

Adriatic Pilot

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Further updates are available, as they come in at
www.imray.com

Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand.

This supplement contains amendments and corrections sent in by users as well as from official sources.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as Notices to Mariners.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in **blue**.

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Travelling to and within Europe

Twenty-seven European countries, including most but not all European Union (EU) member states, plus several outside of the EU, have signed the Schengen treaty. This allows for free movement of their citizens and other travellers within the so-called Schengen area. Passports and other travel documents of all visitors are only checked at the point of entry into Schengen, in other words at the external borders. This applies to travellers coming by land, air or sea. Therefore, yachtsmen travelling into the Schengen area will have to present themselves and their documentation at ports of entry, before travelling within that country or moving on to another Schengen country.

A number of new systems are being introduced, which will have an impact on travellers to Europe. Travellers still need to have a valid passport, and citizens of certain countries (but not the UK) also need to have a visa to enter Europe.

The European Travel Information System (ETIAS) is due to come into operation sometime in mid-2025, although it has suffered a number of delays. It applies to citizens of the 60 or so countries who do not need a visa to enter the Schengen group of countries, and is a means of keeping tabs on security, migration, and possible epidemic control. It is not needed by those who have a residence permit for any of the listed countries or people who already have a visa. It is intended for short visits, - no more than 90 days in 180 days across all the Schengen countries. The exact details of what will be required have not been finalised yet, but application will be via a website or App (not yet in operation). Beware that scam websites have already been set up, that will try to get you to part with money and information. To apply you will need to complete an online form detailing name, date and place of birth, address, names of parents, qualifications, employment, details of your travel documents (i.e. passport, which must be less than 10 years old and valid for at least 3 months before it expires), any criminal record, and whether you have travelled to any war zones, etc. For those aged between 18 and 70 there is a fee, which has been set at €7. It is free for those outside of this age band. It is envisaged that the ETIAS authorisation will be completed in a short space of time, possibly immediately, but in some instances it may

take longer, and could involve an interview. In this case it could be 30 days before the authorisation comes through. If authorisation is refused there will be an appeals process. The ETIAS authorisation will be valid for 3 years.

The 27 Schengen countries to which it applies include: Austria, Belgium, Croatia, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden and Switzerland. In addition, it applies to Bulgaria, Cyprus and Romania.

Note that the ETIAS does not apply to Albania, Montenegro or Bosnia-Herzegovina.

The other new system which is being set up to monitor travellers into and out of the Schengen area from third countries is called the Entry/Exit System (EES), which will be a digital system. This should come into operation in October 2024 after the Paris Olympics and will apply to travellers to all the Schengen countries, including Norway, Iceland, Switzerland and Liechtenstein. It does not apply to Ireland and Cyprus.

The first time you come into contact with this new system you will have your fingerprint recorded and your photograph taken. The information will be kept for three years. The EES will work in conjunction with the ETIAS.

Covid-19

Visitors to the area covered by this Pilot no longer need to have a negative Covid-19 test, nor proof of a coronavirus vaccine or booster vaccine.

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Trailer-sailers

The motorway from the north of Croatia heading towards Dubrovnik in the south of the country reaches nearly as far as Ploče. It then becomes an ordinary highway, which avoids Bosnia-Herzegovina, by crossing from the mainland over the Kanal Malog Stona to the Pelješac Peninsula, before returning to the mainland via another bridge over the Stonski Kanal. The highway from here to Dubrovnik and the border with Montenegro skirts the coast and is just a two-way road. It is very busy in the summer.

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The Croatian Ministry of Maritime Affairs, Transport and Infrastructure website is www.mmpi.hr

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Mobile Phones and International Telephone Calls

With the widespread use of mobile phones telephone boxes have near enough disappeared. EU mobile phone consumers no longer incur roaming charges. The situation is different for UK mobile phone consumers, who should consider purchasing a local SIM card, or contact their provider to see if they offer a special roaming deal. EE, for example, have a special roaming contract for £15 per month which covers the EU, but not Montenegro or Albania.

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Travelling with Pets

EU citizens and residents can travel freely with their dogs, cats and ferrets within Europe using a Pet Passport. The pet has to be microchipped and vaccinated against rabies, and the rabies vaccination has to be kept up to date with boosters. The Pet Passport does not have an expiry date as long as vaccinations are kept up to date.

To travel within Europe UK and other non-EU citizens and residents without a Pet Passport must obtain an Animal Health Certificate (AHC) issued by an authorised vet for any pet dog, cat or ferret. Not all vets are able to issue Animal Health Certificates. As with the Pet Passport the animal has to be microchipped, before being vaccinated against rabies. There has to be at least 21 days between the vaccination and arrival in the EU. Some vaccinations require several doses, so it is best to consult your vet in good time. If you are travelling to Montenegro with a pet the authorities require evidence that the vaccination has been successful, and the evidence is provided by a titration test. This takes time for the results to come back from the lab. Again, your vet will be able to advise you. The Animal Health Certificate is valid for 4 months only and needs to be renewed for subsequent visits. As long as the rabies vaccination is kept up to date with boosters, a new rabies vaccination does not need to be administered for every AHC. The cost of the AHC ranges from £90-£150, but we were able to put two animals on one certificate, so saving some money.

In advance of entering certain countries, notably the UK, Northern Ireland and Montenegro, dogs must be treated against the tapeworm, *echinococcus multilocularis* by a vet. The treatment has to be given between 24 hours and 120 hours (5 days) before arrival in the country. The treatment has to be administered by a vet and noted in the Pet Passport or the Animal Health Certificate. On leaving Montenegro the dog has to be treated yet again against the tapeworm, and the AHC certified by a vet.

Albania

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Entry formalities

Passports must be valid for 3 months after your planned departure. Yachts, after completing the entry formalities, no longer need to complete them at every subsequent port, although still have to notify the authorities of exit from Albania.

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Sarandë

Approach

The Fl.R.2s buoy to the E of the shoal patch and rock S of the W headland has been removed and in its stead a S cardinal light buoy (Q(6) + L.Fl.) has been positioned to the S of the shoal.

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Durrës

When approaching Durrës harbour, note that the buoys are some distance apart. Stick to the channel because of wrecks either side of it. There is a wreck S of buoy N3.

Durrës now has a marina in the N part of the harbour, Cristian Marine Durrës, which is able to accommodate super yachts of up to 60m as well as more modest yachts. Depths within the marina range from 6-9m. The marina can arrange entry/exit formalities, and prices range from 60-200 euros, depending on the size of the vessel. Contact the marina on VHF 10 or +355 676 648 340 to arrange a berth and help with berthing. The berths have laid lines. The daily rate for a 10m yacht is 40 euros (2024), which includes water, electricity, WiFi, and use of toilets and showers. Facilities at the marina include water, electricity, toilets, showers, laundry service, WiFi, help with arranging tax-free fuel and provisioning, security and car parking. Technical services available include a 180T travel lift, which is able to lift catamarans, a full range of mechanical and electronic repairs, repairs to hull, rigging etc. Diving service. There is space ashore for 200 yachts. Contact: info@cristianmarinedurres.com or durrescristianmarine@gmail.com www.cristianmarinedurres.com

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Shëngjin

Duty free fuel can be arranged. The minimum quantity is 2,000 litres. Contact bunkeringalbania@gegaoil.al, VHF 11, or +355 697 047 355.

Alternatively contact agents agimzholi@yahoo.com, or leonardmehmeti91@hotmail.com

The Dalmatian Coast

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Entry formalities

Montenegro

Ulcinj is a summer port of entry, open between 1st May and 30th September. The harbour master and immigration police can be found in the portacabin on the harbour wall.

Croatia

Croatia is now part of the Schengen Area. This means that once you have entered the Schengen area and completed border controls you can pass from one Schengen country to another without normally having to present your passport again, although countries can reimpose checks if there are any threats. As a result, most visiting yachts sailing to Croatia from, say Italy or Slovenia, do not need to go to a port of entry to enter as in the past. In fact, certain ports of entry, such as the one in Marina Kremik, have been closed. Coming from Montenegro or Albania the nearest ports of entry in Croatia are Cavtat (open 1st April to 31st October) and Gruž (Dubrovnik).

Visiting yachts still need to get a sailing permit or *vignette* and pay a fee for navigation, safety, and anti-pollution measures, which they can get at any harbour master's office, as well as pay the sojourn (visitor's) tax. Payment can be made by cash, credit or debit card. If your boat has been registered on the system future payments can be made online (enautika.pomorstvo.hr). The sojourn tax can also be paid online (nautika.evisitor.hr). You must keep a copy of your physical or online receipt with your boat documents. The Croatian authorities continue to monitor yachts in their waters and carry out spot checks on paperwork in anchorages. Failure to have complied with the regulations or paid the fees will result in a hefty fine.

