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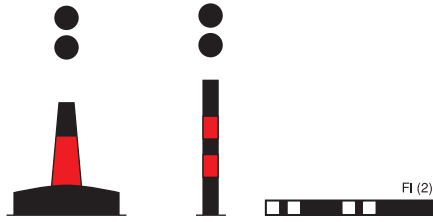
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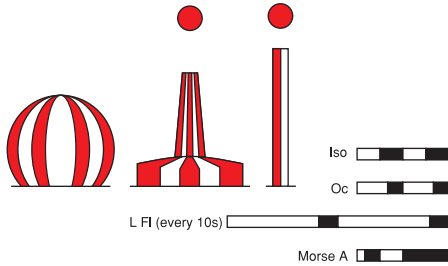
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3. ISOLATED DANGER MARKS



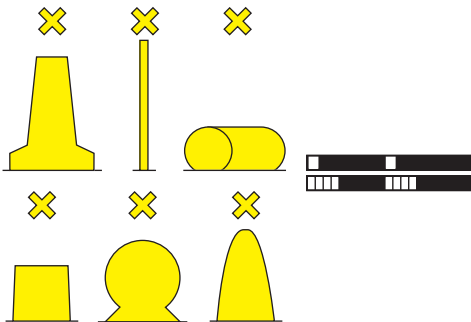
Topmark 2 black spheres, one above the other
Colour Black with one or more red horizontal bands
Shape Optional, but not conflicting with lateral marks (pillar or spar preferred)
Light (when fitted) White
Rhythm Group flashing (2)

4. SAFE WATER MARKS



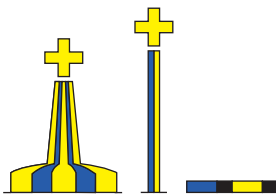
Colour Red and white vertical stripes
Shape Spherical, pillar or spar
Topmark (if any) Red sphere
Light (when fitted) White
Rhythm Iso, Oc + L Fl 10s or Morse A

5. SPECIAL MARKS




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

6. NEW DANGER MARKS




Colour Yellow and blue stripes (min. 4 and max. 8)
Shape Optional, but not conflicting with navigational marks
Topmark (if any) Yellow cross
Light (when fitted) Yellow and blue alternating
Rhythm Alternating (Racon Morse D, if any)

7. MARKING OF BRIDGES


Starboard hand
 Red
 Board, square
 Red (when fitted)
 Like starboard lateral mark

Colour
Shape
Light
Rhythm


Port hand
 Green
 Board, equilateral triangle
 Green (when fitted)
 Like port lateral mark

8. PROHIBITED ANCHORING MARK





Mala Proversa channel

Caution: Under the impact of currents and sea, coastal rocks may cave in as the sides in the channel are not masonry covered. When approaching from SW, care is necessary to avoid the above-water rock Školjić marked by a green pyramidal tower on base in the sea with topmark – green cone (lateral starboard hand), and a shoal about 200 m SW of it, marked by a light – green tower with column and gallery on base in the sea.

Directions: The track leads between two pairs of lateral marks. Navigation at a speed of less than 3 kn is dangerous.

VELA PROVERSA, channel

(43°52.53'N – 15°13.48'E)

