HRVATSKI HIDROGRAFSKI INSTITUT

ADRIATIC SEA PILOT
Volume I

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 I, Savudrijska Vala (Piranski Zaljev) to Virsko More, 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 I, Savudrijska Vala (Piranski Zaljev) to Virsko More, 2021.

ADRIATIC SEA PILOT

Volume I

Savudrijska Vala (Piranski Zaljev) to Virsko More

p. 35

25-3/26 GENERAL INFORMATION: Harbour master's office and branch office overview

Existing table, delete:

Unije, Nerezine, Susak, Sveti Juraj, Božava, Ist, Privlaka, Sumartin

p. 36

35-7/26 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.

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16 - 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

36-7/26 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

31-4/26 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 – 42
23-5/26 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 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 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 NW side: a line joining Rt Tukljača – Ričul light – Galešnjak light – W point of Bisaga Mala islet – N point of Garmenjak islet
b) on 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 Bržine – 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 Bržine –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 Bržine –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 Bržine 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

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 sunrise 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. 44/45
15 - 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. 57
13 - 3/24 WESTERN COAST OF ISTRIA: Caution
After paragraph Weather, insert new paragraph:
Caution: After long-lasting rain and winds, especially those from quadrants III and IV, floating debris may appear along the western coast of Istria (and further south), that might be a danger to navigation. For further information and updates, follow local warnings.

p.57
29(T)-8/26 WESTERN COAST OF ISTRIA: explosive ordnance
Caution, insert:
Navigation, anchoring, fishing and diving are prohibited in 500-metre radius from the position of explosive ordnance in vicinity 45°22.37'N – 013°27.55'E.

p. 57
15 - 8/22 Nautical anchorages: Soline cove – Vinkuran
Nautical anchorages, Replace:
For: ...Poreč harbour, Rovinj harbour (coves Pod Bolnicu, Lon, Škaraba, and Rubini).
Read: ...Poreč harbour, Rovinj harbour (coves Pod Bolnicu, Lon, Škaraba and Rubini), Soline cove – Vinkuran.

p. 60
18(T) - 5/23 UMAG, harbour: underwater mine
Caution, Insert:
Navigate with caution due to underwater mine in approximate position 45°26'14.16''N – 013°30'09.96''E (about 0.4 mile W of entrance to Umag harbour).

p. 62
38(T)-10/26 LUKA DALJA, bay: caution
Caution, insert:
Navigation, anchoring, fishing and diving are prohibited in 100-metre radius from the position of explosive ordnance in vicinity 45°21.85'N – 013°32.40'E.

p. 72
18 - 10/22 LUKA FUNTANA, bay: caution
Caution, Insert:
– rock between the islets of Fržital and Bili Škoj, marked by a black pillar on concrete base with a yellow horizontal band and topmark – two black cones one above the other base to base (E cardinal).

p. 80
19 - 12/22 ROVINJ, harbour: ODAS buoy
Caution, Insert:
West of Sveta Katarina islet, in a wider area of Rovinj harbour, two lighted ODAS buoys are established in (WGS84):
A) 45°05.00'N – 013°36.28'E
B) 45°04.43'N – 013°30.85'E.

p. 80
23(T)-5/25 ROVINJ, harbour: underwater mine
Caution, Insert:
Between Sv. Ivan and Sturag islets there is an underwater mine in a depth of 15 metres. Navigation and anchoring are prohibited in 500 metre radius from position 45°02'54 '' – 013°37'25''.

p. 80
16(T)-12/25 ROVINJ, harbour: works
Caution, Insert:
Works on the new breakwater construction are in progress. The area of works is marked by lighted buoys.

p. 84
14 - 2/25 FAŽANSKI KANAL, channel: shoal
Caution, Insert:
– a shallow area extending NE of Kotež island in a length of about 80 m.

