

ADRIATIC SEA PILOT

A cruising guide to the Adriatic coast of Croatia

Volume I

PIRANSKI ZALJEV to VIRSKO MORE

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MANAGING EDITOR
Dr. Zvonko Gržetić

ASSISTANT MANAGING EDITOR
Ivica Barišić

EDITORS
Božidar Franković
Marijan Ferenčak
Boris Horvat
Dr. Josip Kasum

CARTOGRAPHY EDITOR
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METEOROLOGY AND OCEANOGRAPHY EDITOR
Nenad Leder, M. Sc.

ASSOCIATE EDITOR
Radovan Solarić, M. Sc.

TECHNICAL EDITOR
Tonći Jeličić

TRANSLATION
Vesna Tomić

DESIGN
Julije Skelin

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PREFACE

Croatian part of the Adriatic with an archipelago of over a thousand islands, its crystal clear sea and favourable climate is a marvelous cruising area, a paradise for boaters. With their increasing interest for this coast, necessary facilities have been built - modern marinas and small harbours - to offer stay, supply and maintenance to small craft and yachts, providing all kinds of information, on weather or cultural and sports events in the area of their interest.

The first edition of this Pilot published by the Hydrographic Institute of the Republic of Croatia is complementary with its regularly issued and updated charts and official publications. Besides providing up-to-date information relevant to the safety at sea and all the facts on harbours and marinas, it also offers background information on cultural and historical sights, national parks and other natural attractions on the coast and islands, and in the close interior.

We hope that the information contained in this Pilot will prove to be useful to everyone cruising in this area, whose comments and suggestions would be a valuable help in our mission to ensure safe navigation in these waters.

Dr. Zvonko Gržetić
HHI Director

A handwritten signature in black ink, appearing to read 'Zvonko Gržetić', written in a cursive style.

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PIRANSKI ZALJEV, bay

Charts: 100-15; MK-1; Plan 11

Piranski Zaljev is a part of the Gulf of Trieste entered between Rt Madona and Rt Savudrija (Gornja Savudrija). Its north coast is heavily populated so that the small town of Piran together with Portorož and marinas Bernardin and Portorož, and numerous hotel settlements seem to be connected in a unity. Cultivated hills covered with olive and cypress trees descend steeply to the sea where depths along shore are small. On the low east coast of the bay the rivers Lera and Dragonja flow into the sea.

Maritime border between Croatia and Slovenia passes through Piranski Zaljev.

LANDMARKS: Lighthouse on Rt Madona - grey octagonal tower; town of Piran, hotel settlement on Rt Bernardin and lighthouse on Rt Savudrija - stone tower (29 m) with gallery and grey cupola.

WEATHER: The bay affords the best shelter from the Bora in the Gulf of Trieste, especially its N part. The Scirocco is seldom violent and raises no sea, owing to the orientation of the bay. The bay is exposed to W and NW winds which can raise seas. Inner part of the Portorož boat harbour is sheltered from all winds.

FOG: Normally occurs in the winter period.

CURRENTS: Tidal currents are predominant, attaining rates of up to 0.4 kn. Strong and persistent NW and W winds may increase the current rate to 0.8 kn.

SEA LEVEL: Mean tidal amplitudes range from 0.6 to 0.9 m. Persistent gale winds may cause a rise in the sea level of about 1.2 m (cyclonic Scirocco) or a fall of about 0.5 m anticyclonic Bora).

SHELTERS: On NE coast: harbours Piran and Portorož and marinas Bernardin and Portorož.

On SW coast: hotel settlement Kanegra situated about 3.3 miles E of Savudrija lighthouse; depths along the "T" shaped pier are about 3 m.

CABLES AND PIPELINES: Sewer is laid for 3450 m from a point about 0.4 miles NW of Rt Bernardin in bearing 300°.