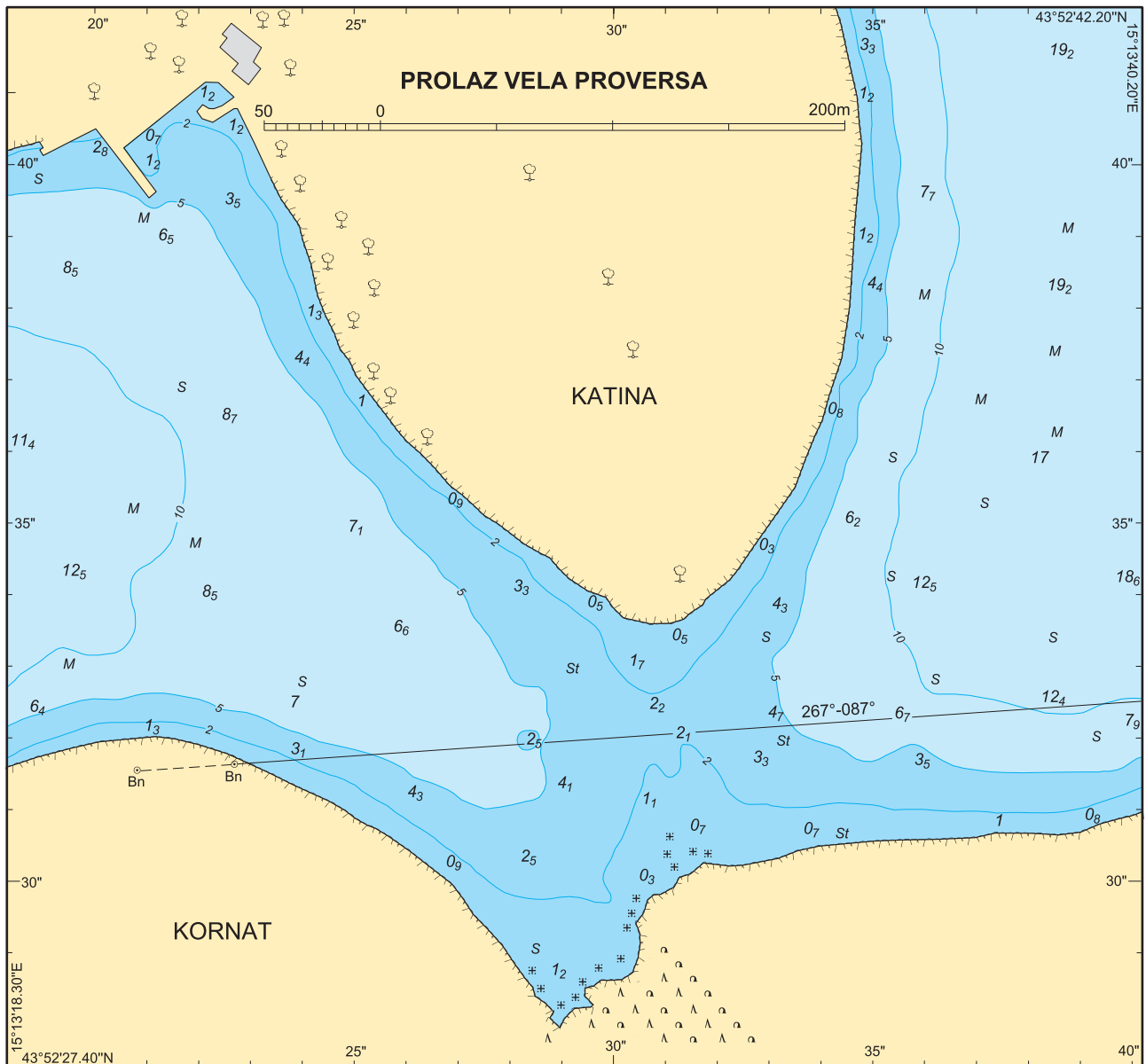
Charts: 100-20; MK-14; Plan 37

The channel leads between the islet of Katina and the NW coast of Kornat island; it is navigable by vessels drawing less than 2.1 m.

Landmarks: From the open sea: hill Grpašćak; summit Muravjak (148 m); lighthouse on Sestrica Vela islet – white tower with red spiral stripes and dwelling; light on Rt Vidilica

Weather: The Bora may blow with gale force causing moderate sea in the NE channel entrance. The Scirocco causes heavy seas in the SW channel entrance.

Currents: Tidal currents are predominant, attaining rates of 1 kn. Gale Bora and Scirocco can increase the rate to 3 kn.