p. 85
19(T) - 10/22 BARBARIGA, cove: caution
Caution, Insert:
Navigation, anchoring and diving are prohibited within a radius of 500 metres from the wreck TA 35 in vicinity 44°58.55' N 013°40.71' E.

p. 86
39-10/26 BRIJUNI ISLANDS: submarine cable
Cables and pipelines, replace:
for: …. Submarine cable is laid from a point on the outer side of Rt Kumpar...
read: …. Two submarine cables are laid from a point on the outer side of Rt Kumpar...

p. 89
32(T) -7/19 PULA, harbour: wreck
Caution, Insert:
Care is necessary to avoid a dangerous wreck in the area of Muzil. Caution and wide berth are requested.

p. 89
23(T) - 9/22 PULA, harbour: wreck
Caution, Insert:
Care is necessary to avoid a dangerous wreck in Žunac cove. Caution is required when approaching and berthing at the fishing pier.

p. 89
18(T)-6/26 PULA, harbour: Caution
Caution, insert:
Breakwater construction works in progress. The area of works marked by two yellow lighted buoys. Wide berth requested.

p. 90
40-10/26 PULA, harbour: seaplanes
Berth, replace:
for: ...for fishing vessels and seaplanes, and the extreme SW part for boats. Seaplane berth is located...
read: ...for fishing vessels and the extreme SW part for boats.

p. 90
18 - 3/23 MARINA POLESANA: new paragraph
Before paragraph MARINA PULA, Insert:
MARINA POLESANA
(44°56,65' N – 13°49,35'E)
Charts: 100-16, MK-3
In Mulimenti cove, NW of Andrija islet.
Landmarks: Light on W floating pier – green pillar; light on the S side of the bridge connecting mainland and Katarina islet – yellow light; two pairs of light beacons in the passage between the islets of Katarina and Andrija, on NW side two red towers with gallery on base in the sea (red lights), and on SE side two green towers with gallery on base in the sea (green lights); light on the head of the S floating pier – red pillar; light on the head of the N floating pier – green pillar.
Weather: Exposed to II and III quadrant winds.
Berth: 262 wet berths to piers and 42 dry berths.

p. 92
11 - 2/24 LUKA VERUDA, bay: landmarks
Landmarks, Replace:
For: ...ruin on Veruda islet.
Read: ...ruin on Veruda islet; light on the head of the floating breakwater on approach to Marina Veruda – red column.

p. 93
12 - 2/24 MARINA VERUDA: landmarks
Landmarks, Replace:
For: ...monastery on Veruda islet; marina office building.
Read: ...monastery on Veruda islet; marina office building; light on the head of the floating breakwater on approach to Marina Veruda – red column.

p.94
37(T)-7/26 CINTINERA, cove: works
After paragraph Anchorage, insert new paragraph:
Caution: Until 29 January 2027, construction works are in progress on underwater outfall in Rt Bumbište area. Navigation and anchoring in a 300-metre radius from works area are prohibited.

p. 99
33 - 7/22 KVARNER AND VELA VRATA: ODAS buoy
Caution, Insert:
SW of Hrid Galijola, in 44°41,50'N – 014°09,12'E (WGS 84), ODAS lighted buoy is established.

p. 102
41 - 8/21 MEDULINSKI ZALJEV, bay: landmarks
Landmarks, Replace:
For: ...light on Rt Munat - red tower with column and gallery; church with two belfries at Medulin...
Read: ...light on Rt Munat - red tower with column and gallery; lateral buoys marking approach to Medulin boat harbour; church with two belfries at Medulin; lighted mark marking approach to Marina Pomer NE of Premanturski islet - red column on concrete base...

p. 103
14 - 2/24 MARINA POMER: landmarks
Landmarks, Replace:
For: ...belfry at Pomer; low marina buildings...
Read: ...belfry at Pomer; lighted mark NE of Premanturski islet – red column on concrete base; light on the head of the marina breakwater – red column; low marina buildings...

