

HRVATSKI HIDROGRAFSKI INSTITUT

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SUMMARY OF CORRECTIONS
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SUMMARY OF CORRECTIONS

This Summary of Corrections is an integral part of the publication Adriatic Sea Pilot, Volume II, Sedmovraće to Rt Oštra, 2021.
It includes all corrections in force up to and including NTM 10/2026, cancelling all previous Summaries of Corrections. Authorised distributors shall enclose this Summary of Corrections with the publication Adriatic Sea Pilot, Volume II, Sedmovraće to Rt Oštra, 2021.

ADRIATIC SEA PILOT
Volume II
Sedmovraće to Rt Oštra

p. 35
27-3/26 GENERAL INFORMATION: Harbour master's office and branch office overview
Existing table, delete:
Unije, Nerezine, Susak, Sveti Juraj, Božava, Ist, Privlaka, Sumartin

p. 36
42-7/26 IMPORTANT MARITIME REGULATIONS: DEFINITIONS
Above the definition "Port area", insert:
Mooring alongside the shore means a method of securing a vessel whereby the vessel is moored alongside the shore and anchored with one or two anchors.
Natural bathing area means a bathing area designated and marked in the spatial plan of a local government unit as a natural seaside beach.
Managed bathing area means a bathing area with an infrastructurally and substantively developed land area directly connected to the sea and enclosed on the seaward side by a floating barrier.

p. 37
22 - 3/23 IMPORTANT MARITIME REGULATIONS: ports
For: The ports open to international maritime traffic (seasonal border crossing...) are as follows (...) seven days before the beginning of Holidays.
Read: Permanent border crossing ports of entry for international passenger traffic in maritime transport are as follows: Umag, Pula, Mali Lošinj, Vis, Ubli, and Cavtat.

p. 38-39
43-7/26 SAFETY OF NAVIGATION IN THE INTERNAL WATERS AND THE TERRITORIAL SEA OF THE REPUBLIC OF CROATIA: text replacement
Replace the existing text with the following:
Vessels with a length of 20 metres and less, regardless of their type of propulsion, when navigating, entering, and departing ports, within a semi-circle of one nautical mile measured from the port entrance, as well as in narrow channels of internal waters, shall keep out of the way of larger vessels, unless otherwise determined by special regulations for specific parts of internal waters.
Within the internal waters, vessels entering a port, river, or narrow channel shall not impede the manoeuvring of vessels departing the port, river, or narrow channel.
Vessels having the right-of-passage in manoeuvring must warn vessels failing to act in accordance with these provisions by sounding at least five short and rapid blasts.

Fishing vessels and fishing boats are prohibited from fishing in ports and port approaches. In other parts of internal waters, while fishing, they may use only screened lights so as not to impair good and unobstructed visibility for other vessels. If the lights of fishing vessels or fishing boats obstruct visibility, they shall, upon receiving a vessel's signal of one prolonged blast with a whistle, extinguish or screen their lights.

Vessels navigating through straits, channels, river mouths, alongside unprotected shores and locations where coastal or underwater works are being carried out, and at locations where warning signs are posted and announced, shall proceed at such a speed that the waves caused by their passage do not endanger or cause damage to other maritime objects on the shore and at sea, or to coastal infrastructure facilities.

Ships, yachts, boats, and seaplanes shall not approach the shore closer than:
– vessels with a length of 30 metres and greater, and seaplanes – a distance of less than 300 m,
– vessels with a length of 15 metres and greater, but less than 30 metres – a distance of less than 150 m,
– vessels with a length of less than 15 metres – a distance of less than 50 m.
In managed bathing areas, vessels shall not approach the floating barrier closer than:
– 300 metres – vessels with a length of 30 metres and greater,
– 100 metres – vessels with a length of 15 metres and greater, but less than 30 metres, and seaplanes,

– 50 metres – vessels with a length of less than 15 metres.

Rowboats, windsurf boards, surfboards, canoes, kayaks, gondolas, paddleboats, and pedaloes are permitted to navigate during daylight hours within an area up to 300 metres from the shore, except within a managed bathing area. Paddleboards and pedaloes may be used within a managed bathing area.

Within the area up to 300 m from the shore, in narrow channels, and on the approaches to ports and anchorages, all vessels shall navigate with extraordinary caution at a speed not exceeding 8 knots, in such a manner that their navigation does not endanger other maritime traffic participants.
Motorboats and jet-propelled boats (personal watercraft, jet skis, hovercrafts, etc.) may skim only at a distance greater than 300 m from the shore, and exclusively within areas where skimming for such vessels is not prohibited.

When selecting a location for anchoring or mooring alongside, the person commanding a vessel must take into account locations where anchoring or mooring is prohibited, as well as other anchored or moored vessels. Vessels are prohibited from mooring alongside in such a manner that any part or appurtenance thereof is at a distance of 70 metres or more from the shore, whereby the length of the deployed anchor chain/rope is measured from the most prominent point of the vessel's bow/stern to the point on the sea surface where the anchor chain/rope enters the sea.
Prohibited anchoring areas:

1. in water areas where anchoring is marked as prohibited in official publications and navigational charts;
2. in water areas where the harbour master's office has prohibited or restricted anchoring;
3. in the vicinity of underwater cables, pipelines, and outfalls, in such a manner that the swinging circle radius of the vessel positions it above the same at any given time;
4. in such a manner that the swinging circle radius of the vessel positions it at a distance of less than 50 metres from the floating barrier of a managed bathing area at any given time;
5. at a distance of less than 150 metres from the natural bathing area.

Prohibited areas for mooring alongside the shore:

1. within a water area of managed and natural bathing areas;
2. at locations where underwater cables, pipelines, and outfalls enter the sea.

It is prohibited to transmit false distress signals, or false distress, urgency, or safety messages, as well as false identification signs from maritime objects or from land by any means (radio, visual, or acoustic).

p. 39-40

37-4/26 IMPORTANT MARITIME REGULATIONS: PILOTAGE

Replace the existing PILOTAGE text with the following:

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. Pilotage embarkment/disembarkment: 44°52.2’N – 13°46.7’E.
Umag
Pilotage embarkment/disembarkment: 45°26.0’N – 13°30.3’E. Pilot arriving from Pula.
Posoj (Umag) – cement factory

Pilotage embarkment/disembarkment: 45°26.0’N – 13°30.3’E. Pilot arriving from Pula.
Antinal (Luka Mirna) – quarry
Pilotage embarkment/disembarkment: 45°26.0’N – 13°30.3’E. Pilot arriving from Pula.
Poreč
Pilotage embarkment/disembarkment: 45°13.9’N – 13°34.7’E. Pilot arriving from Pula.
Rovinj
Pilotage embarkment/disembarkment: 45°05.2’N – 13°36.3’E. Pilot arriving from Pula.
Zaljev Raša
- for Bršica harbour – timber and cattle terminals
Pilotage embarkment/disembarkment: 45°01.0’N – 14°02.9’E. Pilot arriving from Pula.
- for Sv. Mikula – quarry
Pilotage embarkment/disembarkment: 44°58.8’N – 14°04.7’E. Pilot arriving from Pula.
- for Koromačno – cement factory
Pilotage embarkment/disembarkment: 44°56.0’N – 14°06.2’E. Pilot arriving from Pula.
For harbours Sv. Mikula and Bršica, at master’s request pilot can also embark in front of the entrance to Zaljev Raša bay.
Rijeka (for all harbours in Riječki Zaljev and Bakarski Zaljev) and Senj
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment:
a) for Opatija harbour: 45°20.0’N – 14°19.7’E
b) for harbours Brodogradilište 3. maj, Mlaka and Rijeka (Rijeka basin and Sušak): 45°17.8’N – 14°23.1’E
c) for harbours Omišalj, Brodogradilište Viktor Lenac, Urinj, Bakar, Kraljevica, and Peškera: 45°15.0’N – 14°26.7’E
d) for harbours Sršćica and Sapan: 45°11.8’N – 14°29.1’E
e) for Cres harbour: 44°57.5’N – 14°22.2’E
f) for Rab harbour: 44°44.5’N – 14°44.3’E
g) for Mali Lošinj harbour: 44°33.4’N – 14°24.7’E
h) for Senj harbour: 44°59.5’N – 14°53.3’E.
For harbours Krk, Novalja, Karlobag and other harbours in the area of harbour master’s office Rijeka and harbour master’s office Senj, location and time of pilot embarkment/disembarkment: as arranged.
Zadar – city port (including dangerous cargo)
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment: 44°07.8’N – 15°10.5’E. Location for pilot embarkment:
a) for all vessels of 500 GT and greater and all yachts of 1 000 GT and greater berthing at one of the berths in Zadar city port
b) for all vessels of 500 GT and greater carrying dangerous cargo.
Zadar – Gaženica (including dangerous cargo)
Pilotage embarkment/disembarkment: 44°06.2’N – 15°12.4’E.
Location for pilot embarkment for all vessels of 500 GT and greater and all yachts of 1 000 GT and greater berthing at Gaženica passenger or cargo harbour, excluding ships carrying dangerous cargo.
Zadar – harbours of county and local significance for public transport in the area governed by Port authority Zadar.
Pilotage embarkment/disembarkment: 0.5 mile before entering port area.
Zadar –Lamjana Bay
Pilotage embarkment/disembarkment: 44°00.8’N – 15°13.3’E.
Šibenik
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment: 43°41.5’N – 15°52.2’E.
Split – city port, Kaštelanski Zaljev, Zaljev Saldun, Trogir, Dugi Rat, and Ravnice
Pilotage service is available 24 hours a day. For harbours Split, Kaštelanski Zaljev, Dugi Rat, and Ravnice, pilot embarkment/disembarkment: 43°28.6’N – 16°25.0’E.
For Trogir and Zaljev Saldun, pilot embarkment/disembarkment: 43°28.0’N – 16°13.0’E.
Starogradski Zaljev, bay
Pilotage embarkment/disembarkment: 43°13.4’N – 16°30.5’E.
Pakleni Kanal, channel
Pilotage embarkment/disembarkment: 43°11.3’N – 16°21.0’E from W side and 43°08.5’N – 16°27.5’E from E side.
Vis, island
- for harbour Vis, pilot embarkment/disembarkment: 43°05.2’N – 16°13.0’E
- for harbour Komiža, pilot embarkment/disembarkment: 43°01.5’N – 16°03.0’E.