Obinuš Mali cove

OBINUŠ VELI, bay

(43°46.31'N – 15°41.46'E)

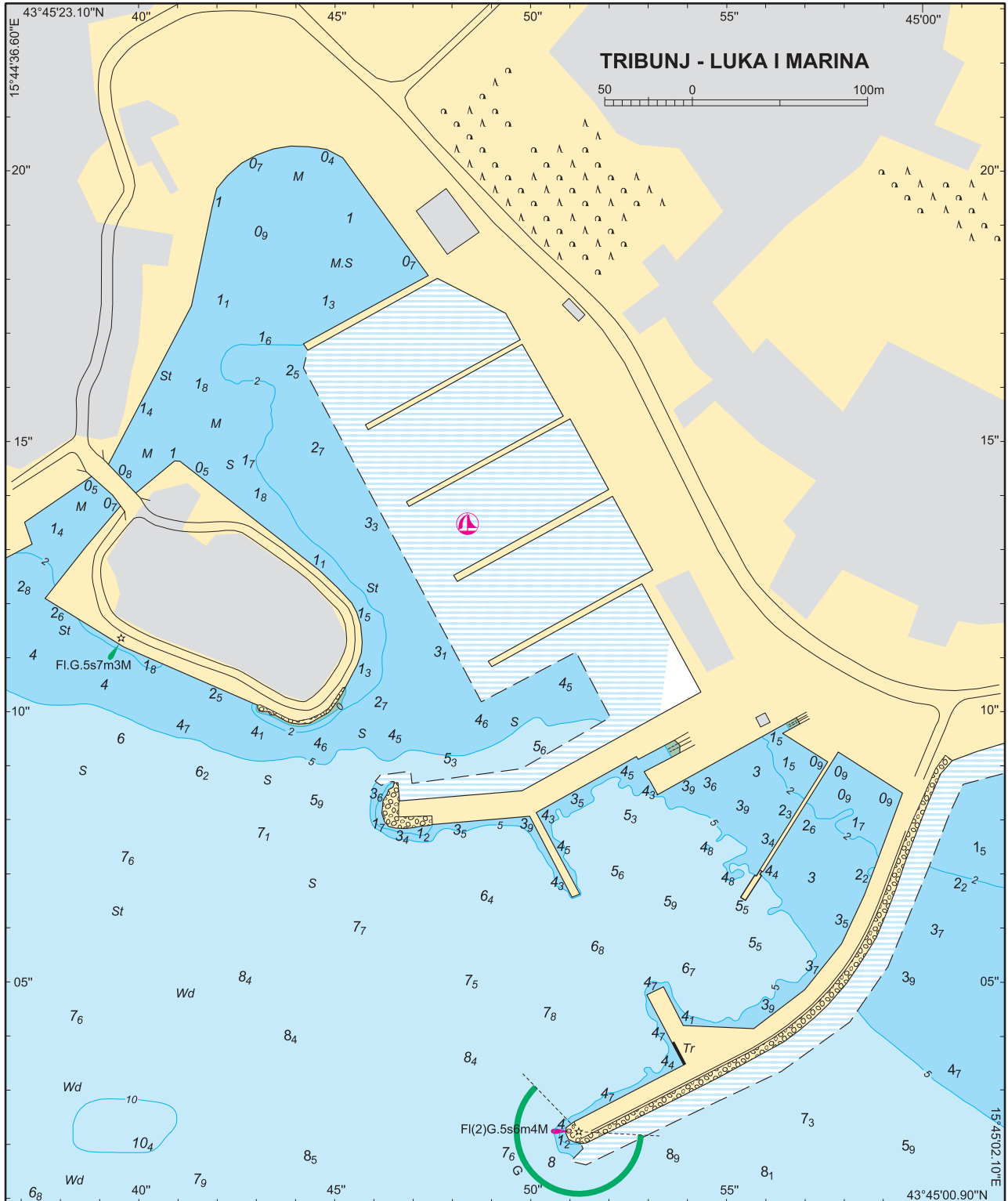
Charts: 100-20, 100-21; MK-15; Plan 512

On the mainland coast, about 0.6 mile east of the light on Maslinjak islet – green conical tower with gallery.

Landmarks: Grove on a hill above the bay; islet of Maslinjak.

Weather: Exposed to winds and sea from SW to NW.

Caution: Care is necessary to avoid marine farms established in E part of the bay.



Landmarks: Belfry in the village and light on the head of S mole – green tower with column and gallery.

Weather: Exposed to winds and sea from S to W.

