SAILING DIRECTIONS

ADRIATIC PILOT – CROATIAN COAST

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PREFACE

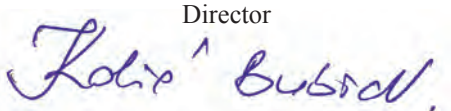
Sailing Directions, Adriatic Pilot – Croatian Coast, is an official navigational publication issued by the Hydrographic Institute of the Republic of Croatia, whose contents follow recommendations of the International Hydrographic Organization and good practices of national hydrographic offices.

This edition of *Sailing Directions* is prepared according to data and information collected and analysed by the Hydrographic Institute of the Republic of Croatia. Described area covers internal sea waters, territorial sea, and exclusive economic zone of the Republic of Croatia.

This publication is intended to be read as a whole in conjunction with the official navigational charts and other official publications issued by the Hydrographic Institute of the Republic of Croatia (*Radio Service, List of Lights and Fog Signals, Catalogue of Nautical Charts and Publications, Symbols and Abbreviations Used on Charts*).

We are grateful to the Ministry of the Sea, Transport and Infrastructure, staff of harbour master's offices and port administration offices and all other maritime stakeholders for their support and helpful suggestions during the production of this publication.

Director



Vinka Kolić Bubić, Master of marit. mngm.

CONTENT

OFFICIAL NAVIGATIONAL CHARTS AND ELECTRONIC NAVIGATIONAL CHARTS (ENC)

GLOSSARY *(NAUTICAL CHARTS AND SAILING DIRECTIONS)*

CROATIAN	ENGLISH
B	
bijel, -i, -a, -o	*white*
bitva	*bitt, bollard*
brežuljak	*hill*
bujica, -e	*torrent, -s*
C	
carina	*customs office*
cjevovod, -i	*pipeline, -s*
crkva	*church*
crn, -i, -a, -o	*black*
crpka	*pump*
crven, -i, -a, -o	*red*
D	
dimnjak	*chimney*
dizalica	*crane*
dolina	*valley, dale*
donji, -a, -e drvo	*lower* *wood (timber)*
drveni	*wooden*
dvorac	*castle, villa*
G	
gat	*dyke, mole, pier*
gaz broda	*draught*
gorivo	*fuel*
gornji, -a, -e	*upper*
grad	*city, town*
greben, -i	*reef,-s, submerged rock,-s, ridge,-s*
H	
hidrografska nula	*chart datum*
hrid, -i	*rock, -s (above water)*
I	
istočni	*eastern, easterly*
istok	*east*
J	
javna telefonska govornica	*public telephone*
jezero	*lake*
jug	*south*
južni	*southern, southerly*
K	
kabel, -i	*cable, -s*
kabeli i cjevovodi	*cables and pipelines*
kamen, kamenje	*stone, -s*
kanal	*channel*
kapela	*chapel*
kapetanija	*harbour master's office*

ABBREVIATIONS AND ACRONYMS

A1, A2, A3, A4	*Area 1, 2, 3, 4*	Morska područja plovidbe u sustavu GMDSS
ADRIREP	*Ship Reporting System in the Adriatic Sea*	Sustav obveznog javljanja brodova u Jadranskom moru
AIS	*Automatic Identification System*	Automatski identifikacijski sustav
AIS AtoN	*AIS Aid to Navigation*	Oznaka objekta sigurnosti plovidbe u sustavu AIS
BT	*Gross tonnage*	Bruto tonaža
CBM	*Cubic Metre*	Kubni metar
Ch	*Channel*	Kanal
CRS	*Coast Radio Station*	Obalna radijska postaja
CS	*Call Sign*	Pozivni znak
čv	*Knot*	Čvor
DHMZ	*Croatian Meteorological and Hydrological Service*	Državni hidrometeorološki zavod
DSC	*Digital Selective Call*	Digitalni selektivni poziv
DWT	*Deadweight Tonnage*	Nosivost broda
E	*East*	Istok
ETA	*Estimated Time of Arrival*	Procijenjeno vrijeme dolaska
ETD	*Estimated Time of Departure*	Procijenjeno vrijeme odlaska
GHz	*Gigahertz*	Gigahertz
GMDSS	*Global Maritime Distress and Safety System*	Svjetski sustav pogibelji i sigurnosti
GPS	*Global Positioning System*	Globalni položajni sustav
H	*Hour*	Sat
HHI	*Hydrographic Institute of the Republic of Croatia*	Hrvatski hidrografski institut
Hz	*Hertz*	Hertz
ICS	*International Code of Signals*	Međunarodni signalni kodeks
IHO	*International Hydrographic Organization*	Međunarodna hidrografska organizacija
IMN	*Inmarsat Mobile Number*	Inmarsat identifikacijski broj
IMO	*International Maritime Organization*	Međunarodna pomorska organizacija
INMARSAT	*International Maritime Satellite Service*	Međunarodni pomorski satelitski sustav
ISPS	*International Ship and Port Facility Security Code*	Međunarodni pravilnik o sigurnosnoj zaštiti brodova i lučkih prostora
kHz	*Kilohertz*	Kilohertz
kW	*Kilowatt*	Kilowatt
LF	*Low Frequency*	Niska frekvencija
LI	*Harbour Master's Branch*	Lučka ispostava
LK	*Harbour Master's Office*	Lučka kapetanija
LKC	*Port Control Centre*	Lučki kontrolni centar
LT	*Local Time*	Lokalno vrijeme
m	*Metre*	Metar
MARPOL	*International Convention for the Prevention of Pollution from Ships*	Međunarodna konvencija o sprječavanju onečišćenja s brodova
MAYDAY	*Distress signal*	Signal za pogibelj (u slučaju opasnosti)

(Fig. 2). In the southern area, extending southeast of that line, some parts are covered with uniform sediments and others with mixed sediments. Major part of the seabed in the deepest parts of the Adriatic is covered with mud (predominantly silt): both deep pits (Jabuka Pit and South Adriatic Pit) and the bottom of the narrow belt between the islands of Jabuka, Biševo, Sušac, Lastovo, and Palagruža, where depths mainly exceed 200 m. Shallower part of the external zone is covered mostly with a mixture of sand and mud (predominantly sand). In some places, such as the seabed of the western Istria, mud and sand are predominant. Inshore zone extends within bays and channels. In its northeastern part, the seabed is covered with mixed sediments, predominantly mud and sand. Such is the seabed in the southwestern inshore area, but in some places sand is predominant. In the southern Adriatic, pure sand frequently occurs on the sea bottom.

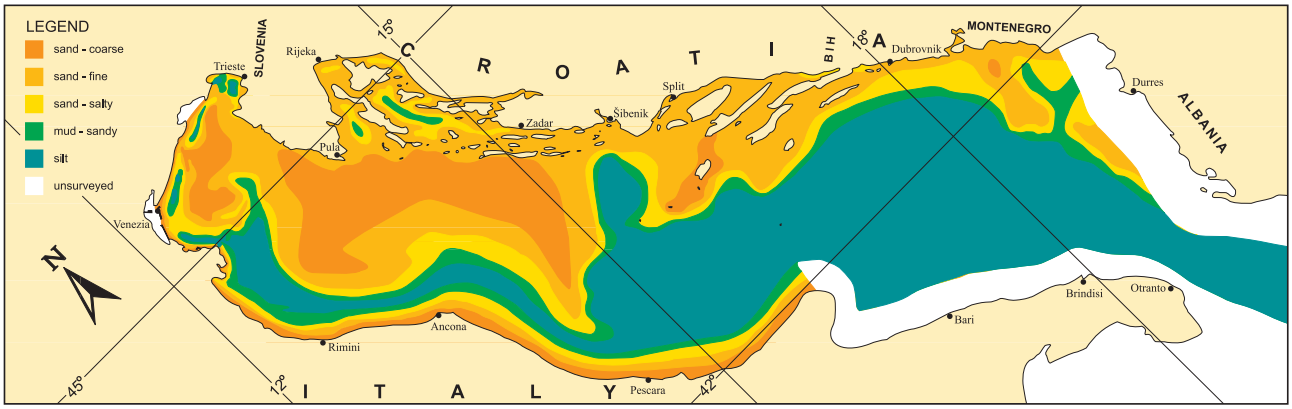


Fig. 2. Sedimentological chart of the Adriatic

Tides and sea levels

In the Adriatic Sea tides are of mixed type, with a pronounced inequality in height. During syzygy (new and full Moon), tides are semidiurnal (12 hours period), and during a quadrature (first and last quarter) they are diurnal (24 hours period). In transitional Moon phases, mixed tides occur. Development of tides i.e. progress of a tidal wave is shown by cotidal lines – lines of the same phase of a tidal wave. During syzygy, when tides are semidiurnal, in the southern Adriatic phases are equal on its eastern and western coasts. In the middle and norther Adriatic they increase counterclockwise around a point located between Ancona and Pag (Fig. 3). Such rotation of a tidal wave is called amphidromy, having its centre at the amphidromic point. Rotation of a tidal wave lasts for 12 hours, being equivalent to the period of a complete semidiurnal tide oscillation. Because of amphidromy, tides in the middle and northern Adriatic are opposite in phase in all places crossed by cotidal lines different by 6 hours, so that while high tide occurs on one coast, low tide occurs on the other. Tidal amplitudes rise abruptly from the amphidromic point to the north, while to the south their rise is slower.

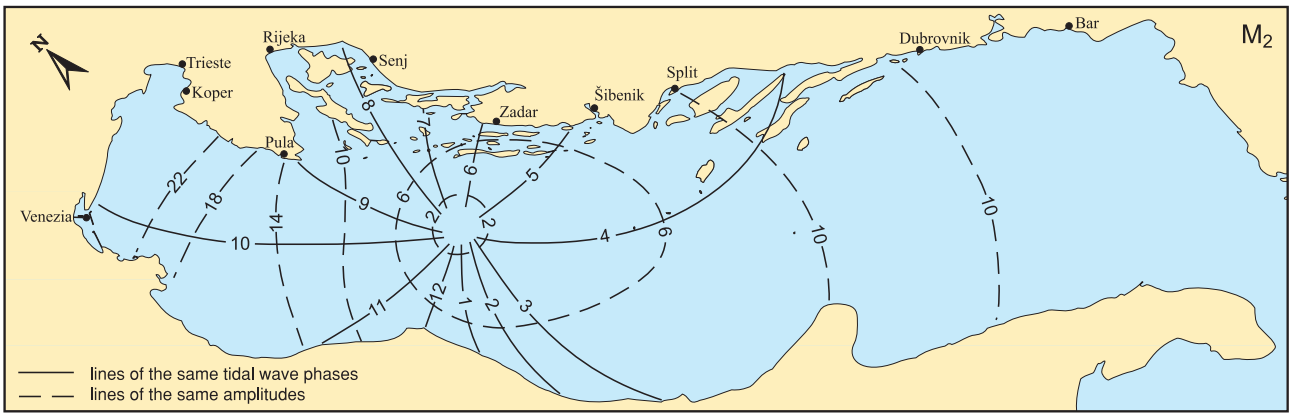


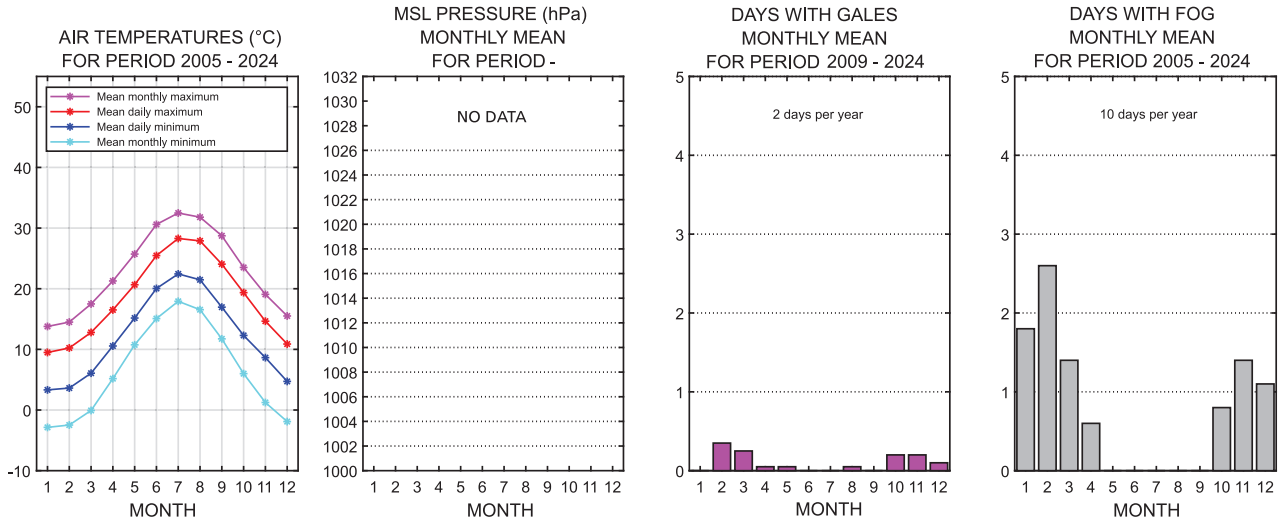
Fig. 3. Radiation of major semidiurnal tidal component M_2 (according to Polli, 1960)