Ploče – Ploče harbour, the Neretva river and Metković
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment: 43°01.8'N – 17°21.9'E.
Dubrovnik – Gruž, Rijeka Dubrovačka, Lokrumski Prolaz
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment: 42°39.9'N – 18°02.7'E.
Pilot embarkment/disembarkment for anchorage for passenger ships in Lokrumski Prolaz: 42°37.2'N – 18°08.1'E.
Korčula
Pilotage service is available 24 hours a day. Pilotage embarkment/disembarkment: 42°58.4'N – 17°05.7'E from W side and 42°58.1'N – 17°12.5'E from E side.
Coastal pilotage means pilotage in a part of the internal sea waters and the territorial sea up to the limit of port pilotage.
Vessels of 40 000 GT and greater, except vessels without cargo which were issued a gas-free or inerting cargo tanks certificate by an authorised company, shall be subject to compulsory coastal pilotage:
1. vessels carrying noxious liquid substances in bulk as laid down in Annex II to the MARPOL Convention,
2. vessels carrying liquefied gas,
3. oil tankers, being conducted:
1. for the purpose of entering the ports open to international traffic (the positions are in the Bessel ellipsoid):
a) for Rijeka port: from position 44°56.2'N – 14°13.0'E up to the limit of port pilotage
b) for Zadar port: from position 44°23.3'N – 14°34.6'E up to the limit of port pilotage
c) for Šibenik port: from position 43°38.7'N – 15°52.3'E up to the limit of port pilotage
d) for Split port: from position 43°28.2'N – 16°01.0'E up to the limit of port pilotage
e) for Ploče port: from position 43°05.0'N – 17°00.0'E up to the limit of port pilotage,
2. when operating between ports open to international traffic from the position of port pilot disembarkation in the port of departure to the position of port pilot embarkation in the port of arrival.
Coastal pilotage is compulsory for all vessels of 500 GT and greater, for the purpose of entering the ports open to international traffic Plomin and Bršica, from position 44°56.0'N – 14°06.6'E (Bessel ellipsoid) up to the limit of port pilotage.
Coastal pilotage is compulsory for all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater, navigating in the area of Tihi Kanal, which forms part of the sea between the line connecting Rt Oštro (Kraljevica) – Rt Šilo (Krk island) to N, and the parallel 45°13'N to S. Pilot embarks from N in position 45°15.0'N – 14°30.7'E, and from S in position 45°9.9'N – 14°40.5'E.
Coastal pilotage is compulsory for all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater, navigating in the area of Fažanski Kanal, which forms part of the sea area between the line connecting Rt Martulin (mainland) – Rt Glavina (Mali Brijun) to N, and the lines connecting Rt Proština (mainland), S end of Sveti Jerolim island, and Rt Peneda (Veliki Brijun) to S. Pilot embarks from N in position 44°56.7'N – 13°45.7'E, and from S in position 44°52.2'N – 13°46.7'E.
Coastal pilotage is compulsory for all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater, navigating in the area of Sedmovraće, which forms part of the sea area between the lines connecting Rt Bonaster (Molat) – Lagnići islet – Rt Veli Rat (Dugi Otok) and the lines connecting Stopanji Rt – Kamenjak islet – Rt Križ (Sestrunj) – Jidula islet – Rt Sv. Petar (Ugljan), except ships in the public coastal regular service. Pilot embarks from E in position 44°13.0'N– 14°56.1'E, and from W in position 44°11.5'N – 14°49.7'E.

p. 41 – 44
26-5/26 IMPORTANT MARITIME REGULATIONS: SPECIAL CONDITIONS GOVERNING SAFETY OF NAVIGATION
Replace existing text under REGULATIONS APPERTAINING TO NAVIGATION IN PASSAGES, STRAITS AND RIVERS, AND AREAS OF PROHIBITED NAVIGATION and SPECIAL CONDITIONS FOR THE SAFETY OF NAVIGATION:

SPECIAL CONDITIONS GOVERNING SAFETY OF NAVIGATION
(Ordinance on the safety of navigation in internal waters and the territorial sea of the Republic of Croatia, and on the conditions and manner of vessel traffic monitoring and management, Chapter II.)

PASSAGE THROUGH PELJEŠKI KANAL AND KOLOČEPSKI KANAL
1. Pelješki Kanal is the channel enclosed by the following limits:
a) on NW side: a line joining the following points: light on Rt Osičac – light in Račišće harbour (Korčula)
b) on SE side: a line joining the following points: light on Rt Ražnjić (Korčula) – lighthouse Sestrice – coast of Pelješac peninsula (Trstenica bay).

2. Koločepski Kanal is the channel extending north of a line joining the following points: Rt Vratnik – Rt Biskup (Jakljan) – Rt Kuk (Lopud) – light on Rt Bat (Zaton harbour).
3. The areas under paragraph 1 and paragraph 2 are prohibited to navigation for:
– cargo ships of 500 GT and greater,
– all tankers,
– all ships carrying dangerous, harmful or polluting goods, as classified by the IMDG Code or according to Annex II and III to the MARPOL Convention, except ships on public coastal regular services operating in the areas under paragraph 1 or paragraph 2.
4. As an exception, ships under paragraph 3 are permitted to navigate the area under paragraph 1, provided their destination port is located in the concerned area, using the services of coastal pilotage and with VTS permission.
5. In the area under paragraph 1, pilot embarks on W side in position 42°59,4'N – 017°00,8'E, on E side in position 42°58,0'N – 017°13,40'E.

PASSAGE THROUGH MALA VRATA
1. The fairway of Mala Vrata leads between the islet of Daksa and the peninsula of Lapad.
2. All vessels with length exceeding 20 m are prohibited from using the area under paragraph 1.

PASSAGE THROUGH MALI ŽDRELAC
1. Mali Ždrelac is the channel bounded by lines joining the following positions:
Point Bessel-LAT(ϕ) Bessel-LONG(λ)
1 44˚00'46,7836"N – 15˚15'18,1140"E
2 44˚00'46,2241''N – 15˚15'20,6292''E
3 44˚00'55,4474''N – 15˚15'24,3344''E
4 44˚00'59,8230''N – 15˚15'23,5847''E
5 44˚00'59,3525''N – 15˚15'26,9420''E
Point WGS 84-LAT(ϕ) WGS 84-LONG(λ)
1 44˚00'46,5966''N – 15˚15'01,1573''E
2 44˚00'46,0373''N – 15˚15'03,6723''E
3 44˚00'55,2597''N – 15˚15'07,3764''E
4 44˚00'59,6347''N – 15˚15'06,6266''E
5 44˚00'59,1643''N – 15˚15'09,9835''E
2. Vessels entering from NE have priority in navigating Mali Ždrelac channel.
3. As an exception, passenger ships on regular and promulgated services have ovearall priority.
4. While navigating the channel, vessels must not, except in an emergency or safe manoeuvring, overtake other vessels or navigate at a speed raising waves which may damage other vessels in Mali Ždrelac channel, and must not navigate at a speed exceeding 8 knots, and whenever safe and practicable must keep to the outer border of the channel, i.e. the fairway on the starboard side.
5. Vessels of less than 15 m length, regardless of their navigation direction, must keep away from the paths of larger vessels navigating the channel.
6. Vessels with length 15 m and greater, must give one long blast and announce the passage on the VHF channel of the VTS sector before entering Mali Ždrelac channel.
7. Anchoring, sailing, stopping and fishing are prohibited in Mali Ždrelac channel and both entrances to the channel, with the exception of public vessels performing activities governed by special regulations.

PASSAGE THROUGH FAŽANSKI KANAL
1. Fažanski Kanal is the channel between a line joining Rt Martulin (mainland) – Rt Glavina (Mali Brijun) on N side, and lines joining Rt Proština (mainland) – southern end of Sveti Jerolim island – Rt Peneda (Veliki Brijun) on the S side.
2. Coastal pilotage is compulsory for ships of 500 GT and greater, and yachts of 1000 GT and greater, navigating the area of Fažanski Kanal.
3. Pilot embarks on N side in position 44°56.7'N – 013°46.0'E, and on S side in position 44°52.3'N – 013°46.9'E.

PASSAGE THROUGH TIHI KANAL
1. Tihi Kanal is the channel between a line joining Rt Oštro (Kraljevica) – Rt Šilo (Krk island) on N side and the parallel 45˚13'N on S side.