Caution: When approaching from S, care is necessary to avoid a wreck about 100 m W of the island coast (in position 43°43.33'N – 15°47.12'E), with the least depth of 11.3 m.

Anchorage: Vessels anchor in the cove in depths of 18 – 20 m; the bottom is sand.

Berth: On the inner side of breakwater preferred in a Scirocco, or at the mole head preferred in a Bora.



Prvić Luka (from WNW)

PRVIĆ LUKA, harbour

(43°43.42'N – 15°47.89'E)

Charts: 100-21; MK-15, Plan 533

Situated in a large inlet on the southeastern coast of Prvić island, about 2.2 miles west of the lighthouse Jadrija.

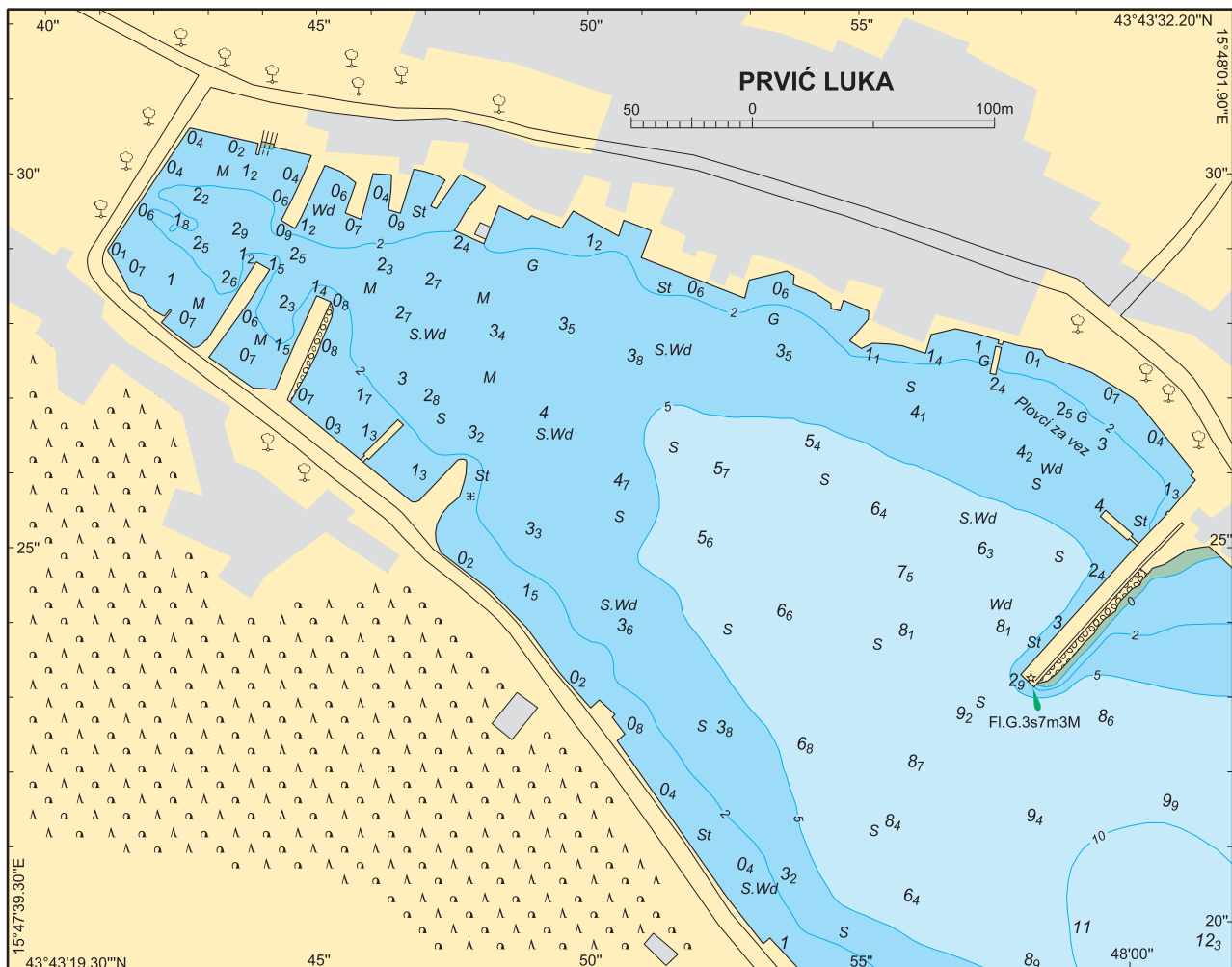
Landmarks: Islet of Lupac with a light – red tower with column and gallery; Hrid Galijola marked by a light – black column on concrete base with red horizontal bands and topmark – two black spheres one above the other (isolated danger); belfry in the village; light on the breakwater head – green tower with column and gallery.