If you trail a boat into Croatia you need to get a sailing permit before launching and this can be obtained at any harbour master's office. The sojourn tax is only payable if you are staying on the boat, otherwise it is collected by accommodation providers such as marinas, campsites or hotels.

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Gas

Refillable gas bottles are now available. These can be taken to any filling station selling Autogas. There are various useful websites giving the locations of these filling stations such as www.mylpg.eu

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Money

Croatia has now adopted the euro although price lists and price labels still show the price in *kuna* as well as euros.

Traveller's cheques, although still available, are less popular than they were and very inconvenient to use. The most convenient options for withdrawing cash are using credit, debit, or travel cards at ATMs. Travel cards are preloaded with your currency of choice, and you can use an App to check your transaction history and balance, and to top up your card. They can be used to purchase goods and services as well as to withdraw cash from an ATM. ATMs are widespread in tourist areas, even in small villages on the islands. There will often be a selection

of ATMs close together. For example, in Tisno on Otok Murter, there were ATMs from three different providers within yards of each other, and another two on the other side of the road bridge. ATMs charge a transaction fee, and sometimes commission as well. The ATM transaction fee is usually €4.95 irrespective of the amount of cash withdrawn. It therefore makes sense to withdraw one larger sum rather than to make several smaller withdrawals.

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Medical treatment

For British citizens the European Health Insurance Card (EHIC) has been replaced by the Global Health Insurance Card (GHIC), although if you have an EHIC you can continue to use it until its expiry date. The GHIC entitles holders to receive necessary healthcare in the EU and some other countries, in the same way as residents of those countries. If treatment is free for local residents, then it is free for the holder of a GHIC. Likewise, if the locals have to pay towards treatment, then the GHIC holder will also have to pay. You can apply for a GHIC up to 9 months before you need it and can apply on behalf of other members of your family, although each individual will have his/her own card. The card is free of charge and is valid for 5 years. Apply for one via the NHS website (www.nhs.uk). Beware of other websites which will charge you a fee.

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Ulcinj

Ulcinj is now a port of entry, open between 1st May and 30th September. Harbour master and immigration police can be found in the portacabin on the quayside.

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Bar

The light on Rt Volujica is Fl.4s.20M
When berthing at the marina beware of catching your prop on the laid lines. They lie close to the surface.

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Bigova

The restaurant at the harbour has an ATM outside.

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Luštica Bay Marina

42°23'N, 18°40'E

A sheltered marina with a holiday development has been built in the NW corner of Zaliv Trašte. Zaliv Trašte is entered between (to the SE) Rt Trašte, on which there is a light (Fl.3s.5M), and (to the W) Rt Kocista (unlit), and Rt Kamenova, which has a F.R.6M light on the end of a short pier. The development around the marina shows up well from a distance, as does the lighthouse, a white tower with a black conical roof (Fl.(2)R.3s.6M), which is on the head of the S breakwater. There is a light structure (Fl.(2)G.3s.6M) on the N breakwater. Off the entrance are two light buoys (Fl.(3)R.5s. and Fl.(3)G.5s.).

Contact the marina on VHF 68 or +382 67 697 924 for instructions on where to berth.

The marina has 176 berths and can accommodate vessels of up to 45m. Facilities at the marina include water, electricity, toilets, showers, grey and black water disposal, WiFi, and onsite heliport! In the adjacent

resort are restaurants, bars, a hotel, boutiques, bakery, supermarket, and pharmacy.
Contact: VHF 68, +382 67 697 924 (berths), +382 77 200 100 (marina office). www.lusticabay.com

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Lazure Marina

42°27'.207N, 18°33'.604E

Just 0.5M from the customs quay at Zelenika is the new Lazure Marina, with its holiday development built around a restored 18th century lazaret. The marina has 156 berths for yachts up to 24m, or up to 35m alongside for yachts in transit. The breakwater on the S side of the entrance has a R and W light structure (Fl.(2)R.6s.5M). Within the entrance the pontoon to port and the pier to starboard are lit (F.R.5M and F.G.5M). Beware of the buoyed swimming area just to the N of the entrance.

The marina facilities include water, electricity, toilets, showers, WiFi, chandlery. There are a number of supermarkets within the vicinity as well as a bus service. Repair facilities and a 150T travel lift are available nearby. Contact: VHF 87. +382 69 347 994. marina@lazure.me
www.lazure.me

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Portonovi

42°25'.9N, 18°36'.2E

The marina has now been completed. It has a customs post on the outer side of the S breakwater, marked by the flag of Montenegro flying from a flag post. Entry and departure formalities can be completed there, 24/7 throughout the year. It has all the facilities you would expect, including black and grey water pump out. If you pay for a week yachts up to 12m get one day free, and yachts over 12m get two days free.

Contact: VHF 74, +382 67 994 994,
marina@portonovi.com

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Navar Yacht Services

42°25'.07N, 18°42'.34E

Navar Yacht Services are located SE of Tivat. The yard has a full range of mechanical, electrical and electronic and fabrication workshops and can carry out repairs to all types of hulls. It has a 200T travel lift which can lift yachts up to 45m long. Yachts can be over-wintered ashore here.

There is also a marina which can accommodate yachts of up to 50m. The marina facilities include water, electricity, toilets, showers. There is a supermarket nearby, as well as a bus stop and taxi service. The airport is less than 2Km away.

Contact: Marina reception +382 67 092 014, navar@t-com.me

Yacht services +382 67 220 635, toni@navaryacht.com
www.navaryacht.com

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Risan

The customs depot at Risan has now gone, with the barriers removed. It is therefore possible to moor alongside the outer side of the breakwater, or at the head of the breakwater. The light at the head of the breakwater is Fl.G.3s.

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Kotor

The customs and immigration police can be found in the large glass fronted building on the ship quay, where there are also an ATM and Duty-Free shop. The harbour master's office is S of the marina on the opposite side of the inlet. The building has a large red and white sign "Lovcen" on it. There is a supermarket with ATM on the other side of the main road opposite the harbour master's office.

Fuel is available from the fuel berth 0800-2000 July and August, and 0900-1400 at other times of the year. It is closed on Sundays and public holidays.

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National and Nature Parks, Marinas and Anchorages in Croatia - ticket or berth reservations

The Croatian National and Nature Parks on the coast are, from south, Mljet, Lastovo, Telašćica, and Kornati. Yachts visiting these national or nature parks must purchase a ticket covering each day that they are there. These can be purchased on the day from reception areas or water rangers, online from each park's webshop, or alternatively through a free online app such as my-Sea. Tickets bought on the day or from a ticket agency can be more expensive than if they are bought online. One-day tickets cover the park for which they have been bought, but multi-day tickets can cover more than one park. For example, there is a 3-day ticket available, which covers the Kornati and Telašćica National Parks, and a 7 day ticket, which covers the Kornati, Telašćica, and Mljet National Parks, as well as the Lastovo Nature Park. Details for each national or nature park are given in the relevant chapter.

Marina and anchorage berths can also be reserved by telephone, email, online or through my-Sea. During the height of the season this is an option worth considering. My-Sea incidentally can also make restaurant reservations.

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Cavtat

The harbour office is only open from Monday-Saturday and has moved from Cavtat to the S quay at Uvala Tiha.

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Srebreno

There are 7 berths with laid lines, water and electricity available, but these have to be booked (+385 992 828 355). The charge is 2.5 euros per meter.

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The approach to Gruž and Dubrovnik Marina

The Rijeka Dubrovačka is well lit with moorings and private quays in various places on both sides of the river. There is a useful fuel berth on the S side of the river, midway between the suspension bridge and Dubrovnik Marina. The blue and white canopy with "Ina" written on it is conspicuous. This fuel berth is easier to use than the one in Gruž, which is a bit tight.

The shoal to the N of the ACI marina is marked by a R beacon (Fl.R.4s.1M). Beyond this between the visitors' berths on the outside of the N breakwater and the fuel berth is a yellow buoy (Fl.(4)Y.10s.). Further on to the E of the travel hoist berth is a G light buoy (Fl.G.).

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Slano

The entrance to the ACI marina is marked by Fl.R. and Fl.G. lights.

There are two small supermarkets in Slano as well as a baker's and pharmacy, hotel, bars and restaurant. The harbourmaster's office is opposite a cafe/bar towards the N of the public quay. There are toilets nearby, and several ATMs. The marina has a restaurant, swimming pool, book swap in reception, and a small chandlery.

