

TREVOR AND DINAH THOMPSON

Imray



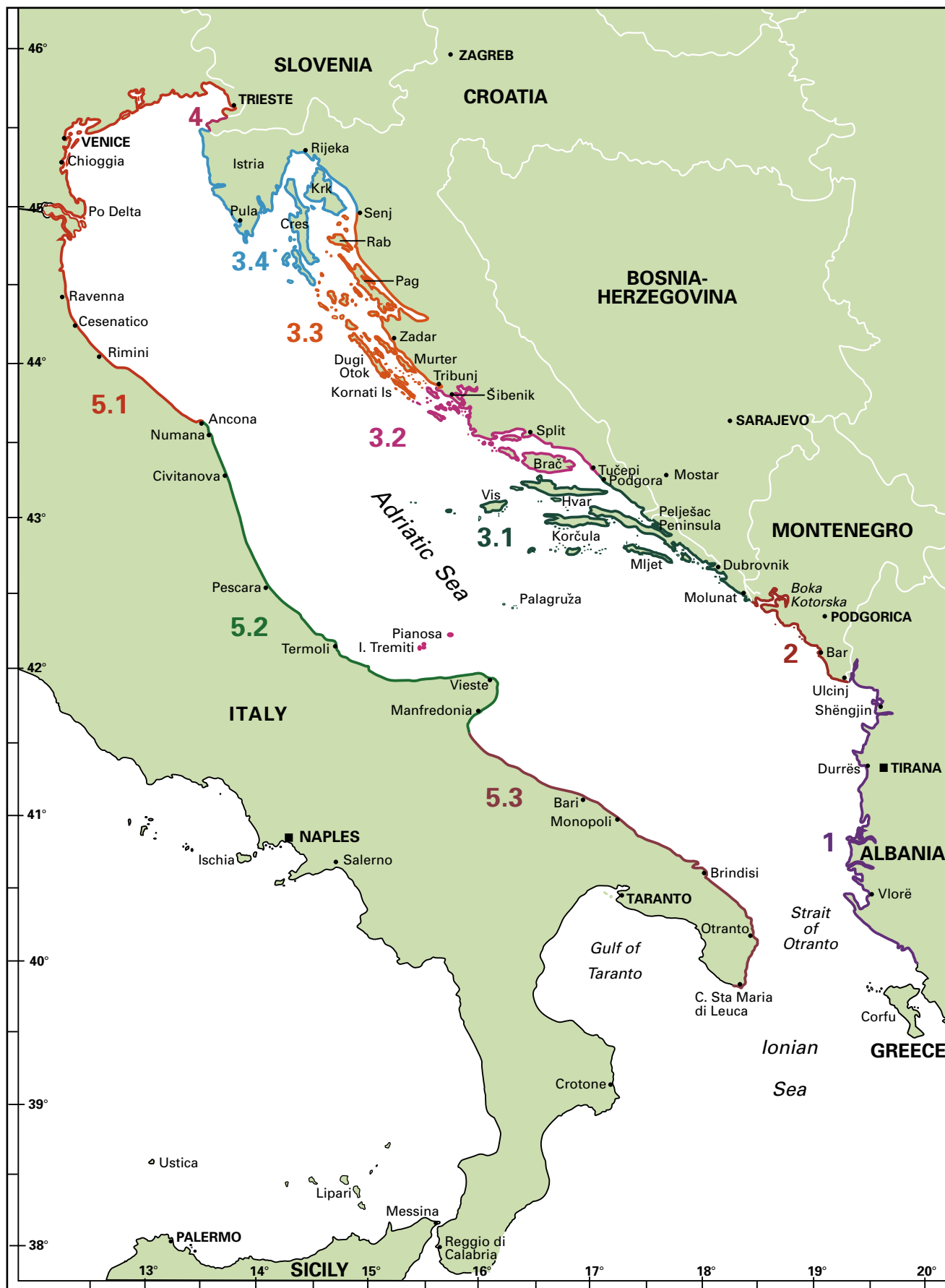
Adriatic Pilot

Croatia, Slovenia, Montenegro
East Coast of Italy, Albania



IMRAY | CRUISING GUIDES

Ninth edition



ADRIATIC PILOT

Croatia, Slovenia, Montenegro

East Coast of Italy, Albania

TREVOR AND DINAH THOMPSON

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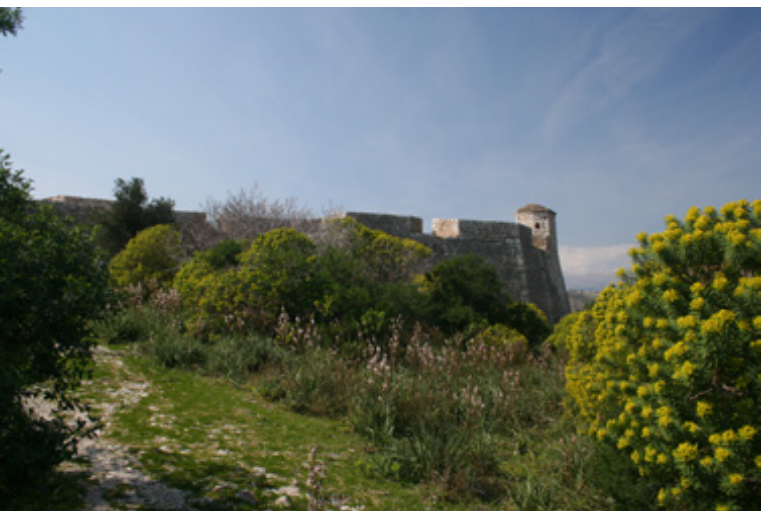
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Ali Pasha's castle on the island in the middle of Palermos bay is remarkably well preserved and well worth visiting

Shelter

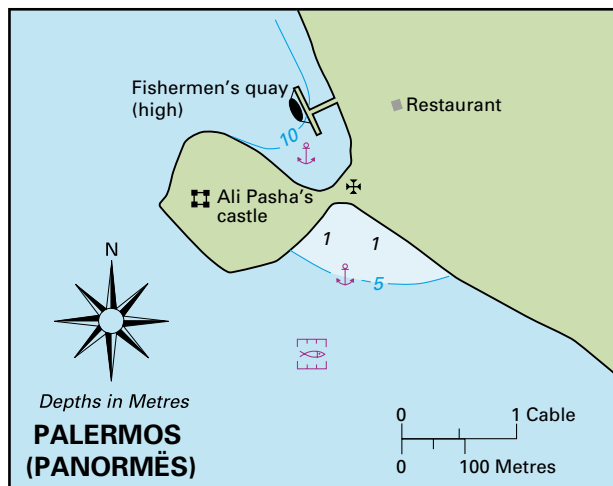
Excellent shelter, although be prepared for strong katabatic winds at night.

Facilities

Restaurant/café/bar close to the quay on the mainland, and fish restaurant in the SE corner.

History

The well-preserved castle on the central peninsula was commissioned by Ali Pasha of Tepelena, who was a powerful ruler in this part of Albania during the early 19th century. There are lots of rooms to explore, including prison cells in the basement. Take a torch with you. The entrance fee of 300 *lekë* (cash, 2026) is collected by the custodian who can be contacted at the nearby restaurant. The small church on the neck of land joining the peninsula to the mainland was built for Ali Pasha's wife.



Gjiri i Spilës (Ximarës or Himarë)

40°06'N, 19°44'.5E

Chart BA 188 (passage chart), Imray M30 (passage)

General

There is an anchorage in the sandy bay of Gjiri i Spilës, off the small village and holiday resort of Spilës. On the NW side of the bay there is a quay, where yachts can tie up.

Approach

The village is approximately 4M NW of Palermos and is easily identified. There are no dangers in the approach. However, inshore of the quay there are some wooden piles. On the end of the quay there is a white light structure, and the Albanian flag is flown from the Harbour Master's office.