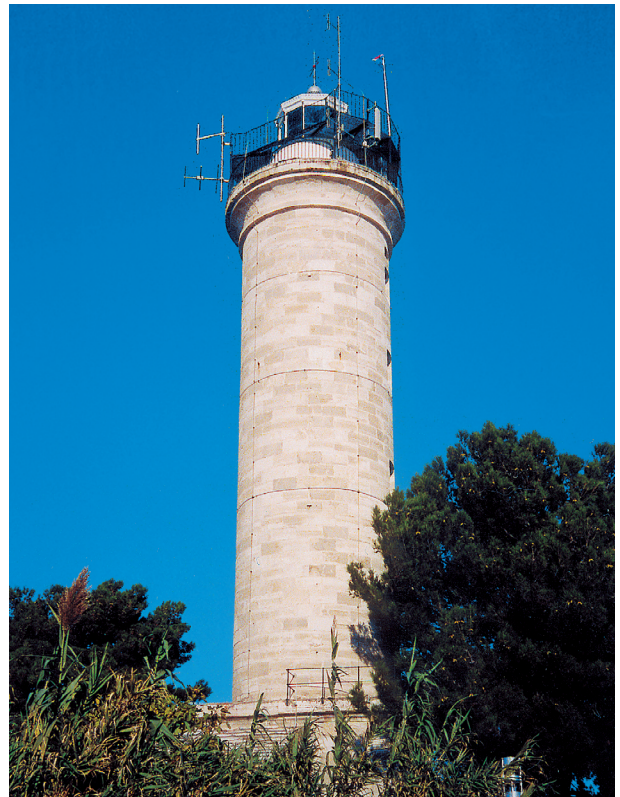
REGULATIONS: Anchoring is prohibited in front of Piran harbour, between Rt Madona and the light on head of W mole within 300 m of the coast, and from the line connecting Rt Bernardin - Rt Sv. Petar toward the head of the bay. Anchoring, fishing, all underwater activities and navigation by power-driven vessels are prohibited in the area of nature reserve "Rt Madona" within three yellow buoys on the following positions:

- a) 45° 31.96' N - 013° 24.11' E
- b) 45° 31.81' N - 013° 33.89' E
- c) 45° 31.70' N - 013° 34.15' E

Anchoring and fishing are prohibited in 300 m radius around the sewer.

CAUTION: Care is necessary in avoiding marine farms in the bay.

ANCHORAGE: In a Bora, E and SE winds the best anchorage for larger vessels is situated about 500 m offshore, W of Rt Bernardin; good holding. During winds from III quadrant anchorage may be obtained about 800 m off the SW coast of the bay; good holding.