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Stonski Kanal

A road bridge crosses the Stonski Kanal upstream of Broce. It has an air clearance of 33m. The channel up to Broce and Ston is well marked by light beacons and buoys, which also mark the channel under the bridge. The bridge has lights positioned on the bridge above the channel (Iso.W.2s.2M), one on each side.

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Ston

At the head of the harbour the new quay has laid lines for visitors, with water and electricity available. The marina office is in the wooden cabin, where there is also a cafe/bar. Charges for a 10m yacht are €50 for one night (2023). Water, electricity, and rubbish removal are extra. Contact: +385 (0) 99 637 2099.

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Luka (Šipanska Luka)

Visitors' berths are bow/stern to the quay E of the ferry pier. Water and electricity are laid on.

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Suđurađ

A G. light beacon has been constructed to the SW of the most W island in the bay. The light is Fl.G.5s.3M, and sectored.

On the N shore of the bay, N of the three islets, Restaurant Bozica has a pontoon for patrons. Water and electricity are available.

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Prolaz Harpoti

The dangerous rocks in the Prolaz Harpoti, near the anchorage, are marked by a lit isolated danger mark (Fl.5s.1M) lying to the N of the rocks.

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Drač

Beware of a wreck to the W of the entrance which is reportedly marked by fishermen's buoys. Depths in the harbour entrance may be less than charted.

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Kanal Malog Stona

The Kanal Malog Stona has numerous shellfish farms along the coasts on both sides, and also in the channels. Some are marked, but not all. It is therefore essential to be alert to their presence.

The Pelješac Bridge crosses the Kanal Malog Stona between a point just E of Rt Blace (Fl.5s.4M) on the Pelješac Peninsula and Rt Meded, which is the headland on the mainland at the entrance to Zaljev Klek Neum. The bridge has a clearance of 27m. The Malo More approach channel under the bridge is marked by a series of R and G light buoys, numbered 1 to 8 from the W, with the G buoys having the odd numbers, and the R buoys the even numbers:

G buoy No.1: Fl.(2)G.4s.4M

R buoy No. 2: Fl.(2)R.4s.4M

G buoy No. 3: Fl.G.2s.3M

R buoy No. 4: Fl.R.2s.3M

G beacon on the bridge, W side No. 1: Fl.G.2s.2M

G beacon on the bridge, E side No. 3: Fl.G.2s.2M

R beacon on the bridge, W side No. 2: Fl.R.2s.2M

R beacon on the bridge, E side No. 4: Fl.R.2s.2M

G buoy, No. 5: Fl.G.2s.3M

R buoy, No. 6: Fl.R.2s.3M

G buoy, No. 7: Fl.(2)G.4s.4M

R buoy, No. 8: Fl.(2)R.4s.4M AIS

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Mljet National Park

Charges for entering Mljet National Park are expensive, and are made up in two parts, a fee for the yacht and another for the land-based visit. The prices for the 2024 season are as follows. For yachts 7-10.99m the daily charge, June-September, is €70. At other times of the year, it is half price at €35. If you buy tickets online the prices are €60 and €25 respectively. For yachts in the next category, 11-17.99m, June-September, the daily charge is €100. During the low season the charge is €50. The online prices are €90 and €40.

The additional park ticket prices are €22.50 for adults and €8 for children aged 8 to 18 (1.6-30.9). Outside of the high season the prices are €15 and €5, with discounts for buying tickets online. The entrance ticket includes travel on the electric land train and one return trip by boat to O. Sv. Marija on the lake.

www.np-mljet.hr np-mljet@np-mljet.hr

Ad hoc anchoring in the bays around Mljet is not allowed. Park rangers will move you on to Luka Pomena or Luka Polače.

If you buy a 7-day ticket for Mljet National Park this covers you for visits to Lastovo Nature Park as well as to the Kornati and Telašćica National Parks.

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Luka Prožura

Buoys have proliferated in this bay, so much so that there is no space to anchor. The restaurant buoys are free if eating at one of the restaurants, but there is quite a steep charge for the other buoys. €70 for 12m (2023).

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Uvala Saplunara

The buoys in the bay all belong to the restaurants. If you don't book a table at one of the restaurants you will be charged for the use of a buoy, and it is reportedly quite a hefty charge. The only place to anchor is further out in the bay in 15m, where the holding on weed is poor.

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Pomena

The anchorage to the W of Pomena, and S of O. Pomeštak (Uvala Lokva), is very sheltered, particularly on the W side. Unfortunately, it is popular with noisy party boats during the season, playing loud music into the early hours, and they also allegedly discharge their waste into the sea, spoiling the bay for swimming.

There is an ATM near the hotel. Small shop.

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Lastovo Nature Park

The park authority has laid buoys for visitors in the following places:

- Skrivena Luka (13 moorings for vessels up to 20m, and 2 for vessels up to 30m), laid in the middle of the bay.
- Zaklopatica (15 moorings for vessels up to 20m)
- Luka Velji Lago, N of O. Makarac (13 moorings for vessels up to 20m, and 2 for vessels up to 30m)
- Uvala Saplun (Otoci Lastovnjaci) (12 moorings for vessels up to 20m).

The moorings are laid in lines, with a bow and stern buoy, each with matching numbers. These buoys should not be used if the wind is forecast to be Force 8 or above. It has been reported that some of the buoys are missing.

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Skrivena Luka

There are two restaurants here, one on the W side of the bay with about 20 berths on the pontoon (Marina Skrivena Luka), and another on the E side with about 6 berths. Marina Skrivena Luka charges for a berth irrespective of whether you eat at the restaurant. Water and electricity however are available here. In addition, the national park rangers will collect a fee from you. The restaurant on the E side offers berths free of charge for patrons.

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Luka Velji Lago

The park authority has laid mooring buoys N of O. Makarac.

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Korčula

The ACI Marina in Korčula is used by the charter fleets, and there is often no room for other visiting yachts between Sundays and Wednesdays. The marina is also expensive.

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Uvula Luka

On the W side of the bay, NW of the islet, a marina has been built for local boats. The end of the breakwater is marked by a light (Fl.G.4s.1M). On the inner W side of the breakwater are two pontoons.

The only option now for visiting boats is to anchor or to use one of the mooring buoys. The charge for anchoring in 2023 was €30.

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Uvala Prvi Žal and Lumbarda Marina

The shallow area on the W side of the bay is marked by an unlit G concrete beacon, and to the N of the beacon a G light buoy (Fl.G.3s.3M).

When berthing at the marina note that the space between the pontoons is tight, and the laid lines are close to the surface. The marina does not accept cash or card payments, instead a reservation has to be made in advance and payment made online using one of the marina booking sites. The flat rate is €80 per day (2023).

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Brna

There are a number of visitors' buoys in the harbour, and also in Uvala Kosirina to the N of the headland. Charges in 2023 were €70 for a 15m yacht, which includes disposal of rubbish.

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Uvala Tri Luke

In winds from S or SE there is a good anchorage on the NW side of Otočić Pržnjak Veli on a bottom of sand (good holding). Approach should be made from the N since the channel between Otočić Pržnjak Veli and Otočić Pržnjak Mali is shallow. Note that in certain circumstances there can be a noticeable current flowing through the channel.

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Vela Luka

Facilities for yachts have improved dramatically in Vela Luka with the construction of a new marina to the E of the ferry pier, replacing the area of visitors' moorings. Marina Korkyra has 132 berths and can take vessels of up to 100m in length, with a maximum draft of 10m. It is open throughout the year, 24 hours a day. Facilities include water and electricity to all berths, toilets, showers, black tank emptying, restaurant, WiFi, and use of the showers and swimming pool at Hotel Korkyra. The daily charge for a berth for a 10.99m yacht ranges from €44 to €100, depending on the time of year. You can berth for an hour or two hours, but the charge for a yacht up to 15m is either €25 or €40.

The light on the end of the marina breakwater is Fl. (2) R.4s.2M. Contact the marina for instructions on where to berth. Assistance will be provided.

The marina can be contacted on VHF 17. Marina reception: + 385 (0) 91 141 4700 or + 385 (0) 20 414 700. email.: info@marina-korkyra.com

The fuel berth is NE of the marina. There is a charge for water from the fuel berth.

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Uvala Prigradica

There are no mooring rings on the breakwater and quays, and the bollards are some distance apart. Harbour dues are charged. It may be worth trying to negotiate as the charges are allegedly steep!