Lights

Kepi i Palermos Fl.8s114m6M

Gjiri i Spilës Pier Fl.3s6M

Berth

Tie up alongside the quay, which is high. Note that in summer wash from passing craft can be a nuisance. Alternatively, anchor in a suitable depth in the bay, keeping clear of the piles and any fishing nets that have been set. Shallow draught craft may be able to tie up alongside the new pier built out from the beach, NE of the quay.

Officials

Harbour Master and police next to the quay.

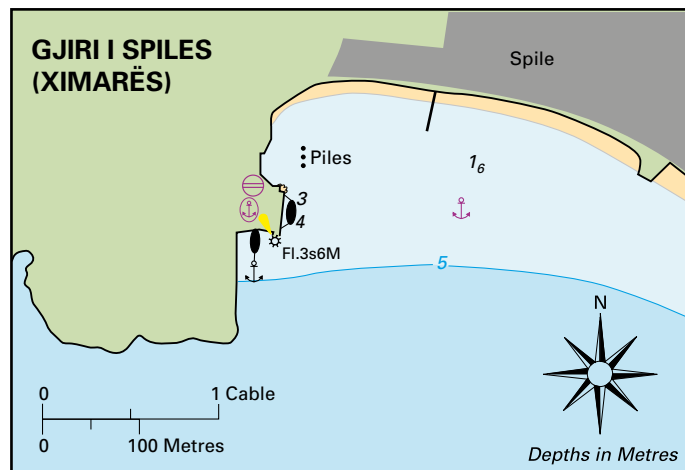
Agent: Agjencia Detare Himara Sh.A.K.M.

① + 355 69 91 96 770 or + 355 69 91 99 443

shakm2014@gmail.com

Shelter

Limited shelter. The quay and bay are open to the S and SW.





It is possible to tie up alongside the fish quay near the harbour office at Gjiri i Spilës. Note the piles in the background

Facilities

The village has several food shops and mini markets, including a butcher's. Fresh fish is sold by the fishermen. PO, bank, ATM, pharmacy, medical centre, hardware shop, restaurants and bars, taxis and bus service. There is a fuel station across the road that runs around the S side of the bay. Fuel can also be delivered.

Ishulli i Sazanit

40°31'N, 19°17'5E

Charts BA 188 (passage), 1590 (plan), Imray M30 (passage)

Ishulli i Sazanit is an island strategically located in the approach to Gjiri i Vlorës. It has a run-down harbour on the NE side of the island (in Gjiri i Shën Nikollës), which in the past was used by the Albanian navy. The charts continue to state that landing and approaching within one mile of the island are prohibited. However tripping boats call at the island. We have not been able to verify the current situation by trying to visit the island in person.

Vlorë

40°26'5N, 19°29'6E

Charts BA 188 (passage), 1590 (plan), Imray M30 (passage)

General

Vlorë is a large city and major ferry port, where it is possible to complete entry and departure formalities. It is not the best place for a yacht, with poor shelter. Marina Orikum towards the S end of Gjiri i Vlorës is a better bet.

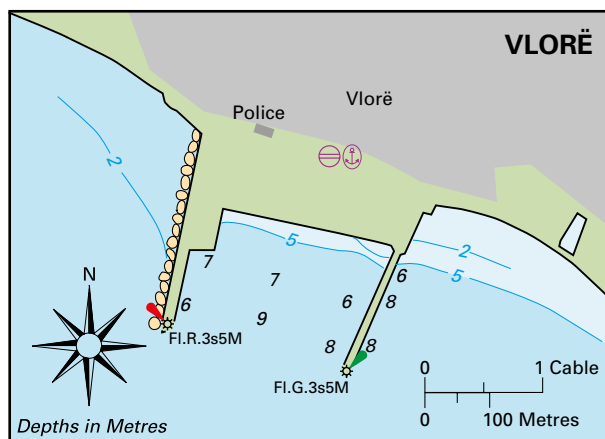
Vlorë harbour consists of a western breakwater and an eastern pier extending south from the coast. The eastern pier is built on piles, so the water flows freely under it.

Approach

In the past there was an extensive minefield in the approach to Vlorë. This has been cleared, and is no longer a danger for surface navigation. Anchoring, fishing and other submarine activities in this area are, however, best avoided.

Approaching from S, pass between Kepi i Gjuhëzës and Kepi i Gallovecit, on which there are major lights, to the S and Ishulli i Sazanit (also lit) to the N, keeping at least 1M off the coast of the island.

Approaching from N beware of the dangers between Kepi i Trepoteve and Vlorë. There are two commercial harbours S of Kepi i Trepoteve as well as a number of oil platforms between here and Vlorë. A red light buoy (Fl.R.2s) lies to seaward of the platforms. The headland, Kepi i Trepoteve, which marks the N entrance to Gjiri i Vlorës, consists of earth and rocks, with a rocky shoal extending nearly half a mile in a S direction from the headland. The N and E shores of the bay are rocky, and depths of less than 5m can be found up to 8 cables offshore between Kepi i Trepoteve and Vlorë.



Lights

Kepi i Gjuhëzës Fl.6s44m11M

Kepi i Gallovecit Fl.G.3s4M

Ishulli i Sazanit Fl(4)15s157m24M (340°-vis-197°)

Kepi i Jugor (S tip of Ishulli i Sazanit)

Fl.R.3s32m4M

Light N of Kepi i Trepoteve (in position

40°30'·7N, 19°23'·8E) Fl(2)8s9M

Vlorë W pier head Fl.R.3s5M

Vlorë E pier head Fl.G.3s5M

Berth

Contact the Harbour Master on VHF Ch 12 or 16, or a shipping agent, for instructions on where to berth. You will normally be directed to the NW pier. The ferries and ships use the outer extremities of the piers, berthing stern to. Vlorë harbour is not suitable for a stay of any length. After completing the formalities it is better to move on.

Officials

Harbour Master, police and customs. The fees for a 10m yacht completing the formalities in Vlorë are approximately €150, which includes port fees, customs fees, tourist tax, and the agent's fees.

Agents for Vlorë and Marina Orikum:

ARBA Maritime Shipping Agency: ☎ + 355 694 040 633

arbagent@arbaship.com www.arbaship.com

Sail Albania. ☎+355 697 710 739 sailalbania@gmail.com

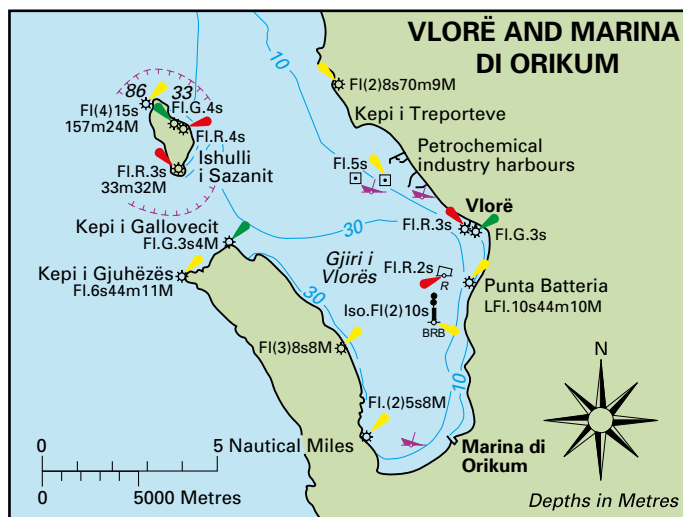
Another agent who is recommended is Vladimir. ☎+355 6923 75078

Interalba Logistic also have an agent in Vlorë.

☎+355 52 801 015 (Durrës) interalbadurres@yahoo.com

Shelter

Poor.