During a quadrature, when tides are diurnal, there is no amphidromy (Fig. 4). High and low water occurs at the same time all along the basin, i.e. tides are in phase. Tidal amplitudes are smaller than those during a syzygy, rising from the south to the north. In general, tidal amplitudes rise from the south to the north. From the Otranto Strait to Bakar this rise is small, while from Bakar to the north it is great due to a rapid decrease in depth and the Adriatic basin cross section. Table shows mean tidal amplitudes and mean extreme tidal amplitudes from multi-years measurements at nine ports on the eastern Adriatic coast. Almost a regular tidal course is disturbed by oscillations of the sea level influenced by atmo-

STATION: ROVINJ (SV. IVAN NA PUČINI)

POSITION: 45°06'16.4"N – 13°37'44.8"E
STATION HEIGHT: 20 m
MEASUREMENT PERIOD: 2005 – 2024

AIR TEMPERATURE
Mean annual maximum temperature = 33.3 °C
Mean annual minimum temperature = -4.7 °C
Maximum temperature for the given period = 35.3 °C
Minimum temperature for the given period = -8.1 °C



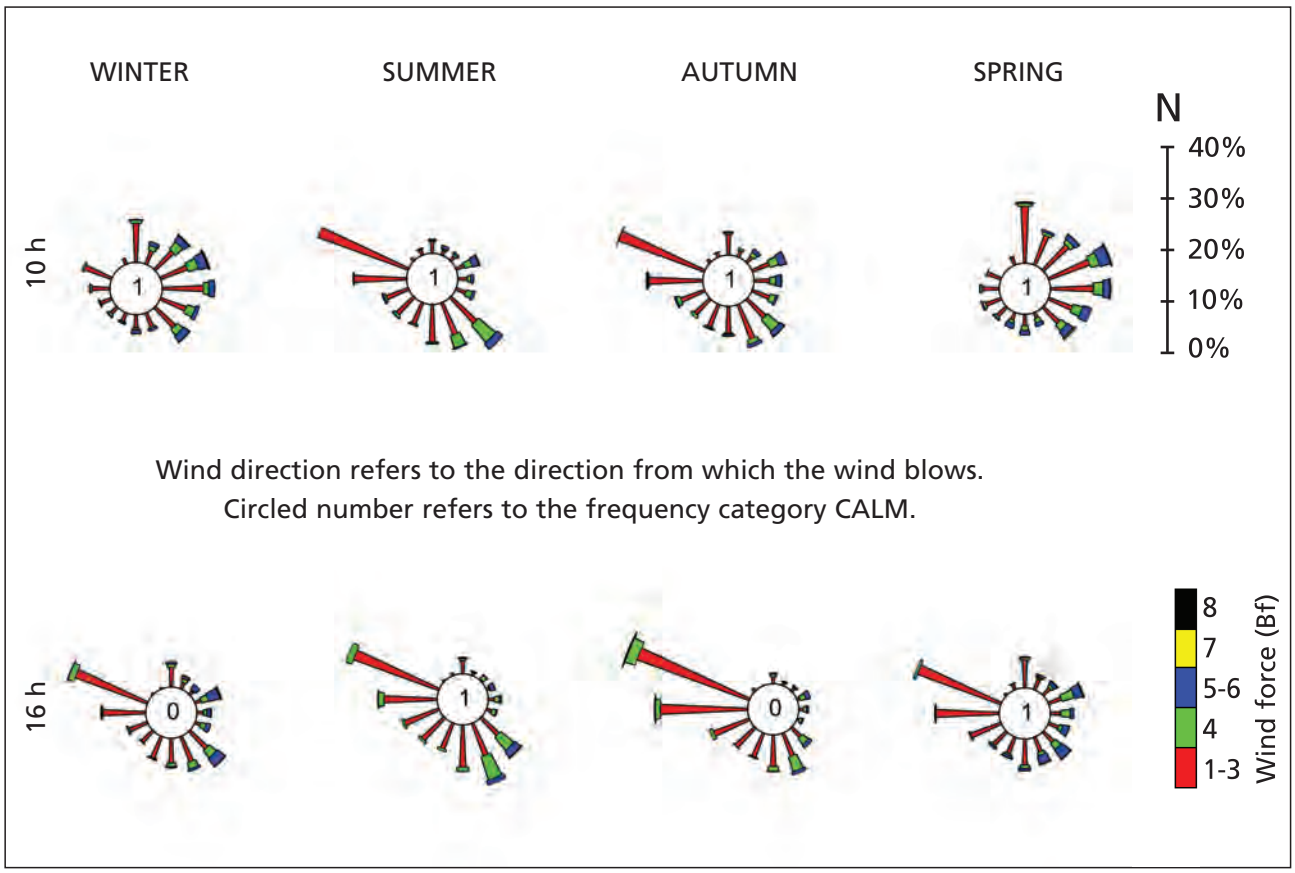


Figure 6. Typical climatological parameters – Rovinj (Sv. Ivan na Pučini)

Beaufort wind force scale

Bf	Force description	[kn]	[m/s]	[km/h]	Wind effect
0	Calm	1	0 – 0.2	0 – 1	Sea surface smooth and mirror-like. Smoke rises vertically. Flags and leaves still.
1	Light air	1 – 3	0.3 – 1.5	2 – 5	Not felt by man. Smoke rises uniformly. Scaly ripples on the sea, no foam crests.
2	Light breeze	4 – 6	1.6 – 3.3	6 – 12	Wind felt on face, leaves rustle. Small wavelets, crests glassy, no breaking.
3	Gentle breeze	7 – 10	3.4 – 5.4	13 – 19	Leaves constantly moving, light flags extended. Large wave- lets, crests begin to break.
4	Moderate breeze	11 – 16	5.5 – 7.9	20 – 28	Dust, leaves, and loose paper lifted, small tree branches move. Small waves becoming longer, numerous whitecaps.
5	Fresh breeze	17 – 21	8.0 – 13.8	29 – 38	Small trees in leaf begin to sway. Moderate waves taking longer form, many whitecaps, chance of some spray.
6	Strong breeze	22 – 27	10.8 – 13.8	39 – 49	Buzzing in firm objects. Larger waves, whitecaps common, more spray.
7	Near gale	28 – 33	13.9 – 17.1	50 – 61	Whole trees moving, resistance felt walking against wind. Sea heaps up, white foam streaks off breakers.
8	Gale	34 – 40	17.2 – 20.7	62 – 74	Breaking large branches. Moderately high waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks.
9	Severe gale	41 – 47	20.8 – 24.4	75 – 87	Slight structural damage occurs, slate blows off roofs. High waves, dense streaks of foam, spray may reduce visibility.
10	Storm	48 – 55	24.5 – 28.4	88 – 102	Trees broken or uprooted, considerable structural damage. Sea white with densely blown foam, heavy rolling, lowered visibility.
11	Violent storm	56 – 63	28.5 – 32.6	103 – 117	Exceptionally high waves, foam patches cover sea, visibility more reduced.
12	Hurricane	64 – 71	32.7 – 36.9	118 – 133	Air filled with foam, sea completely white with driving spray, visibility greatly reduced.

MAGNETIC DECLINATION

In the Adriatic Sea magnetic declination ranges from 4.1°E in the area of Venice to 4.7°E in the Strait of Otranto. Annual variation of magnetic declination is small, ranging from 6'E (Venice) to 4'E (Strait of Otranto). Magnetic anomalies have been recorded in the areas of Rijeka – Lošinj and Vis – Svetac – Jabuka because of the geological structure of alongshore mountain range, and igneous rocks of Brusnik and Jabuka islets. It is therefore necessary to check the bearings of magnetic compass in the areas of magnetic anomalies, and for determining the ship's position to use methods and instruments not depending on the magnetic compass.

– Luka Sušak – up to 5 kn
– Luka Rab – up to 3 kn
– River Zrmanja – up to 8 kn
– Uvala Lamjana – up to 7 kn
– Prolaz Mali Ždrelac – up to 8 kn
– Pašmanski Tjesnac – up to 8 kn
– NW part of Šibenski Kanal bound by a line joining Rt Križ (mainland W from Vodice) – Rt Sv. Luce (Prvić island) – head of the E pier in boat harbour Lovetovo – up to 8 kn (from 1 July to 31 August)
– Mouth of Rijeka Krka – up to 8 kn
– Kanal Sv. Ante – up to 8 kn
– Rogoznički Zaljev – up to 6 kn
– Kanal Daksa – up to 6 kn
– Luka Gruž – up to 4 kn
– Rijeka Dubrovačka – up to 4 kn.

EXPLOSIVES DUMPING GROUND

Permanent explosives dumping grounds:

1. W of Brijuni islands, sea area within the 3-mile radius with centre at 44°53.3'N – 13°25.2'E.
2. Anchoring and trawling are prohibited in areas in front of Pula harbour (44°51.2'N – 13°44.4'E) due to dumped explosives.
3. SW of the western Istrian coast, sea area within the 5-mile radius with centre at 44°30.01'N – 13°30.27'E.
4. S of Veli Rat lighthouse, sea area within the 2-mile radius with centre at 43°58.9'N – 14°47.0'E.
5. W of Dugi Otok, sea area within the 5-mile radius with centre at 43°58.32'N – 14°15.21'E.
6. W of Jabuka islet, sea area within the 2.5-mile radius with centre at 43°08.0'N – 15°26.0'E.
7. SW of Dubrovnik, sea area within the 4-mile radius with centre at 42°03.53'N – 17°22.34'E.
8. SW of Dubrovnik, sea area within the 9-mile radius with centre at 41°55.83'N – 17°25.48'E.
9. S of Oštra point, sea area within the 2-mile radius with centre at 42°08.4'N – 18°31.2'E.

PILOTAGE

Pilotage is governed by the Maritime Code (Chapter IV) and the Ordinance on Sea Pilotage.

Pilotage shall be compulsory for all vessels of 500 GT and greater and all yachts of 1 000 GT and greater, excluding Croatian warships, Croatian public ships, vessels for maintenance of waterways and navigational safety facilities on these waterways, Croatian passenger ships and ferries in regular service. Harbour master's office may impose compulsory port pilotage for certain types of vessels of less than 500 GT.

Optional pilotage is conducted at vessel's request and terminates when called off by the piloted vessel or when the vessel enters the area of compulsory pilotage, and pilot is not authorised to conduct such pilotage.

Procedure for pilotage service (port pilotage and coastal pilotage) for all ports shall be coordinated by port authorities, shipping agents, and pilot companies. Port authorities conduct permanent standby duty on VHF channel 09, and pilot companies on VHF channel 08.

Pilotage notification: on arrival 48, 24, and 12 hours, on departure 2 and 6 hours. Pilotage can be port pilotage and coastal pilotage.

Port pilotage means pilotage within a port area. Ports of compulsory pilotage, limits of compulsory pilotage, the time and location of pilot embarkment/disembarkment shall be determined by the harbour master's office. In a port with compulsory port pilotage, a vessel must also take a pilot when relocating from shore to shore or moving along the shore using engine.

Pilotage services in ports:

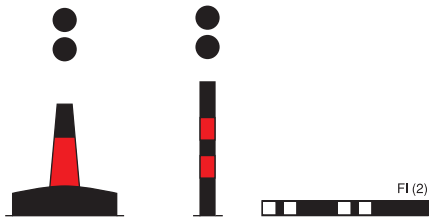
Pula

Pilotage service is available 24 hours a day. Pilot embarkment/disembarkment: 44°52.2'N – 13°46.7'E.

Umag

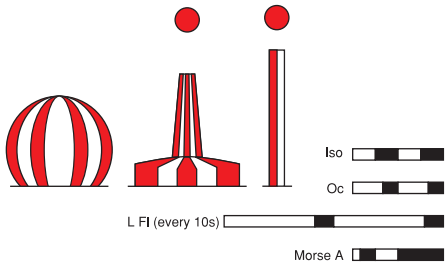
Pilot embarkment/disembarkment: 45°26.0'N – 13°30.3'E. Pilot arriving from Pula.