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Lula Račišće

Note that the light on the plan is incorrectly positioned. It should be on the end of the breakwater. Beware of swimmers in the harbour and approaches.

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Uvala Kneža

The port authority charges €2 per metre (2023) for anchoring in Uvala Kneža.

Page 142

Uvala Banja

A new ferry and cruise liner port, Port Polačište, is being constructed to the E of Uvala Banja, and is due to be completed sometime in 2025. All ferries, including the ferry from Orebić, will call here rather than to the current ferry berth to the E of Korčula old town. The construction site is marked by a series of yellow light buoys.

Within Uvala Banja are numerous buoys, some of which belong to the restaurants. Some buoys belong to "concessions", who will take away rubbish and may provide water. Prices vary! Ashore are several restaurants and there is also a shop up the hill selling bread and other basics.

Page 144

Viška Luka

Mooring buoys have been laid in the bay to the W of Prirova by the harbour authority. There is a charge for their use which is collected by dinghy. Anchoring in this area is not permitted.

Visitors' buoys have also been laid on the W side of Uvala Stonca (for which there is a charge). As there is little swinging room the recommendation is to take lines ashore, but you need long lines. These buoys and the anchorage on the opposite side of the bay are popular destinations for flotilla groups, so there can be little space and a lot of noise. The bottom is sand and weed.

At the anchorage near Sv. Juraj it is possible to anchor and take lines to a quay.

Page 145

Komiža

The popularity of Komiža has led to more buoys being laid, not just within the harbour area but in the bay to the NW of the harbour and to the S of the breakwater. These mooring buoys are close together, and subject to swell, and also exposed to winds with any S in them. There is a charge for these buoys. In addition, if you want to fill water tanks at the quay, there is a further charge of €20. The toilet and shower facilities are still very limited.

Page 147

Hvar

The berths on the quay and the moorings in Hvar are extremely expensive. Be warned! The harbour master can be contacted on VHF Ch 9.

Page 150

Pakleni Otoci

The islands with their bays and the ACI Marina Palmižana are popular with charter boats and busy, particularly during the main season. There is quite a selection of restaurants and bars, some of which have moorings, and all of which levy a mooring fee. The marina, restaurants and buoys have a reputation for being expensive. Moorings have been laid in Uvala Ždrilica, Uvala Vinogradišće, Luke Soline (all page 151), and Uvala Vlaka (page 152).

Page 152

Luka Palmižana

The light on the marina breakwater is Fl.(2)G.4s.2M. The marina has an ATM.

Luka Mala Garska

Anchoring is no longer permitted in Uvala Mala Garska. The moorings are all privately owned and not available for visitors to use.

Page 153

Luka Vela Garska

The restaurants have provided buoys with laid lines to the shore for their guests. In 2023 buoys were free for restaurant customers. It is still possible to anchor in the E arm.

Uvala Parja

The W part of the bay has private moorings belonging to a private estate. Security guards are on patrol day and night. If anchoring beware of a number of concrete blocks which can foul anchors (located in 6m).

Page 155-156

Stari Grad

The town harbour has been upgraded to provide 50 berths on the S (town) side of the harbour, and another 50 on the N side, which has been quayed. The N side of the harbour is quieter but is a long walk from the main part of the town. Laid lines, water and electricity are available on both quays. Note that the G buoy on the S side of the harbour has been removed, as have most of the visitors' buoys which were in the centre of the harbour. The innermost part of the harbour has berths for small local craft.

Page 156

Luka Zavala

Anchoring overnight is no longer allowed. Instead, you have to pick up a buoy and pay, or alternatively move elsewhere.

Page 157

Luka Tiha

Charges are made for anchoring as well as for using the buoys. There are several restaurants here.

Page 160

Jelsa

Within the harbour the S pier head has a light (Fl.(2)R.4s.1M). There are toilets and showers close to the visitors' berths on the N side of the harbour.

Page 162

Sućurac

A new ferry pier has been built extending SE from near the S root of the breakwater. The end is marked by a light (Fl.(3)8s.4M). Now that the ferry does not enter the harbour there is far less wash and nuisance. The old ferry berth has been adapted to provide approximately 10 berths for visiting yachts. Water, electricity, toilets and showers, which are not included in the berthing fee. Several supermarkets and a bakers.

Page 163

Uvala Kozja

When anchoring beware of an abandoned anchor and chain towards the N part of the bay.

Page 164

Uvala Manastir and Luka Lovišće

Anchoring is no longer allowed in these bays, instead you have to pick up a mooring. The moorings consist of bow and stern buoys, linked by a rope. The buoys are placed very close together.

A local producer comes round the boats selling home produced wine and olive oil, and can also provide bread.

Page 171

Baška Voda

Note that the plan of Baška Voda shows the F.G. light as being on the end of the outer breakwater to starboard. It is in fact located on the first pier within the harbour beyond this outer breakwater.

Page 172

Omiš

The harbour in the bay is in the process of being turned into a marina, with a lot of building work going on. Access to this area is restricted by a barrier of Y light buoys (all Fl.Y.2s.1M). This means that the only option for berthing is to enter the river port, where space is limited. You may have to raft up outside another boat.

Page 174

Luka Stobreč

A light (Fl.(3)R.8s.3M) has been installed at the end of the reef of rocks extending SE from the harbour breakwater at Stobreč. On the opposite side of the bay, at Strožanac, there is a yacht harbour used by local boats, allegedly with space for visiting yachts. The three breakwaters are marked with lights. The most S is a G beacon with Fl.G.3s.4M (sectored), the middle breakwater also has a G. beacon (Fl.G.R.3s.4M, sectored), whilst the most N has a R. beacon (Fl.R.3s.2M).

Page 176

Split

A new quay has been built alongside and parallel to the S side of the E breakwater to provide berths for visiting cruise liners. A cruise ship alongside is a good aid to navigation! The monument at Pomorac is lit (Fl.(2)20s.10M).

The only options for berthing in Split now are at the marinas on the SW side of the harbour, and they are expensive. There is no reduction if you want to stay for just an hour.

The E cardinal buoy and G buoys on the W side of the harbour between the fuel berth and the ACI Marina berths have gone following redevelopment of the quayside to the SW. To berth here contact Recepcija VHF 15. Berths are alongside with water and electricity available.

The fuel berth is very busy on Fridays when the charter boats return and have to refuel, with often over an hour's wait. Tempers can get very frayed.

Page 179

Marina Kaštela

There is no fuel berth as such. A fuel tanker is on site on Fridays and Saturdays.

Page 181

Kaštel Stari

A marina has been built at Kaštel Stari with berths inside the harbour reserved for local boats up to 8m in length. However, visitors are welcome to tie up to the outside of the wall, where there are mooring rings. Berthing is alongside. The daily mooring charge is 3€/m for vessels up to 10m, 4€/m for 10.01m - 15m, 5€/m for 15.01m - 20m, 6€/m for 20.01 - 30m, and 7€/m for 30.01m+ (2024). It is planned to install water and electricity in this area, in the meantime water and electricity are available within the harbour. There are no toilets or showers. The marina is administered by the local utility company.

Contact details for the harbour are info@zelenoimodro.hr or tel. +385 21 535 068.

The former Dalmacijavino depot is now a café bar. There are a number of bars and restaurants in the vicinity.

Page 182

The approach to Trogir from the Kaštelanski Zaliv

A bridge crossing the far W end of the Kaštelanski Zaliv with an air clearance of under 5m means that sailing boats with masts cannot proceed beyond this point. It is however possible to anchor on the N side of the channel in an appropriate depth, avoiding the underwater pipe extending S from the N shore, 0.2M E of the bridge. From here it is possible to use a dinghy to visit Trogir, but an outboard helps!

Page 184

Trogir

The usual approach to Trogir is from W. If approaching from E note that a road bridge linking the mainland and Otok Čiovo prevents yachts with masts from anchoring close to the E side of the town. The anchorage on the W side of the town is no longer possible, and visiting yachts have no option but to berth at one of the marinas, or at Marina Seget (Baotić). Marina Seget (Baotić) has many advantages over the two marinas in Trogir itself, and the fuel berth is easier to access with 14 fuel pumps. Trogir harbourmaster's office is on the W side of the old town.

A ferry berth has been established on the mainland to the W of Trogir and opposite the pontoons of Marina Trogir (the more W of the two marinas at Trogir).