Facilities

This commercial port provides no facilities specifically suited to yachts. Water and fuel are available, but unless you want a tanker load, you will need to fill containers at a nearby garage. All the shops and facilities to be found in a major city are close by, including supermarkets, book shops, internet, PO, banks, ATMs. Ferry service to Brindisi. Buses, taxis, car hire. Museum.

Trepoteve

There are two commercial ports N of Vlorë, which are very close together. The one to the S has been built for the oil industry, and the one to the N is Trepoteve. Trepoteve can be identified by a chimney with red stripes on the top half nearby, and the torpedo shaped towers, painted red or green, which are on the breakwater heads. In the past, Trepoteve, a fishing harbour and commercial port, has been used by yachts as it offers better shelter than Vlorë. Yachts are not now allowed to enter either harbour. Besides which, there is no room to anchor and the quays tend to be fully occupied by commercial craft. The port has no facilities, and it is a long and lonely walk from here to the city. It is better to go to Marina di Orikum.

Marina di Orikum

40°20'·32N, 19°28'·18E

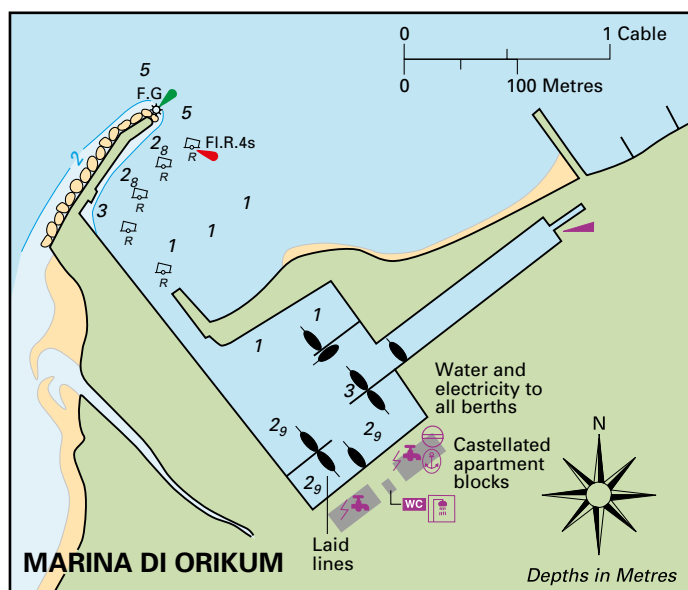
Charts BA 188 (passage chart), Imray M30 (passage)

General

Marina di Orikum was the first marina in Albania and is open throughout the year. It offers a secure and sheltered berth, with good facilities, and friendly, helpful staff. Marina Orikum is now a port of entry and is a better option for yachts wishing to complete the formalities than Vlorë. It is also an excellent base from which to hire a car or taxi and guide and go off to explore Albania. From



The city of Vlorë feels spacious and modern



May onwards there is a taxi based at the marina reception, but marina staff will organise transport for you if the taxi is not available. The marina can accommodate yachts of up to 35m in length, with a maximum draught of 2.3m, and has 600 berths.

Approach

Marina di Orikum is located at the S end of Gjiri i Vlorës. During daylight the best aids to locating the marina are the red castle like buildings at the marina. They are distinctive and quite unlike the other apartment blocks being built in the area. The marina entrance does have lights, but they are weak and difficult to see against the background lights. As a result the marina details state that from 1 September - 30 March entry should only be made between 0800 and 1600. At other times of year entry should be between 0800 and 1800 where possible.

The marina is entered from NE, passing between the head of the rubble breakwater on which there is a light pole F.G at present but will ultimately be replaced with (Fl.G.3M) and a R light buoy (Fl.R.4s3M) to the SE. There are a further 4 unlit red buoys marking the channel from the outer entrance into the inner basin. Keep close to the buoys, leaving them to port, as the inner side of the breakwater is shallow. The minimum depth in the entrance channel is normally 2.8m, but silting can reduce this.

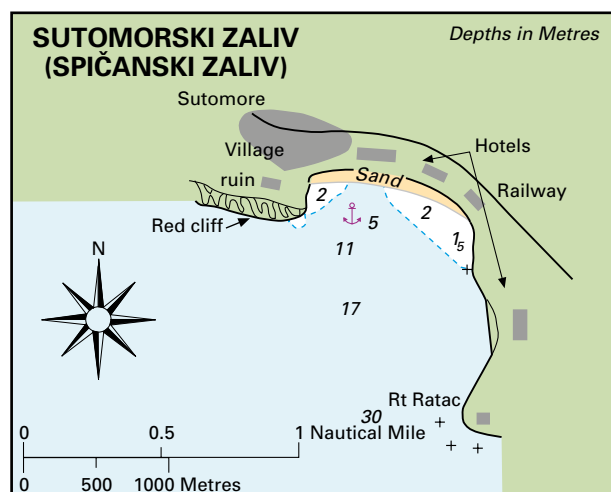
The marina can be difficult to enter in strong onshore winds.



Marina di Orikum was the first marina to be built in Albania. It has excellent facilities and is a secure base for leaving the boat. The red brick castle-like marina buildings are distinctive



The entrance channel to Marina di Orikum passes between the end of the breakwater and a red light buoy. Beyond the light buoy a sequence of red buoys lead you into the marina



Sutomorski (Spičanski) Zaliv

42°08'1N 19°03'3E

Charts BA 1582, MK 28, Imray M27

General

Three miles NW of Bar is the wide bay of Sutomorski (Spičanski) Zaliv. It is fringed by a sandy beach and is a popular holiday area. The bay is open to S and SW. It is a suitable lunchtime anchorage in settled weather. The village of Sutomore lies at the head of the bay.

Approach

The bay can be recognised by the red cliffs to the S of the village of Sutomore. If approaching from Bar, beware of rocks which extend for nearly 2 cables from Rt Ratac on the S side of the bay. Half a mile N of Rt Ratac more rocks lie close inshore. There is a swimming barrier off the beach.

No navigational lights.

Anchor

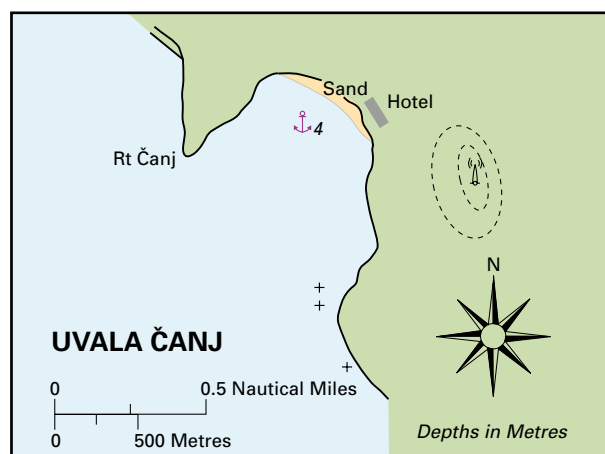
Anchor in 5m, sand, good holding. Beware of bathers.

Shelter

The only shelter is from N and NE. The anchorage is exposed to wind and swell from all other directions.

Facilities

There are hotels and restaurants around the bay, and shops in the village of Sutomore.



Uvala Čanj

42°09'6N 19°00'2E

Charts BA 1582, MK 28, Imray M27

General

Uvala Čanj is nearly 4M from Sutomorski Zaliv and is another pleasant lunchtime anchorage. It is a popular bathing beach, with a modern hotel.

Approach

A radio mast on the hill E of the bay and the large hotel at the head of the bay help identify U. Čanj. Beware of rocks one cable offshore fringing the coast from Crni Rat in the S approach to U. Čanj.

Anchor

Anchor in 4m sand, good holding.

Shelter

Good shelter in N and NE winds. Some shelter from NW winds. Exposed to winds and swell from other directions.

Facilities

There is a hotel ashore.