2. Coastal pilotage is compulsory for ships of 500 GT and greater, and yachts of 1000 GT and greater, navigating the area of Tihi Kanal.
3. Pilot embarks on N side in position 45˚15.0'N – 014˚31.0'E, and on S side in position 45°9,9´N – 014° 40,8´E.

PASSAGE THROUGH VELA VRATA
1. A traffic separation scheme is in force in the area of Vela Vrata.
2. Separation zone is defined by a median line connecting points of the following geographic coordinates: 45°05'00'N – 014°14'30'E, 45°07'45''N – 014°15'10''E, 45°10'24''N – 014°16'36''E. Separation zone extends for 1 cable (0.1 mile) on each side of the separation line. Traffic lanes for vessels using the traffic separation scheme extend for 7 cables (0.7 mile) on each side of the separation zone, whereas inshore traffic zones extend towards the mainland coast or the coast of Cres island.
3. Vessels with length 20 m and greater must use E traffic lanes when proceeding NE or entering Riječki Zaljev, and W traffic lanes when proceeding SW or leaving Riječki Zaljev (general direction of traffic flow).

PASSAGE THROUGH SEDMOVRAĆE
1. Sedmovraće is the channel enclosed by lines joining Rt Veli Rat (Dugi Otok) – Lagnići islet – Rt Bonaster (Molat) – Rt Žaplo (Molat) – Stopanji Rt (Molat) – Kamenjak islet – Rt Križ (Sestrunj) – NW end of Tun Veli island – Bršćak islet – Rt Veli Rat (Dugi Otok).
2. Navigation is prohibited in the area under paragraph 1 for all ships of 500 GT and greater and for all yachts of 1000 GT and greater.
3. As an exception to paragraph 2, navigation in the area under paragraph 1 is permitted to ships on public coastal regular services and to other ships and yachts if using coastal pilotage, as well as to public vessels performing activities governed by special regulations.
4. Pilot embarks on N side in position 44°13,0'N – 014°56,4'E, and on S side in position 44°11,5'N – 014°50,0'E.

PASSAGE THROUGH SREDNJI KANAL
1. Srednji Kanal is the channel enclosed by the following limits: on the NW side by a line joining Bršćak islet – NW point of Tun Veli island – Rt Križ (Sestrunj) – Jidula islet – Rt Sv. Petar (Ugljan island); on the SE side by a line joining Rt Ćuška (Dugi Otok) – G. Aba islet – Balabra shoal – azimuth line 50° from Balabra shoal to Pašman island.
2. In the area under paragraph 1, navigation is prohibited for all ships of 500 GT and greater and all yachts of 1000 GT and greater.
3. As an exception to paragraph 2, navigation in the area under paragraph 1 is permitted to ships on public coastal regular services and to other ships and yachts if using coastal pilotage, as well as to public vessels performing activities governed by special regulations.
4. Pilot embarks on NW side in position 44°13,0'N – 014°56,4'E, on SE side in position 43°58,0'N – 015°16,2'E, and on W side in position 44°11,5'N – 014°50,0'E.

PASSAGE THROUGH MURTERSKO MORE, ŽIRJANSKI KANAL, AND VRGADSKI KANAL
1. Murtersko More, Žirjanski Kanal, and Vrgadski Kanal comprise the sea area enclosed by the following limits: on the NW side by a line joining Rt Ćuška (Dugi Otok) – G. Aba islet – Balabra shoal – azimuth line 50° from Balabra shoal to Pašman island; on the SE side by a line joining Rt Opat (Kornat) – Blitvenica islet – Mažirina islet – Rt Jadrija.
2. In the area under paragraph 1, navigation is prohibited for all ships of 500 GT and greater and all yachts of 1000 GT and greater.
3. As an exception to paragraph 2, navigation in the area under paragraph 1 is permitted to ships on public coastal regular services and to other ships and yachts if using coastal pilotage, as well as public vessels performing activities governed by special regulations.
4. For vessels proceeding in N direction, pilot embarks at the pilot station of Šibenik port in position 43°38,70’N – 015°52,3’E or in the events of poor weather, pilot embarks at the inner pilot station in position 43°41,50’N – 015°52,4’E.
5. For vessels proceeding in S direction, pilot embarks in position 44°06,20’N – 015°12,7’E.

PASSAGE THROUGH PAŠMANSKI TJESNAC
1. Pašmanski Tjesnac is the strait enclosed by the following limits:
a) on the NW side: a line joining Rt Tukljača – Ričul light – Galešnjak light – W point of Bisaga Mala islet – N point of Garmenjak islet

b) on the SE side: a line joining Soline bay (S of Biograd na Moru) – Rt Studenac (Pašman island).
2. In the area under paragraph 1, navigation is prohibited for all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater.
3. As an exception to paragraph 2, navigation in the area under paragraph 1 is permitted to ships and yachts if using coastal pilotage, ships on public coastal regular services, as well as public vessels performing activities governed by special regulations.
4. Pilot embarks/disembarks on NW side in position 44°06,20'N – 015°12,7'E, on SE side in position 43°38,70'N – 015°52,3'E or in the events of poor weather, pilot embarks at the inner pilot station in position 43°41,50'N – 015°52,4'E.
5. In Pašmanski Tjesnac, two directions of traffic flow are established:
a) SW direction of traffic flow, which comprises the sea area enclosed by lines joining N point of Garmenjak islet – Rt Brižine – Pašman light – Čavatul light – intersection of Babac and Čavatul lights leading line with SE boundary of the strait – intersection of SE boundary of the strait with a leading line between SW point of Planac islet and Sv. Katarina light – Sv. Katarina light – Babac light – intersection of a leading line between the centre of Čavatul light and Babac light with NW boundary of the strait
b) NE direction of traffic flow, which comprises the sea area enclosed by lines joining Soline bay – Biograd na Moru light – shoal Kočerka light – shoal Minerva light – Ričul light – Galešnjak light – W point of Bisaga Mala islet – intersection of a leading line between the centre of Čavatul islet and Babac light with NW boundary of the strait – intersection of a leading line between the centre of Čavatul islet and Babac light with a line joining N point of Garmenjak islet and Galešnjak light – W point of Komornik islet – Komornik light – light on E coast of Babac island – Planac light – N point of Sv. Katarina islet – intersection of SE boundary of the strait with a leading line between SW point of Planac islet and Sv. Katarina light.
6. Vessels with GT greater than 50 must use the traffic lanes under paragraph 5 above as follows: SW traffic lane when proceeding in SE direction, and NE traffic lane when proceeding in NW direction.
7. Vessels with GT greater than 50 may cross:
a) from SW to NE direction of traffic flow only on the following lines: Rt Brižine –Ričul light – Tkon – Biograd na Moru
b) from NE to SW direction of traffic flow only on the following lines: Biograd na Moru – Tkon – Rt Brižine –Ričul light.
8. Vessels on regular and promulgated service Biograd na Moru – Tkon when proceeding from Tkon to Biograd na Moru, must proceed E of Sv. Katarina islet by day, and when proceeding from Biograd na Moru to Tkon may proceed between Sv. Katarina islet and Planac islet by day. By night, vessels proceeding from Tkon to Biograd na Moru and vice versa must proceed E from Sv. Katarina islet.
9. Vessels may transit Pašmanski Tjesnac at a speed not exceeding 8 knots, as follows:
a) in SW direction of traffic flow, from Rt Brižine to SE boundary of the strait
b) in NE direction of traffic flow, from the strait entrance to Komornik light.
10. Vessels crossing from one traffic lane to the other shall give priority to a vessel navigating Pašmanski Tjesnac, as specified under paragraph 6.
11. All vessels are prohibited from anchoring and stopping in the traffic lanes under paragraph 5.
12. Fishing using speargun, hooks, and traps is permitted within the traffic flows under paragraph 5. Night fishing, with the use of lamp, is permitted in the strait, only outside the traffic flows, provided that the lamp is shielded and illuminates a sea surface up to maximum 4 metres in diameter.

PASSAGE THROUGH MALA PROVERSA
1. Mala Proversa is the channel enclosed by the following limits:
a) on NE side: a line joining the position 43°53'28''N – 015°13'09''E (Dugi Otok island) and the point on Katina islet on a bearing of 150°
b) on SW side: a line joining the red tower on Rt Proversa (Dugi Otok island) and the point on Katina islet on a bearing of 127°.
2. Navigation is prohibited for all vessels of 500 GT and greater in the area under paragraph 1.
3. Vessels entering from NE direction have priority in navigating the channel.
4. Vessels of less than 15 m length, regardless of their navigation direction, must keep away from the paths of other vessels.
5. Maximum allowed speed in the channel is 5 knots.
6. Sailing, anchoring, stopping, and fishing are prohibited in the channel and its approaches as referred to in paragraph 1.