Page 186

Marina Baotić/Marina Seget

The S breakwater at the marina has been extended in an E direction improving shelter at the fuel berth. The end of the breakwater is marked by a R. light buoy (Fl.R.2s.5M). Approximately in the centre of the breakwater is a R. light beacon (Fl.(2)R.4s.2M). On the W side of the marina there is a wave break to the W of the marina entrance. It is marked on the N side by a G. light beacon (Fl.(2)G.4s.2M). Note that there is a R. light beacon (Fl.(3)R.6s.3M) located on the end of the pier at Seget, which projects in a S direction. Yachts occasionally anchor in the vicinity of this pier.

Pages 189-243

Harbours which come under the jurisdiction of the Šibenik-Knin port authority

2023 price list

There are three price bands for harbour dues charged by harbours that come under the jurisdiction of the Šibenik-Knin port authority.

Harbour category	1	2	3
Boat length	Daily charge (euros) per metre	Daily charge (euros) per metre	Daily charge (euros) per metre
Up to 10m	4	3	2
10.01-15m	5	4	3
15.01-19m	7	5	4
19.01-29m	9	7	5
29.01-40m	12	9	7
40.01-50m	17	/	/
Over 50m	26	/	/

First category ports: Šibenik, Vodice, Primošten, Skradin, Zlarin, Rogoznica, Prvić Luka, Kaprije, Tribunj, Tisno, Pirovac, Žirje, Zaton, Jezera, Murter, Prvić Šepurine, Bilice

Second category ports: Raslina, Krapanj, Betina, Brodarica

Third category ports: Ražanj, Obonjan, Jadrija, Zablacé

Page 188

Uvala Siččenica

The charge for visitors' buoys in Uvala Siččenica has increased to €60 (2023) for all boats up to 15m. The nearby restaurant has two buoys reserved for customers.

Page 189

Rogoznica

Additional lights:

- Pl. Peleš: Fl.R.2s.5M
- Rt. Konj: Fl.(2)G.5s.8m3M
- W cardinal beacon off Ražanj: Q(9)15s.3M.

The fuel berth at the marina is busy on Fridays with returning charter boats refuelling.

Buoys have been laid for visitors in the bay to the E of the causeway linking Rogoznica village with the mainland. There is a pontoon for leisure boats connected with Hotel Perla, which is on the N shore of Uvala Soline. There is still some space to anchor, but the better anchorage is to the E in Uvala Stupin. The only downside is the noise of traffic on the main road to the N.

Page 190

Ražanj

The rock lying to the N of the entrance is marked by a W cardinal beacon (Q(9)15s.3M).

Harbour dues are charged.

Page 191

Luka Peleš and Marina Kremik

The marina is no longer a port of entry. The nearest ports of entry are Šibenik or Split. Facilities for emptying black water tanks are planned to be available in 2024.

Page 194

Jadrtovac

The clearance under the bridge is given as 20m on the charts, however it has been reported to be less than this, so proceed with caution.

Page 195-6

Sveti Nikola fort, Kanal Sv. Ante

The fort has been designated as a UNESCO heritage site because of its role in the defences of the Venetian Republic. You are no longer allowed to visit it from the anchorage but must go on an organised boat excursion from the main quay in Šibenik. The trip, including the tour of the fort, lasts about 2 hours, and is run between April and October. Charges, depending on the time of year, are either €15 or €21 for adults, €12 or €16 for children (7-18), or €13.50 or €19 for pensioners over 65 or students. Tickets can be bought from the Sv. Nikola Information Centre on Obala Fr. Tudmana 4, Šibenik, or online at www.kanal.svetog-ante.com

Page 201

Skradin

Yachts are no longer allowed to anchor in the bays opposite Skradin. During the season there are visitors' buoys administered by the ACI Marina, but these hadn't been laid in 2023. They are expensive, even for a short stay.

Page 204

Tribunj

Anchoring is no longer permitted off the town quay.

Page 206

Otok Brač

Supetar

There are laid lines and a pontoon for visitors in the outer part of Supetar harbour, to the E of a pier extending N from the car ferry pier. More berths have been laid on a newly developed quay to the W of the entrance to the inner harbour. There is a pier in the middle of this quayside with a light on the end (Fl.(3)8s.2M). On either side of this pier there are moorings with laid lines, water and electricity. It is also possible to moor alongside the pier on both sides. These berths are exposed to any onshore winds and swell. Depths are 2.3m. The berths on the S side of the car ferry pier are noisy.

Page 208

Poštira

The light on the inner breakwater is Fl.G.2s.1M.

Pučišća

Entering Pučišća harbour there is a light (Fl.R.3s.1M) on the E breakwater head. In the inlet to the SW of this breakwater (Uvala Soline) there is a new pier with laid lines (laid diagonally) on either side, water and electricity. Toilets and showers are also available.

Page 212

Bol

To the E of the harbour (and E of the breakwater) there is a new quay open to the sea. The quay has been equipped with laid lines, and water and electricity. The berths are

exposed, and subject to the wash from the ferry, as well as onshore winds and swell.

Page 213

Milna

Anchoring in the bays on the S side of the approach to Milna is prohibited. Milna has three marinas. On entering, the first one to port is Marina Vlačka with 71 berths. The next one to starboard, near the fuel berth, is Yacht Club Milna with 45 berths, and the one closest to the town quay is ACI Marina Milna, which has 183 berths. Yacht Club Milna (marked as "Low Price Marina" on our plan) has water, electricity, toilets, showers, launderette, free WiFi, restaurant, café, bakery, mini market, chandlers, boat repairs, 20T travel lift, and a 40 T truck crane. It is open all year. Contact details for the marinas: ACI Marina: tel. +385 (0) 21 636 3066
Yacht Club Milna: tel. +385 (0) 91 400 0487 email: office@yachtclubmilna.com
Marina Vlačka: tel. +385 (0) 21 636 247. Email: www.marinavlaska.nl

Page 224

Luka Zlarin

The shoal between Pl. Roženik and the NE headland of Otok Zlarin is marked by a lit E cardinal beacon (Q(3)10s.2M). Mooring buoys for visitors have been laid in the outer harbour, but they are affected by wind from the NW and wash from the ferry. There are several ATMs in the village.

Page 225

Prvić Luka

Hrid Galijola, in the approach to Prvić Luka, is marked by a light beacon (Fl.(2)5s.1M). Visitors' moorings have been laid in the harbour. Both water and electricity are available on the breakwater and are included in the berthing charges. If tying up at the pier, avoid the ferry berth on the end.

Page 227

Luka Kaprije

A new pier is being constructed on the N side of the bay close to the entrance. It is marked by a light (Fl.(3)8s.3M). At the S end of the bay water and electricity are available on the two piers. Water is only available between 8 and 12. There are still no toilets or showers here.

Page 228

Uvala Lemeš

There are two restaurants here, each providing buoys for patrons. You do, however, have to pay to use the buoys.

Page 237

Tisno (Tijesno)

Revised opening hours for the road bridge are:

- 1st June to 15th September, daily from 09.00 to 09.20 and 18.00 to 18.20
- 16th September to 31st May, Mondays and Fridays only from 09.00 to 09.20.

Berthing options: the quay to the E of the bridge has been upgraded. It is possible to either moor alongside or to moor bow/stern to using your own anchor. Depths alongside the quay are 2.5m. There are no water or

electricity connections, and no toilets or showers. The quay to the W of the bridge is another possibility, but cars park in this area and the main road passes nearby.

Plenty of ATMs close to the W quayside.

Page 238

Jezera

There are laid lines for visitors on the E side of the most E pier on the N side of the harbour. Note that it is shallow in the corner between the pier and quayside.

The village has plenty of ATMs, a small shop in the village, and a large Tommi Hypermarket about half a mile away on the main road.

Page 242

Betina

Betina has a fascinating display of local historic craft in the inner part of the harbour, with excellent information panels. The floating display is complemented by a fine, small local museum of boat building located in a side street. It is well worth visiting. Entry is €5 or €3.50 for pensioners.

Page 244

Marina Pirovac

New website: www.marinapirovac.com

Page 245

Marina Drage

45°53'.4 N, 15°32'E

A new marina is being built in a cove at the village of Drage, 1.3M SE of Pakoštane. In October 2023 it had a breakwater and two pontoons with finger berths on either side, which were being used by a few yachts, but there were no facilities and onshore it was just a building site. Water and electricity are available on the quayside on the E side of the harbour, used by small local boats. The opening of the marina has been delayed and there is no information as to when it will be completed. There is a campsite on the headland to the SW, and a bar and restaurant in the vicinity. Other facilities in the village include an ATM, bakers, small supermarket, bus service.

