - Petar Skok, *Naša pomorska i ribarska terminologija na Jadranu*, Split, 1933.
- G. STANOJEVIĆ, 1962 - Gligor Stanojević, *Dalmacija u doba Morejskog rata 1684-1699*, Beograd, 1962.
- G. STANOJEVIĆ, 1970 - Gligor Stanojević, *Jugoslovenske zemlje u mletačko-turskim ratovima XVI-XVIII vijeka*, Beograd, 1970.

- A. TENENTI, 1962 - Alberto Tenenti, *Cristoforo da Canal: La Marine Vénétienne avant Lépante*, Paris, 1962.
- R. VIDOVIĆ, 1984 - Radovan Vidović, *Pomorski rječnik*, Split, 1984.
- F. VISCOVICH, 1898 - Francesco Viscovich, *Storia di Perasto dalla caduta della Repubblica Veneta al ritorno degli Austriaci*, Trieste, 1898.
- C. A. WIDMANN, 1997 - Carlo Aurelio Widmann Provveditore Generale da Mar, *Dispacci da Corfù 1794 - 1797* (a cura di Filippo Maria Paladini), I (1 Luglio 1794 - febbraio 1795. m. v.), Venezia, 1997.
- N. ZINGARELLI, 1991 - Nicola Zingarelli, *Volabulario della lingua italiana*, Bologna, 1991.
- I. ZLOKOVIĆ, 1955 - Ignjatije Zloković, O gubicima peraških brodova u borbi s gusarima, *Godišnjak Pomorskog muzeja u Kotoru*, 3, Kotor, 1955., 69-76.
- I. ZLOKOVIĆ, 1978 - Ignjatije Zloković, Kapetan Bogdan Špirov Dabović, *Godišnjak Pomorskog muzeja u Kotoru*, 26, Kotor, 1978., 109-115.