3. ISOLATED DANGER MARK



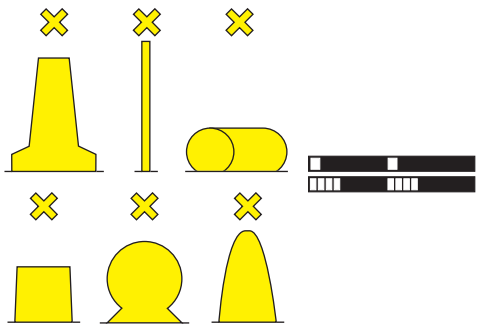
Topmark	2 black spheres, one above the other
Colour	Black with one or more broad horizontal red bands
Shape	Optional, but not conflicting with lateral marks (pillar or spar preferred)
Light (when fitted)	White
Rhythm	Group flashing (2)

4. SAFE WATERS MARK

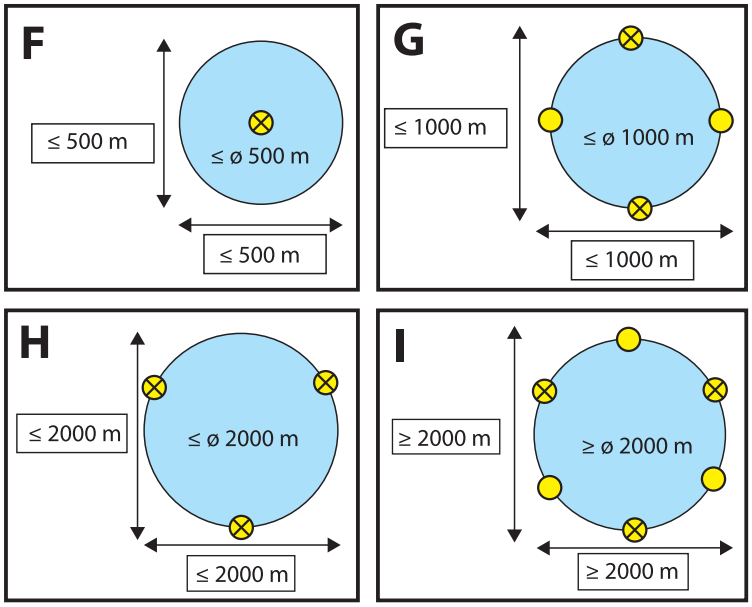


Colour	Red and white vertical stripes
Shape	Spherical, pillar or spar
Topmark (if any)	Red sphere
Light (if fitted)	White
Rhythm	Iso, Oc + L Fl 10s or Morse A

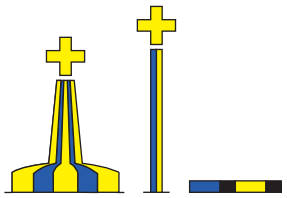
5. SPECIAL MARKS



Colour	Yellow
Shape	Optional, but not conflicting with navigational marks
Topmark (if any)	Shape ✕ Single yellow
Light (if fitted)	Yellow
Rhythm	Any, other than those of isolated danger or safe water cardinal marks



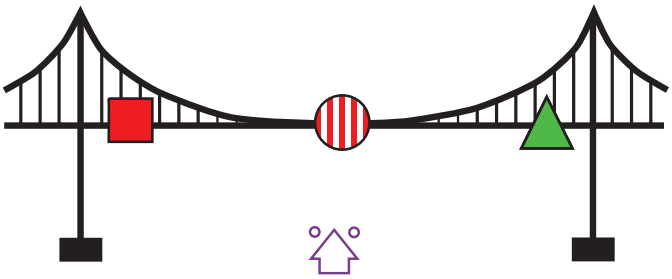
9. NEW DANGER MARKS



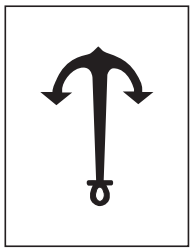
Colour	Yellow and blue stripes
Shape	Optional, but not conflicting with navigational marks
Topmark	Cross Yellow
Light	Yellow and blue alternating
Rhythm	Alternating (Racon Morse D, if any)

10. MARKING OF BRIDGES

			
	Port hand	Best point of passage	Starboard hand
Colour	Red	Red or white vertical stripes	Green
Shape	Board, square	Circular panel	Board, equilateral triangle
Light (when fitted)	Red	White	Green
Rhythm	Like port lateral mark	Like safe waters mark	Like starboard lateral mark



11. PROHIBITED ANCHORING MARKS



12. SPEED LIMIT MARKS

13. PROHIBITED SKIMMING MARKS

14. INCREASED CAUTION MARK DUE TO WINDSURFING COMPETITION

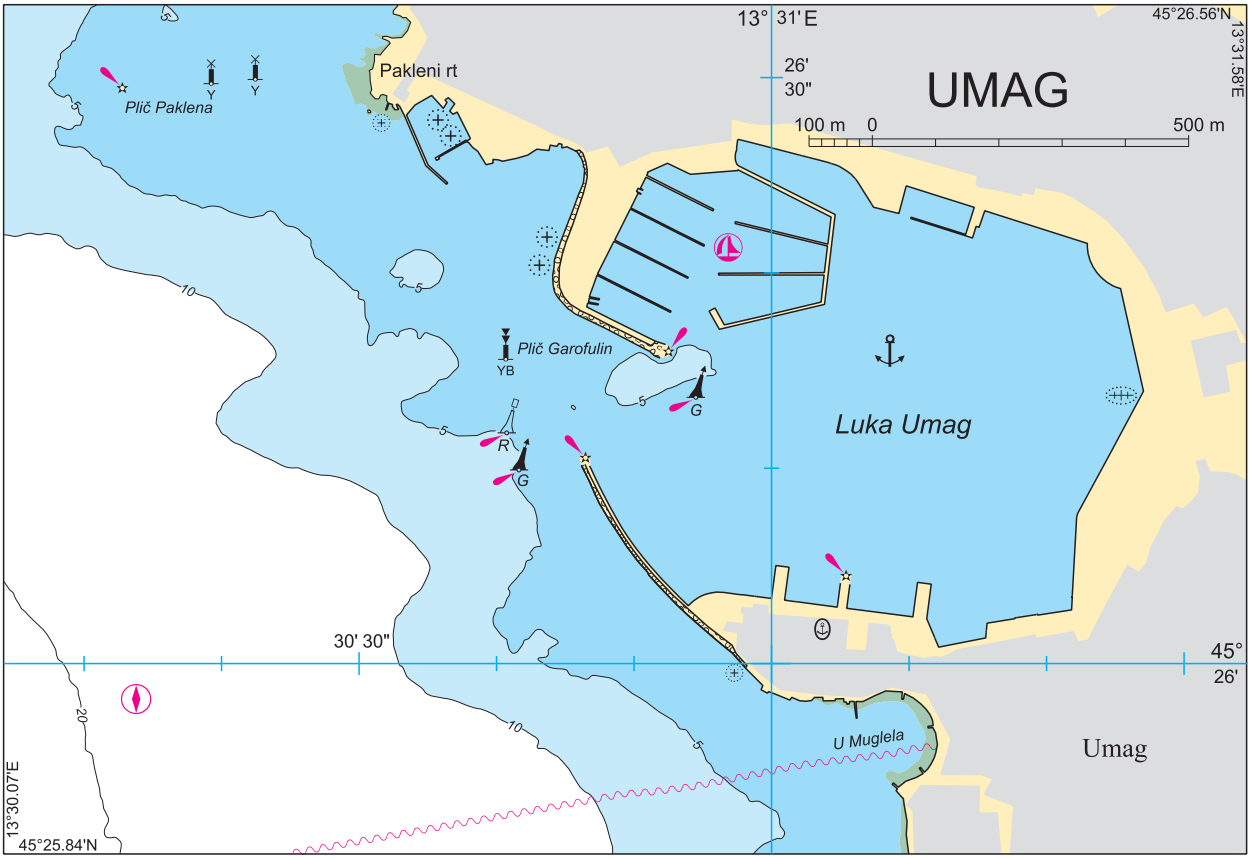

C-1
ITALY
SLOVENIA
BOSNIA AND HERZEGOVINA
MONTE-
NEGRO
TRIESTE
VENICE
RIJEKA
SENJ
PULA
ZADAR
ŠIBENIK
SPLIT
PLOČE
DUBROVNIK
PESARO
ANCONA
ORTONA
PIANOSA
TERMOLI
BARI
BRINDISI
JABUKA 7.2
PALAGRUŽA 7.6
NORTH ADRIATIC SEA TSS 1.3
TSS OF ISLAND PALAGRUŽA 1.4
CROATIA
ADRIATIC SEA
ITALY
13°E
14°
15°
16°
17°
18°
19°
46°
45°
44°
43°
42°
41°N

Search and Rescue Service (SAR) in the Republic of Croatia

2) Maritime Rescue Coordination Centre (MRCC Rijeka) is the authority responsible for successful organisation of the Search and Rescue Service, and for coordinated search and rescue operations within the respective area of responsibility. Its work is managed by the harbour master in Rijeka, while operational coordination is led by the MRCC manager according to official SAR Manual.

3) Maritime Rescue Sub-Centres (MRSCs) are subordinate to MRCC, and are established at the harbour master's offices in Pula, Rijeka, Senj, Zadar, Šibenik, Split, Ploče, and Dubrovnik. MRSCs carry out the tasks determined by MRCC and coordinate search and rescue operations within the sub-area of their responsibility according to official SAR Manual.


C-2
SLOVENIA
CROATIA
ISTRA
Rt Savudrija 2.2
LI UMAG 2.8
Mirna
LI NOVIGRAD 2.11
LI POREČ 2.14
LIMSKI KANAL 2.21
LI ROVINJ 2.22
FAŽANSKI KANAL 2.29
LK PULA 2.31
Hr Porer 2.33
Plič Albanež 2.33
Raša
ZALJEV RASA 2.38
UVALA BREŠTOVA 2.43
LI RABAC 2.41
VELA VRATA
KVARNER
ADRIATIC SEA
30'
40'
50'
14°E
10'
20'
45°N



2.9 Posoj, bay lying immediately S of Umag harbour.

Weather: The bay is sheltered from all except W and NW winds. The NW wind may raise seas alongside the breakwater.

Caution: When approaching from S, care is necessary to avoid Užulari shoal (0.8 m) about 0.1 mile S of the breakwater light.

2.10 Luka Dalja, bay lying about 2.5 miles N of Novigrad harbour.

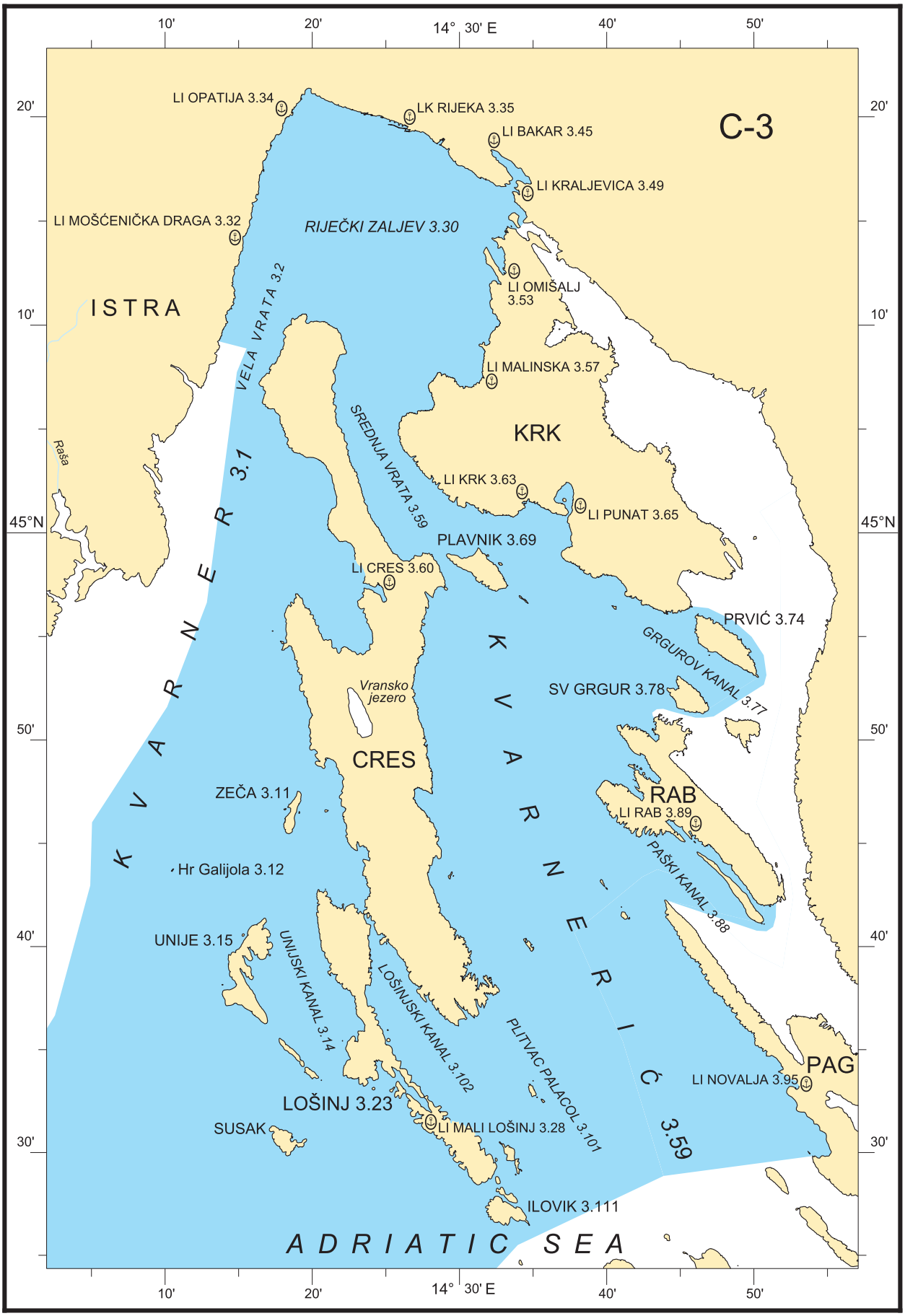
Weather: Exposed to W and NW winds, which cause moderate and rough seas in the bay.