Pakoštane

Berthing at the pier on which there is a light is restricted to commercial vessels. The best option for visitors is to pick up one of the mooring buoys to the W. The buoys to the E seem to be monopolised by small craft and RIBs.

Page 249

Sukošan

Two of the outer G. beacons N of Rt Podvara are lit (Fl.G.). The innermost one is unlit.

Page 264

Uvala Malin

The isolated danger beacon just NW of the entrance to Uvala Malin now has a light (Fl.(2)5s.2M). The W breakwater head has a Fl.G. light.

The campsite has an ATM.

Page 267

Tkon

The N pier at Tkon harbour has been enlarged to serve the car ferry across to the mainland. The visitors' berths lying on the S side of this pier are therefore subject to the noise of vehicles and the ferry.

Facilities at Tkon include water and electricity at the visitors' berths, but no toilets, showers or fuel. The town has a supermarket, butchers, bakers, fruit and vegetable market, ATMs, post office, pharmacy, medical centre, café/bars, restaurants.

Page 268

Prolaz Mali Ždrelec

Approach

Approaching the Prolaz Mali Ždrelec from W two light beacons mark the start of the channel. The R beacon on the W side, to port, is Fl.(2)R.5s.4M. The G beacon to starboard is Fl(2)G.5s.4M. The bridge has an air clearance of 16.5m, and the width of the channel under the bridge is 10m. Lights on either side of the bridge itself are Fl.R.2s.3M and Fl.G.2s.3M. Beyond the bridge the channel is marked by a G light beacon on the E side (Fl.G.4s.3M) and a R light beacon on the W side (Fl.R.4s.3M). The current under the bridge can run at 5 knots. Vessels approaching from NE and ferries have priority. The ferries announce their approach by horn.

Page 274

Ceprljanda

Anchoring in the more E bay (Uvala Cinta) is not allowed because of underwater cables.

Page 278

Iž Veli

Entering the harbour beware of the possibility of swimmers in the entrance.

The isolated danger beacon N of O. Knežak is Fl.5s.1M.

The marina will not let you take on water unless you are staying overnight.

Uvala Knež

The SE breakwater is used by a local fishing boat, and the harbour is crowded. There is little space for visitors. The best option is to pick up one of the moorings SW of Otok Knežak and use a dinghy to get ashore.

Page 280

Kornati National Park and Telašćica National Park

Yachts visiting the Kornati and Telašćica National Parks must purchase a ticket for the specific days that they visit the parks. Tickets can be bought on the day from park rangers or reception centres, but this is more expensive than buying tickets online. Some ticket agencies can also charge double the rate. Tickets can be bought in advance for specific days. However, if for whatever reason you cannot visit on the specific day, if you email ulaznice@np-kornati.hr, you can rearrange your ticket, but you must do this before 12 noon the previous day.

Tickets for the Kornati National Park can be bought from the webshop: <https://shop.np-kornati.hr/hr>. Alternatively, from the Parks of Croatia web portal: <https://parkovihrvatske.hr/webshop>

The my-Sea web portal is <https://my-sea.com/en/national-park-kornati>

One day tickets are available. In addition, you can buy a 3-day or 5-day ticket just for the Kornati, or a 3-day ticket for both the Kornati and Telašćica National Parks. There is a 7-day ticket covering the Kornati, Telašćica and Mljet National Parks, as well as the Lastovo Nature Park.

Use of Kornati and Telašćica National Park mooring buoys is included in the ticket price.

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ACI Marina Piškera

Contact details: VHF 17. Tel.no.: + 385 (0) 98 398 845

Page 291

Sali

The harbour at Sali is in the process of being improved with the construction of a new breakwater extending in a SW direction from near the chapel on Rt Bluda. In September 2023 the work had still not been completed. During the construction period vessels over 12m are not permitted to enter the harbour. The temporary entry channel is from SE, marked by a RW safe water buoy (ISO.5s.3M), and then a series of R or G light buoys and beacons leading to the head of the S breakwater. The Y buoys mark the construction area, and you should keep well clear of them.

Page 292

Telašćica Nature Park

Tickets for the park can be bought on the day in the park, or in advance via the Telašćica Nature Park's web-shop or the mySea app. Purchased in advance the tickets are cheaper. The park rangers will accept payment by credit card.

Page 298

Brbinj

The two anchorages at Brbinj, in the bays in the NE and SW corners, are equipped with buoys and land lines (present in 2023).

Page 312

Luka Papranica

The charge for the visitors' buoys is €4/metre (2023).

Page 313

Luka Olib

The water laid onto the quay is not potable (brackish).

Page 318

Uvala Mandre

The light at the entrance to Rt Mandre is Fl(3)8s.5m.3M. Within the cove water, electricity, an ATM, bars, restaurants and a pharmacy are available

Novalja

The breakwater extending S and SE from the N side of the bay has a new light (Fl(2)R.5s.2M). It is possible to lie alongside here, or bows/stern to. The central breakwater extending SW from the W side of the bay has a floating pontoon at its head, extending in a S direction, with a light (Fl.Y.2s.1M) on the end. Parallel to the central breakwater, and sheltered by the pontoon with the Y light, is another

floating pontoon, providing berths with laid lines. Water and electricity have been laid onto the central pier. During the season there are visitors' buoys in the S part of the bay, but it is also possible to anchor in this area, clear of the buoys.

Page 319

Tovarnele

Greben Tovarnele, to the NW of Tovarnele, is marked by an isolated danger light beacon (Fl(2)5s.2M).

Otok Rab, chart

Note that the light on the NW side of Otok Goli is Fl.G.5s.5M.

A light (Fl.(2)R.5s.5M) has replaced the N cardinal beacon in the channel between Otok Sveti Grgur and Otok Rab (Silo).

Page 323

Supetarska Draga (Plan)

The N cardinal beacon E of O. Maman is lit (Q.1s.2M). The N cardinal beacon to the SE of the light beacon is not lit.

Page 332

Senj

Approaching Senj from the S beware of the spit extending W from the S headland at Senj (which has a light on it (Fl(3)10s.10m.8M)). The quayside near the harbourmaster's office is being upgraded.

Fuel, with LPG, is available from another filling station up the hill from the S breakwater.

Page 336

Crikvenica

A new basin has been constructed to the N of the breakwater in the main harbour at Crikvenica, improving the shelter in the harbour from N and W winds. The new basin is separated from the original part of the harbour by a T shaped pier. Local vessels are moored bows to both sides of this T pier. Entry to Crikvenica is between the new breakwater head (Fl.(2)R.5s.3M) to the N and the original breakwater (Fl.G.2s.3M) head to the S. The head of the T pier is not lit.

Visitors should moor alongside or bows/stern to the inside of the N breakwater. Water and electricity are available in the N basin, or moor bows to the inner part of the S breakwater, where buoys for stern lines are provided. Luka Podvorska, the harbour for local boats E of the river entrance, has a light on the W end of the S breakwater (Fl.(2)4s.2M).

Page 338

Uvala Percin

A small marina, Marina Jadronovo, has been built on the N side of Uvala Percin. It has three pontoons with laid lines. Facilities include water, electricity, toilets, showers, and free WiFi.

Contact details are: tel.: +385 916198319 and +385 981348817. Email: info@marina-jadronovo.eu www.marina-jadronovo.eu

www.marina-jadronovo.eu

Kraljevica

Entering the port of Kraljevica, Marina Porto Re (Marina Kraljevica), lies on the port hand side, overlooked by the Frankopan castle. It is a small marina with 60 berths for

yachts of a maximum length of 40m, and does not host a charter fleet! It has water and electricity on the pontoons, free WiFi, toilets and showers. The daily charge for a 10m yacht is €55 (2024).

Contact details: +385 911 888 882, VHF 73. Email: luka@porto.re
www.porto.re

Page 339

Bakarac

The small port of Bakarac has a marina, which is operated by Marina Porto Re in Kraljevica. Both marinas share the same contact details (see above).

Marina Porto Re Bakarac is located to the N of the old harbour, sharing the old harbour's N breakwater on its S side. The entrance to the marina is from N. The W breakwater head is marked by a light (Fl.(2)G.5s.1M). The marina has 120 berths for vessels of up to 12.5m. The daily rate for a 10m yacht is €53 (2024). Water and electricity are available, but no toilets or showers.

Bakar

A pontoon extends out from the NE side of the harbour, E of and parallel to the tunnel under the inlet. The approach from SE is between two light buoys, Fl.(2)R.7s.2M and Fl.G.2s.2M.

On the opposite side of the harbour, S of the tunnel, there is a yard offering lifting, repair and storage facilities for yachts and fishing vessels.