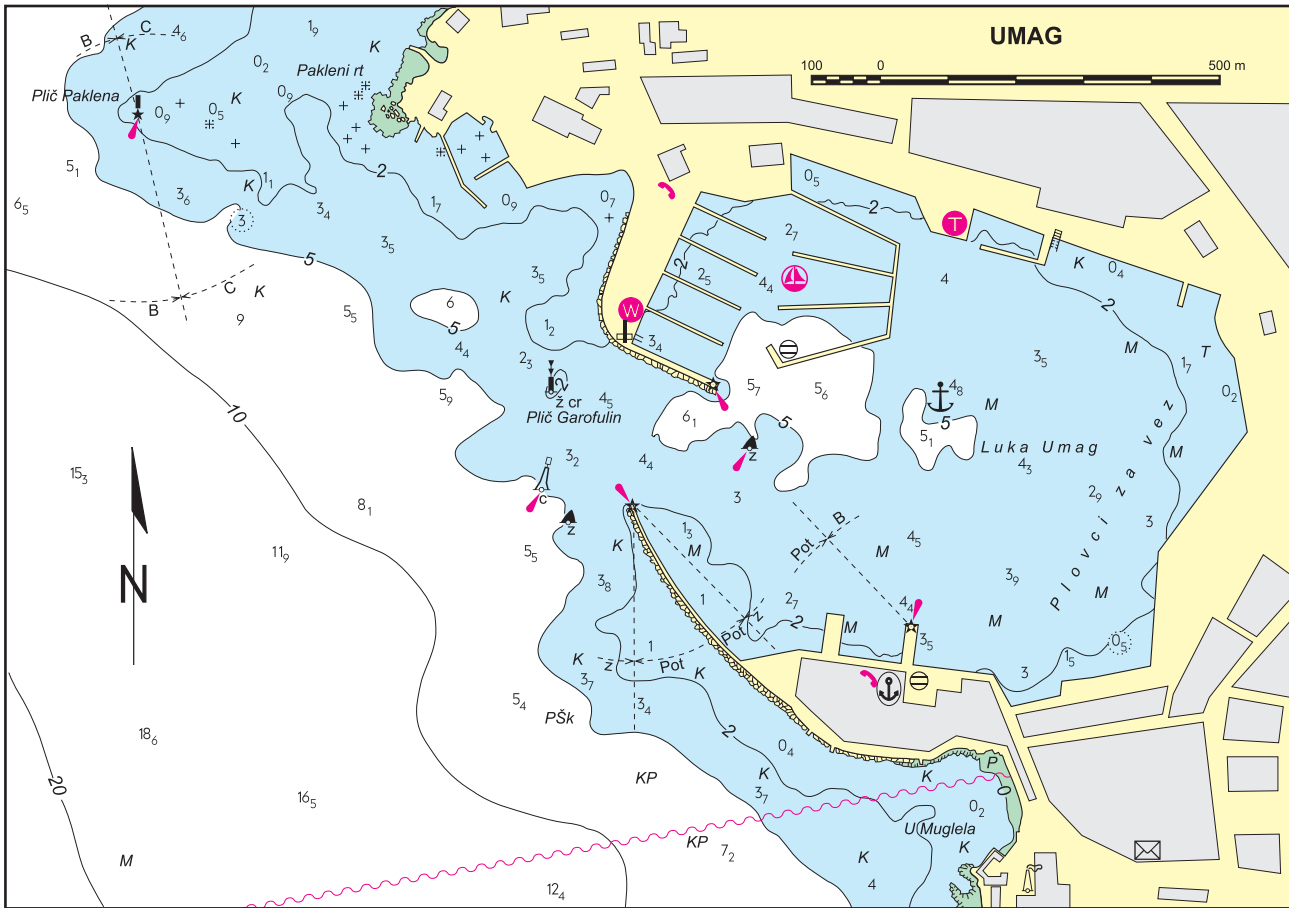
Savudrija, lighthouse (from S)

RT SAVUDRIJA is the NW extremity of the Istrian peninsula. The NW side of the peninsula of Savudrija gently slopes down to the rugged coast, ending in three points - Gornja Savudrija, Srednja Savudrija and Donja Savudrija. Villages are visible on the nearby cultivated hills. On the point Donja Savudrija stands the lighthouse Savudrija - stone tower with gallery and grey cupola, fitted with fog siren (42 s 2 M).

Stara Savudrija is a boat harbour about 0.8 mile NE of the lighthouse Savudrija, between the points Gornja Savudrija and Donja Savudrija. It is sheltered by a breakwater, 177 m in length, fitted with light on its head - white conical tower with red post and lamp. Electricity and water are available from near the breakwater root. The harbour provides shelter to smaller craft from the Bora and NW winds. Care is necessary in avoiding a shoal about 20 m E of the breakwater head, marked by several metal poles.

REGULATIONS: From Rt Savudrija to the anchorage of Koper harbour, navigation is prohibited to vessels with draught over 15 m within 2 miles of the coast and at a speed over 12 kn, because of small depths and heavy traffic.

CAUTION: Care is necessary to avoid several shoals extending to about 1.2 mile from the cape.