PASSAGE THROUGH KANAL SV. ANTE
1. Limits of the passage through Kanal Sv. Ante to Šibenik port are as follows:

a) on the outside: a line joining the light on Rt Jadrija and the light on Ročni shoal
b) on the inside: a line joining the light on Paklena shoal and Rt Martinska.
2. Vessels with length 20 m and greater and vessels with tows may transit the channel if they request and obtain permission for navigation through the channel from the Jadrija signal station, and if the "passage clear" signal is displayed from the Jadrija signal station. A tug consisting of one unit is not considered as tug.
3. Cargo ships with length 100 m and greater and passenger ships with length 200 m and greater may proceed through the channel with the assistance of tugs, the number of which will be defined on the basis of a special study on the safety of navigation through Kanal Sv. Ante.
4. Vessels of less than 20 m length may use the channel freely, but must keep to the starboard side.
5. Vessels under paragraph 2 must request permission to enter the channel by calling the Jadrija signal station on the VHF channel of the VTS sector (Ch 09), when intending to enter or leave Šibenik port, 10 minutes before arrival at the channel entrance.
6. Signals indicating to vessels under paragraph 2 that the passage is clear or not clear are displayed from the Jadrija signal station, located left of the outer channel entrance.
7. The Jadrija signal station indicates that the passage is clear or not clear by exhibiting lights as follows:
a) "passage clear" by day and night: fixed green light on both sides of the channel entrance: at the Jadrija signal station (outside), and at position of Rt Burnji (inside)
b) "passage not clear" by day and night: fixed red light at positions as referred to in point a).
8. The lights cover an angle of 100° on both sides of the channel antrance. When a vessel passes abeam of these lights, they are not visible in the channel anymore, and the vessel shall use the existing lights of maritime signals. The range of lights is 1 NM.
9. The passage is also considered prohibited when no light is exhibited from the light positions.
10. Vessels under paragraph 2 transiting the channel on the outside, after passing Rt Burnji must inform on the VHF channel of the VTS sector (Ch 09) that the passage is clear, because the outside of the channel is not visible from the Jadrija signal station.
11. The order of passage of vessels under paragraph 2 or the passage of vessels through the channel shall be determined by the time the request to transit is made.
12. Priority shall be given to Croatian naval ships, Croatian public ships and ships on public regular coastal services, provided they have permission to transit the channel in accordance with the above provisions.
13. A vessel transiting the channel must not, except in necessity or for safe manoeuvring, overtake other vessels, taking care that damage is not caused by wash.
14. Vessels are prohibited from anchoring in the channel and in front of the outer channel entrance, in an area enclosed by parallels passing through Sv. Nikola light and Roženik light, the meridian passing through Sv. Nikola light, and the meridian touching the easternmost point of Lupac island.
15. Anchoring of boats, swimming and diving are permitted only in the channel coves up to their outer boundary line.
16. Fishing is prohibited in Kanal Sv. Ante, within limits as referred to in paragraph 1, when carried out in the navigable part of the channel and when it interferes with safe navigation through the channel.
17. In the area under paragraph 1, navigation is permitted to all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater if using port pilotage service, and to ships on public coastal regular services, as well as vessels performing activities governed by special regulations.
18. Sailing is prohibited in Kanal Sv. Ante.

PASSAGE THROUGH THE KRKA RIVER MOUTH
1. The boundary of the Krka River mouth is the sea are from the line connecting Martinska harbour light and Crnica cove up to the final destination in Skradin harbour.
2. In the area under paragraph 1, navigation is prohibited for all vessels of 500 GT and greater, and all yachts of 1 000 GT and greater.
3. As an exception to paragraph 2, navigation in the area under paragraph 1 is permitted to ships and yachts if using coastal pilotage, as well as public vessels performing activities governed by special regulations.
4. When entering the Krka river mouth, the pilot embarks in position 43°41.50'N – 015°52.4'E, and when leaving, it embarks at the point of arrival.
5. Vessels may navigate at the speed not exceeding 8 knots, and exceptionally in cases of strong downstream currents, the navigation shall be at the speed that ensures the vessel's manoeuvrability, as determined by the pilot.

6. A piloted ship or yacht navigating upstream or downstream through Sv. Josip Kanal must be accompanied by a boat or tender boat that alerts the vessel's master and the pilot to other approaching vessels in areas of limited visibility.
7. Small boats navigating the Krka River must give way to ships and yachts by keeping to the starboard side of the channel.
8. A ship or yacht may overtake another ship only on its port side at a speed not raising waves which may cause damage to other vessels in the channel.
9. Overtaken ship must turn to its starboard side, if circumstances in the fairway allow that, leaving a free passage to the ship that overtakes.
10. Anchoring is prohibited in Sv. Josip Kanal, Skradinski Kanal from Rt Oštica point on Prokljansko Jezero up to Skradin harbour.
11. Anchoring, swimming and diving are permitted only in the channel coves up to their outer boundary line.
12. If a vessel navigating the Krka River becomes incapable of manoeuvring, it must anchor in a position where it may not impede safe passage of other vessels.

PASSAGE THROUGH PAKLENI KANAL
1. Pakleni Kanal is the channel between the west side of S coast of Hvar island and the islands of Pakleni Otoci, bounded by Rt Pelegrin light on W side, and by the light on Pokonji Dol islet on SE side.
2. In the area under paragraph 1, navigation is prohibited for all ships of 500 GT and greater, and all yachts of 1000 GT and greater.
3. Anchoring is prohibited in 0.6 NM radius from Galešnik islet, i.e. from Galešnik islet to a line joining Rt Špartibutin and Rt Kovač.
4. As an exception to paragraph 2, navigation is permitted to all vessels entering anchorage or Hvar harbour.
5. As an exception to paragraph 2, navigation is permitted to all passenger ships on regular services in domestic voyages operating from 1 November to 1 April.

NAVIGATION ON THE NERETVA RIVER
1. Limits of navigation on the Neretva river are as follows:
a) at the mouth: a line joining N mole head light with S mole head light, across the green signal buoy
b) at Metković: SW side of the bridge spanning the Neretva river.
2. The river may be navigated by day and night, except ships carrying dangerous, polluting or harmful goods, which may only use the river between sunraise and sunset.
3. The river is navigable by vessels drawing not more than 4.5 m and not more than 80 m in length.
4. When due to poor visibility the riverbanks and beacons are not visible, ships and yachts are not allowed to navigate the river.
5. Ships and yachts proceeding upstream must keep away from the paths of vessels sailing downstream, while boats must give wide berth to ships and yachts.
6. A ship must overtake another ship only on its port side.
7. Overtaken ship must turn to its starboard side, if circumstances in the fairway allow that, leaving a free passage to the ship that overtakes.
8. A ship may tow one ship fast on each side, overall breadth of ships not exceeding 30 m.
9. When two ships or yachts proceeding in opposite directions meet at the river mouth, the ship or yacht sailing downstream must give one long blast.
10. A ship or yacht entering the river must stop in front of the mouth at a sufficient distance to allow free and safe passage to outgoing vessels.
11. A ship or yacht entering the river must report to the harbour master's office at Ploče on the VHF channel of the VTS sector, at a position of the light-buoy Gumanac, while a ship leaving the river must do the same at a position 1.5 mile from the mouth.
12. When passing by other vessels or facilities on the riverbanks, or by places where hydrotechnical engineering works are conducted, and by inhabited places, ships, yachts and boats must, at a distance of 300 m ahead at least, reduce speed to 5 knots so as not to endanger their safety or inflict any damage. Maximum allowed speed in other parts of the Neretva river is 7 knots.
13. Ships and yachts navigating the river are prohibited from:
a) overtaking other ships and yachts or anchoring in front of the river mouth or at the river mouth and other narrow or blind parts of the river where they impede or might impede navigation

b) anchoring on the fairway between Gumanac light-buoy and the river mouth, i.e. 500 m upstream or downstream of the bridge at Rogotin
c) dredging at a distance less than 500 m upstream or downstream of the bridge at Rogotin
d) passing by, overtaking or stopping under the bridge or in its close vicinity
e) traversing paths of other ships and yachts so as to impede their speed and course.
14. Vessels may navigate from the mouth to the bridge at Rogotin if their highest fixed point does not exceed 16 m above the highest water level.
15. Vessels may pass under the bridge at Rogotin, at the centre if their highest fixed point (top of mast, etc.) does not exceed 14 m above the highest water level, and at the pillars if their highest fixed point (top of mast, etc.) does not exceed 11 m above the highest water level.
16. Vessels are prohibited from passing between the pillars and the riverbanks.
17. Ships and yachts proceeding downstream must have the stern anchor ready for dropping.
18. If a vessel navigating the river becomes incapable of manoeuvring, it must anchor in a position where it cannot impede safe passage of other vessels.
19. When a vessel is not conducting works on the river, it must clear the equipment and instruments which protrude beyond its sides and withdraw toward the riverbank to allow free passage to other vessels.
20. It is prohibited to put up across and above the river or on its surface and bottom, berths and other obstructions that might impede safe passage.

NAVIGATION UNDER PELJEŠAC BRIDGE
1. The main navigational corridor under Pelješac Bridge leads between central pillars 7 and 8, where vertical clearance is 55 m, and a maximum width is 200 m.
2. The main navigational corridor under paragraph 1 must be used by all ships of 500 GT and greater, and all yachts of 1000 GT and greater.
3. Navigation under the bridge is permitted only to ships and yachts under paragraph 2 if using coastal pilotage service, and to public vessels performing activities governed by special regulations.
4. Pilot embarks on W side in position 42°56.4'N – 017°31.0'E, on NE side in position 42°56.1'N – 017°32.76'E, and on SE side in position 42°55.4'N – 017°32.76'E.
5. Ships carrying dangerous, harmful or polluting goods are permitted to pass under Pelješac Bridge only by daylight.
6. All vessels are prohibited from passing under Pelješac Bridge in a visibility of less than 1 NM.
7. Vessels under paragraph 2 must notify the VTS immediately before and after the passage under Pelješac Bridge on the VHF channel of the VTS sector.