Page 340

Rijeka

Up to now there has been little provision for yachts wanting to berth in Rijeka. However, ACI has started construction of a new marina in Rijeka, the first phase of which is due to open in 2025. The final phase should be open in 2026. The marina will have 230 berths and is intended to offer the most advanced environmental protection and have the full range of facilities.

Page 350

Medulin

The entrance into the bay of Medulin harbour and the approach to the marinas are marked by R. and G. light buoys (Fl.R or Fl.G). Marina Puntica has been renamed Marina Medulin. It can accommodate vessels of up to 19m and has 85 berths. Facilities include water, electricity, toilets, showers, lounge bar, ATM, fuel barge at the head of the first pontoon (open 7 days a week from 0800-2000), free WiFi, black and grey water pump out, 30T and 60T cranes. Catamarans can be lifted out.

Contact details: + 385 (0) 52 633 547. VHF 17. www.marina-medulin.hr Delete contact details for De Mattei d.o.o.

The municipal authority has established facilities for visiting yachts on the SE side of the bay just to the E of where the plan shows "Marina Puntica". The berths are on a T shaped pontoon. In total there are 72 berths available for visitors for vessels of up to 20m. Water, electricity, toilets and showers are available.

Contact details: + 385 (0) 91 255 82 62, email: buza@buza.hr www.lup.hr

Approaching Pomer Marina pass to the N of the island, Premanturski, SE of the marina entrance. The NE side of the island is marked by a R. light buoy (Fl.R.).

Page 352

Uvala Kanalić (Soline)

Such is the popularity of this bay that a large number of buoys have been laid. Anchoring is no longer allowed. The mooring charge is €2/metre, plus an "eco" charge of €4 (2023).

Page 354

Pula

Marina Polesana, with 400 sea berths for yachts of up to 40m and space for 42 laid up ashore, has been established in the bay N of O. Katerina. The marina is entered from SE. The two pontoon heads on the N side of the island, which mark the entrance, are lit (Fl(2)R.4s.1M and Fl(2)G.4s.1M). However, note that there is a long pontoon parallel to the E side of the island, which is not currently lit. It could be a hazard. The marina has a full range of facilities, including water, electricity, toilets, showers, laundrette, ATM, mini market, restaurant, bar, chandlers, repair facilities, 200 T crane, 100T self propelling trailer, taxi and car hire available.

Contact details: VHF 17. Tel.: + 385 (0) 52 378 400, + 385 (0) 99 801 4440. Email: polesana@marina21.com

Page 361-2

Uvala Mulandarija (Plava Laguna and Marina Parentium) Hrid Zontuja is marked by N and S cardinal buoys (unlit), an unlit Y buoy to the W, and a buoy with a Fl.R. light to the E. The reef to the SW of Zontuja, Butaceja, is marked by an unlit isolated danger mark.

Page 362

Poreč

A breakwater has been built in a S direction from Hrid Barbaran. The S end is marked by a light (Fl.(3)R.8s.3M). The entrance to Poreč from NW lies between the breakwaters extending from O. Sv. Nikola and Hrid Barbaran.

The light on the end of the marina breakwater is F.G. not F.R.

Page 364

Luka Črvar

Uvala Sv. Marina, the inlet N of Marina Črvar-Porat, has had a breakwater built from the N shore, close to the entrance. The end is marked by a Fl.R. light.

Mooring buoys have been laid just N of Marina Črvar-Porat.

Page 366

Novigrad

Marina Nautica

Contact details for Marina Nautica: tel.: + 385 (0) 52 600 480. VHF 17.

Email: nautica@marina21.com

www.marina21.com

Page 374

Njivice

On entering the harbour, it is possible to berth bows/stern to the pier extending NW from the E side of the harbour. Laid lines, water and electricity are available here and on the quay to the E of this pier. Depths off the pier range from 5-2m.

Page 376

Rt Šilo light

The light on Rt Šilo is Fl.R.3s.7M.

Page 380

Punat

It is possible to moor alongside the end or the N side of the pier with the G light at Punat, or bow/stern to on the S side. Laid lines, water and electricity are available.

In the far N of the Puntarska Drage, beyond the wakeboard area, at Sv. Dunat, there is a small marina. This has water, electricity, toilets, and a beach bar nearby. The end of the marina breakwater has a Fl.R.3s.1M light. The other side of the entrance is marked by a light buoy (Fl.G.2s.1M).

Page 382

Cres

The new breakwater to the S of the town harbour has now been completed, improving shelter within the harbour, and providing additional berths for visitors. Water and electricity are laid onto the new breakwater. The port authority can be contacted on VHF Ch. 09. The light on the end of the new breakwater is Fl(2)R.4s.1M.

Page 385

Luka Jadrišćica (Pogana)

NW of the outer breakwater at Pogana, on the W side of Luka Jadrišćica, there is a floating pontoon with berths for visitors. Water, electricity and laid lines are available. Small cafe/bar nearby.

Page 386

Osor

The channel to Osor from S is marked by a series of R and G light beacons (all either Fl.R.2s or Fl.G.2s with a range of 2M) in pairs.

Page 395

Luka Ilovik

Approaching Luka Ilovik from NW the rocks off the headland on O. Sv. Petar on the N side of the entrance are marked by a lit W cardinal beacon (Q(9)15s.4M).

Anchoring in the channel between O. Sv. Petar and O. Ilovik is not permitted. However, it is possible to anchor between the row of mooring buoys and O. Sv. Petar, taking a line ashore. There is a water taxi available to take you to the village.

Water and electricity have been laid onto the pier on Otok Ilovik. Cash payment only. Toilets are privately run, and there is a charge to use them.

Page 396

Luka Susak

The work on the new breakwater has been completed, providing additional berths for visiting yachts with laid lines, water (apparently non-potable) and electricity. The light on the end of the new breakwater is Fl.3s.4M (not Fl.R.3s. as shown on the plan). Yachts can berth on either side of the new breakwater. The SW side of the breakwater is intended for smaller craft. The ferry calls morning and evening (0715 and 1945) creating a huge amount of wash. It is therefore advisable to ensure that you are well away from the wall and have fenders in place.

The anchorage in Uvala Bok has mooring buoys, but these are very close together. It has been claimed that the concessionaire operating the buoys tells people at anchor that anchoring is not permitted and that they must use the buoys, for which of course they must pay.

Page 397

Luka Unije

The pier has been upgraded with the ferry berth on the end. There is space for approximately 5 yachts, bows to the pier. Mooring buoys have been laid on the S side of the bay. These are sheltered in scirocco, but untenable in a bora. Anchoring is no longer permitted.

Uvala Vognišća

Of the three long inlets on the E side of Otok Unije, Uvala Vognišće is the only one not to have laid buoys for visitors. Parts of the inlet are rocky or with sea grass, but further out the bottom offers good holding on sand.

Uvala Podkujni and Uvala Maračol

Both of these bays have visitors' buoys, each with four lines. Two lines are taken to the bows and two to the stern.

Page 407

Entry formalities (Italy)

Additional information and clarification:

EU registered yachts on which VAT has been paid, or which are exempt from VAT, do not need to complete any entry formalities on entering Italy, nor do EU residents. EU registered yachts with EU residents on board no longer need to complete a *Constituto in arrivo per il naviglio di diporto* (*Constituto*).

Non-EU residents arriving in Italy from the Schengen area (where they should already have completed entry formalities) must report to the local *Questore* to complete a *Dichiarazione di presenza* within 8 days of arriving in the country. If you have already spent a night in a marina or hotel within this time frame, marina/hotel staff should have already notified the authorities of your arrival, and should, on request, give you a copy of this document. Having this document or a marina receipt should be adequate proof if you are subject to a spot check by the authorities. Non-compliance can result in a hefty fine and being expelled from the country. Arriving from a non-Schengen country a non-EU resident must report to the border authorities on the day of arrival and get a Schengen stamp in their passport.

Non-EU boats should report to customs (*Guardia di Finanza*) on arrival in Italy and also to the harbourmaster to obtain a *Constituto* at the first port. It therefore makes sense to make your arrival in Italy at a larger port which has border police, customs and a harbourmaster's office. Non-EU boats must inform the harbourmaster when they leave Italy and surrender the *Constituto*.

Page 416

Medical treatment

See page 41 above for information on applying for and using the new Global Health Insurance card.

Page 434

Grado

The approach to Grado from the fairway beacon is marked by two pairs of light beacons, with the outer pair being Fl.R.3s.5M and Fl.G.3s.5M. The characteristics of the next pair are Fl.(2)R.10s.5M and Fl.(2)G.10s.5M.