p. 104
37 - 7/21 MEDULIN, boat harbour: landmarks
Landmarks, Replace:
For: ...light on Rt Munat - red tower with column and gallery; church with two belfries at Medulin.
Read: ...light on Rt Munat - red tower with column and gallery; lateral buoys marking approach to Medulin boat harbour; church with two belfries at Medulin.

p. 104
38 - 7/21 MEDULIN, boat harbour: directions
After paragraph Caution, Add:
Directions: After passing Rt Kašteja (E side) and Rt Munat (W side), the track leads towards the first green approach light buoy with radar reflector to abeam of the buoy, when it is necessary to turn the course between two pairs of approach light buoys (lateral buoyage system with radar reflector) established along the navigable part of approach to the Medulin boat harbour. After passing the last red approach light buoy VI with radar reflector, it is necessary to turn the course either to Marina Medulin on W side of Kašteja peninsula or proceed to Medulin boat harbour at the head of the bay.

p. 107
17 - 8/25 ZALJEV RAŠA, bay: caution
Caution, insert:
Navigation is prohibited in the vicinity of 44°56.83’N - 014°04.60’E, in 500 m radius, because of submerged concrete blocks.

p.108
29-9/26 PRKLOG, inlet: Cables and pipelines
Add a new paragraph:
Cables and pipelines: From the Prklog inlet (Duga Luka) a submarine cable is laid to the Guboka cove (south of Sv. Marina cove).

p. 118
40 - 7/21 UNIJE ISLAND: lighted mark
Introductory text, Replace:

For: A shallow area extends in front of Unije harbour comprising the above-water rock Školjić and the rocks on N edge of that shoal.
Read: A shallow water extends in front of Unije harbour comprising the above-water rock Školjić, marked by a light - green tower with gallery on concrete block in the sea, and the rocks on N edge of that shoal.

p. 118
20 - 10/22 UNIJE ISLAND: Rt Arbit, lighted mark (isolated danger)
Introductory text, Replace:
For: ...extends the shoal Arbit (0.5 m) marked by a pillar beacon coloured black with a red horizontal band and topmark – two black spheres one above the other (isolated danger).
Read: ...extends the shoal Arbit (0.5 m) marked by a light – pillar coloured black with a red horizontal band and topmark – two black spheres one above the other (isolated danger).

p. 119
41 - 7/21 Unije, harbour: lighted mark
Landmarks, Replace:
For: Light on Rt Vnetak - stone tower on dwelling; belfry in the village; chapel on the hill...
Read: Light on Rt Vnetak - stone tower on dwelling; rock Školjić marked by a light - green tower with gallery on concrete block in the sea; belfry in the village; chapel on the hill...

p. 120
44 - 8/21 SUSAK ISLAND: depth
Caution, Replace:
For: …shoal (3.5 m) south of Rt Margarina…
Read: …shoal (2.9 m) south of Rt Margarina…

p. 121
24 - 1/21 RT OSOR, point: light
Caution, Replace:
For: ...shoal is marked by a pillar beacon coloured black above yellow with topmark - two black cones one above the other points upward (N cardinal)...
Read: ...shoal is marked by a light - pillar coloured black above yellow with topmark - two black cones one above the other points upward (N cardinal)...

p. 140
22 - 10/22 TORPEDO, boat harbour: new light
Landmarks, Replace:
For: Outer breakwater of loose boulders; large, white warehouses; ruin of torpedo launch station E of the harbour.
Read: Light on the breakwater head – green pillar; ruin of torpedo launch station E of the harbour.

p. 141
16 - 2/25 RIJEKA, harbour: waverider buoy
Caution, Insert:
Approximately 0,5 mile SE of Brgud boat harbour, a lighted waverider buoy has been established. Navigation is prohibited in a 100 m radius around the buoy.