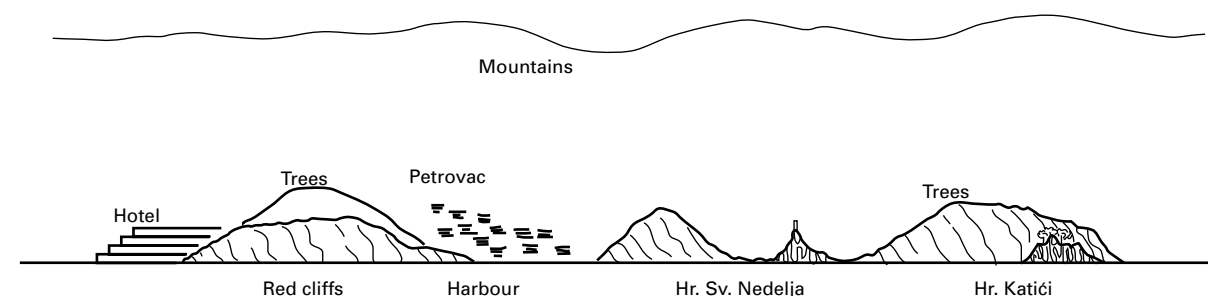
Petrovac na Moru

42°12'3N 18°56'6E

Charts BA 1582, MK 28, Imray M27

General

Petrovac is a small and attractive holiday resort 9.5 miles from Bar. Yachts rarely call here because the shelter is limited.



Petrovac: From 1 Mile off



Hrid Sv. Nedjelja and Hridi Katići, the island and rocks lying in the approach to Petrovac

Approach

From seaward Petrovac is easily identified by the small islands, which lie to the S, and by the large hotel in the next bay W. Identify the islet of Hrid Sv. Nedjelja (with ruins on it), which lies 4 cables S of Petrovac and 3 cables offshore, and the two islets of Hridi Katići, which lie close S of Hrid Sv. Nedjelja. Two cables SSE of Hridi Katići is a below-water reef, Pl. Katić, with a mere 0.3m over it. Pl. Katić is steep-to. Leave the islets 3 cables to starboard. If approaching from S it is possible to pass between the islets and the shore but beware of Pl. Katić. There is 9m in this passage between the islets and the shore. The coast both E and W of Petrovac has isolated rocks fringing the shore.

Lights

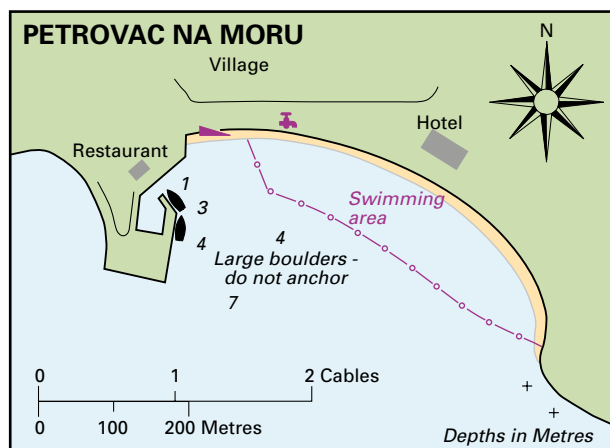
Hr Katić Fl.R.4s25m6M

Berth

Tie up alongside the quay. The inner harbour is shallow and only suitable for rowing boats.

Anchor

Do not anchor in the bay. The bottom is strewn with boulders, and even though there are patches of sand it is easy to get the chain caught round a rock. We nearly lost our fisherman here!



Shelter

Shelter from N and NE only. Leave Petrovac immediately at the first sign of any onshore winds or swell.

Facilities

There is no water tap on the quay, but there is a tap on the esplanade not too far away. Supermarket, fresh fruit and vegetable market. Bakers. Pharmacy. Bank. PO, ATM (outside PO). Telephones. Several hotels, restaurants and café/bars. Bus service. Car hire. Taxi. Police in village.

History

Petrovac only gained its present name after the First World War. It was previously known as Lastva. Archaeological excavations in the area have proved that the Romans had a settlement here. Venice controlled the village from 1442 and in the 16th century built the fort 'Caster Lastva' to protect the village from pirate raids. One of the houses near the harbour has several cannonballs dating from that period on its wall. The chapel on Sv. Nedjelja was built by sailors, grateful for having survived a shipwreck.



Petrovac na Moru



The quay at Petrovac na Moru



Kotor: the cruise ship quay and marina

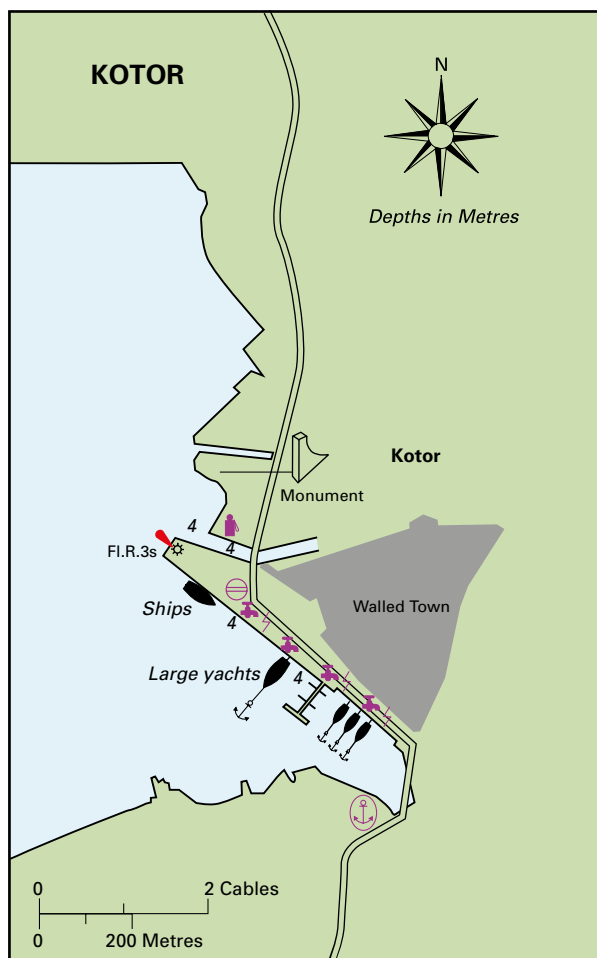
Kotor

42°25'·5N 18°46'·4E

Charts BA 1582, MK27, Imray M27, IIM 6011, 6012

General

The old walled town of Kotor, with its impressive defensive walls climbing the mountainside behind, lies at the southernmost extremity of Kotorski Zaliv, and is a World Heritage Site. The town was badly damaged in the 1979 earthquake but has been completely restored. It is certainly worth a visit, a fact which is recognised by the operators of luxury cruise liners. Kotor has a marina to the SE of the ship quay.



Approach

From a distance, the town and the walls on the mountainside are conspicuous. There is also a prominent memorial in the form of an obelisk, which is situated in the park N of the main quay. Steer for this memorial until the light structure on the corner of the quay is apparent.

Lights

Rt Markov Fl(2)G.6s7M

Prčanj Fl.G.3s

Rt Rdakova Fl.G.5s8m6M

Dobrota Fl(2)R.5s6M

Muo Fl(2)G.5s5m5M

Kotor quay Fl.R.3s8m5M

Berth

There are berths for visiting yachts in the marina, with laid lines, water and electricity connections on the main quay, beyond the area with large rubber ship fenders which is used by cruise liners. Larger yachts use the area next to the ship berth, and smaller yachts the quay SE of this or one of the pontoons. The daily berthing fee includes water and electricity.