Page 436

Porto Buso Approach

A safe water mark/fairway beacon (L.Fl.10s.6M) marks the start of the channel leading to the entrance to Porto Buso. There are four pairs of light beacons between the fairway beacon and the lights on the end of the breakwaters, all of which are either Fl.R.3s.4M or Fl.G.3s.4M.

Page 439

Lignano Sabbiadoro

The start of the approach channel into Lignano Sabbiadoro is marked by a R and W fairway beacon (Fl.2s.6M). From here there is a pair of beacons (Fl.R.3s.4M and Fl.G.3s.4M) followed by a series of R or G unlit beacons. The entrance into the lagoon is marked by a R beacon (Fl.R.2s.8M) adjacent to Marina Punta Faro and a G pile beacon opposite (Fl.G.5s.4M). The marina is entered from N and has a Fl.(2) R.8s.4M light to port when entering.

Page 449

Venice

Venice will be trialling a visitor tax this year (2024) from 25th April to mid-July. The cost will be €5 per person for visits made between 0830 and 1600. There are certain exemptions, such as for residents of Venice. People booked into accommodation or a marina in Venice will already be paying this visitors' tax and will have evidence to show the inspectors. There will be spot checks on visitors and non-payment will incur a fine. At the moment the tax will not apply to visitors to Murano and Burano. The telephone number for Venice Yacht Pier is +39 347 6082425.

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Porto Corsini approach

The dangerous wreck approximately 7 cables SE of the fairway beacon is marked by an isolated danger buoy (Fl.(2)10s.4M).

Page 478

Falconara Marittima

Keep at least 1/2M away from the head of the pier. Passage through this area is prohibited.

Page 483

San Benedetto del Tronto

The end of the spur on the NE corner of the Molo Nord is marked by a light (Fl.G.3s.8M). The former head of the Molo Nord S of this spur now has a F.Y. light with a range of 4M. When entering proceed with caution since depths off both breakwaters can be less than charted.

Page 485

Giulianova

A new breakwater has been constructed to the N of the Molo Nord. The end is lit. The new lights are:
Outermost N breakwater: Fl.G
Molo Nord: Fl.G.5s.4M
Molo Nord Spur: F.G.2M
Molo Sud Fl.R.5s.8m.8M. Horn Mo (G)45s
Molo Sud Elbow: F.R.2 M

Page 486

Pescara

The isolated breakwater N of the canal port has been modified by creating an opening for small boats. This is not lit. Vessels drawing over 1m that wish to enter the canal port should use the E entrance to the harbour and follow the buoyed channel to the canal port entrance. The two pairs of buoys are Fl.R.3s.2M or Fl.G.3s.2M. To the W of the river breakwater, stretching from the shore towards the isolated breakwater is a rubble breakwater. At the time of writing (2024) the N extremity is not lit.

Entering the marina, the channel into the entrance is marked by two unlit R buoys to port and G light beacons to starboard. The one on the end of the Nuovo Molo Di Levante is Fl.G.5s.4M, whilst the spur to the NW has a F.G.2M light.

Page 494

Tremiti Islands

During the summer months visitors' buoys are laid in the bay to the S of Punta Schiavone (Isola San Domino). The mooring charge is €50 for 24 hours.

Page 496

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Due to an unfortunate production error page 495 is missing. Please print out the following page to replace the duplicated page 496.

Page 497

Vieste

Vessels drawing over 2.5m are not allowed to enter Vieste harbour on account of silting.

Page 506

Molfetta

The N breakwater, the *Diga Antemurale Achille Savucci*, has been extended further E than shown on the plan. The light on the head of the breakwater is Fl.G.5s.7M.

The shoal area to the E of Molo Pennello is marked by a G light buoy (Fl.(2)G.6s) to the NE, and an isolated danger light buoy (Fl.(2)5s.) to the S.

Page 514

Polignano a Mare - Cala Ponte Marina

The fuel berth is open between 0900 and 1600.

Page 518

Brindisi

Lights on the head of the Diga di Costa Morena (S side between the Porto Esterno and the Porto Medio): F.R.5M (on E side) and Fl.R.3s.8M.

Anchor

There is an area extending SE from Isola San Domino into the channel between the islands where anchoring and fishing are prohibited (see chart). If anchoring to the N or NW of the harbour, note that the currents run strongly and the holding on rock is unreliable. No vessels are allowed to navigate or anchor within 300m of the shoreline between 0830 and 1930. Note that some mooring buoys have been laid in this area, but it is not recommended that you use them.

Shelter

The harbour is sheltered to some extent from N, NE and E.

Officials

Harbourmaster's office is located on the path leading up the hill.

Facilities

There is a tap near the harbour, but the water is not suitable for drinking. Basic essentials can be purchased. Restaurant and bars. PO and telephone.

Cala dei Turchi

42°08'·1N 15°30'·6E

General

Cala dei Turchi lies on the W side of Isola Caprara. The cove was used as a base by the Turks when they attacked the monastery, hence its name.

Approach

There is a shoal with 5·2m over it 1½ cables SW of the S entrance point. The approach is otherwise straightforward and clear of dangers. There are no navigational lights here.

Anchor

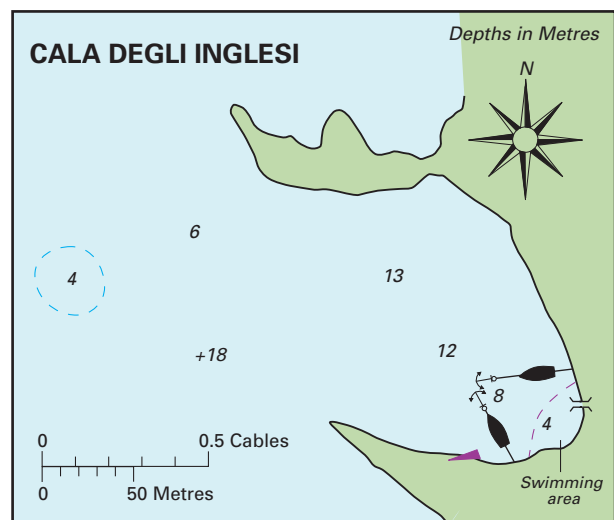
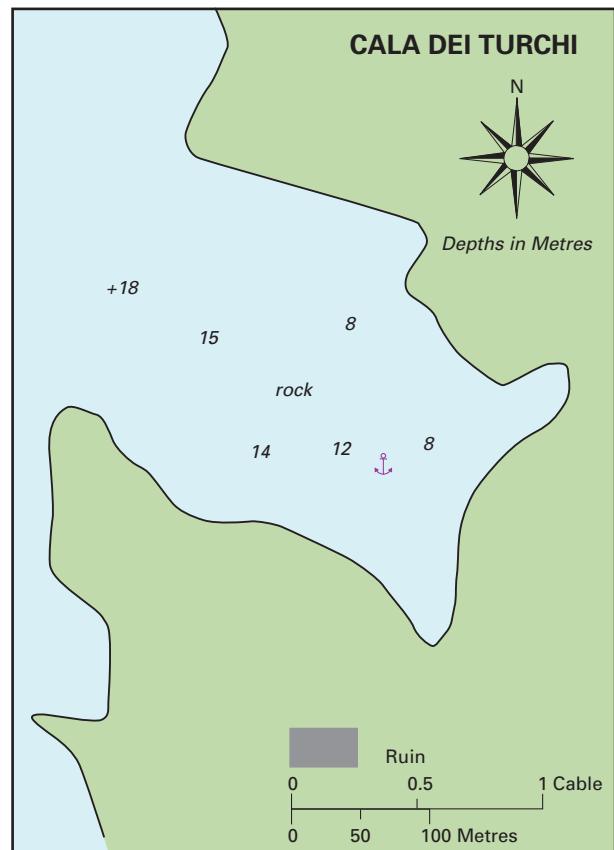
In 8m. The bottom is rock and the holding is unreliable. If staying overnight it is recommended that you take lines ashore.

Shelter

The anchorage is exposed to winds and swell from W, NW and N. Shelter from other directions is good.

Facilities

There are no facilities ashore.



Cala degli Inglesi

42°07'·05N 15°29'E

Cala degli Inglesi lies on the W side of Isola San Domino. Steps lead from the cove up to a holiday camp, and ultimately to the village in the centre of the island. There is a shoal patch off the cove with two wrecks beyond it to the W. One of the wrecks is of a paddle steamer. The wrecks are not a hazard unless anchoring.



Cala dei Turchi, Isole Tremiti