Caution: Care is necessary to avoid the rocky Dalja shoal which extends to 500 m NW of Dalja point; its NW edge is marked by a light buoy (W cardinal).

Anchorage: For smaller vessels NE of Dalja point, in 6 – 8 m depths; the bottom is mud.

2.11 Novigrad (45°19.23'N – 13°31.52'E; Chart 100-15, Plan 11), harbour situated immediately N of Luka Mirna bay, sheltered by a long breakwater. There is a harbour branch office and seasonal port of entry.

Novigrad harbour (from SW)


C-3
LI OPATIJA 3.34
LK RIJEKA 3.35
LI BAKAR 3.45
LI KRALJEVICA 3.49
LI MOŠĆENIČKA DRAGA 3.32
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LI MALINSKA 3.57
KRK
SREDNJA VRATA 3.59
Raša
KVARNER 3.1
LI KRK 3.63
LI PUNAT 3.65
PLAVNIK 3.69
LI CRES 3.60
PRVIĆ 3.74
GRGUROV KANAL 3.77
SV GRGUR 3.78
Vransko jezero
CRES
KVARNER
ZEČA 3.11
RAB
LI RAB 3.89
PAŠKI KANAL 3.88
Hr Galijola 3.12
UNIJE 3.15
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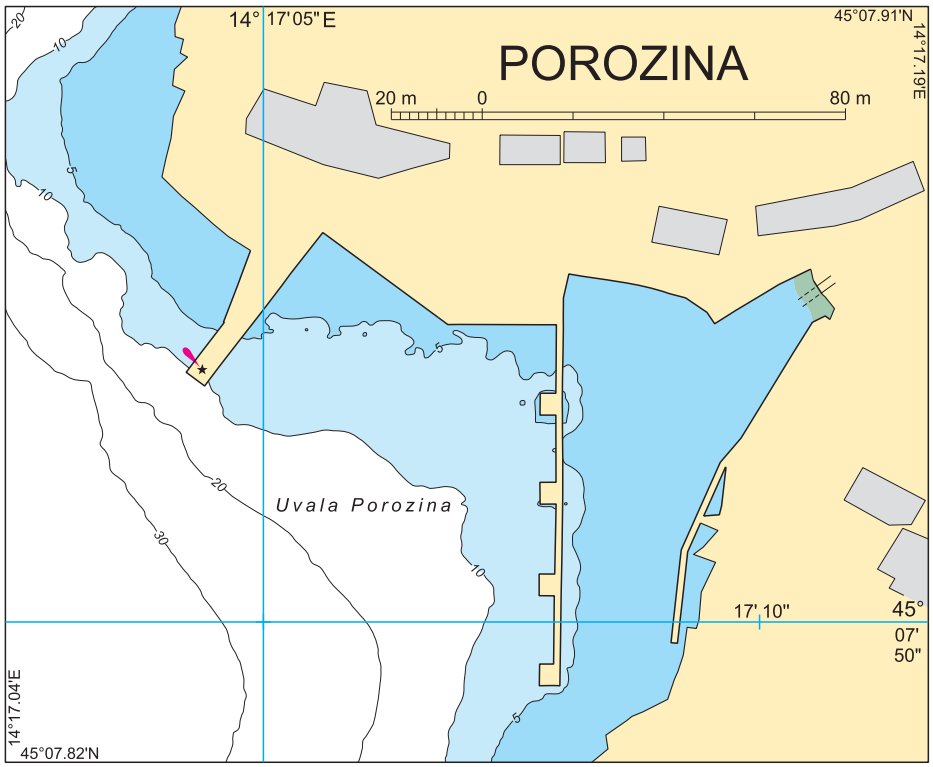
LOŠINJSKI KANAL 3.102
PLITVAC PALACOL 3.101
PAG
LI NOVALJA 3.95
LOŠINJ 3.23
SUSAK
LI MALI LOŠINJ 3.28
ILOVIK 3.111
KVARNERIĆ 3.59
ADRIATIC SEA
10'
20'
14° 30' E
40'
50'
45°N
30'

– Luka Ustrine bay, in the N part, sheltered from all winds; vessels anchor with bow SW

– Luka Bijar cove, N of the entrance to Osorski Tjesnac, sheltered from all winds.

Caution: Care is necessary to avoid marine farms in Veli Bok cove.

3.5 Porozina, cove lying about 1 mile NE of Prestenice point. The harbour is protected by a small mole from all except SW and W winds. From the molehead a light is exhibited – red tower with column and gallery. Inner side of the mole, about 28 m in length, is used by ferries. Depths are about 3.5 m near the molehead.

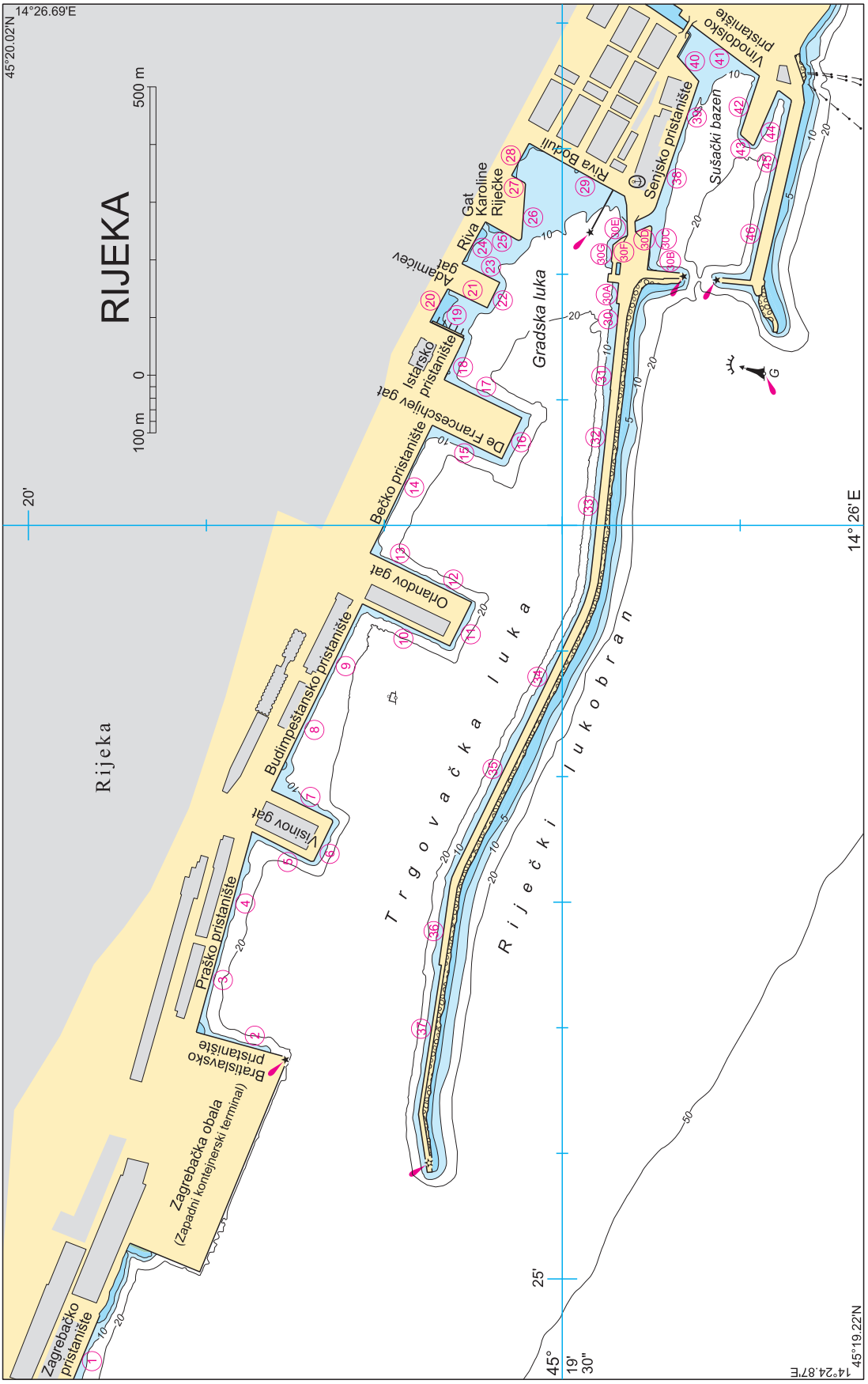


3.6 Cres (44°57.40'N – 14°24.00'E; Charts 100-16, 100-18, Plan 20), harbour situated on the E coast of Creski Zaljev, on the N side of an inlet entered between Kovačine and Križice points. There is a harbour branch office.

Landmarks: Light on Kovačine point – red tower on submerged base; light on Križice point – green tower; light on Melin point – red tower with column and gallery on pedestal; light on the head of W breakwater – red column; light on the pierhead in the harbour – white tower with column and gallery.

Weather: The bora and scirocco occasionally blow hard, but only a gale scirocco raises a sea in the harbour.

Cres harbour (from NW)


RIJEKA
500 m
0
100 m
14°26.69'E
45°20.02'N
20'
14° 26' E
25'
45° 19' 30"
45°19.22'N
14°24.87'E
Rijeka
Riva Boduli
Senjsko pristanište
Sušački bazen
Vinodolsko pristanište
Riva Karoline Riječke
Gat
Adamićev gat
Gradska luka
Istarsko pristanište
De Franceschijev gat
Bečko pristanište
Orlandov gat
Budimpeštansko pristanište
Visinov gat
Praško pristanište
Bratislavsko pristanište
Zagrebačka obala
(Zapadni kontejnerski terminal)
Zagrebačko pristanište
Trgovačka luka
Riječki lukobran
G

Rijeka port (from SE)

Anchoring is prohibited in the sea area between Oštro point and Donja Punta point (Krk island).

The W approach channel leads between the W and E anchorage, and the E approach channel leads between the E anchorage and the prohibited anchorage area.

3.36 Brgud, harbour of the shipyard, situated about 1.3 miles W of the entrance to Glavna Luka.

Landmarks: Mobile cranes; light on the breakwater head – green tower with column on dwelling.

Regulations: For the safety of ships, equipment and facilities in the shipyard, all vessels are prohibited from approaching a sea area within 150 m of the entrance to Brgud harbour.

3.37 Petrolejska Luka, harbour situated about 0.5 mile W of the entrance to Glavna Luka.

Landmarks: Light on the breakwater head – green tower with column and gallery on submerged base.

Weather: The harbour is sheltered from all winds by a breakwater. Most of the breakwater is in ruins, allowing the sea to break and cause a swell within the harbour.

Caution: A floating protective barrier is set up at the harbour entrance and on the inner side of the breakwater.

Berth: Alongside a quay about 176 m in length, with depths about 7 m.

3.38 Glavna Luka (Riječka Luka), commercial and passenger harbour, completely sheltered by a breakwater 1,768 m in length (Riječki Lukobran).

Landmarks: Light on the breakwater head – green tower with gallery; light on the W corner of the head of Bratislavsko Pristanište – red square tower with column and gallery.

Weather: The harbour is well sheltered, but SW winds may raise a sea.

Regulations: Vessels entering or leaving must proceed on starboard side, at a speed not exceeding 5 kn, using the approach channel between the W and E anchorage.

In the harbour basin, fishing and navigation of rowing boats and sailboats are prohibited. Vessels shall comply with the Ordinance on maintaining order in ports.

Passenger ships using the floating platform PLR-1 (for embarkation/disembarkation of passengers and vehicles) in the port of Rijeka shall abide by the order issued by the Harbour master's office Rijeka.

Berth: Six wharves, three long piers and a breakwater are used for cargo loading/unloading; two smaller piers and a quay are used for embarkation/disembarkation of passengers.

Zagrebačka Obala (W Container Terminal): length 400 m.

Bratislavsko Pristanište: length E side about 155 m, head 50 m; fertilizers.

TIHI KANAL, VINODOLSKI KANAL, VELEBITSKI KANAL

4.1 Tihi Kanal, narrow channel between the mainland coast (SE of Oštro point) and the NE coast of Krk island, about 3.5 miles in length. The islet of Sv. Marko, in the middle of NW entrance to the channel, divides the channel into the NE and the SW passage.