Weather: Well sheltered from all winds except the Scirocco, which blows strongly but does not raise seas.

Caution: When approaching from S, care is necessary to avoid the above-water rock Galijola marked by a light – black column on concrete base with red horizontal bands and topmark – two black spheres one above the other (isolated danger).

Directions: The passage between the islet of Lupac and the island of Prvić is about 10 m deep; safe track leads closer to Prvić island, as the islet of Lupac is bordered by a shallow area. Care is also necessary to avoid a shallow area around the above-water rock Galijola.

Berth: Alongside the breakwater or at a pier on S shore.



ŠPINUT, boat harbour

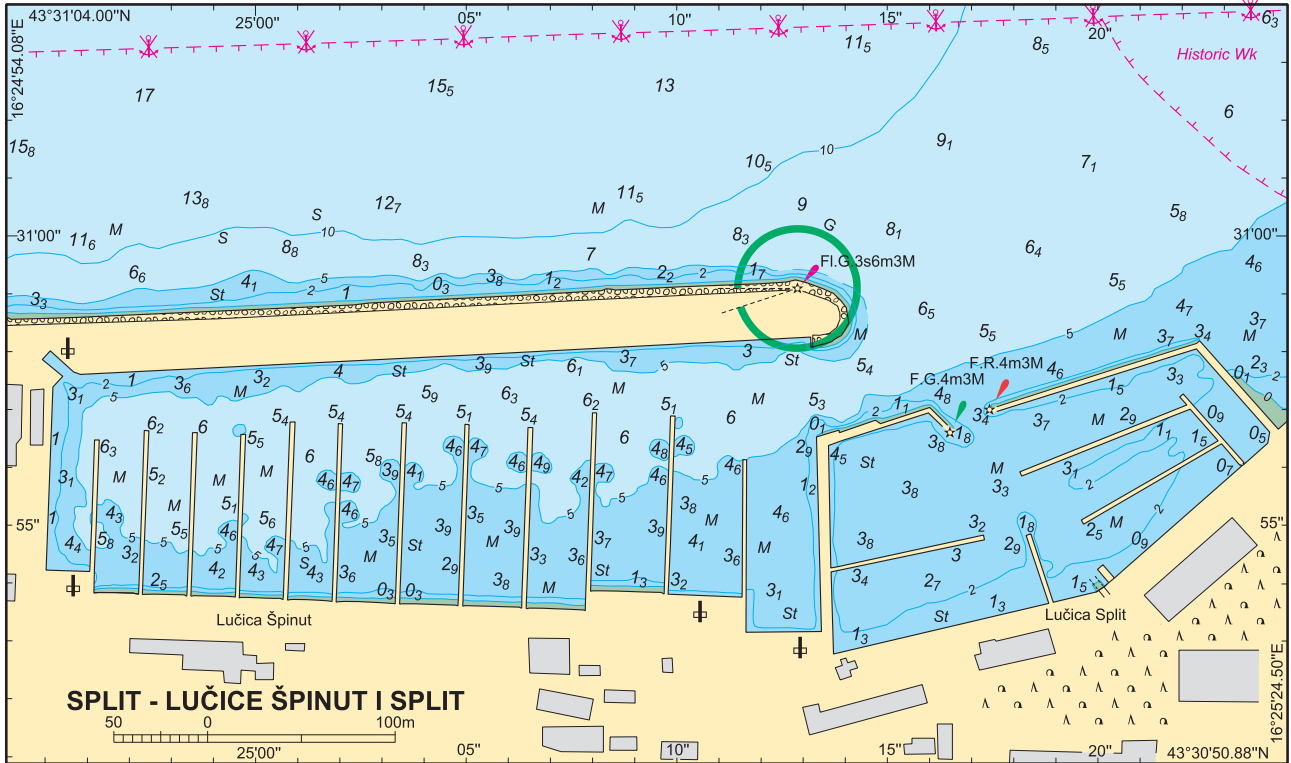
(43°30.95'N – 16°25.18'E)