p.141
30(T)-8/26 RIJEKA, harbour: works
Caution, insert:
Works on the outer side of Rijeka breakwater are in progress. Keep a sharp lookout.

p. 142
41-10/26 RIJEKA, harbour: seaplanes
Berth, delete:
Seaplane berth is located at the molehead of Adamićev Gat. The berth pontoon extends...

p. 144
26 - 5/22 BAKAR, harbour: landmarks
Landmarks, Replace:
For: ...green light buoy marking the transporter.
Read: ...light on the head of floating breakwater – green pillar.

p. 144
27 - 5/22 BAKAR, harbour: caution
Caution, Replace:
For: ...the track leads near the green light buoy (lateral starboard hand).
Read: ...the track leads near the head of floating breakwater marked by a light – green pillar.

p. 144
42 - 7/21 BAKARAC, boat harbour: landmarks
Landmarks, Replace:
For: Village and church with belfry, and light on the mole head - red tower with column.
Read: Light on the mole head of the old boat harbour - red tower with column; light on N head of the floating breakwater - red column; flashing yellow light on the S end of the floating breakwater.

p. 159
18 - 3/21 PUNTARSKA DRAGA, bay: light
Directions, Replace by:
Directions: The bay is entered through an approach channel marked by five light beacons. The E side of the channel is marked by three green light beacons - green towers on bases in the sea. Between the first and the second beacon there are remains of a former beacon.
The W side of the channel is marked by two red light beacons: red column on base in the sea with topmark - red cylinder, and red column on concrete base in the sea; the extreme W end of the navigable area in Puntarska Draga is marked by a light - red column on concrete base in the sea SE of Košljun islet.
When entering the bay, the track leads past the first pair of light beacons, leaving the first light (entrance to channel I - green tower on base in the sea) about 15 m to starboard hand, and passes the masonry beacon which should remain to starboard hand. Then the track leads toward the third light (mid-channel III - green tower on base in the sea), which should remain to starboard hand. Immediately after passing this light, a course should be taken between the fourth and the fifth light (end of channel IV - red tower on concrete base in the sea, and end of channel V - green tower on base in the sea). Vessels can steer for the quay in Punat harbour by night when the light on the head of S mole comes into sight, and by day when at least 100 m from the fifth light (end of channel V - green tower on base in the sea) continuing in the same course.

p. 161
22- 4/23 DUNAT, boat harbour: Landmarks
Landmarks, Replace:
For: ...of the harbour; light beacon SE of Košljun islet – red column on concrete base in the sea; light on the breakwater head...
Read: ...of the harbour; light beacon SE of Košljun islet – red column on concrete base in the sea; light beacon NW of Košljun islet -–black column with yellow band and topmark (cardinal E) on concrete base in the sea; light on the breakwater head...

p. 166
19 - 3/21 LOPAR, bay: light
Landmarks, Replace:
For: ...light on the pier head - white tower with column and gallery; building at the pier root.
Read: …light on the pier head - white tower with column and gallery; light on the breakwater head at the head of the bay - red tower with colum and gallery.

p. 167
14 - 10/23 SUPETARSKA DRAGA, inlet: Caution
Caution, Replace:
For: ...sea, marked by a pillar beacon coloured...
Read: ...sea, marked by a lighted pillar coloured...

p. 167
15 - 10/23 MARINA SUPETARSKA DRAGA: Caution
Caution, Replace:
For: ... marked by a pillar beacon coloured...
Read: ...marked by a lighted pillar coloured...

p. 168
45 - 8/21 KAMPORSKA DRAGA, inlet: landmarks
Landmarks, Replace:
For: Light on Rt Kalifront - white tower with gallery on base, and light on Rt Sorinj - white tower.
Read: Light on Rt Kalifront - white tower with gallery on base; light on Rt Sorinj - white tower; signal mark on Hrid Boljkovac – green column on concrete base with topmark - green cone.