Landmarks: Sv. Marko islet with a light on the E coast – red tower with column and gallery; conspicuous bridge connecting the mainland coast to Krk island; light on Glavina point – red tower with column and gallery; light on Vošćica point – stone tower with red top next to dwelling (Krk island); light on Bejavec point – white tower with red top; light on Ertak point – white tower with column and gallery in front of dwelling.

Weather: The bora blows with gale force from any directions but especially from N. The scirocco is also strong and may cause surface currents attaining a rate of 2 kn.

Currents: Permanent current flowing towards Riječki Zaljev is predominant, attaining a rate of about 0.4 kn. A gale scirocco can increase the current rate to 2 kn.

Tihi Kanal, channel (from NW)

Landmarks: In the N entrance: barren Baljenica point with a light – red square tower; Korotanja point with a light – green tower with column and gallery on pedestal. In the S entrance: Ždrijac point with a light – green tower with column and gallery. Lights in the channel: Vranine point – green tower with column and gallery; Brzac point – red tower with column and gallery.

Weather: Exposed to the bora and scirocco which raise seas and cause a swell. The bora can reach hurricane force.

Currents: Permanent NW-going current is predominant, attaining a rate of up to 1 kn. A gale scirocco and heavy rain can increase the current rate to 3 kn. When the current is running strongly vessels are advised to favour the W side of the channel.

Density of water: 1,020 kg/m^3 (during an intensified overflow of the Zrmanja river) to 1,028.5 kg/m^3 (during a dry winter).

Regulations:

1. Navigation in Novsko Ždrilo channel is permitted for:

a) vessels less than 150 m in length and less than 8 m in draught

b) vessels over 500 GT only in favourable weather conditions, with compulsory pilotage.

2. Maximum permitted speed is 8 kn.

3. To avoid collision in the channel vessels shall observe the following rules:

a) at the entrance to Novsko ždrilo, 500 m N of Baljenica point and 500 m S of Ždrijac point, a vessel shall give two long blasts

b) a vessel already in the channel shall reply by sounding five short blasts to warn the vessel at the entrance that it must wait outside the channel

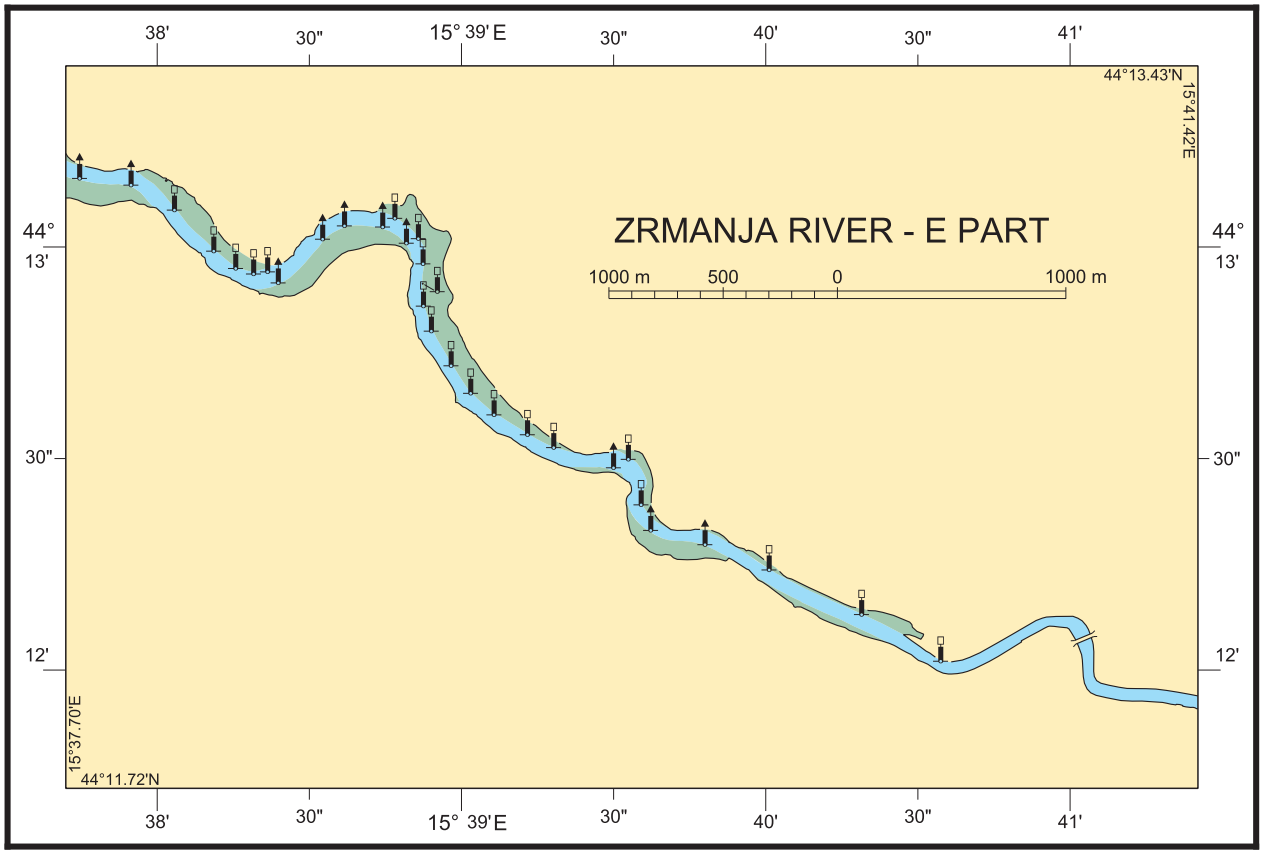
c) regardless of obligatory sounding under a) and b), any vessel entering the channel shall give five short blasts to warn vessels and boats of its presence.

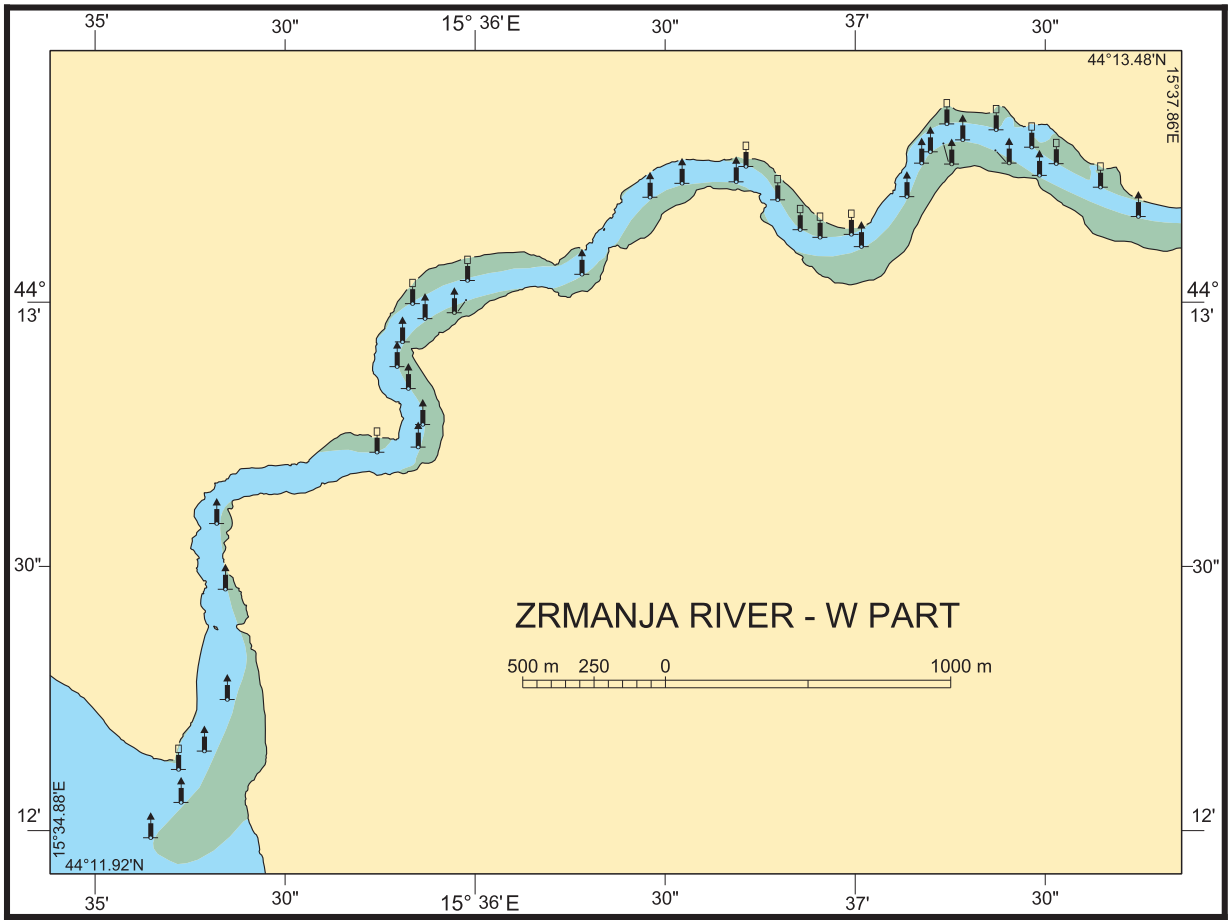
Directions: When the current is running strongly (2 – 4 kn) vessels are advised to favour W side of the channel.

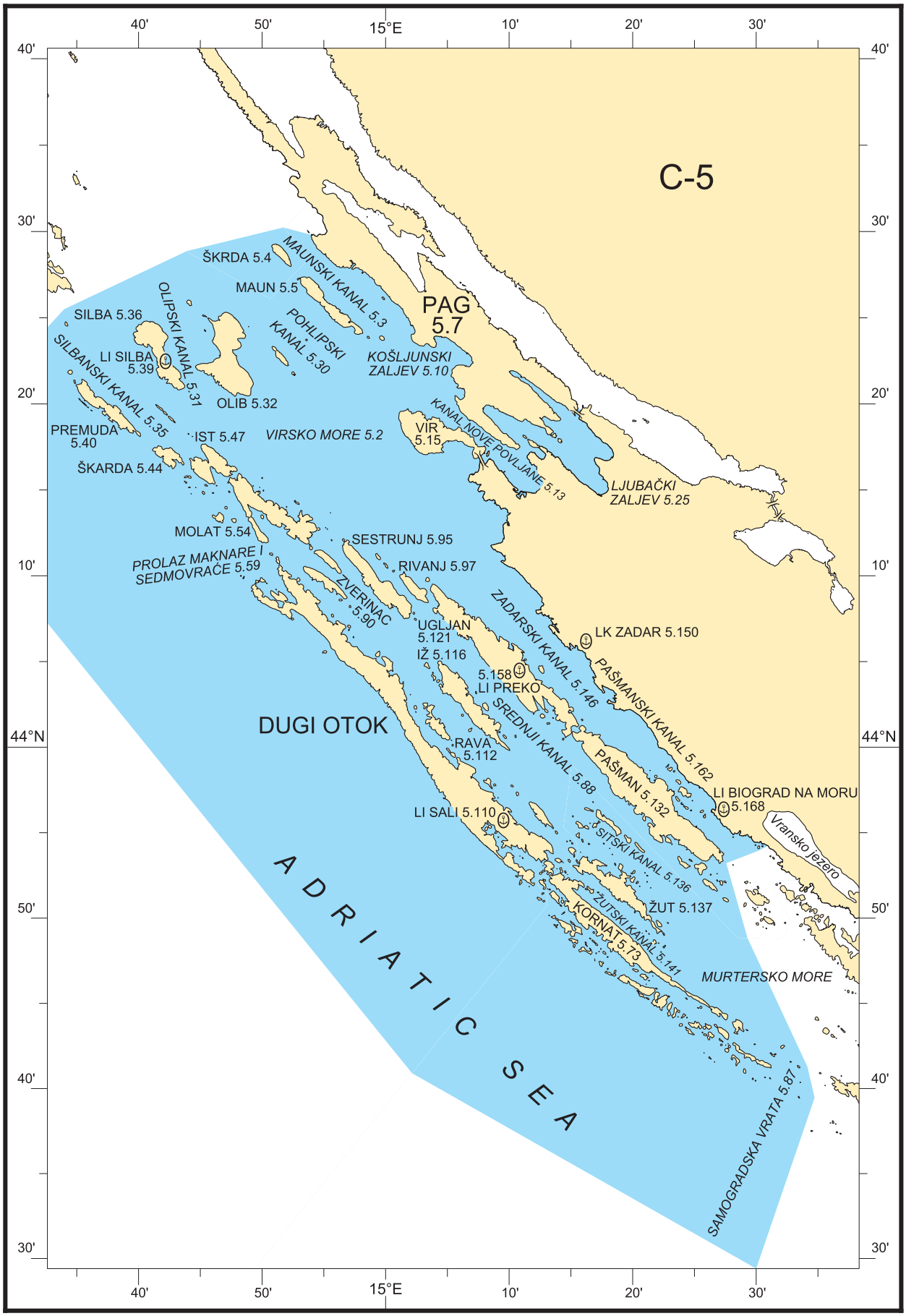
Caution: In N entrance of the channel care is necessary to avoid: unmarked shoal (about 6.7 m) about 0.3 mile NW of Baljenica point; unmarked shoal (about 7 m) about 0.7 mile NW of Korotanja point; shellfish beds established near Baljenica point; marine farms established near W coast of the channel opposite Brzac point. In the channel, about 260 m off Ždrijac point and about 4 m off the W coast, care is necessary to avoid a reef difficult to distinguish, especially when the current is running strongly. In the area of Novsko Ždrilo under the S bridge there are the submerged remains of an old bridge which should be avoided by remaining in mid-channel. Submarine pipelines are laid about 0.5 mile NW of Ždrijac point.