NAVIGATION ON THE ZRMANJA RIVER
1 Limits of navigation on the Zrmanja river are as follows:
a) at the mouth: a line joining Rt Rijeka – signal buoy – signal beacon No. 2 – Rt Struga
b) bridge on the Zrmanja river at Obrovac
c) river bed between green and red signal beacons.
2. Maximum allowed speed for vessels navigating the river is 8 knots.
3. Vessels are prohibited from anchoring and stopping on the river, except public vessels performing activities governed by special regulations.
4. Navigation on the river is prohibited by night and when due to poor visibility the riverbanks are not visible.

TRAFFIC SEPARATION SCHEME "PALAGRUŽA"
1. For vessels using the right of innocent passage through the territorial sea of the Republic of Croatia, a traffic separation scheme is in force SW of Palagruža island, as follows:
a) ships proceeding NW, 4 to 7 NM south of Palagruža lighthouse
b) ships proceeding SE, 9 to 12 NM south of Palagruža lighthouse.
2. Between general directions of traffic flow under paragraph 1, a separation zone is established.

NAVIGATION IN NATIONAL PARKS AND NATURE PARKS
A vessel navigating the area of a national park or a nature park shall comply with restrictions laid down in the specific act of the body managing the national park or the nature park.

p.45
29–1/26 IMPORTANT MARITIME REGULATIONS, PROTECTED AREAS
After paragraph Marjan peninsula, insert:
Livka bay
The coastal area between Livka bay and Bačva bay on the NW coast of Brač island has been designated as a natural monument – geological (Likva geological site).

p. 46
26-5/25 IMPORTANT MARITIME REGULATIONS, PROTECTED AREAS
After paragraph Stiniva bay, Insert:
Rt Stupišće
Rt Stupišće with adjoining coastal and sea area has been designated as special reserve (maritime).

p. 48
18 - 1/23 ARRIVAL AND STAY OF FOREIGN YACHTS AND BOATS: text replacement
For: The ports of entry (with permanent border crossing) are as follows [...] seven days before the beginning of Holidays.
Read: Permanent border crossing ports of entry for international passenger traffic in maritime transport are as follows: Umag, Pula, Mali Lošinj, Vis, Ubli, and Cavtat.

p. 61
33 - 10/20 ARCHIPELAGO OF ZADAR: marine farms
Marine farms, Replace:
For: …Ugljan island (Svitla bay - Rt Japlenički)…
Read: …Ugljan island (Svitla bay - Rt Japlenički, wider sea area of approach to Lamjana Mala and Lamjana Vela inlets)...

p. 64
35 - 10/20 SAKARUN, bay: light
Landmarks, Replace by:
Landmarks: Light with obscured sector on Rt Lopata - red tower with gallery; reddish causeway on a hillside at the head of the bay.

p. 71
39 - 12/23 SALI, harbour: landmarks
Landmarks, Replace the existing text with the following:
Landmarks: Belfry in the village; white-red aerial mast above the harbour; light on the head of the outer breakeater – green tower with column and gallery; light on the head of the inner breakwater – red tower with column and gallery.

p. 71
40 - 12/23 SALI, harbour: berth
Berth, Replace the existing text with the following:
Berth: Boats can berth stern-to W shore, from the inner breakwater with depths of about 1.4 m. Vessels may berth in N part of the harbour alongside a quay used by fishing boats of the canning factory; part between the first three bollards is used by ferry. It is also possible to berth alongside inner sides of the outer and inner breakwater; in Sašćica cove NW of Rt Bluda to a quay in front of the hotel settlement, with depths of about 4 m.

p. 73
21 - 10/21 RIVANJSKI KANAL, channel: light
Landmarks, Replace:
For: ...islets of Paranak Veli and Paranak Mali in SE part of the channel, close off the SE coast of Sestrunj island.
Read: ...islets of Paranak Veli, marked by light - red tower with gallery, and Paranak Mali lying close off the SE coast of Sestrunj island.

p. 91
30–1/26 SAMOGRADSKA VRATA, channel: regulations
After paragraph Weather, insert new paragraph:
Regulations: Special regulations governing navigation through Samogradska vrata are in force (see Chapter B-II).

p. 91
37 - 7/22
BLITVENICA, above-water rock: ODAS plutača
After introductionary text, insert:
S of Hridi Blitvenica, in 43°35,89'N – 015°34,19'E (WGS 84) ODAS lighted buoy is established.

p. 99
33(T)-8/26 SUTOMIŠĆICA, harbour and marina: wreckage
Insert new paragraph: Caution: Wide berth requested due to a sunken boat at operational pier.

p. 105
10(T) - 10/24 DIKLO, boat harbour: works
After introductory text, Insert:
Caution: Boat harbour (basin 3) is closed for all traffic due to construction works.

p. 106
20 - 8/25 ZADAR, harbour: anchorage
Anchorage, delete entire paragraph.

p. 106
16 - 10/23 ZADAR, harbour: Berth
Berth, Delete:
Berthing is prohibited to all vessels at the main pier, Obala Kralja Petra Krešimira IV.

p. 107
25(T) - 3/25 GAŽENICA – CARGO, FERRY, AND PASSENGER PORT
After introductory text, insert new paragraph:
Caution: Until further notice, due to works in progress, navigation is prohibited in the south basin to all vessels, except to vessels with authorisation.

p. 111
29(T) - 6/19 MRLJANE, harbour: shipwreck
Caution, Insert:
The use of harbour is restricted because of a shipwreck.

p. 111
11(T) - 10/24 PAŠMAN, harbour: works
Caution, Insert:
Harbour is closed for all traffic due to construction works.

p. 112
25 - 1/22 TKON, harbour: light
Landmarks, Replace:
For: ...light on the breakwater head - red tower with column and gallery; light on the ferry pier - white tower with column and gallery.
Read: ...light on the N breakwater head - green column; light on the S breakwater head - red tower with column and gallery; light on the ferry pier - white tower with column and gallery.

p. 113
48 - 7/20 SV. FILIP I JAKOV, harbour: new light
Landmarks, Replace:
For: Light on Kočerka shoal - green tower with column and gallery on concrete base in the sea.
Read: Light on Kočerka shoal - green tower with column and gallery on concrete base in the sea; light on the breakwater head – green tower with column and gallery.

p. 120
33 - 1/24 DUGOVAČA, bay: Landmarks
After introductory text, Insert:
Landmarks: Light on the marina breakwater head – green column NE of Glavina cape.

p. 123
69 - 9/25 HRAMINA, harbour: speed restrictions
Directions, insert:
Maximum permitted speed in the bay is 5 knots up to a line joining Rt Gradina – Tegina islet.

p. 124
38(T)-4/26 MARINA HRAMINA: works
Caution, insert:
Breakwater construction works are in progress. Works area is marked by yellow buoys.

p. 130
28 - 12/20 SV. ANDRIJA, inlet: light
Caution, Replace:
For: ...marked by a concrete cylindrical spar beacon…
Read: ...marked by a light - concrete cylindrical tower with column (yellow with black horizontal band) and topmark…

p. 132/133
22 - 2/23 VODICE and MARINA VODICE: Regulations
Regulations, Replace:
For: From 2 July to…
Read: From 1 July to…

p. 134
17 - 7/23 KANAL SV. ANTE, channel: Caution
After paragraph Regulations, Insert new paragraph:
Caution: NE of Rt Baba and E of Rt Južni Turan (E entrance to the channel) there are lighted ODAS buoys.

p. 138
34 - 6/24 VRNAŽA, boat harbour: Landmarks
Landmarks, Replace:
For: ...marina complex on the peninsula of Mandalina on the S side; light on the head of N breakwater...
Read: ...marina complex on the peninsula of Mandalina on the S side; light on the head of the floating breakwater – green column; light on the head of N breakwater...

p. 142
26-7/25 SKRADIN, harbour and marina: caution
Caution, insert:
Mooring buoys SE of Skradin harbour have been removed. Anchoring is prohibited.
Navigation from the bridge to Skradinski Buk is permitted only for National Park vessels.

p. 145
17 - 8/22 KAPRIJE, harbour: new light
Landmarks, Replace:
For: Light on the pier head – white tower with column and gallery.
Read: Light on the head of ferry pier at the harbour entrance – white tower with column and gallery; light on the pier head – white tower with column and gallery.

p. 145
18 - 8/22 KAPRIJE, harbour: new light
Berth, Replace:
For: At two piers; the head of larger pier is used by ferry.
Read: Ferry pier situated at the harbour entrance is used by ferry. Boats can berth at two piers.

p. 149
39(T)-4/26 ŠEPURINE, harbour: works
Caution, insert:
Breakwater construction works are in progress. Works area is marked by yellow buoys.

p. 149
40(T)-4/26 PRVIĆ LUKA, harbour: works
Caution, insert:
Breakwater construction works are in progress. Works area is marked by yellow buoys.

p. 151
37 - 6/24 KRAPANJ, boat harbour: Caution
Caution, Replace the existing text with the following:
From Rt Grmine towards SSE extends a wide shoal with a minimum depth of 1.7 metres. South of that depth there is a lighted mark – column on base in the sea (yellow above black) with topmark – two black cones points downward (S cardinal). Southeast of this shallow area there is a shoal with above-water rock Kraplun, marked by a yellow lighted buoy (special mark), and the island of Krapanj.
Northwest of above-water rock Kraplun, extends Krapanj shoal. Its N/NW edge is marked by two lateral lighted marks – red column on base in the sea.