Charts: 100-21, 100-26; MK-16, MK-18; Plan 47

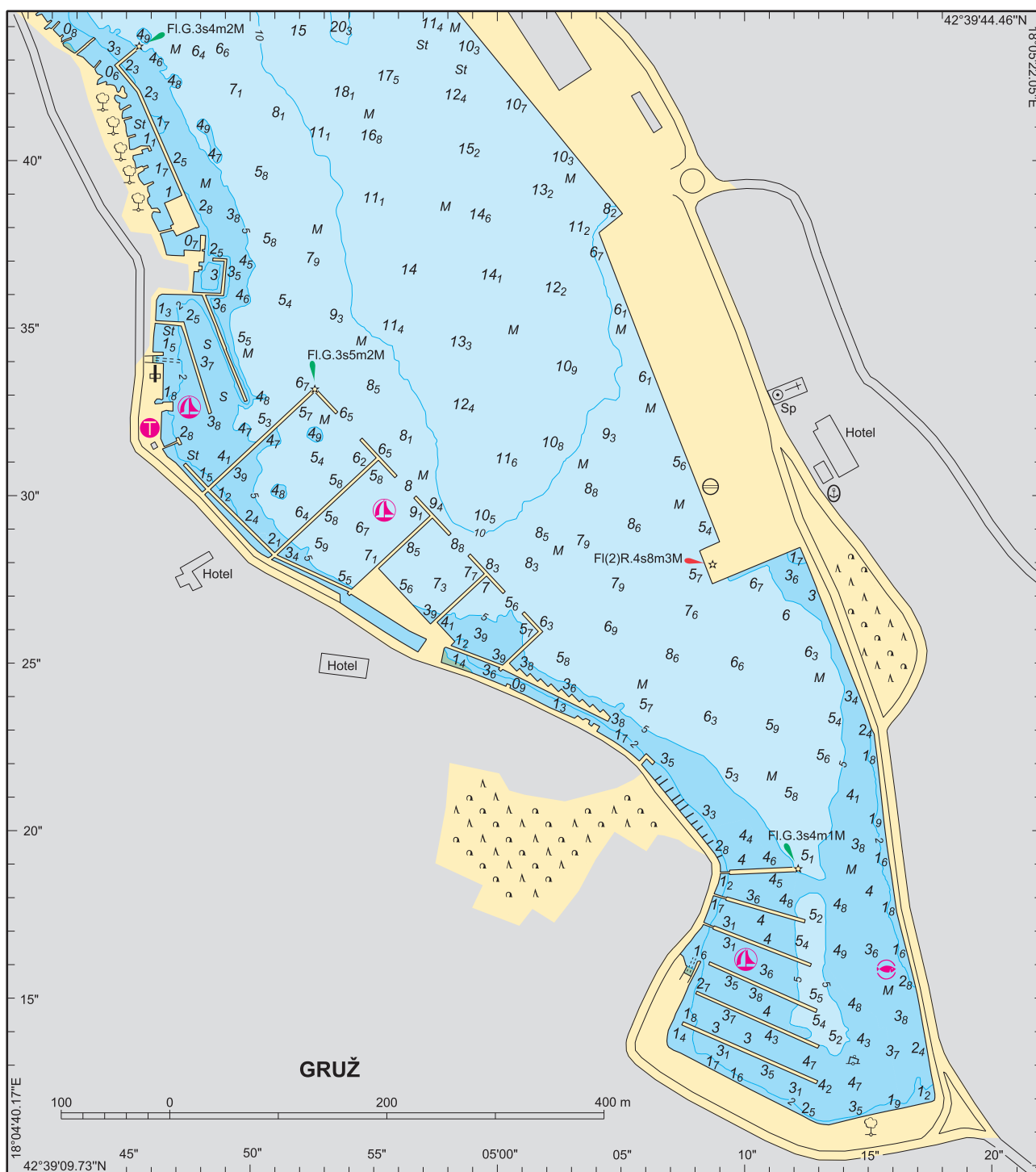
Situated on the northern coast of Marjan peninsula, in southern part of Luka Poljud bay, about 1.6 mile east of Rt Marjan.