Anchorage: Anchorage for vessels awaiting a pilot or waiting to enter Novsko Ždrilo lies in the most SE part of Velebitski Kanal.

Novsko Ždrilo, channel (from SE)


38'
30"
15° 39' E
30"
40'
30"
41'
44°13.43'N
15°41.42'E
44°
13'
30"
12'
ZRMANJA RIVER - E PART
1000 m
500
0
1000 m
15°37.70'E
44°11.72'N


35'
30"
15° 36' E
30"
37'
30"
44°13.48'N
15°37.86'E
44°
13'
30"
12'
ZRMANJA RIVER - W PART
500 m
250
0
1000 m
15°34.88'E
44°11.92'N


C-5
PAG
5.7
DUGI OTOK
A D R I A T I C S E A
ŠKRDA 5.4
MAUNSKI KANAL 5.3
MAUN 5.5
OLIPSKI KANAL 5.31
SILBA 5.36
POHLIPSKI KANAL 5.30
KOŠLJUNSKI ZALJEV 5.10
LI SILBA 5.39
SILBANSKI KANAL 5.35
OLIB 5.32
PREMUDA 5.40
IST 5.47
VIRSKO MORE 5.2
VIR 5.15
KANAL NOVE POVLJANE 5.13
ŠKARDA 5.44
LJUBAČKI ZALJEV 5.25
MOLAT 5.54
SESTRUNJ 5.95
PROLAZ MAKNARE I SEDMOVRAĆE 5.59
RIVANJ 5.97
ZVERINAC 5.90
ZADARSKI KANAL 5.146
UGLJAN 5.121
LK ZADAR 5.150
IŽ 5.116
5.158
LI PREKO
PAŠMANSKI KANAL 5.162
SREDNJI KANAL 5.88
RAVA 5.112
PAŠMAN 5.132
LI BIOGRAD NA MORU 5.168
LI SALI 5.110
Vransko jezero
SITSKI KANAL 5.136
ŽUT 5.137
ŽUTSKI KANAL 5.141
KORNAT 5.73
MURTERSKO MORE
SAMOGRADSKA VRATA 5.87
40'
50'
15°E
10'
20'
30'
44°N

5.157 Poljana (44°05.50''N – 15°11.10'E), bay lying on the NE coast of Ugljan island, N of Preko harbour.

Landmarks: Light on a shoal SE of Sv. Petar point – green tower with column and gallery; light on the breakwater head – red tower with column and gallery.

Weather: Exposed to the scirocco which causes heavy seas.

Currents: Tidal currents are predominant, attaining rates of 0.3 kn. A gale Bora and E wind may increase the current rate to 1 kn.

Caution: Care is necessary to avoid a rocky shoal SE of Sv. Petar point (N entrance point), marked by a light – green tower with column and gallery on submerged base; the light is established 100 m off the point, in a depth of 2 m. It is not possible to pass between Sv. Petar point and the shoal.

Berth: At the breakwater alongside or stern-to; smaller vessels and boats can berth at piers and quay in the harbour.

5.158 Preko (44°04.90'N – 15°11.35'E; population 3,556 census 2021), harbour situated on the NE coast of Ugljan island, comprising two small harbours (N harbour and ferry harbour) and a marina about 0.2 miles SE of the N harbour. There is a harbour branch office.

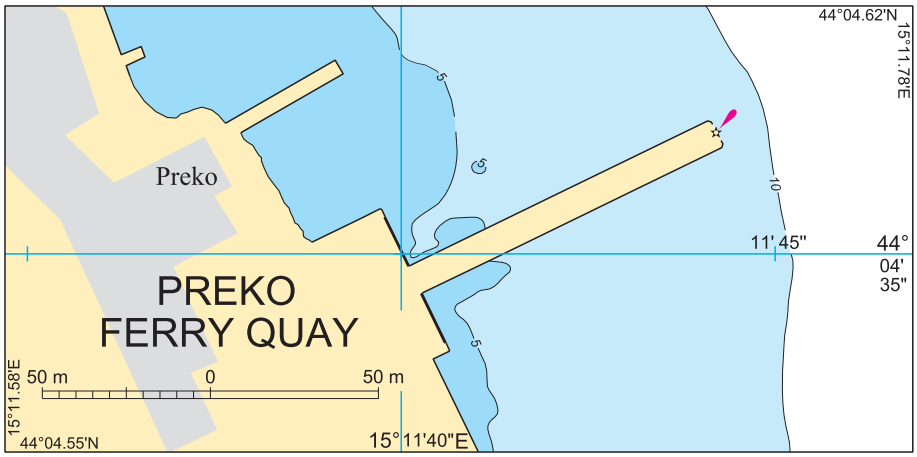
Landmarks: Wooded Ošljak islet; Galovac islet with convent; belfry in the village; light on the breakwater head in the ferry harbour – red tower with column and gallery; light on the head of ferry quay – white tower with column and gallery; light on the marina breakwater head – red tower with column and gallery.

Weather: The S part of the harbour is exposed to a strong bora, while the N part is sheltered from all winds and sea by Galovac islet.

Currents: Tidal currents are predominant, attaining rates of 0.4 kn. Gale winds may increase the current rate to 1 kn.

Anchorage: Vessels at anchor in front of the village are exposed to the bora.

Caution: Submarine cables are laid from a position SE of the harbour to the mainland coast. A submarine cable and pipeline are laid from the pier root in N part of the harbour to Galovac islet.



Preko harbour (from NE)

From Vrgadski Kanal: Pakoštane harbour on the mainland coast; light on Oštarije islet – white tower with column and gallery on submerged base.

On the mainland coast: chapel on Tukljačan point; villages Turanj, Sv. Filip i Jakov, and Biograd na Moru.

On Pašman island: church at Pašman; convent at Kraj; belfry of St. Benedict's church; village of Tkon.

In Pašmanski Tjesnac: light on W point of Babac islet – stone tower with column and gallery next to hut; light on the SE point – red tower with column and gallery on submerged base; light on the SW coast of Sv. Katarina islet – white tower on pedestal in front of dwelling; lights in the E and W passages.

Weather: The bora blows with gale force as opposed to the bora in Zadarski Kanal, causing a moderate sea with sea spray. The scirocco causes rough seas SE of Babac islet. In part of the channel NW of Bisage islet NW winds cause rough seas.

Currents: Tidal currents are predominant, attaining rates of 0.5 kn; in narrow part of the channel and off Turanj and Sv. Filip i Jakov villages, current rates may reach even 1.2 kn. A gale scirocco may increase the NW current rate to 2 kn, and NW wind the SW current rate to 1.5 kn.

Caution: Care is necessary to avoid: Kočerka shoal marked by a light – green tower with column and gallery on submerged base; unmarked shoal (3.8 m) SE of Frmić islet; unmarked shoal (4.3 m) SE of Komornik islet; Minerva shoal (4.3 m) marked by a light – green tower with column and gallery on submerged base. In the S channel entrance, vessels should note two areas where jet skis are allowed:

1. off the coast of Pašman island, from Studenac point SE, in a length of 1,500 m and within 300 m of the island coastline
2. off the mainland coast, from Prućanik point SE, in a length of 1,500 m and within 300 m of the coastline.

A submarine pipeline is laid in the E passage from the mainland coast (250 m E of Turanj harbour) on bearing 222° to Babac island.

Shelters: Larger vessels can obtain shelter in Sv. Petar na Moru anchorage and off Biograd na Moru harbour; smaller vessels can seek shelter in Sv. Filip i Jakov harbour and Crvena Luka cove (mainland coast), and in Tkon harbour (Pašman island).

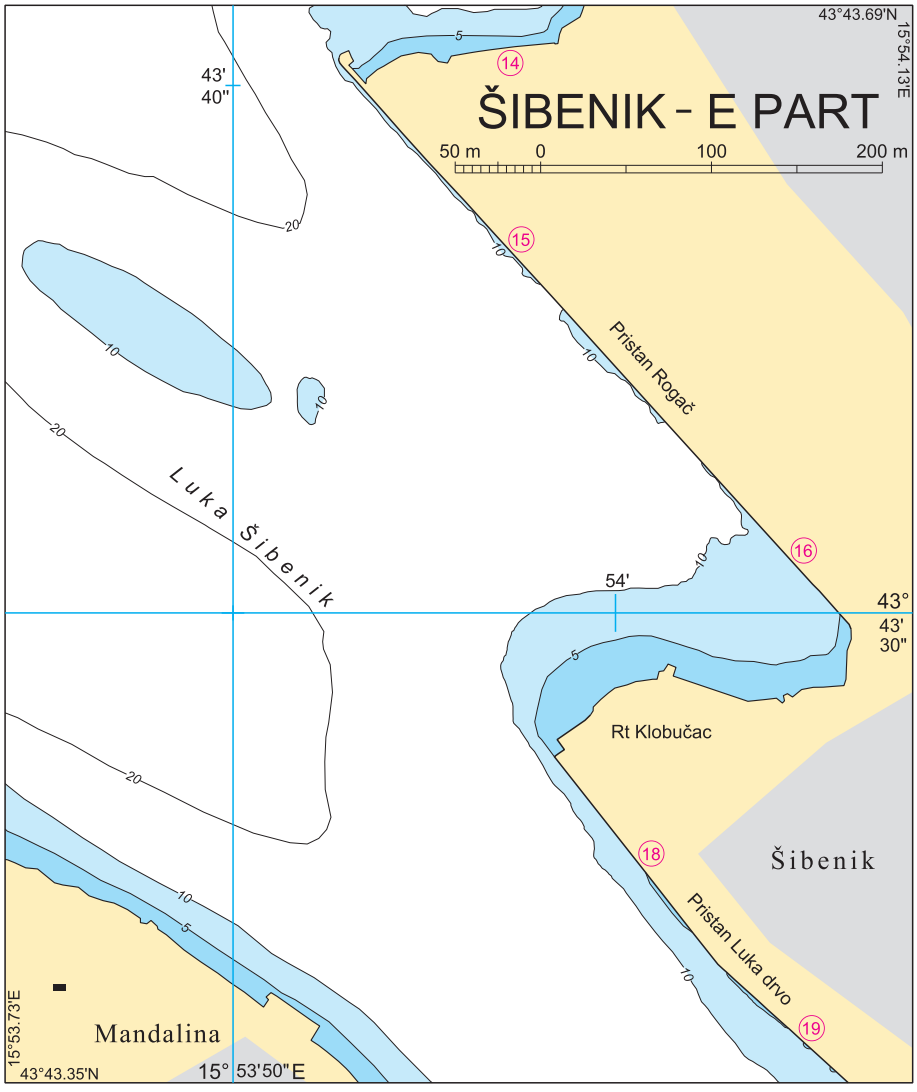
5.163. Pašmanski Tjesnac, strait in the narrowest part of Pašmanski Kanal. The strait is divided into two passages by the islets of Komornik, Babac, Frmić, Planac, and Sv. Katarina. Caution is advised on account of numerous shoals.