p. 155
33 - 12/21 LUKA ROGOZNICA, bay: landmarks
Landmarks, Replace the existing text with the new text:
Hill Movar (120 m); lighthouse Mulo - stone tower and dwelling; signal pillar buoy on Veli Brak shoal NNW of Hrid Mulo, coloured black with red horizontal band and topmark - two black spheres one above the other (isolated danger); signal beacon on base in the sea W of Smokvica Mala islet - black column with red horizontal bands and topmark - two black spheres one above the other (isolated danger); light on Rt Gradina (N entrance point) - red square tower; light on Rt Konj (S entrance point) - green tower with column and gallery; light on the above-water rock Kalebinjak in the passage between the mainland and the islet of Smokvica Vela - tower with column and gallery coloured black with red horizontal bands and topmark - two black spheres one above the other (isolated danger).

p. 156
16 - 3/24 ROGOZNICA, harbour: landmarks
Landmarks, Replace:
For: ...light on S corner of the quay – green tower with column and gallery.
Read: ...light on S corner of the quay – green tower with column and gallery; lighted mark W of Hrid Školjić rock – green pillar on base in the sea.

p. 157
17 - 3/24 MARINA FRAPA: landmarks
Landmarks, Replace:
For: ...light on S corner of the quay – green tower with column and gallery.
Read: ...light on S corner of the quay – green tower with column and gallery; lighted mark W of Hrid Školjić rock – green pillar on base in the sea.

p. 161
31-9/26 DRVENIČKI KANAL
Add a new paragraph:
Cables and pipelines: Two submarine cables are laid in the W part of the channel between Voluja cove on the mainland and Mala Rina cove on Drvenik Mali island. Several submarine cables are laid in the middle of the channel between Kritule and Komini coves on the mainland and Grabule cove on Drvenik Veli.

p.163
32-9/26 DRVENIK VELI, port: Cables and pipelines
Cables and pipelines, replace entire text:
Cables and pipelines: From Grabule cove, several submarine cables are laid in the direction of the NNW to the shore of the mainland. In the middle of the bay on the approach to the port of Drvenik Veli, at a depth of more than 30 m, there is about 600 metres of submarine pipeline that is not in operation.

p. 163
34-8/26 KRKNJAŠI, cove: cables and pipelines
Cables and pipelines, replace:
For: ... to Šipkova cove (Šolta island).
Read: ... to Šipkova cove and Tepli bok cove (Šolta island).

p.164
33-9/26 SPLITSKI KANAL, channel: Cables and pipelines
Add a new paragraph:
Cables and pipelines: In the middle of the channel, two submarine cables are laid between the island of Čiovo and the island of Šolta. One is laid from Vela Draga cove and the other from Orlice cove on the island of Čiovo, both end in Dražetina cove on the island of Šolta.
From Orlice cove on the island of Čiovo, an outfall is laid in S direction in length of about 1400 m. The end of the outlet is marked by a yellow light buoy with topmark (special mark).

p. 164
42 - 12/23 TROGIRSKI ZALJEV, bay: landmarks
Landmarks, Replace:
For: ...in the W group, the steep islet of Kluda...
Read: ... in the W group, the above-water rock Vela Sika, marked by a light – green pillar on base in the sea, the steep islet of Kluda...

p. 165
34(T)-9/26 ZALJEV SALDUN, bay: Caution
Insert
Caution: Floating barriers, marked by red flashing lights, have been established in 43°30.2'N – 016°13.2'E. Navigation is prohibited 200 metres from above-mentioned position. Wide berth and safe distance requested.

p. 166
31 - 4/21 TROGIRSKI KANAL, channel: landmarks
Landmarks, Replace:
For: ...belfries in the town; lateral light buoys...

Read: ...belfries in the town; light on the breakwater head in Brigi-Lokvice boat harbour - green tower with gallery; lateral light buoys...

p. 166
43(T) - 8/18 TROGIRSKI KANAL, channel: caution
Insert new paragraph:
Caution: In the area about 200 m E and W of the bridge Mainland - Čiovo island, works are in progress that may affect the coastline. The area of works is marked by yellow buoys. This area was not surveyed after the completion of the bridge, and changes in the hydrography may occur.

p. 166
11 - 9/23 TROGIRSKI KANAL, channel: directions
Directions, Replace:
For: ...near Kamerlengo tower to port hand side. When approaching from E...
Read: ... near Kamerlengo tower to port hand side. The best point of passage under the bridge is marked by a day mark, and during the night by lighted marks on both sides of the bridge. When approaching from E...

p. 169
19 - 6/21 KAŠTELANSKI ZALJEV, bay, Divulje harbour: restricted navigation area
Regulations, Replace:
For: Navigation, fishing and stopping are prohibited ...
Read: Navigation, fishing and stopping are prohibited to all vessels, except naval vessels, in a sea area between the coast off Divulje harbour and a line joining the following approximate points at sea: Rt Taršće, cape - 1 cable S off Divulje harbour breakwater head - 3.5 cables WSW off the Divulje harbour breakwater head.

p. 169
17 - 11/21 KAŠTELANSKI ZALJEV, bay: ODAS buoy
Caution, delete the existing text:
- yellow oceanographic buoy with topmark (special mark) established about 1 mile NW of the light on Rt Marjan;

p. 170
24 - 5/23 KAŠTEL STARI, boat harbour: new paragraph
After paragraph KAŠTEL NOVI, Insert:
KAŠTEL STARI, boat harbour
(43°32,96'N – 16°20,67'E)
Charts: 100-21; MK-16; Plan 47
Situated on the northern coast of Kaštelanski Zaljev, about 0.2 mile east of Kaštel Novi.
Landmarks: Light on the head of S breakwater – green tower with column and gallery; light on the head of N breakwater – red tower with column and gallery.
Weather: Vessels at berth are safe in any wind and sea. Berth on the outer side of breakwater are exposed to winds and waves from II and III quadrants.
Berth: Vessels are secured stern-to piers and quay, and on the outer side of breakwater. Boat harbour is used by local craft.

p. 171
35-9/26 MARINA KAŠTELA: Landmarks
Landmarks, insert to existing text:
Two piers (W and E pier) located on the outer side of the breakwater marked by lights – white tower with column and gallery.
Berth, insert to existing text:
Berths designated to large yachts are located on two outer piers. Vessels are secured stern-to concrete piers.

p. 173
18(T)-11/25 SPLIT, harbour: works
After introductory text insert new paragraph:
Caution: Works are in progress in Gat Sv. Petar pier. The area of works is marked by three light buoys (special mark).

p. 173
18 - 7/23 SPLIT, harbour: Regulations
After paragraph Cables and pipelines, Insert new paragraph:
Regulations: In the area of Split harbour, anchoring is prohibited except for the safety of the ship. Anchoring and berthing of vessels are prohibited in the area of Split harbour, from the concession boundary of the Matejuška boat harbour in the west to the small pier in the east (situated approximately in the middle of the seaside promenade Riva).

p. 175
18(T) - 3/24 Zenta, yacht harbour: caution
Caution, Insert:
Construction works are in progress on the underwater outfall in Trstenik cove, E of the breakwater root in Zenta harbour to the south towards the open sea, 400 metres in length. Navigation is prohibited in a radius of 0.1 mile from the area of works.

p. 175
72(T) - 9/25 STOBREČ, boat harbour: underwater works
After introductory text, insert:
Caution: Underwater works are in progress in the SW part of the harbour. The area of works is marked by yellow flashing lights and the S part by
buoys (special mark).

p. 176
35-8/26 ŠOLTANSKI KANAL, channel: cables and pipelines
Cables and pipelines, replace:
For: ... from Šipkova cove (W coast of Šolta island) …
Read: ... from Šipkova cove and Tepli bok cove (W coast of Šolta island) …

p. 179
44-10/26 SPLITSKA VRATA, strait: submarine cable
Cables and pipelines, replace:
for: ….Submarine pipeline is laid N of Mrduja islet...
read: …. Submarine pipeline is laid and two underwater cables are laid N of Mrduja islet...

p. 180
44(T)-7/26 MARINA MILNA, caution
Insert new paragraph:
Caution: Partially collapsed pier, marked with light on the head – green column on a concrete base in the sea.

p. 181
28 - 12/24 BRAČKI KANAL, channel: waverider buoy
After introductory text, Insert:
Caution: Lighted waverider buoy has been established approximately 1 mile S of Trstenik cove. It is hard to detect, especially in heavy seas. Navigation is prohibited in a radius of 200 metres from the buoy.

p. 181
30(T) - 6/22 BRAČKI KANAL, channel: waverider buoy
After introductionary text insert:
Caution: Waverider buoy has been established in 43°29,34'N – 016°27,68'E (WGS 84). Navigation is prohibited in a radius of 100 metres from the buoy.

p.181
36-9/26 BRAČKI KANAL, channel: Cables and pipelines
Cables and pipelines, replace entire text:
Cables and pipelines: In the W part of the channel, a submarine cable from Podstrana (Grljevac) and two submarine cables from Podstrana (Sv. Martin) on the mainland are laid to Supetar on the island of Brač. Between the junctions of Orišac cove (Dugi Rat, mainland) and Supetar (Brač island) and junctions Vela Luka (mainland) and Rt Sveti Nikola (Brač island), four submarine cables are laid. They are located between Rt Dugi Rat on the mainland and the N coast of the island of Brač (Splitska, Postira). Also, between those junctions there is an submarine pipeline stretched from the mouth of the Cetina River to Trstena cove on the island of Brač.
In the E part, a submarine cable is laid from Stomarica cove on the mainland and Tičja Luka cove (SW of Rt Tičja Rat) and a submarine cable from the coast of the mainland (0.4 NM from Stomarica cove) to Ključna cove on the island of Brač.