p. 169
9 - 8/24 RAB, harbour: landmarks
Landmarks, Replace:
For: ...green tower with column and gallery.
Read: ...green tower with column and gallery; light on the pier head – red tower with column and gallery.

p. 171
16 - 1/23 BARBATSKI KANAL, channel: Caution
Caution, Replace:
For: ...SE of Banjol cove, care is necessary to avoid a shoal near the coast of Rab island marked by three yellow lighted marks.
Read: ...SE of Banjol cove, near the coast of Rab island, three yellow lighted buoys (special mark) have been established.

p.172
30-9/26 PAŠKI KANAL, channel: Cables and pipelines
Add a new paragraph:
Cables and pipelines: A disused submarine cable is laid at the NW entrance to the channel between the port of Rab and Rt Lun cape on the island Pag. Two submarine cables are laid between the coast of the island of Rab (about 350 metres NE of Hrid Pohlib rock) and Rt Deda cape on the island of Pag.

p. 175
39-7/26 NOVALJA, harbour: new light
Landmarks, Replace**:**
For ...light on S angle of a quay – white tower with column and gallery.
Read: ...light on the head of the fishing harbour breakwater (harbour entrance); light on S angle of a quay – white tower with column and gallery.

p. 175
24(T)-7/25 Novalja, harbour: works
Insert new paragraph:
Caution: Relocation works on pontoon piers are in progress.

p. 175
22(T)–2/26 NOVALJA, harbour: works
Insert new paragraph:
Caution: Reconstruction works in the harbour are in progress. The area of work is marked by yellow light buoys.

p. 181
25 - 2/21 LUKA ROVENSKA, boat harbour: light
Landmarks, Replace:
For: ...light on the breakwater head - red column.
Read: ...light on the breakwater head - red column; light on the quay head - green tower with column and gallery.

p. 188
24 - 9/22 TIHI KANAL, channel: cables and pipelines
Cables and pipelines, Replace:
For: Submarine cable is laid from the SE root of Rt Vošćica on Krk island to about 0.4 mile SW of Dumboka cove on the mainland coast; submarine oil pipeline is laid from the NW root of Rt Vošćica to Dumboka cove on the mainland coast.
Read: Submarine cable is laid from the E root of Rt Vošćica on Krk island to about 0.4 mile NW of Dumboka cove on the mainland coast; submarine oil pipeline is laid from the W root of Rt Vošćica to the opposite mainland coast.

p. 191
17 - 1/23 NORTHEASTERN COAST OF KRK ISLAND: Landmarks
Introductory text, Replace:
For: ...east of Mala Luka inlet lies the unmarked rocky islet of Zečevo.
Read: ...east of Mala Luka inlet lies the rocky islet of Zečevo marked by a light – white column.

p. 192
12 - 11/22 ČIŽIĆI, harbour: anchorage
Anchorage, Replace:
For: ...NW of the harbour.
Read: ...NE of the harbour.

p. 194
13 - 11/22 VRBNIK, harbour: anchorage
Delete text under Anchorage.

p. 196
21 - 2/23 BAŠKA, harbour: Landmarks
Landmarks, Replace the existing wording with the following:
Light on Rt Škuljica – red tower; 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; remains of the construction of the old harbour light on S breakwater – square tower.

p. 197
44 - 7/21 CRIKVENICA, harbour: light
Landmarks, Replace:
For: ...church and hotel buildings; light on the breakwater head - green square tower with column and gallery; two red lighted marks at the harbour approach; light on the ferry quay - green tower with column and gallery.