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UMAG, harbour

(45° 26.2' N - 13° 31.0' E)

Charts: 100-15; MK-1; Plan 11

Umag is a small medieval town situated on a peninsula about 4 miles south of Rt Savudrija, with remains of town walls, towers, picturesque squares and old houses in Venetian Gothic and early Renaissance styles, as well as churches from the 15th to 18th centuries. Modern part of the town extends beyond the walls and around the bay.

LANDMARKS: Hotel complex on Rt Paklena N of the harbour; high hotel building in the harbour and a factory chimney S of the town; light on Paklena shoal - red tower with column and gallery on base in the sea; light on breakwater head - green tower with column and gallery; light on the head of marina breakwater - red tower with column and gallery.

WEATHER: Exposed to NNW wind which does not raise a sea in the harbour.

FOG: Average occurrence is on 15 occasions a year, chiefly in the winter period.

CURRENTS: Ingoing/outgoing tidal currents are predominant, attaining rates of up to 0.3 kn. Persistent strong NW wind may increase the current rate to 0.6 kn.

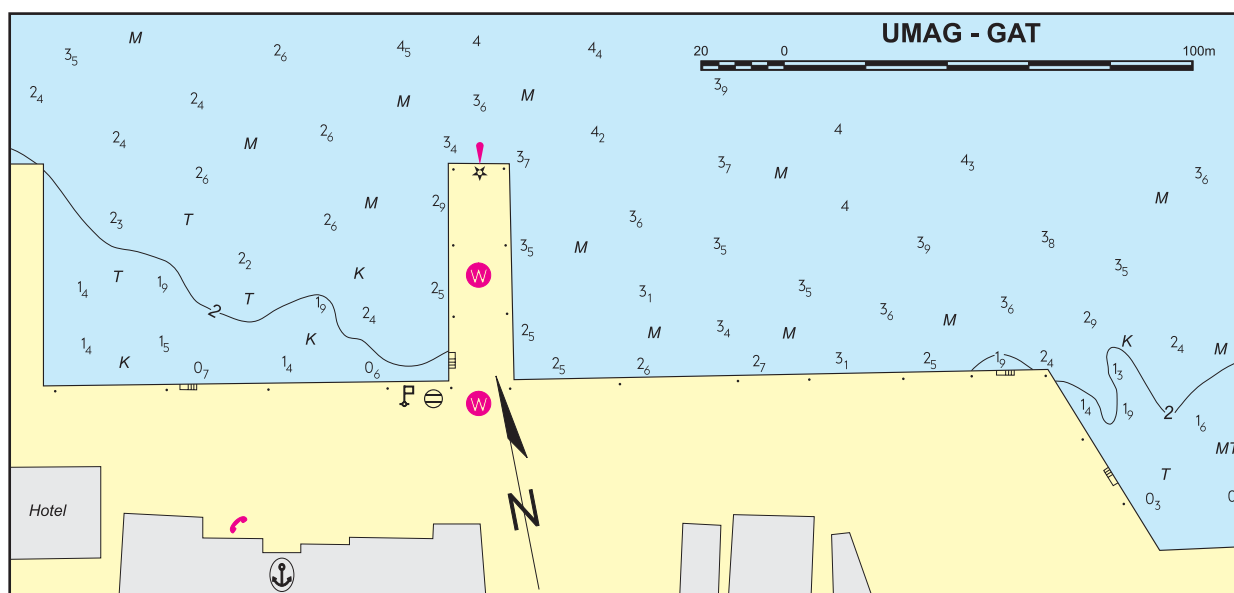
CABLES AND PIPELINES: Submarine optic cable is laid from the cove Muglela (about 0.4 mile in bearing 121° from the light

on S breakwater in Umag harbour) in bearing 260° in a length of 1.3 mile and in bearing 250° to Chioggia harbour.