☎+382 (0) 32 325 569

portofkotor@t-com.me

kotormar@t-com.me

www.portofkotor.com

Anchor

It is possible to anchor in 7-10m at the far end of Kotorski Zaliv. Anchoring within the harbour area is not allowed.

Shelter

Reasonable shelter can be obtained from all wind directions depending on the berth.

Officials

Year-round port of entry. Customs and Immigration Police in the large building on the ship quay. Police in the town. Tie up alongside the customs quay to complete the formalities (for entry or departure) before moving to a more permanent berth. The



The harbour of Kotor and the marina viewed from the fortress ramparts

Harbour Master's office is in the building with the big red and white sign "Lovcen", on the S side of the marina inlet.

Facilities

Water and electricity at the marina and on the quay. Toilets close to the Tourist Information Office. Fuel berth on the N side of the river, N of the ship quay. Ensure that your topsides are well protected with fenders, as it has been reported that the wooden pontoon has protruding pieces of metal. Fuel is available from 0800-2000 (July and August) and 0900-1600 at other times of the year. Showers for marina guests at Yachting Club Nautica in the old town, close to the S gate.

Good selection of shops, including several supermarkets. Daily fruit and vegetable market on the other side of the road from the marina, underneath the town walls. Banks and ATMs (one ATM is on the Customs/Immigration police building, and there is one outside the supermarket opposite the Harbour Master's office). PO. Telephones. Medical centre. Hospital. Dentist. Pharmacy. Tourist information. Hotels, restaurants, café/bars. Mechanics. Gas bottles can be refilled at the gas depot behind a garage on the Budva road. Bus service. Car hire. Taxis.

Visits

At least a day should be spent wandering around the old town of Kotor with its encircling walls, soaking up the atmosphere of its narrow streets, squares, fine buildings, and old churches. If you have the energy, it is worth climbing the 1,200+ (we lost count!) steps up to the fortress, from where there is a breathtaking view. The best time is early in the

morning, when it is cooler, or after 4pm, once the cruise ship passengers have left. There is a charge of €3. Also worth visiting are the maritime museum and the Roman Catholic cathedral of Sv Tryphon. You can arrange for a private guided tour of Kotor. Enquire at the tourist information centre. Kotor is a good place to leave the boat for the day whilst you go off to explore. There is a bus service to Cetinje from Kotor, as well as organised excursions.

History

It is not known exactly how long people have lived here, but it is believed that there was a settlement at Kotor in the third century BCE, and that it was possibly Greek. In common with so much of the Dalmatian coast the town changed hands many times, being ruled by Illyrians, Romans, then coming under Byzantium. For varying periods, it was then ruled by the kings of Serbia, Hungary and Bosnia, until 1391 when Kotor became an independent republic. The threat posed by the Turks however, made the town



Marina berths at Kotor are close to the town walls

3.1. CROATIA



Molunat to Podgora

General

From the border with Montenegro to the border with Slovenia approximately 300 miles to the NW this is a fabulous cruising area, which attracts yachtsmen and holidaymakers from all over Europe. We have divided the coverage as far as Slovenia into four chapters. This chapter covers the area from the border with Montenegro to Podgora on the mainland, and includes the Pelješac peninsula, the anchorages in Zaljev Klek Neum (which belong to Bosnia-Herzegovina), and the off-lying islands from Lokrum in the S to Hvar in the NW, including Mljet, Korčula, Hvar, Lastovo and Vis.

National and Nature Parks

The National and Nature Parks, which are in the area covered by this chapter are Mljet and Lastovo. Visitors must buy a ticket for these Parks for each day they are in the park. Tickets can be bought on the day from Park reception areas or water rangers, online from each park's website or free online Apps such as my-Sea. The cheapest option is to buy online directly from the park website. One day tickets only cover the park for which they are bought. Multi day tickets can cover more than one park. For example, a 7-day ticket covers Lastovo Nature Park as well the Mljet, Telašćica and Kornati National Parks.

Otok Mljet

The western third of Otok Mljet has been designated a National Park, with regulations in force to protect the park. These regulations are a matter of common sense, for example, not leaving litter, lighting fires, or hunting.

Ports or anchorages described in this pilot which fall within the National Park are Polače and Pomena.



Anchored in a quiet bay for lunch and a swim

Yachts are only allowed to anchor or berth in these two areas within the park (on purchase of a ticket). Yachts are not permitted to enter Zaljev Soline (the bay in the approach to Veliko Jezero), and nor are they allowed to enter Veliko Jezero itself. (See page 126 for details.)

Otok Lastovo and the Lastovo Archipelago

The whole of Otok Lastovo and its neighbouring islands, rocks and reefs, stretching from Otok Sušac in the W to Otočić Glavat with its lighthouse in the E, and N to include Otočić Tajan Velji, have been designated a Nature Park. As with the National Park of Mljet there are common sense regulations to protect the environment, including restrictions on where diving is permitted. As with Mljet, there is also an entry fee levied on visitors. (See page 134 for details.)

Local weather effects

During the summer months, the usual weather pattern encountered in this area tends to consist of flat calms or light winds in the mornings and a sea breeze setting in from midday. The sea breeze in this area is almost invariably a W to NW wind because of the E-W alignment of the islands. It can reach Force 4 or 5, or, if occurring with winds from the W quadrant, can increase the barometric gradient wind to Force 6 or 7 for a while. This W wind blowing against the normally west-going circulating current creates steep seas which make sailing to windward wet and uncomfortable.

The sea breeze usually disappears at about 1800 (local time) leaving a sloppy sea which finally dies away at about midnight. Sailing should be timed to take advantage of these conditions. In the mornings, you will probably have to motor. In the afternoons, you will be able to sail to your destination, but if it lies to the W, you will have a hard slog to windward.

The mainland in the area covered by this chapter is mostly mountainous. The *bora* blows strongly throughout the area but is particularly violent where valleys funnel the wind. The areas where the *bora* blows most violently are in Zaton Žuljana (on the S side of the Pelješac peninsula), near the mouth of the Neretva River, and in Kanal Malog Stona. The Mljetski Kanal is also subject to strong NE winds, which fall off the mountains of the Pelješac peninsula, especially towards evening (katabatic winds).