Read: ...church and hotel buildings; light on the head of N breakwater - red tower with column and gallery; light on the head of S breakwater - green square tower with column and gallery; red lighted mark at the harbour approach from N; light on the ferry quay - green tower with column and gallery.

str. 197
27–1/26 CRIKVENICA, harbour: pipeline
Cables and pipelines, Insert:
Submarine pipeline is laid on the seaward side of the SE breakwater root, southwestward to about 80 – 100 m offshore. A second pipeline is laid from the ferry pier, southwestward to about 450 m offshore.

p. 197
14 - 11/22 CRIKVENICA, harbour: directions
Directions, Replace:
For: When entering the harbour, two red lighted marks with topmark (lateral port hand) marking the ends of a shoal NW of the breakwater head must be left to port hand. Passage between the marks and the shore is not possible.
Read: When entering the harbour, red lighted mark with topmark (lateral port hand) marking the ends of a shoal NW of the breakwater head must be left to port hand. Passage between the mark and the shore is not possible.

p. 200
17(T)-12/25 NOVI VINODOLSKI, harbour: works
Caution, Insert:
Works on the breakwater reconstruction are in progress. The area of works is marked by lighted buoys.

p. 203
36 - 12/23 SENJ, harbour: outfall
Cables and pipelines, Replace:
For: ...and from the middle of the Marija Art breakwater towards N.
Read: ...and from the middle of the Marija Art breakwater towards NW.

p. 203
19(T)-6/26 SENJ, harbour: Caution
After Introductory text, insert:
Caution: Sv. Marija breakwater construction works (S breakwater) in progress. Berthing prohibited.

p. 204
14(T) - 1/20 SENJ, harbour: berth
Berth, Insert:
Landing and berthing at Sv. Nikola pier is prohibited.

p. 206
24 - 4/23 MALA STINICA, bay: Landmarks, Berth
Landmarks and Berth, replace the existing texts as follows:
Landmarks: Light on S side of the entrance – green tower with gallery on pedestal; light on N side of the entrance on the head of berthing mole – red tower with column and gallery; light on the mole head – white tower with column and gallery. During the night, in a strong Bora, when the harbour is covered with sea spray, light ranges are greatly reduced.
Berth: Ferries berth on the inner side of the berthing mole at the entrance to the bay or on either side of the mole inside the bay. Eastern quay is used by locals. Berthing in the harbour is not recommended in a hurricane-force Bora.

p. 207/208
30 - 6/24 MIDDLE PART OF VELEBITSKI KANAL, MAINLAND COAST: isolated danger marks
Caution, Replace:

For: ...the following dangers: above-water rock Kovač and a shoal (2.3 m) S of Drinovica cove; above-water rock Mali Greben off Bojna Draga cove...
Read: : ...the following dangers: above-water rock Kovač and a shoal (2.3 m) S of Drinovica cove, marked by a pillar with topmark (isolated danger); above-water rock Mali Greben off Bojna Draga cove, marked by a pillar with topmark (isolated danger)...

p. 209
42-10/26 KARLOBAG, harbour: submarine cable
Cables and pipelines, replace:
for: Submarine cable is laid...
read: Two submarine cables are laid...

p. 210
21 - 5/23 ŽIGLJEN, bay: landmarks
Landmarks, Replace:
For: ...light on the quay – green tower with column and gallery.
Read: ...light on the W quay – green tower with column and gallery, and light on the E quay – green column.

p. 212
13 - 9/24 PAG, harbour: directions
Directions, Replace:
For: ...and further to the bridge by two green pillars on base with topmark – green cone point upward...
Read: ...and further to the bridge two lighted marks – green pillars on base with topmark (lateral starboard-hand)...

p. 217
28–1/26 ZRMANJA RIVER: navigation area
Introductory text, replace the first sentence:
For: The river is navigable as far as Obrovac for vessels whose size and draught are determined by the Harbour branch office at Novigrad.
Read: The river is navigable as far as the bridge across the Zrmanja river in Obrovac.

p. 217
23–2/26 ZRMANJA RIVER: beacons
Directions, replace:
For: The river is entered in NE direction towards the middle of the fairway, between the buoy and the second green beacon.
Read: The river is entered in NE direction towards the middle of the fairway, between the red beacon and the second green beacon.