CAUTION: Care is necessary in avoiding the following dangers: Paklena shoal when approaching from N, marked by a light on its W side - red tower with column and gallery on base in the sea; rocky shoal Garofulin on N side of harbour entrance, W of marina breakwater, on its S part marked by a pillar beacon coloured yellow above black and topmark - 2 black cones points downward (S cardinal); shoal in SW part of the harbour, marked by a green conical light buoy (lateral starboard) on its N edge.



Umag, harbour (from S)



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APPROACH: The harbour is entered between a red pillar light buoy with topmark - red cylinder (lateral port hand) and a green conical buoy (lateral starboard); it is necessary to steer for the pier only when clear of the green conical light buoy in the harbour, or at night when the white light on the pierhead comes into sight.

ANCHORAGE: Smaller vessels and boats may anchor in the centre of the harbour.

BERTH: Alongside the pier or on E side of the quay. The pier is used by passenger and tourist ships and as a customs quay. Smaller vessels and boats may berth in the marina in N part of the harbour.

SUPPLIES AND FACILITIES: Water hydrant at the pier root; fuel station E of the marina; post office, hospital, surgery, pharmacy, museum, gallery, library, bank, travel agencies, hotels and hotel settlements, camp, casino and sports facilities.

OFFICIALS: Branch harbour office, police, customs, and permanent port of entry.

COMMUNICATIONS: Road connections.

MARINA UMAG

(45° 26.3' N - 13° 31.2' E)

Charts: 100-15; MK-I; Plan 11

Situated in the north part of Umag harbour, about 300 m north of the light on the breakwater head.

LANDMARKS: Hotel complex on Rt Paklena N of the harbour; high hotel building in the harbour and a factory chimney south of the town; light on Paklena shoal - red tower with column and gallery on base in the sea; light on breakwater head - green tower with column and gallery; light on the head of marina breakwater - red tower with column and gallery.

WEATHER: Sheltered from all winds and sea.

FOG: Average occurrence is on 15 occasions a year, chiefly in the winter period.

CURRENTS: Ingoing/outgoing tidal currents are predominant, attaining rates of up to 0.3 kn.