List of major lights

MAINLAND COAST

Rt Oštra 42°23'·6N 18°32'·2E Fl(2)10s73m15M
Gornji Molunat 42°26'·9N 18°26'·6E Fl.3s8m6M
O. Veliki Skolj 42°26'·5N 18°26'·1E Fl(3)15s34m8M
Rt Sv. Rok (Cavtat) 42°35'·N 18°13'E Fl.WRG.2s10m6-3M
 053°-W-083°-R-110°-W-129°-G-158°
Seka Velika 42°35'·1N 18°12'·5E Fl(2)10s8m8M
Hridi Grebeni 42°39'·1N 18°03'·2E Fl(3)10s27m10M
O. Sv. Andrija 42°38'·8N 17°57'·4E Fl.15s69m24M
Rt Bezdanj (O. Koločep) 42°39'·7N 18°01'·5E Fl(2)8s18m4M
Donje Čelo (O. Koločep) 42°40'·8N 18°00'·6E Fl.3s4M
 262°-vis-142°
O. Daksa 42°40'·2N 18°03'·5E Fl.6s7m5M 023°-vis-295°
Rt Kantafig 42°40'·N 18°05'E Fl.2s7m5M 325°-vis-247°
Rt Bat (Zaton) 42°41'·1N 18°03'E Fl.R.3s19m4M
Rt Picej (near Trsteno) 42°42'·7N 17°58'·4E Fl(3)10s10m6M
Rt Donji (Slano) 42°46'·6N 17°52'·4E Fl.R.3s16m4M
Rt Tiha 42°45'·4N 17°51'·4E Fl(2)8s14m9M 117°-vis-305°
O. Tajan 42°45'·6N 17°48'E Fl.R.3s9m4M 061°-vis-268°
Rt Lumpar (O. Olipa) 42°45'·5N 17°46'·9E Fl(3)10s31m10M
 253°-vis-104°
Rt Pologrina (Grbljava) 42°47'·3N 17°47'·2E Fl.3s11m7M
Broce 42°49'·3N 17°43'·1E Fl.R.3s6m4M
O. Lirica 42°52'·4N 17°25'·8E Fl.10s34m9M 293°-vis-233°
Rt Osičac 43°00'·6N 17°00'·6E Fl.3s9m8M 322°-vis-270°
Rt Lovisće 43°02'·8N 17°00'·3E Fl(3)10s10m10M
 357°-vis-258°
Rt Blaca 42°55'·5N 17°31'·4E Fl.5s9m4M 127°-vis-285°
Rt Čeljen 42°52'·1N 17°41'E Fl.3s10m6M
Rep Kleka 42°56'·N 17°33'·3E Fl.3s8m5M
Drač 42°55'·7N 17°27'·3E Fl.WR.3s7m4/2M
 197°-R-243°-W-197°
Usće Neretve N mole head 43°01'·2N 17°25'·3E
 Fl.R.2s6m4M
S mole head 43°01'·1N 17°26'·9E Fl.G.2s5m4M
L. Trpanj 43°00'·7N 17°16'·2E Fl.R.3s5m4M
Rt Visnjica (Ploče) 43°02'·4N 17°25'·1E Fl(2)5s13m7M
OTOK MLJET
Rt Stoba (Okuklje) 42°43'·7N 17°41'·1E Fl(2)5s10m6M
Rt Pusti (Sobra) 42°44'·6N 17°37'·1E Fl.3s14m7M 156°-vis-043°
Hrid Kula 42°47'·2N 17°26'·2E Fl.2s11m6M
Hrid Crna Seka 42°47'·68N 17°19'·89E Fl(3)WR.10s12m8/5M
OTOK PALAGRUŽA
Palagruža 42°23'·N 16°15'E Fl.17.5s110m26M &
 Iso.R.2s96m5M 264°-vis-304° over O. Galijula
OTOK LASTOVO AND OFF-LYING ISLANDS
O. Glavat 42°45'·9N 17°09'E Fl(5)30s45m10M 120°-vis-070°
O. Tajan Velji 42°48'·9N 16°59'·6E Fl.5s20m8M
O. Pod Mrčaru 42°46'·8N 16°46'·8E Fl(2)6s23m9M
O. Prežba 42°45'·2N 16°49'·2E Fl.WR.5s18m8/5M
 067°-W-084°, 235°-R-023°-W-045°
Rt Struga 42°43'·4N 16°53'·3E Fl.10s104m27M 259°-vis-095°
OTOK SUSAC
Rt Kanula 42°45'·N 16°29'·7E Fl(2)15s94m24M 253°-vis-213°
OTOK KORČULA AND OFF-LYING ISLANDS
Rt Ražnjić 42°55'·N 17°12'·4E Fl.6s13m9M
O. Sestrica V 42°57'·8N 17°12'·7E Fl(4)15s18m11M
O. Stupe Vele 42°57'·8N 17°11'·4E Fl.R.3s9m3M
O. Kneža Vela 42°58'·9N 17°03'·5E Fl(2)6s13m8M
Otočić Pločica 43°01'·8N 16°49'·2E Fl(2)10s25m10M
U. Prigradica 42°58'·N 16°48'·9E Fl.R.3s6m3M

Rt Proizd 42°59'·N 16°36'·6E Fl.3s11m11M 290°-vis-229°
O. Kamenjak 42°58'·1N 16°39'·6E Fl(2)R.6s10m4M
 233°-vis-163°
Rt Velo Dance 42°55'·5N 16°38'·6E Fl(3)10s12m11M
Rt Veli Zaglav 42°53'·7N 16°51'·2E Fl.3s13m7M
OTOK VIS AND OTOK BISEVO
Rt Stončica 43°04'·4N 16°15'·6E Fl.15s38m30M 110°-vis-357°
Hrid Krava 43°04'·7N 16°13'·5E Fl.R.2s7m4M
O. Host 43°04'·6N 16°12'·6E Fl.4s21m8M
Hridi Voliči 43°05'·2N 16°11'·9E Fl.2s8m6M
O. Mali Barjak 43°03'·2N 16°02'·7E Fl.3s13m8M
Rt Stupisće 43°00'·4N 16°04'·3E Fl(3)12s18m10M
O. Bisevo (Rt Kobila) 43°59'·2N 16°01'·5E Fl(2)R.10s18m11M
OTOK ŠČEDRO
Rt Ščedra 43°05'·1N 16°40'·3E Fl.WR.6s21m10/6M
 087°-R-094·5°-W-087°
Hridi Lukavci 43°05'·N 16°35'·2E Fl.R.3s14m5M
L. Lovisće 43°05'·8N 16°42'·4E Fl.R.3s10m3M
OTOK HVAR
Rt Sućuraj 43°07'·5N 17°12'·2E Iso.4s14m11M
Jelsa 43°10'·N 16°42'·4E Fl.R.3s6m5M
Rt Sv. Križ (Vrboska) 43°10'·6N 16°41'·4E Fl.2s5m5M
O. Zečevo 43°11'·5N 16°42'·1E Fl.5s11m5M
Rt Kabal 43°13'·5N 16°31'·5E Fl(2)5s16m7M 324°-vis-227°
Rt Galijola (U. Vira) 43°11'·9N 16°25'·8E Fl.2s8m6M
Rt Fortin (Stari Grad) 43°11'·N 16°35'·5E Fl.G.2s9m4M
Rt Pelegrin 43°11'·7N 16°22'·3E Fl(3)10s21m8M
O. Vodnjak Veli 43°10'·1N 16°19'·E Fl.6s31m9M
O. Gališnik 43°10'·N 16°26'·6E Fl.G.3s11m5M

Coast radio stations

Dubrovnik Radio: MMSI 002380300

VHF transmits and receives Gorica Sv. Vlaha (Dubrovnik)
 Ch 19; Hum (Lastovo Island) Ch 85; Ilijino Brdo (Cista
 Gora) Ch 28; Srd Ch 07; Uljenje Ch 04; and all on Ch 16
 (24 hrs).

This station accepts public correspondence.
 Weather bulletins and navigational warnings:
 0120, 0620, 1320, 2020

Dubrovnik (MRSC): MMSI 002387800

VHF transmits and receives Ch 16, 10 (24 hrs)
 Distress, urgency and safety traffic only

Other Telemedical Assistance Service (TMAS) associated with MRCC Rijeka: (English and Croatian)

MRSC Ploče MMSI 002383350

MRSC Pula MMSI 002383050

MRSC Senj MMSI 002383150

MRSC Šibenik MMSI 002387500/ 7501

MRSC Zadar MMSI 002387400/ 7401

VHF 16, 10 (24 hrs) Distress urgency and safety traffic only

Weather messages

Continuous VHF taped-voice forecast.