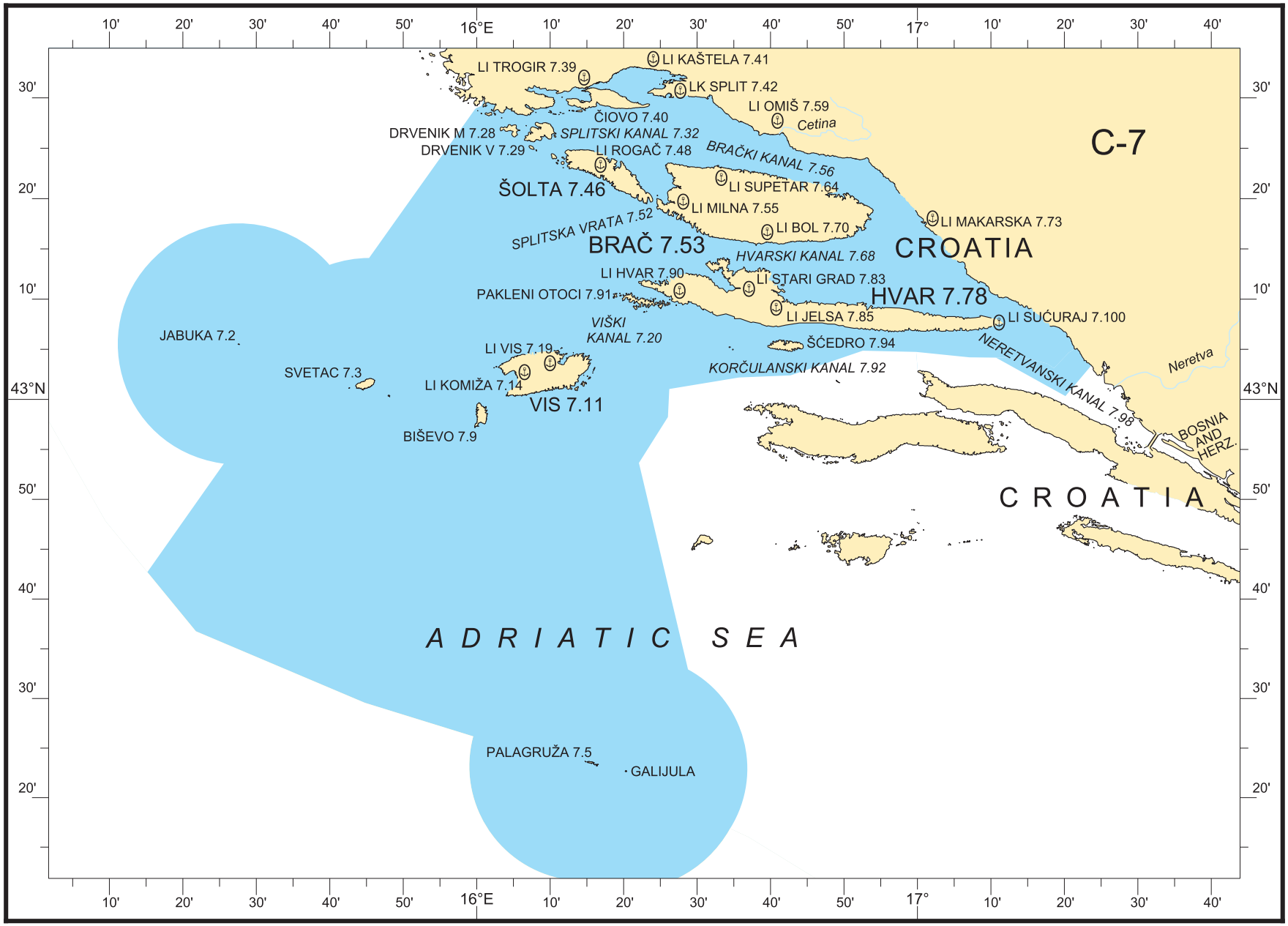
Landmarks: On approach from SE: light on the SW coast of Sv. Katarina islet – white tower on pedestal in front of dwelling; light on the NE coast of Planac islet – red tower with column and gallery; town of Biograd na Moru; lights in the E and W passages; light on the W point of Babac islet – stone tower with column and gallery and hut; light on the SE point – red tower with column and gallery on submerged base. On approach from NW: light on the breakwater head at Neviđane – red tower with column and gallery; Školjić rock with a light – white tower with gallery on concrete pedestal; light on a shoal S of Galešnjak islet – green tower with column and gallery on submerged base.

Regulations: See Chapter B-2.

Babac island and Pašmanski Tjesnac, strait (from NE)

Šibenik harbour, Gat Vrulje (from SE)




C-7
LI KAŠTELA 7.41
LI TROGIR 7.39
LK SPLIT 7.42
LI OMIŠ 7.59
Cetina
ČIOVO 7.40
DRVENIK M 7.28
SPLITSKI KANAL 7.32
DRVENIK V 7.29
LI ROGAČ 7.48
BRAČKI KANAL 7.56
LI SUPETAR 7.64
ŠOLTA 7.46
LI MILNA 7.55
LI MAKARSKA 7.73
LI BOL 7.70
SPLITSKA VRATA 7.52
BRAČ 7.53
CROATIA
HVARSKI KANAL 7.68
LI HVAR 7.90
LI STARI GRAD 7.83
PAKLENI OTOCI 7.91
HVAR 7.78
LI JELSA 7.85
LI SUĆURAJ 7.100
VIŠKI KANAL 7.20
JABUKA 7.2
LI VIS 7.19
ŠĆEDRO 7.94
KORČULANSKI KANAL 7.92
NERETVANSKI KANAL 7.98
Neretva
SVETAC 7.3
LI KOMIŽA 7.14
VIS 7.11
BOSNIA AND HERZ.
BIŠEVO 7.9
CROATIA
ADRIATIC SEA
PALAGRUŽA 7.5
GALIJULA
43°N
16°E
17°

Shelter can also be obtained in Borak cove, which is exposed to the bora, and especially to E winds; small vessels can secure to a mole in front of the village, with depths 1.3 – 3.8 m. In E winds caution is necessary on account of a NW-going current.

7.29 Drvenik Veli, island lying in the E extremity of Drvenički Kanal. The island is covered with wood, especially on the NE side, and attains its summit in Buhaj (178 m). When approaching from SW, through Drvenička Vrata, a church on the hilltop (93 m) is easily noticed.

Shelters: Besides in Drvenik Veliki harbour, which is sheltered from all winds, vessels can seek shelter in:

– Solinska cove on the S coast, where small vessels may anchor only in a bora and calm weather

– Mala Luka inlet on the W coast, where small vessels may find refuge from all except NW winds.

Drvenik Veli island (from W)

7.30 Drvenik Veliki, well sheltered harbour situated at the head of a deep inlet on the N coast of Drvenik Veli island.

Landmarks: Church on a hill (93 m) overlooking the W coast of the inlet; light buoy (lateral port-hand) W of the breakwater head; light on the N corner of a quay – red tower with column and gallery.

The shallow area off the breakwater is marked by a buoy established close to the breakwater (lateral port-hand).

Weather: Sheltered from all winds and sea.

Anchorage: Vessels may anchor in the middle of outer part of the inlet, in 30 – 40 m depths, with hawsers to the shore NE. Small vessels may anchor in Grabule cove, sheltered from all winds; extra caution is necessary on account of several submarine cables laid from Grabule cove to the mainland coast.

Berth: Smaller vessels can secure to the inner side of breakwater or alongside a quay; depth is about 2.5 m.

7.31 Šoltanski Kanal, channel between the islands of Drvenik Veli and Šolta; navigable by vessels of any size, but islets at the SW entrance and shoals in the middle of the entrance render navigation difficult.

The islets of Orud (31 m) and Mačaknar (16 m) lie closer to Drvenik Veli island; a shoal (2.8 m) lies off the S coast of Orud islet; a shallow area extends from the S coast of Mačaknar islet, and a shoal (11.1 m) lies about 0.2 mile S.

A shoal (7.8 m) extends in the vicinity of mid-passage between Mačaknar and Stipanska islets; the shoal is marked by a light buoy (isolated danger).

The islets off the W coast of Šolta island are bordered by shoals.

A shoal (11.5 m) lies at the E entrance to the channel, ESE of Krknjaš Veli islet (14 m); the shoal is marked by a light buoy (isolated danger).

Landmarks: On approach from SW: church on a hill (93 m) on Drvenik Veli island; Mačaknar islet (16 m) with a light on the SE point – red tower with gallery on concrete base; Stipanska islet (70 m) with a light on the NW point – green tower with gallery; Balkun islet (55 m) off the W coast of Šolta island. A church on the small peninsula between Maslinica cove and Šešula inlet is visible from a short distance.

Weather: The bora may blow with gale force raising seas. The channel is partly sheltered from the scirocco, but SW winds may cause heavy seas and a cross sea.

Currents: Tidal currents are predominant, attaining rates of 0.5 kn. Gale winds can increase the current rate to 2 kn.

Currents: Tidal currents are predominant, attaining rates of 0.4 kn. A gale scirocco, bora and W winds can increase the current rate to 1.5 kn.

Shelters: Larger vessels can obtain shelter from winds in quadrants I and II in Zaljev Vela Luka. Besides this bay, small vessels can seek shelter in: Milna, Zavala, Smarska, and Duboka coves on the S coast of Hvar island, coves on the S coast of Šćedro island, and Rasoha cove on the N coast of Korčula island; from all except SW winds in: Donji Zagon cove W of Sv. Nedija point on the S coast of Hvar island; from all winds in: Lovišće and Manastir coves on the N coast of Šćedro island, and Luka cove (Lovište) on the W coast of Pelješac peninsula; from all winds except the bora in: Prigradica harbour on the N coast of Korčula island; from the scirocco in: Prihonja, Prapratna, and Bristva coves on the N coast of Korčula island.

7.93 Lukavci (43°05.11'N – 16°34.67'E), two rocks (5 m and 6 m) connected by a shallow bank (depth 3 – 8 m) in the W part of Korčulanski Kanal, W of Šćedro island. The shallow bank is bordered by deep water except in the area of a detached shoal (8.5 m) about 0.4 mile WNW of the N rock. The S rock is marked by a light – stone tower. By night, the area of rocks and shoals is covered by red sector of the light on Šćedro island.

In poor visibility or in N winds Šćedrovski Kanal is advised in daylight. A strong current is developed in this area during E winds.

7.94 Šćedro, island lying in Korčulanski Kanal, close to the coast of Hvar island, from which it is separated by Šćedrovski Kanal. It consists of two rounded hillocks covered with bushes (112 m and 77 m), with a low pass in between. The coast is much indented, and bordered by deep water, except a shoal (4 m) off the S coast of the island.

From the SW coast a light is exhibited – square stone tower on pedestal.

Shelters: For small vessels:

– Lovišće cove, on the N coast, affords shelter from all except strong N, NE, and NW winds, which cause a swell; depending on the direction of N winds, smaller vessels anchor in Rake, Srida, and Lovišće coves, with a hawser to bollards or rocks on the shore; a gale bora can increase the current rate to 1 kn

– Manastir cove, E of Lovišće cove, sheltered from S winds, affords safer shelter than Lovišće cove

– Čarnjeni cove, in E part of the S coast of the island, sheltered from the bora and NW winds; the cove should be vacated at the first signs of winds from quadrant II.

Šćedro island, Lovišće and Manastir coves (from NW)

7.95 Šćedrovski Kanal (Chart 100-26), channel between the island of Šćedro and the middle part of the S coast of Hvar island. The channel is deep and navigable by vessels of any size. In poor visibility or in N winds, vessels navigating Korčulanski Kanal in daylight are advised to use Šćedrovski Kanal.

7.96 Pločica, islet lying SE of Šćedro island, with a lighthouse on its NW end, on a rocky peak – square stone tower and dwelling.

At high tide the S part of the islet is flooded; care is necessary not to mistake it for a reef about 1,000 m ESE of the lighthouse. A light beacon (isolated danger) has been established in position about 350 m ESE of Pločica islet. The area of reefs also extends off the N point of the islet.

Pločica islet (from NE)

7.97 Southern coast of Hvar island from Križni Rat point to Smarska cove is uniform and poorly indented. Steep and rocky hillsides are covered with sparse bushes, attaining summit in Sv. Nikola (628 m). The coast is bordered by deep water clear of dangers, except Biskup rock standing 0.3 mile WNW of Pišćena cove, about 50 m offshore.

Shelters: Temporary shelters for small vessels:

– Milna cove, sheltered from the bora; tidal currents are predominant with rates up to 0.4 kn; gale S winds can increase the current rate to 1.5 kn

– Donji Zagon cove (Sv. Nedija), sheltered from N, NE, and SE winds but exposed to SW winds, which may be dangerous to vessels at berth; tidal currents are predominant with rates up to 0.4 kn; gale S and W winds can increase the current rate to 1.5 kn

– Zavala cove (Pitavska Plaža), sheltered from all except SW winds; small vessels can secure to a quay; tidal currents are predominant with rates up to 0.4 kn; gale S and W winds can increase the current rate to 1.5 kn

– Smarska cove, sheltered from all except S winds, which may be dangerous to vessels at berth; tidal currents are predominant with rates up to 0.4 kn; gale S and W winds can increase the current rate to 1.5 kn.

7.98 Neretvanski Kanal (Charts 100-25, 100-26, 100-27), channel bordered on one side by the mainland coast and the E extremity of Hvar island, and on the other side by the peninsula of Pelješac. The channel connects to Hvarski Kanal on NW, to Korčulanski Kanal on W, and to Malo More and Kanal Malog Stona on SE. In Neretvanski Kanal the coasts are steep and rocky, except in the low delta of the Neretva river.

Landmarks: On approach from Korčulanski Kanal: lighthouse on Lovišće point – white tower with gallery on pedestal (an abandoned lighthouse keeper's dwelling is 180 m away); Sv. Ilija hill (961 m) on Pelješac peninsula. From Hvarski Kanal: lighthouse on Sućuraj point (E point of Hvar island) – square stone tower with gallery and dwelling.

Weather: The bora and scirocco may blow with gale force and cause heavy seas. Winds from W and NW may cause heavy seas, especially in the summer season.