p. 184
25 - 5/23 POSTIRA, harbour: landmarks
Landmarks, Replace:
For: …light on the breakwater head – square stone tower...
Read: …light on the head of the quay in front of the hotel; light on the breakwater head – square stone tower...

p. 184
19 - 8/22 PUČIŠĆA, harbour: submarine power cable
After paragraph Weather insert new paragraph:
Cables and pipelines: Submarine power cable is laid from 43°21.0'N – 016°44.5'E to the opposite coast in 43°21.1'N – 016°44.8'E.

p. 185
18 - 11/21 POVLJA, harbour: wreck
Caution, delete the existing text:
Landing to NE shore is prohibited on account of a dangerous wreck in the vicinity of 43°20.12’N - 16°50.15’E.

p. 187, 188
17-6/25 OMIŠ, harbour: new lights
Landmarks, Replace:
For: …light on the head of angled pier – white tower with column and gallery; two signal beacons with the topmark – red cylinder (lateral port hand) established E of the groyne and beach in the harbour approach.
Read: …; light on the head of the angled pier - green tower with column and gallery; three lighted marks with the topmark - red cylinder (lateral port hand) established E of the groyne and beach in the harbour approach.

Caution, Replace:
For: …E edge of the shoal is marked by two signal beacons with topmark – red cylinder (lateral port hand).
Read: …E edge of the shoal is marked by three lighted marks with topmark – red cylinder (lateral port hand).

Directions, Replace the existing text with:
When approaching from W, the track leads S of the light buoy, which marks the S edge of shoal in front of Rt Dugi Rat. It is necessary to steer for the pier when clear of the lighted mark (lateral port hand) marking the E edge of shoal, and by night only after entering the green sector of the light on the head of the pier in Omiš harbour.

p. 192
27-5/26 BOL, harbour: works
Caution, Insert::
Works on construction of the breakwater are in progress. Area of works is marked by yellow buoys.

p. 205
31 - 6/22 MIDDLE AND SOUTH DALMATIAN COAST AND ADJACENT CHANNELS: ODAS buoy
After Marine farms, Insert:
Caution: In Vis Channel, in 43°08,78'N – 016°06,75'E (WGS 84) ODAS lighted buoy is established.

p. 209
23 - 2/23 KOMIŽA, harbour: anchorage
Anchorage, Replace:
For: NW and S of the quay to mooring floats; about 850 m S of the light on breakwater head in depths of about 30 m; the bottom is sand.
Read: NW and S of the quay to mooring floats.

p. 211
32 - 6/22 PALAGRUŽA ISLAND: ODAS buoy
Caution, Insert:
NE of Palagruža island, in 42°29,38'N – 016°24,08'E (WGS 84) ODAS lighted buoy is established.

p. 215
30-5/25 HVAR, harbour: anchoring prohibited
Regulations, Insert:
Anchoring is prohibited in 0.6 mile radius from Galešnik islet; i.e. in the sea area from Galešnik islet to a line joining Rt Špartibutin (Marinkovac islet) – Rt Kovač (Hvar).

p. 218
39 - 7/22 SUĆURAJ, harbour: new light, orientation
Instead of existing paragraph Landmarks, insert:
Landmarks: Light on Rt Sućuraj - square stone tower and dwelling; light on the head of the ferry pier - white tower with column and gallery; light on the breakwater head - red tower with column and gallery.

p. 218
40 - 7/22 SUĆURAJ, harbour: berth
At the end of text under Berth, insert:
Immediately close to breakwater root, pier of the outern ferry berth is situated. It is possible to approach and berth on on either side of the ferry pier.

p. 219
12 - 9/23 PLOČICA ISLET: isolated danger lighted mark
Caution, Insert:
About 350 metres ESE of Pločica islet there is a lighted mark – black column with red horizontal bands on base in the sea with topmark – two black spheres one above the other (isolated danger).

p. 219
24(T) - 12/22 WESTERN AND NORTHERN COASTS OF KORČULA ISLAND: Caution
After introductory text, Insert:
Caution: Construction works are in progress in Polačište harbour. The area of works is marked by yellow lighted buoys (special mark).

p. 219
33 - 4/22 VELA LUKA, harbour: landmarks
Landmarks, Replace:
For: ...light on Kamenjak islet – stone tower; wooded islet of Ošjak; light on Rt Vranac...
Read: ...light on Kamenjak islet – stone tower; light on NW edge of Ošjak islet – green tower with gallery on concrete block; light on Rt Vranac…

p. 219
27 - 11/23 VELA LUKA, harbour: landmarks
Landmarks, Replace:
For: ...light on Rt Vranac – pyramidal stone tower with red gallery; light on the head of ferry pier – white tower...
Read: ...light on Rt Vranac – pyramidal stone tower with red gallery; light on W corner of the ferry pier located on S side of the harbour entrance – green tower with column and gallery; light on the pier head in the harbour – white tower...

p. 219
28 - 11/23 VELA LUKA, harbour: berth
Berth, Replace:
For: The quay in the ferry terminal N of the shipyard in W part of the harbour is reserved for ferries; the coast NW of the shipyard to the quay of the former canning factory at the harbour entrance is reserved for local craft.
Read: The ferry terminal with three berths on S side of the harbour entrance is reserved for ferries. The berthing mole N of the shipyard in W part of the harbour is also used by ferries; the coast NW of the shipyard is used by local craft.

p. 219
41(T)-4/26 VELA LUKA, harbour: works
After introductory text, insert:
Caution: Ferry pier construction works are in progress. Wide berth and safe distance requested.

str. 221
30 - 9/21 KNEŽA, bay: depth
Caution, Replace:
For: In the passage between the islet of Kneža Vela and Rt Kneže depth is 4 m…
Read: In the passage between the islet of Kneža Vela and Rt Kneže depth is 3.9 m…

p. 221
31(T)-5/25 KNEŽA, bay: caution
Caution, Insert:
Construction works are in progress in boat harbour Kneža.

p. 224
31 - 9/21 EASTERN COAST OF KORČULA ISLAND: toponym, depth
In the introductory text, amend toponyms Stupe Vele and Stupe Male to Stupa Vela and Stupa Mala.
Caution, Replace:
For: - unmarked shoal Križ (4 m)…
Read: - unmarked shoal Križ (4.9 m)…
For: - shoal (2.5 m) extending to 200 m offshore NE of Rt Soline…
Read: - shoal (3 m) extending to 200 m offshore NE of Rt Soline…
For: - rock Krastovica in the passage…
Read: - above-water rock Krastovica in the passage…
For: - low, bare above-water rock Knežić…
Read: - islet Knežić…
For: …the islets of Stupe Vele and Stupe Male (in the obscured sector of the light on Stupe Vele islet)…
Read: …the islets of Stupa Vela and Stupa Mala (in the obscured sector of the light on Stupa Vela islet)…
For: - unmarked dangerous rock Gojak SW...
Read: - unmarked dangerous rock Gojak (1.9 m) SW...

p. 225
32 - 9/21 KANAL JEŽEVICA: depth, toponym
Directions, Replace:
For: …care is necessary to avoid the shoal Križ (4.5 m)…
Read: …care is necessary to avoid the shoal Križ (4.9 m)…
For: …between the islet of Planjak and the unmarked rock and shoal Krastovica…

Read: …between the islet of Planjak and the above-water rock and shoal Krastovica…

p. 225
33 - 9/21 DOMINČE, harbour: depth
Directions, Replace:
For: …care is necessary to avoid Križ shoal (4.5 m)…
Read: …care is necessary to avoid Križ shoal (4.9 m)…

p. 225
17 - 11/22 MARINA LUMBARDA: Landmarks
Landmarks, Replace:
For: ...green light buoy (lateral starboard hand) at the marina entrance...
Read: ...green lighted mark (lateral starboard hand) at the marina entrance...

p. 225
19 - 11/22 MARINA LUMBARDA: Caution
Caution, Replace the existing text with:
Caution: Care is necessary to avoid the shoal Bad (1.6 m) about 90 m NW of the light on breakwater.

p. 227
37-9/26 VIGANJ, boat harbour: Caution
Insert new paragraph:
Caution: South of Viganj boat harbour, two lighted buoys – cardinal S have been established marking S edge of the sea area intended for leisure activities. Navigate S of the cardinal buoys with increased caution and maintain a proper lookout.

p. 231
21 - 11/24 PLOČE, harbour: waverider buoy
After paragraph Weather, insert new paragraph:
Caution: Lighted waverider buoy is established in 43°00'38.8''N – 017°23'29.8''E (WGS 84). Navigation is prohibited in a radius of 100 metres from the buoy.

p. 231
34 - 12/21 THE NERETVA RIVER: landmarks
Landmarks, Replace:
For: ...light on S mole head - green hut with column...
Read: ...light on S mole head - white hut with green horizontal band on the top and a small green column...

p. 231
28(T)-3/26 NERETVA RIVER: works
Caution, insert:
Construction works are in progress on the left side of Neretva river between Komin and Opuzen.