Updated at 0800 and 1300 LT

Dubrovnik Ch 73

Vis Ch 67

Dugi Otok Ch 73

Osorščica Ch 69

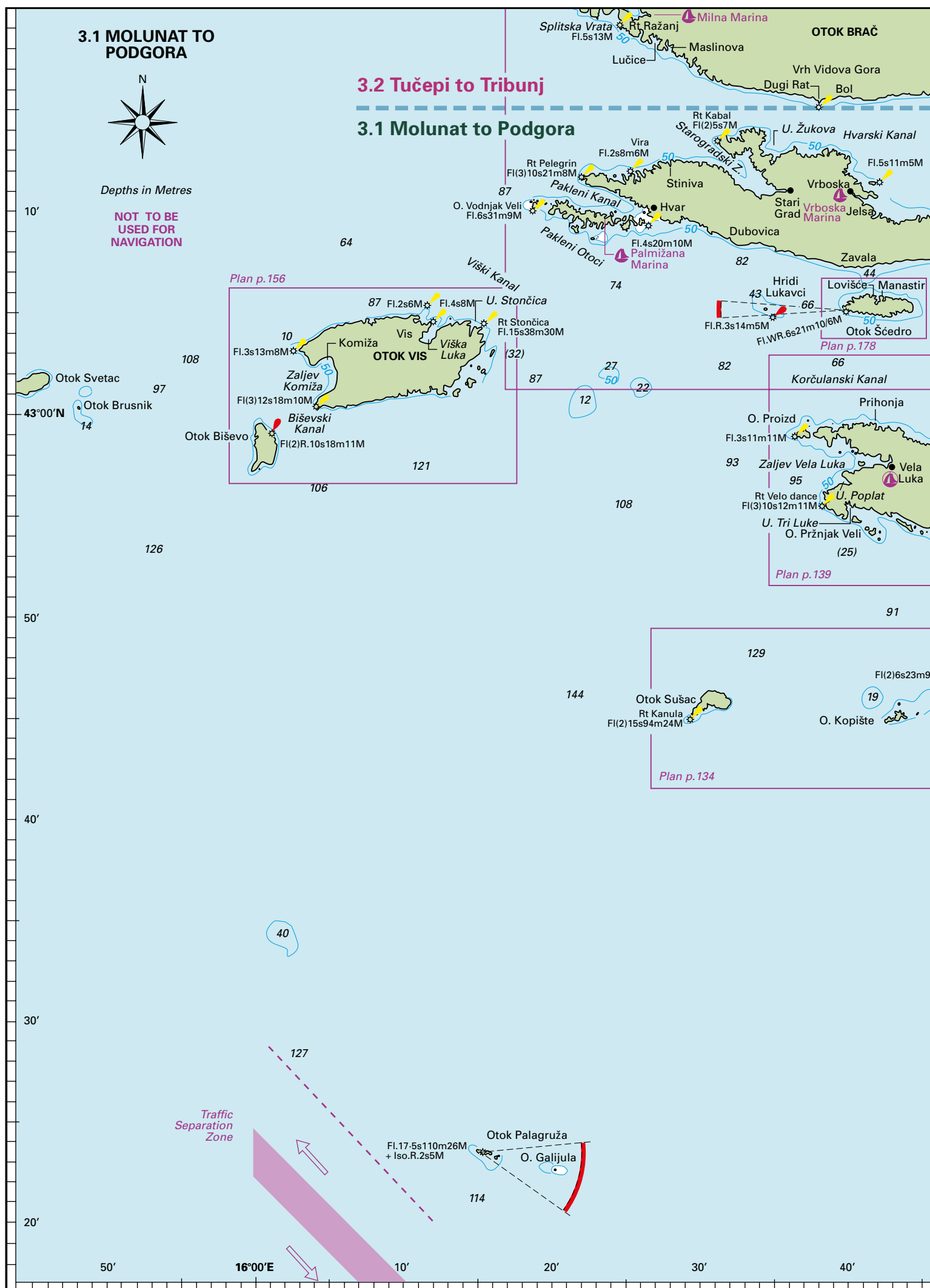
Sv Martin Ch 73

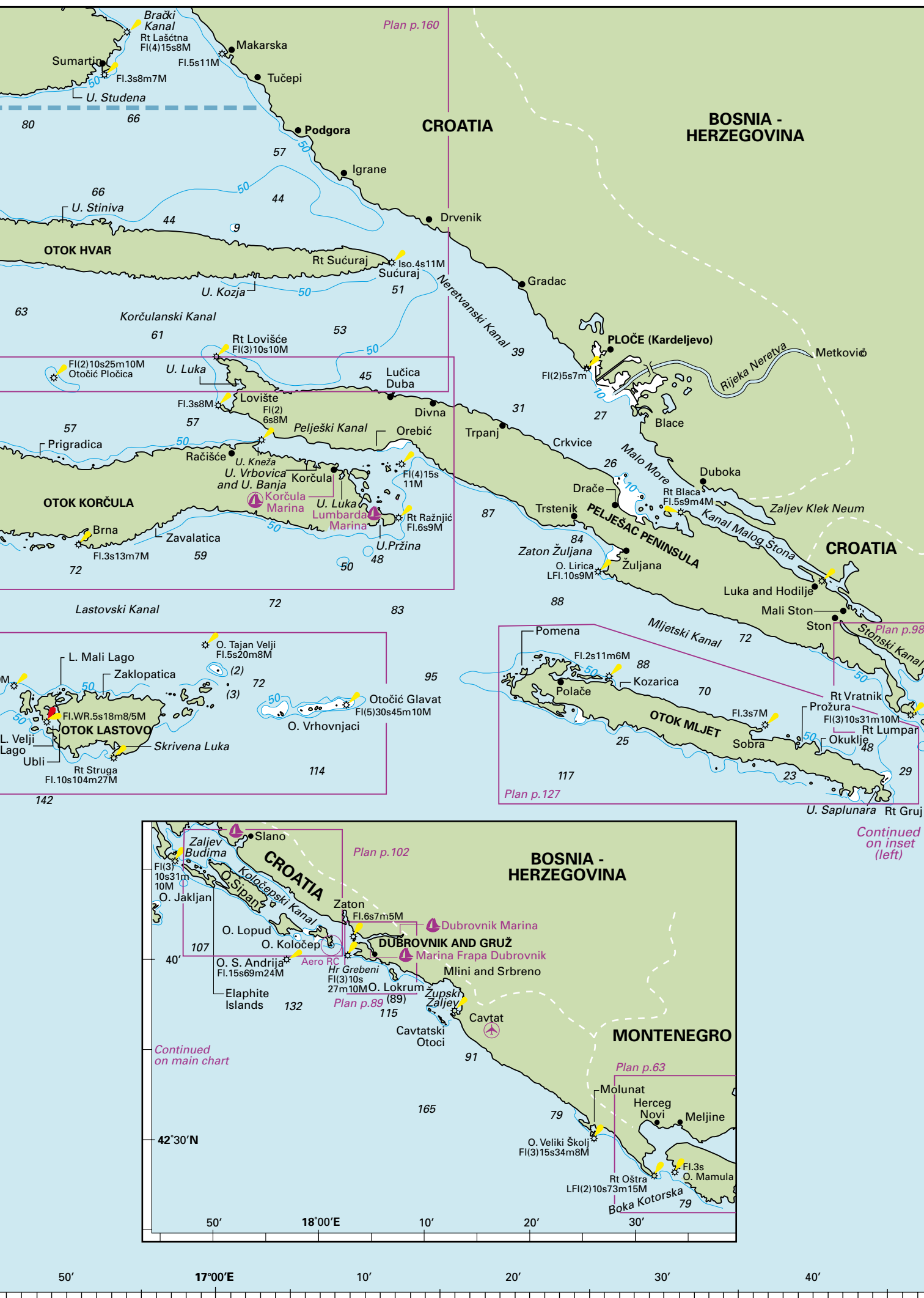
Internet weather services

www.meteo.hr

NOT TO BE
USED FOR
NAVIGATION

3.1 Molunat to Podgora





PILOTAGE

MAINLAND COAST (CROATIA)

Leaving the Boka Kotorska and proceeding north, all the harbours described in this and the following chapters (with the exception of some anchorages in Zaljev Klek Neum, in Bosnia-Herzegovina) belong to Croatia, until the border with Slovenia is reached.