Landmarks: Shoal Garifulin marked by a light – black column

with red horizontal bands and topmark – two black spheres one above the other (isolated danger); low above-water rock Školjić with a light – green tower; light on the breakwater head in the boat harbour Špinut – green column; light on W breakwater of the yacht harbour Split – green column; light on E breakwater of the yacht harbour Split – red column, just E of entrance to the boat harbour Špinut.



Luka Poljud bay (from NE)



Currents: In the harbour entrance the current sets W from Rijeka Dubrovačka, at a rate of about 1 kn. In a stronger Bora and at low tide, the current rate is increased and may influence the manoeuvring.

Anchorage: Larger vessels anchor NW and NE of Daksa islet.







Regulations: Between the islet of Daksa and Rt Kantafig, maximum speed limit is 6 kn; from Rt Kantafig and in Gruž harbour maximum speed limit is 4 kn. Navigation is prohibited between the islet of Daksa and the peninsula of Lapad to vessels over 20 metres in length.


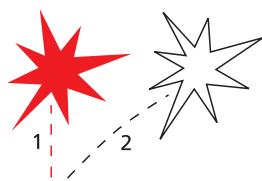
Berth: Large merchant and passenger vessels, large cruise ships, fishing and public vessels, and other vessels, for border


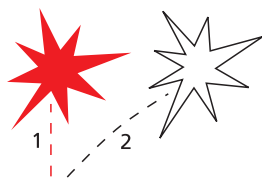
control procedures berth at Gruž harbour along the quay from Rt Kantafig to Gat Petka, and along the quay from Rt Kantafig to the light on the pier head in Rijeka Dubrovačka, E of the bridge – green tower with column and gallery. Small craft and yachts can berth alongside or stern-to in the inner part of the harbour S of Gat Petka; fuel station and marina lie SW of the harbour, and to NW there is a pier. Boat harbour Batala in the southwestern extremity of the inlet is reserved for local craft. Quays Sustjepan and Batahovina are situated on S side of Rijeka Dubrovačka inlet.

Officials: Harbour master's office, police, customs, and permanent port of entry.

LIFESAVING SIGNALS

	Hand signals	Light signals	Other signals	Meaning
By day	 horizontal waving of white flag or arms extended horizontally	 or: firing of red star	 or: Morse code S signal by light or sound	Landing here is dangerous.
By night	 horizontal waving of white light or flare*	 or: firing of red star	 or: Morse code S signal by light or sound	

	Hand signals	Light signals	Other signals	Meaning
By day	 1. horizontal waving of white flag 2. putting one white flag on ground 3. moving off with a second white flag to indicate direction	 or: 1. firing of red star vertically 2. firing of white star in direction of safe landing	or: 1. Morse code signals S (...) and R (. - .) if safer landing place is to the right of current heading or 2. Morse code signals S (...) and L (. - .) if safer landing place is to the left of current heading.	Landing here is dangerous. Safer landing place is in the indicated direction,pravcu

	Hand signals	Light signals	Other signals	Meaning
By night	 1. horizontal waving of white light or flare 2. putting white light or flare on ground 3. moving off with a second white light or flare to indicate direction	 or: 1. firing of red star vertically 2. firing of white star in direction of safe landing	or: 1. Morse code signals S (...) and R (. - .) if safer landing place is to the right of current heading. or: 2. Morse code signals S (...) and L (. - .) if safer landing place is to the left of current heading.	Landing here is dangerous. Safer landing place is in the indicated direction.

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