p. 231
45(T)-10/26 NERETVA RIVER: works
Caution, insert:
Works are in progress on Neretva River between Komin and Opuzen in 43°01.80’N – 017°33.13’E.

p. 237
35 - 4/22 KANAL MALOG STONA, bridge Mainland – Pelješac: landmarks
Landmarks, Replace the existing text as follows:
Bridge Mainland – Pelješac with approach lateral lighted buoys with topmark, lighted and signal marks on the bridge (lateral marks and best point of passage marks); light on Rt Blaca – white tower with column and gallery on base; light on Rt Rep Kleka – white tower with gallery.

p. 237
36 - 4/22 KANAL MALOG STONA, bridge Mainland – Pelješac: directions
After paragraph Caution, Insert new paragraph:
Directions: When approaching from Neretvanski Kanal, the bridge connecting Mainland – Pelješac is prominent. Approximately in the middle of the line joining Rt Međed (mainland) – Rt Blaca (Pelješac), a navigational corridor has been established, marked by lateral lighted buoys with topmark, lateral lighted marks on the bridge, and best point of passage marks. Vertical clearance under the bridge, in the middle of the navigational corridor is 55 m and width is 200 m.
When approaching from W, the track leads between two pairs of lighted lateral buoys: approach buoy no. 1 – green lighted buoy with topmark; approach buoy no. 2 – red lighted buoy with topmark; approach buoy no. 3 – green lighted buoy with topmark; approach buoy no. 4 – red lighted buoy with topmark.
After passing these buoys, it is necessary to steer for mid-passage under the bridge, marked by two pairs of lateral lighted marks and by the best point of passage lighted mark.
After passing the bridge, the track leads between the last two pairs of lateral lighted buoys: approach buoy no. 5 – green lighted buoy with topmark; approach buoy no. 6 – red lighted buoy with topmark; approach buoy no. 7 – green lighted buoy with topmark; approach buoy no. 8 – red lighted buoy with topmark.
During daylight, signal marks marking the navigational corridor are located on the front of the bridge (W and E side): lateral mark (starboard hand) – green triangle point upwards; lateral mark (port hand) – red square; best point of passage – circle with red and white vertical stripes.

p. 237
25–2/26 KANAL MALOG STONA, channel: Caution
Caution, delete:
The area of construction works on the Mainland – Pelješac bridge is marked by lateral light buoys.

p. 238
19 - 10/23 ZALJEV MALOG STONA, inlet: Caution
Caution, delete:
The area of construction works on the Mainland – Pelješac bridge is marked by lateral light buoys.

p. 253
46-10/26 MLJETSKI KANAL, channel: cables and pipelines
Cables and pipelines, replace existing text to read:
On E coast of Mljet island from cape Rt Debeli and Krvara cove, two submarine cables are laid to Priježba cove on Šipan island. From Luka Prapratna on Pelješac peninsula three submarine cables are laid in SSW direction to cape Rt Pusti, to bay E of cape Rt Badanj and to coast S of ferry berth in Sobra on Mljet island. Submarine cable is laid E of cape Rt Zaglavak on Pelješac peninsula to coast N of Pomena harbour (Mljet island). Two submarine cables are laid from cape Rt Ružmarin on Pelješac peninsula to bay SE of cape Rt Sparožni Rat (Pomena). Submarine cable is laid from Luka Prapratna in SE direction to Priježba cove on Šipan island; additional submarine cable is laid in W direction to Pomena harbour on Mljet island.
Submarine pipeline is laid from Kupinova cove on Pelješac peninsula to Zaklopita cove on Mljet island.

p. 256
50(T) - 7/20 POMENA, bay: buoy
Caution, Insert:
When approaching Pomena bay from the S side of Galicija rock, care is necessary to avoid a yellow measurement buoy.

p. 256
47-10/26 POMENA, bay: submarine cable
Cables and pipelines, replace:
for: ….in NW direction to Rt Ražnjić on Korčula island, in NE direction to...
read: …. in NW direction to Rt Ražnjić on Korčula island as well as one submarine cable to Pržina cove on Korčula island, in NE direction to...

p. 263
21(T) - 1/25 ŠIPAN ISLAND: Caution
After introductory text, insert new paragraph:
Caution: Pipeline laying operations and diving activities are in progress from Suđurađ cove (Rt Butor) to Rt Prtuša. Caution and wide berth are requested.

p. 267
19(T)-6/25 KOLOČEP ISLAND: Caution
After introductory text, Insert:
Caution: A sound metre is anchored in vicinity 42°39.88'N – 018°00.55'E (Uvala Sapluni). Anchoring is prohibited in 100 metres radius.

p. 269
21 - 7/23 STONSKI KANAL, inlet: landmarks
Landmarks, Replace:
For: ...town of Ston at the head of inlet N of the harbour; fairway from Broce harbour to Ston harbour marked on N by four green lights, and on S by four red lights (towers on bases in the sea); red light on the pier head in Broce harbour.
Read: ...town of Ston at the head of inlet N of the harbour; Ston bridge which connects two shores of Stonski Kanal inlet; fairway from Broce harbour to Ston harbour marked on N by six green lights, and on S by five red lights, red light on the pier head in Broce harbour, white light on the bridge above Stonski Kanal inlet, and red light on the pier head in Ston harbour.

p. 269
15 - 4/24 STONSKI KANAL, inlet: Directions
After paragraph Anchorage, Insert:
Directions: Due to an underwater stone slab at the entrance to the navigational channel, around 80 metres NNW (on the opposite coast of the channel) of the light on the pier head in Broce harbour, the track leads closer to that light. After passing the first pair of approach lighted marks E of the pier in Broce harbour, the track leads between the second pair of lighted marks, then between the pair of lighted buoys under the bridge. Thence the track leads closer to the red lighted mark NW of the bridge, keeping to the middle of the channel, and then, after the last pair of lighted marks it is necessary to steer towards the head of the quay in Ston harbour, from which a light is exhibited – red tower, leaving two green lighted marks to starboard.
The best point of passage under the bridge is marked by a white isophase light on both sides of the bridge above Stonski Kanal channel, and by a day mark – circle with red and white vertical stripes.
Vertical clearance under the bridge at that spot is 33 m.

p. 269
21 - 6/23
STON, harbour: landmarks
Landmarks, Replace:
For: ...above the village; green lighted marks...
Read: ...above the village; bridge across Stonski Kanal inlet marked by a white isophase light; green lighted marks...

p. 270
23 - 7/23 STON, harbour: directions
Directions, Replace the existing text with the following:
To avoid a submerged obstruction in the fairway entrance, about 80 m NNW of the light on pier head in Broce harbour (on the opposite shore), the track leads closer to that light. The fairway from Broce harbour to Ston harbour is marked on N by six green lights, and on S by five red lights, red light on the pier head in Broce harbour, white light on the bridge across Stonski Kanal inlet and red light on the pier head in Ston harbour.
The best point of passage under the bridge is marked by a white isophase light on both sides of the bridge which connects two shores in Stonski Kanal inlet.
Passing the first pair of approach light beacons E of the pier in Broce harbour, the track leads between the second pair of light beacons, then between the pair of lighted buoys under the bridge, and after that the course should be taken closer

to the red light beacon NW of the bridge, keeping closer to mid-channel. From the last pair of light beacons it is necessary to steer for the head of the quay in Ston harbour from which a light is exhibited – red tower, leaving two green beacons to starboard.
Vessels entering the channel must wait at Broce harbour to give precedence to a vessel leaving. Vessels must not leave Ston harbour until a vessel already in the channel enters the harbour.

p. 273
43 - 12/23 RIJEKA DUBROVAČKA, inlet: historic wreck
Regulations, Insert:
Anchoring and underwater activities are prohibited in the sea area E of Batahovina quay bounded by a circle with 100 metres radius.

p. 274
44 - 12/23 BATAHOVINA, quay: historic wreck
After Berth, Insert:
Regulations: Anchoring and underwater activities are prohibited in the sea area E of Batahovina quay bounded by a circle with 100 metres radius.

p. 278
22(T) - 1/25 LOKRUM, island: Caution
After introductory text, insert new paragraph:
Caution: Pipeline laying operations are in progress in N part of Lokrumski Prolaz (approximate position: ϕ = 42°38'22''N λ = 018°07'15''E). Caution and wide berth are requested.

p. 279
30 - 12/24 MAINLAND COAST FROM DUBROVNIK HARBOUR TO RT SUSTJEPAN: Sv. Andrija islet, waverider buoy
After introductory text, Insert:
Caution: Lighted waverider buoy has been established approximately 0,8 mile E of islet Sv. Andrija. It is hard to detect, especially in heavy seas. Navigation is prohibited in a radius of 200 metres from the buoy.

p. 280
23 - 6/23 MLINI, harbour: new light
Landmarks, Replace:
For: Belfry E of...
Read: Light on the breakwater head – green column; belfry E of...

p. 281
24 - 1/24 CAVTAT, harbour: landmarks
Landmarks, Replace:
For: ...and gallery; hotel buildings; belfry with clock.
Read: ...and gallery; light on the head of W pier – red tower with column and gallery; light on the pier head – white tower with column and gallery.

p. 282
35 - 6/22 MAINLAND COAST FROM RT SUSTJEPAN TO RT OŠTRA: ODAS buoy
Caution, insert:
SW of Molunat, in 42°23,65'N – 018°21,53'E (WGS 84) ODAS lighted buoy is established.