p. 223
29 - 9/20 VIRSKO MORE: marine farms
Marine farms, Replace:
For: Established at: Maunski Kanal; area between Hrid Kurjak and NW coast of Olib island…
Read: Established at: Maunski Kanal; area between Hrid Kurjak and NW coast of Olib island, marked by four light buoys (special mark); area…

p. 227
25—7/25 PRIVLAČKI GAZ, channel: directions
Introductory text, delete: (...) The channel is marked by buoys (special marks) at the entrance on SW and on NE.
After introductory text, insert new paragraph:
Directions: The channel is marked by lateral marks. The maximum speed limit in the channel is 5 knots.

p. 227
32-8/26 PRIVLAČKI GAZ, channel: depth
Directions, insert:
The minimum depth in the channel is 2.8 meters.

p. 228
24–2/26 PRIVLAČKI GAZ, channel: underwater works
Caution, delete:
Care is necessary to avoid numerous rocks and concrete blocks in the sea. Due to considerably small depths (40 cm), navigation is prohibited.

p. 229
19 - 8/25 NIN, boat harbour: directions
Insert new paragraph:
Directions: The approach to Nin harbour is marked by lighted lateral marks and a safe water light buoy. Vessels with a draught deeper than 0.9 m are
prohibited from navigating the approach.

p. 229
40(T)-7/26 VRSI, boat harbour: works
Caution, insert:
Until 21 October 2027, reconstruction works in Mulo – Vrsi harbour opened for public traffic, are in progress. Works area is marked with special mark yellow buoys.

p. 230
41(T)-7/26 LJUBAČKA VRATA, channel: caution
Insert new paragraph:
Caution: Navigation under the ZIPLINE (Pag island) is prohibited in the cove N of Fortica point and SW of the bridge Paški Most. The area is marked with special mark yellow buoys.

p. 231
28 - 5/22 POHLIPSKI KANAL, channel: landmarks
Landmarks, Replace the existing text as follows:
Light on the island of Škrda – square stone tower on pedestal; lighted mark on Fučin rock – black pillar with a yellow horizontal band on block in the sea with topmark (E cardinal); lighted buoy on Fučin shoal – black with a yellow horizontal band and topmark (E cardinal); light on the top of Pohlib islet – white tower with column and gallery on stone pedestal.

p. 231
29 - 5/22 POHLIPSKI KANAL, channel: caution
Caution, Replace:
For: In the channel, beware of above-water rock and shoal Fučin (1.4 m) near NE coast of Olib island, above-water rock Planičić, and shoals around Planik islet.
Read: In the channel, beware of above-water rock and shoal Fučin (1.4 m) near NE coast of Olib island. Above-water rock Fučin is marked by a lighted mark – black pillar with a yellow horizontal band on block in the sea with topmark (E cardinal), and shoal Fučin is marked by a lighted buoy – black with a yellow horizontal band and topmark (E cardinal). In the channel, beware of the shoals around Planik islet and above-water rock Planičić.

p. 234
13 - 8/23 PREMUDA ISLAND: Hripa rock
Introductory text, Replace:
For: ...extends a shallow and rocky area with five above-water rocks (Hripa, Masarina, Plitka Sika, Bračić and Mala Sika). Northwest of the northern point...

Read: ...extends a shallow and rocky area with five above-water rocks (Hripa, Masarina, Plitka Sika, Bračić and Mala Sika). Hripa rock is marked by a lighted mark – green tower on concrete block in the sea. Shallow and rocky area that extends in the southeast direction is in the obscured sector of the light on Hripa rock. Northwest of the northern point...

p. 238
17 - 2/25 PROLAZ ZAPUNTEL, channel: anchorage
Anchorage, Delete:
West of Zapuntel harbour; the bottom is sand.

p. 238
18 - 2/25 ZAPUNTEL, harbour: anchorage
Anchorage, Delete the entire paragraph.