Currents: Throughout winter and spring, during a heavy overflow of the Neretva river, the current sets W at a rate of 0.5 kn. A gale scirocco and bora can increase the current rate to 2 kn, while NW and W winds may produce the E- and SE-going current at a rate of 0.5 kn. In Kanal Malog Stona the current may attain a rate of 3 kn.

Caution: In a strong bora vessels are advised to favour the coast of Hvar island, and then the mainland coast.

Anchorage: In a bora or scirocco larger vessels can anchor outside the bay W of Ključ point, in a depth of 32 m. Small vessels may anchor or moor E of Ključ point in N part of the bay, in a depth of 17 m, or in Mirce cove, where they are sheltered from all winds.

8.18 Osičac, rocky and nearly bare point of a narrow steep tongue of land, connected to Pelješac peninsula by a narrow, low isthmus; from a distance it appears as an islet; a light is exhibited from the point – white tower.

8.19 Pelješki Kanal, channel between the peninsula of Pelješac and the island of Korčula. It is the shortest route for vessels bound from Korčulanski Kanal to Dubrovnik harbour and further. The channel is navigable by vessels of any size.

Along the S coast of Pelješac peninsula a depth contour of 10 m passes far offshore. The N coast of Korčula island is bordered by a shallow area with several shoals and islets.

Landmarks: On W approach from Korčulanski Kanal and on SE approach from Mljetski Kanal: Sv. Ilija hill (961 m) on Pelješac peninsula. When approaching from Korčulanski Kanal: Osičac point with a light – white tower; high and steep coast of Pelješac peninsula; Kneža Vela point and Kneža Vela islet with a light – stone tower; chapel and light on Sv. Ivan point – green tower with column and gallery. When approaching from Mljetski Kanal: numerous islets in the channel entrance which should remain to port hand; lighthouse on Sestrica Vela islet – square stone tower and dwelling; town of Orebić on Pelješac peninsula.

Weather: The bora may blow with gale force, especially in E part of the channel, causing heavy seas with sea spray. The scirocco and NW winds blow along the channel and may cause heavy seas. Strong W winds may also cause heavy seas.

Currents: Tidal currents are predominant, attaining rates of 0.4 kn. A gale scirocco, bora and W winds can increase the current rate to 1.5 kn.

Regulations: See Chapter B-2.

The passage between Badija and Lučnjak islets is navigable only by small vessels; local knowledge is required.

Shelters: In a scirocco larger vessels can anchor in Viganj anchorage, in W winds in Kučišće anchorage, and in all winds in Kanal Ježevica (passage between the coast of Korčula island and a group of islets E of the coast). The anchorage W of Korčula harbour is exposed to the bora and NW winds.

Besides these anchorages, small vessels can take shelter from the bora at quays in front of Kučišće village; from winds in quadrants III and IV in Kneža bay; from all winds in Vrbovica cove, in the NE part of Banja cove, and in Luka bay; from winds in quadrants II and III in Korčula harbour; from all except winds in quadrant I in Tatinja cove; from all except S winds in Luka Bufalo anchorage.

Pelješki Kanal, channel (from ESE)

8.63 Žuljana, small harbour situated in the E part of Zaton Žuljana. The harbour is sheltered from all winds but exposed to seas caused by SW and NW winds. Tidal currents are predominant, attaining rates of 0.4 kn. Gale SW and W winds can increase the current rate to 1.2 kn. Depths are variable as the cove is subject to silting.

Alongside the breakwater depths are about 4 m, in a width of 15 – 20 m, decreasing towards the breakwater root to 1.5 – 2 m. When entering the harbour care is necessary to avoid the low islet of Kosmač, Mirište rocks, and a reef W of it, marked by a light beacon (N cardinal). At night, these dangers lie in obscured sector of the light on the breakwater – green tower with column and gallery. When mooring at the breakwater care is necessary to avoid two shoals (1.6 m and 1.9 m) E of the breakwater head.

In a bora small vessels can anchor in two coves W of the harbour, with a stern hawser laid to the shore.

8.64 Mljet (Chart 100-27), outer island in the southern Dalmatian group. It consists of a chain of wooded hills, attaining its summit in Veliki Grad (513 m) in the central part of the island. The E part of the island is lower, with sparse vegetation. The principal village is Babino Polje, situated on the S slope of Veliki Grad, and visible from a great distance from seaward on the S side.

Mljet island (from NW)

8.65 Northern coast of Mljet island is in places well indented, with sheltered bays and coves, while in some parts this coast is uniform and bordered by deep water. Several islets and rocks lie off Pomena bay and around Glavat point. Luka Polače inlet is sheltered by a chain of islets. The small harbour of Prožura, E of Sobra harbour, is sheltered by several islets.

Regulations: NW part of the island has been designated as a national park.

Shelters: Besides Pomena bay, Luka Polače inlet, and Sobra bay, small vessels can take shelter in:

– Prožura bay, where the bora and NW wind cause moderate seas; the bay is sheltered from other winds. Tidal currents are predominant, attaining rates of 0.4 kn. A gale bora can increase the current rate to 1.2 kn.

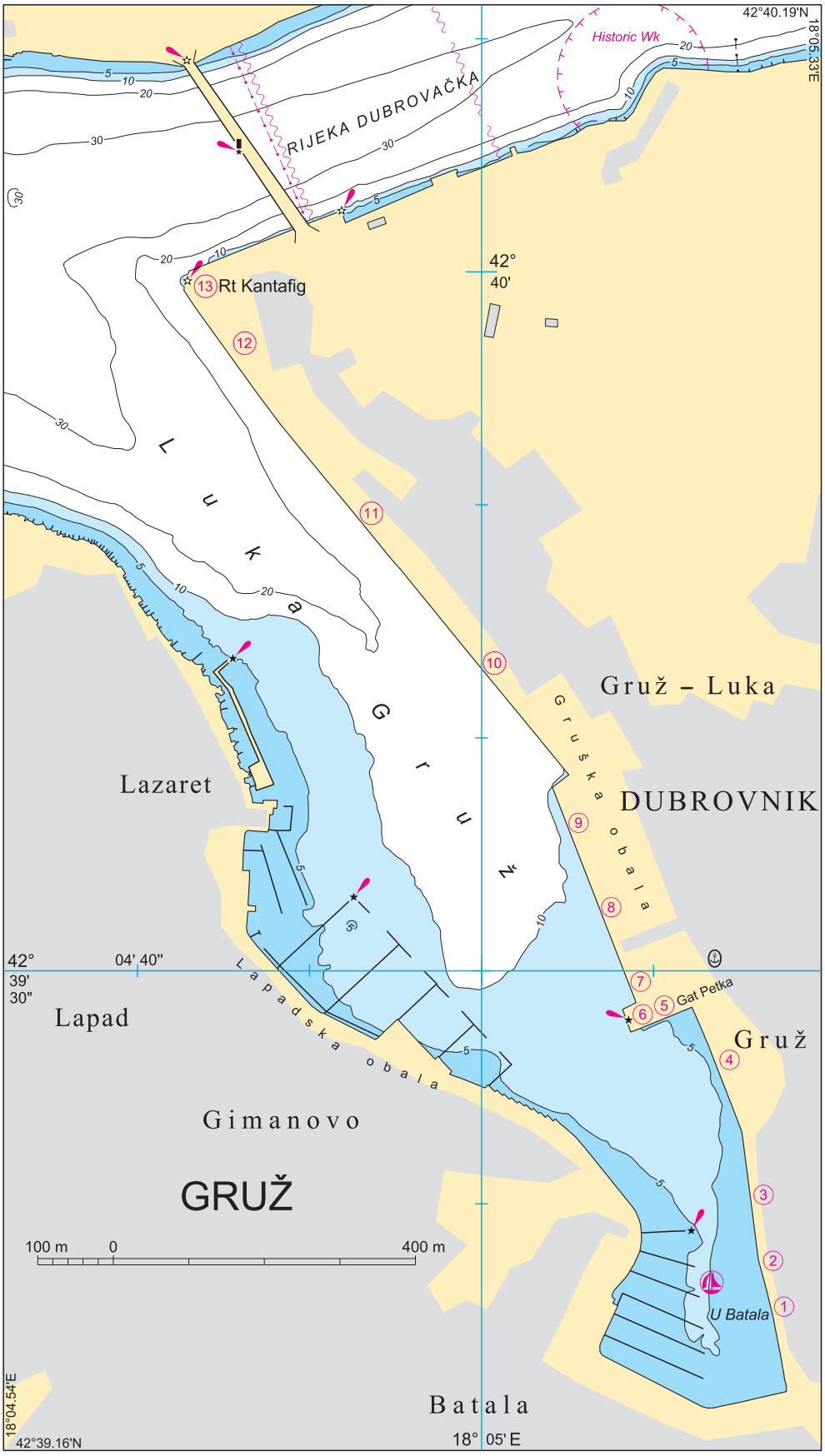
When approaching from E, care is necessary to avoid a reef (4.8 m) off Maharac point as well as Senjevci rocks. Vessels anchor under the SW coast of Planjak islet, with hawsers to the shore NE. The islets of Galičnjak, Borovac, and Planjak are covered with bushes. Alongside a quay on W side of the bay depths are 4 – 5 m.

– Okuklje harbour, sheltered from all winds. On approach from W, care is necessary to avoid a reef (4.8 m) off Maharac point. From Stoba point (E entrance point) a light is exhibited – white tower with column and gallery on pedestal. A small rock stands off SW shore in the harbour, marked by a spar beacon with topmark (lateral port-hand). A shallow and rocky area extends from this rock to the shore, making manoeuvring difficult.

– Podškolj cove, in the E extremity of Mljet island. A shoal (2.1 m) extending off Veliki Školj islet is identified in calm weather by a lighter colour of the sea. In some places in the cove the bottom is rock.

Sea level: Mean tidal amplitudes range from 0.2 to 0.3 m. Persistent gale winds may cause a rise in the sea level of about 0.5 m (cyclonic scirocco) or a fall of about 0.4 m (anticyclonic bora).

Density of water: 1,024.5 kg/m³ (in summer) to 1,028.5 kg/m³ (in winter).



PORTS OPEN FOR PUBLIC TRAFFIC OF OUTSTANDING (INTERNATIONAL) ECONOMIC IMPORTANCE FOR THE REPUBLIC OF CROATIA

Berthing information is obtained from the Croatian Integrated Maritime Information System (CIMIS) ending with 31 March 2026.

Detailed information of manner and conditions for the usage of ports (operation of port traffic and conditions for navigation, landing, berthing, unberthing or anchoring, and sailing of vessels and seaplanes, environmental protection measures, use of specific parts of the port, location, scope and manner of performing port operations and their supervision), which are not regulated by other regulations on maritime safety and environmental protection, shall be available on the Internet pages of port authorities, respectively (see Chapter B-2).

PORT AUTHORITY RIJEKA

RIJEKA BASIN

Berth/terminal/anchorage name	Berth No.	Length (m)	Minimum depth (m)
ZAGREBAČKO PRISTANIŠTE		156.0	6.0
BRATISLAVSKO PRISTANIŠTE		159.4	7.4
PRAŠKO PRISTANIŠTE W		200.0	7.7
PRAŠKO PRISTANIŠTE SR.		120.0	6.8
PRAŠKO PRISTANIŠTE E		161.6	7.0
VISINOV GAT W		118.3	6.7
VISINOV GAT S		80.3	7.0
VISINOV GAT E		120.0	6.7
BUDIMPEŠTANSKO PRISTANIŠTE E		121.0	6.8
BUDIMPEŠTANSKO PRISTANIŠTE Wa		60.0	4.3
BUDIMPEŠTANSKO PRISTANIŠTE Wb		180.0	7.2
ORLANDOV GAT W		169.5	6.8
ORLANDOV GAT S		83.8	6.9
ORLANDOV GAT E		195.4	8.1
BEČKO PRISTANIŠTE SR.		100.0	8.2
BEČKO PRISTANIŠTE E		186.0	8.6
BEČKO PRISTANIŠTE W		180.0	8.8
DE FRANCESCHIJEV GAT W		135.0	6.2
DE FRANCESCHIJEV GAT S		79.0	6.5
DE FRANCESCHIJEV GAT E		150.0	6.5
ISTARSKO PRISTANIŠTE, PUTNIČKA 1		79.0	5.6
ISTARSKO PRISTANIŠTE, PUTNIČKA 2		66.6	4.2
PUTNIČKA 3		65.0	3.1
PUTNIČKA 7		83.5	4.4
PUTNIČKA 11	Berth 1	12.0	4.2
	Berth 2	12.0	3.8
	Berth 3	12.0	3.8
	Berth 4	12.0	3.8
	Berth 5	12.0	3.8
PUTNIČKI TERMINAL	Berth 30A	30.0	4.5
	Berth 30B	65.0	4.5
	Berth 30C	80.0	4.7
	Berth 30E	40.0	4.0
	Berth 30F	15.0	4.0
	Berth 30G	50.0	4.0

INDEX OF TOPONYMS