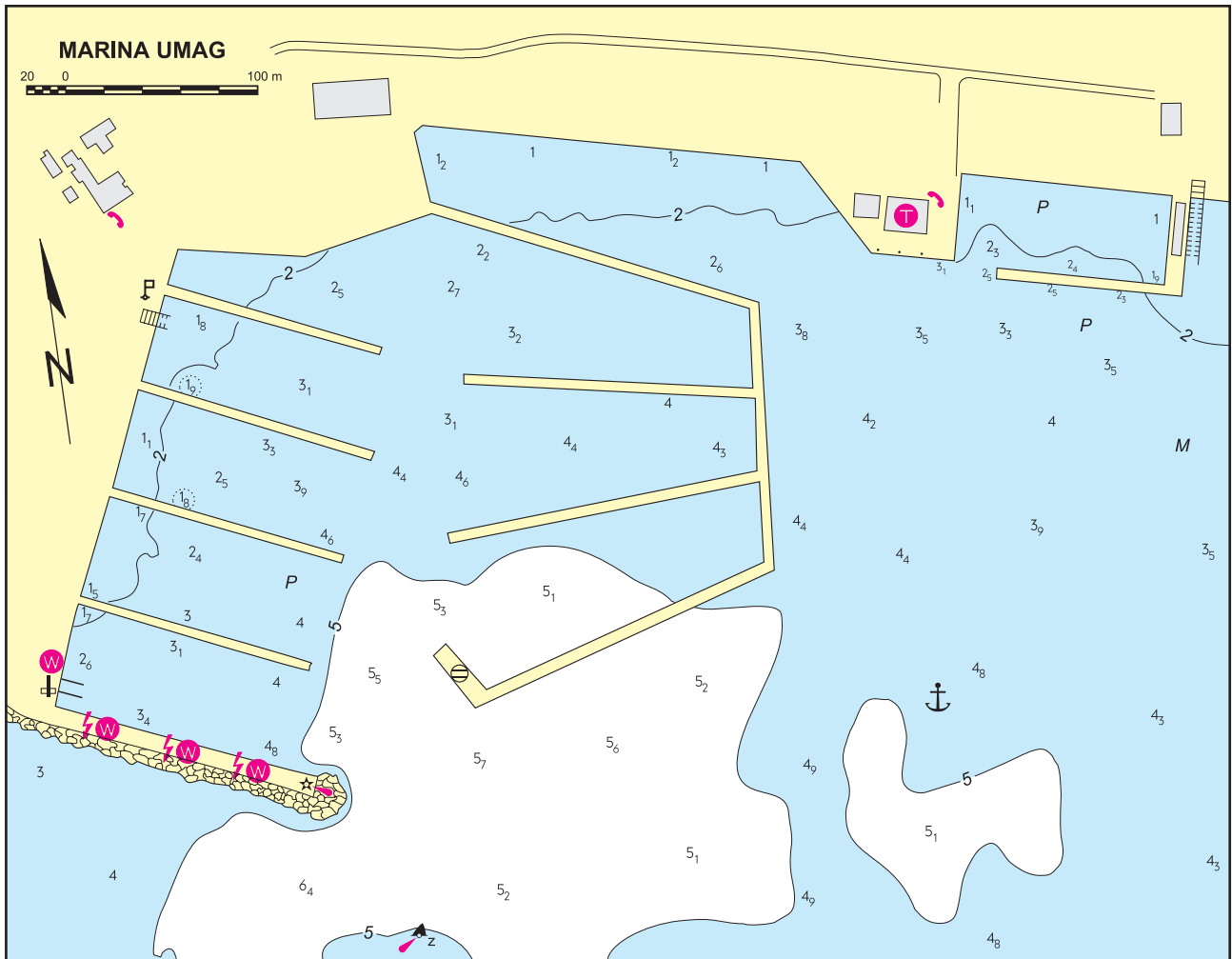
CABLES AND PIPELINES: Submarine optic cable is laid from the cove Muglela (about 0.4 mile in bearing 121° from the light on S breakwater in Umag harbour) in bearing 260° in a length of 1.3 mile and in bearing 250° to Chioggia harbour.

CAUTION: Care is necessary in avoiding the following dangers: Paklena shoal when approaching from N, marked by a light on its W side - red tower with column and gallery on base in the sea; rocky shoal Garofulin on N side of harbour entrance, W of marina breakwater, on its S part marked by a pillar beacon coloured yellow above black and topmark - 2 black cones points downward (S cardinal); shoal in SW part of the harbour, marked by a green conical light buoy (lateral starboard) on its N edge.

APPROACH: The harbour is entered between a red pillar light buoy with topmark - red cylinder (lateral port hand) and a green conical buoy (lateral starboard); it is necessary to steer for the marina only when the green conical light buoy in the harbour is reached. Near the breakwater it is shallow and the bottom is rock. It is not possible to pass between the breakwater and Garofulin shoal.

ANCHORAGE: Smaller vessels and boats may anchor in the centre of the harbour; mud, good holding.

BERTH: 518 wet berths and about 120 dry berths. Vessels are secured stern-to; shock absorbing devices are recommended. Use of anchor is prohibited except in emergency.



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Berth is determined by the marina on entering or by prior notification on phone or VHF channel 17, according to the size of the vessel and period of stay.

PORT FACILITIES: Slipway for smaller vessels and travel lift (500 kN).

REPAIRS: Minor repairs to hull and machinery.

SUPPLIES AND FACILITIES: Water and electricity from piers;

fuel station E of the marina; reception, exchange office, restaurant, toilets, showers, laundry facilities, car park, and supermarket. Open all year round.

OFFICIALS: Branch harbour office, police, customs and seasonal port of entry.