Molunat

42°27'N 18°26'E

Charts BA 1582, MK 26, 27, Imray M27

General

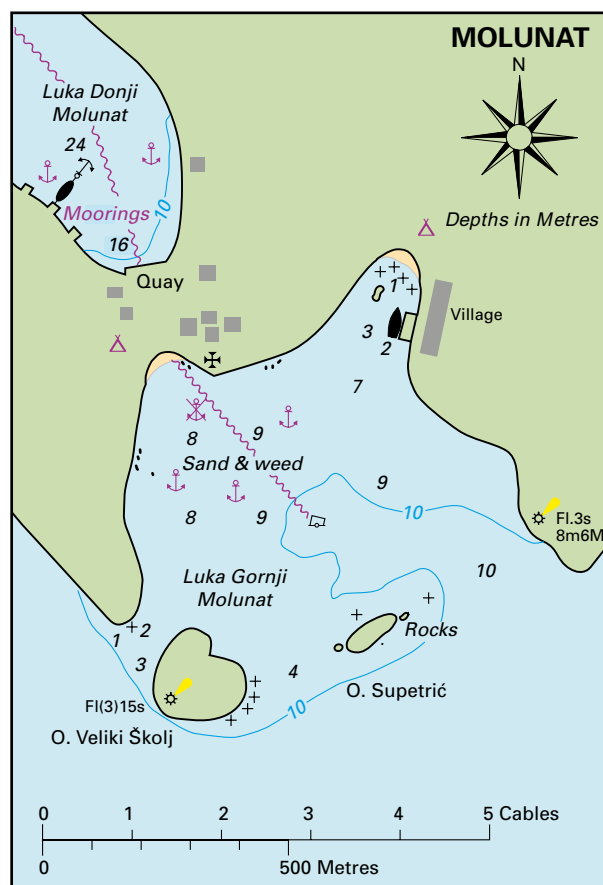
Proceeding N from the Boka Kotorska the first sheltered anchorage is to be found at Molunat, where there are two bays, one on each side of a neck of land joining the peninsula to the mainland. One bay faces SE and the other NW. The bay facing SE, Luka Gornji Molunat, is a delightful spacious bay with moderate depths offering a secure anchorage in most conditions. The other bay, Luka Donji Molunat, is considerably deeper and perhaps of less interest to yachts.

Warning If sailing from Montenegro to Croatia do not call at Molunat until you have cleared customs and obtained a Sailing Permit in either Cavtat or Gruž. Yachts anchoring here en route from Montenegro without first obtaining a sailing permit have been arrested, and the skippers fined heavily. Fines can be €300 for each person on board, which can be paid with a credit or debit card. There is a radar station on the peninsula, which monitors yachts transiting between Montenegro and Croatia. We have witnessed official launches checking yachts anchored in Molunat.

Approach

The entrance to Luka Gornji Molunat is situated nearly 5½M NW of Rt Oštra. The light structure on Otočić Veliki Školj helps locate the entrance. Between Otočić Veliki Školj and the mainland NE is an islet called Supetrić. On the mainland, NE of Supetrić, is another light structure, a metal tower painted white.

The best entry is made between the mainland and Supetrić, keeping closer to the mainland than to Supetrić, because of rocks and a shoal patch extending NE from Supetrić. There is a minimum depth of 10m in this passage. It is also possible to pass between Otočić Veliki Školj and Supetrić, but this passage is even more restricted because of rocks extending from both islands. The passage with 2m depth NW of Otočić Veliki Školj is not



Luka Gornji Molunat, the south bay, is sheltered from winds with any north in them



The anchorage in the bay to the N of Molunat, Luka Donji Molunat, is sheltered from all but NW winds. The anchorage is deeper and less popular than the anchorage in Luka Gornji Molunat. It is important to have completed the entry formalities before anchoring here, as yachts will invariably be visited by the police boat, as in the photograph

recommended because of two isolated rocks on the W and SW sides of the channel. Inside the bay is an unlit buoy.

The approach to Luka Donji Molunat is straightforward but do not pass too closely to Rt Lokvica. There are no navigation lights.

Lights

Rt Oštra LFI(2)10s73m15M AIS

Otočić Veliki Školj FI(3)15s34m8M

Gornji Molunat (mainland) FI.3s8m6M

Berth

Tie up alongside the quay in Luka Gornji Molunat if space allows. Note that there is only 2m alongside.

Anchor

Luka Gornji Molunat For the best shelter anchor N of O. Veliki Školj in 8–9m, avoiding the cable which passes in a NW–SE line through the bay. The bottom is sand and weed, good holding.

Luka Donji Molunat Depths in this bay are considerably deeper than in Luka Gornji Molunat so it is advisable to anchor close to the NE side and take a line ashore, or to anchor close to one of the bollards on the SW side of the bay, taking a line to the bollard. Again, take care to avoid the underwater cable.

Shelter

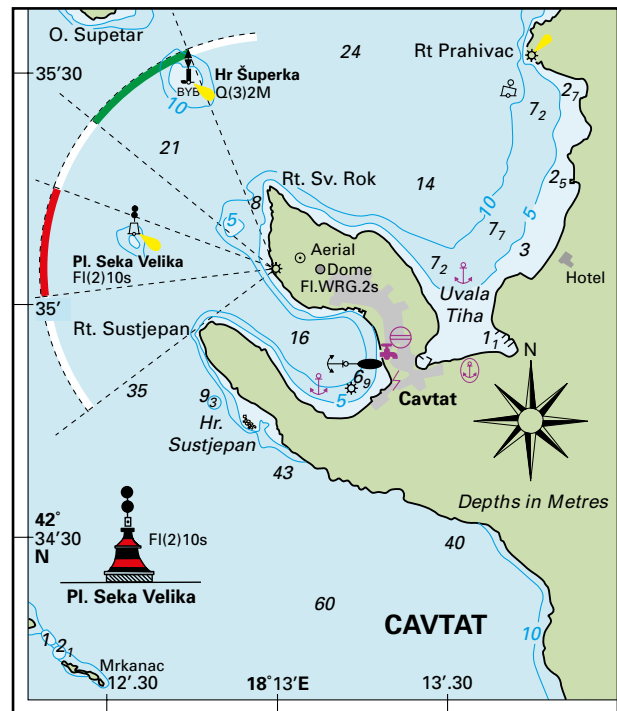
Shelter in Luka Gornji Molunat is excellent from all directions except in SE gales when a heavy sea enters the bay. This is not considered dangerous so long as the yacht is securely anchored, but it will be uncomfortable. If there are signs of strong winds from the SE it would be better to move round to the other side of the peninsula, to Uvala Donji Molunat. In Uvala Donji Molunat shelter is good from all except winds with a N component. Alternatively, seek refuge in Cavtat to the NW.

Facilities

The hamlet has one shop, and a small café/bar. There are two campsites, where it is possible to obtain water.

History

Several prehistoric tumuli in the area and some Roman ruins near the village are evidence that there has been a settlement here since ancient times. In 1958 a wreck was discovered in Luka Donji Molunat, the deep bay on the other side of the peninsula. Weapons and other objects brought to the surface indicate that the wreck was a Russian warship, which sank here in 1803 when it was retreating from the French. The various objects found are now on display at the Maritime Museum in Dubrovnik.



Cavtat and Uvala Tiha

42°34'9"N 18°13'5"E

Charts BA 1580, MK 26, Imray M27

General

Cavtat is a small and attractive town, with several interesting buildings set amongst the trees on Rt Sv. Rok (Rt Rat), lying 5½M SE of Dubrovnik.

The harbour is situated on the W side of the peninsula in a bay formed by Rt Sv. Rok to the N and Rt Sustjepan to the W and S. It is open to the NW afternoon breeze. Uvala Tiha on the E side of Rt Sv. Rok offers marginally better shelter from NW winds.

Approach

The approach to Cavtat and Uvala Tiha requires care because of the off-lying islands, rocks and shoals. It is however more straightforward than it at first appears. The dangers are as follows:



Cavtat is popular with yachts of all sizes