COMMUNICATIONS: Road connections.



Lovrečica, boat harbour (from NE)

SLANIK, cove

(45° 22.7' N - 13° 32.5' E)

Charts: 100-15; MK-2

*About 3.5 miles south of Umag.***LANDMARKS:** Belfry at Lovrečica in N part of the cove.**WEATHER:** Exposed to winds from SW to NW which may raise high waves.**FOG:** Average occurrence is on 15 occasions a year, chiefly in the winter period.**CURRENTS:** Ingoing/outgoing tidal currents are predominant, attaining rates of up to 0.4 kn. Persistent strong NW wind may increase the current rate to 0.8 kn.**ANCHORAGE:** Suitable for anchoring of smaller vessels and boats.**BERTH:** To a mole at Lovrečica, with depths of about 1.5 m alongside.**SUPPLIES AND FACILITIES:** Water from hydrant and tap, electricity; grocery at Lovrečica.**COMMUNICATIONS:** Road connections.**LUKA DALJA, bay**

(45° 21.4' N - 13° 33.0' E)

Charts: 100-15; MK-2

*About 5 miles south of Umag. The village of Dalja lies on its south coast, and on its north coast there is a hotel settlement with all supporting facilities.***LANDMARKS:** Hotel buildings overlooking the bay; wide tower with flat roof in the village; light on the molehead in the village of Špic - red column.**WEATHER:** Exposed to W and NW winds which cause moderate and rough sea in the bay.**FOG:** Average occurrence is on 15 occasions a year, chiefly in the winter period.

Špic, mole (from SW)

CURRENTS: Ingoing/outgoing tidal currents are predominant, attaining rates of up to 0.4 kn. Persistent strong NW wind may increase the current rate to 0.8 kn.

CAUTION: Care is necessary to avoid the rocky shoal Dalja which extends to 500 m NW of Rt Dalja; its NW edge is marked by a buoy coloured yellow with a horizontal black band (W cardinal).

ANCHORAGE: Suitable for anchoring in 7-8 m depth; the bottom is mud, good holding.**BERTH:** On both sides of a mole in the village of Špic in NE part of the bay, with depth at the head of about 2 m. On N side of the mole from the third bollard towards the root, extends an underwater concrete wall at the sea level, about 1 m wide.**SUPPLIES AND FACILITIES:** Water from hydrant at the mole root; electricity from lampposts on the mole.**COMMUNICATIONS:** Road connections.**NOVIGRAD, harbour**

(45° 19.0' N - 13° 33.0' E)

Charts: 100-15; MK-2; Plan 11

*Situated on the north side of entry into Luka Mirna bay, about 7.3 miles south of Umag. The old part of the town founded in late ancient times has been proclaimed a monument of culture. Among historical sights worth mentioning are the remains of town walls with towers from the 13th century and a sarcophagus in the parish church from 1146.***LANDMARKS:** Belfry in the town; remains of town walls and light on breakwater head - white tower with gallery.**WEATHER:** With W and NW winds, which cause heavy seas, it is recommended to leave the harbour.**FOG:** Average occurrence is on 15 occasions a year, chiefly in the winter period.**CURRENTS:** Tidal currents are predominant, attaining rates of up to 0.4 kn. Persistent strong W and NW winds may increase the current rate to 0.8 kn.

CAUTION: When approaching harbour care is necessary to avoid the following dangers:

- shoal Val WSW of harbour, marked by a pillar buoy coloured black with a horizontal red band and topmark - two black spheres one above the other (isolated danger);
- shoal Meja (Veskova) W of harbour, near the breakwater root, marked by a green spar beacon with topmark - green cone point upward (lateral starboard);
- shallow area around Rt Mujela extending to 150 m off the coast;
- three mooring buoys laid between the breakwater and the pier. Shoal Val is covered by the red sector of the light on breakwater in Novigrad harbour, whereas shoal Meja is covered by the green sector of that light.