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Joint Promotion and Increased Level of Safety of Nautical Tourism  
in Dubrovnik-Neretva County and Montenegrin Coast

# GUIDE FOR MEGAYACHTS

MONTENEGRO &  
CROATIA/ DUBROVNIK-NERETVA COUNTY



NAUTOUR  
[www.nautour.info](http://www.nautour.info)







## The European Union's IPA CBS programmes for Croatia and Montenegro

This project is funded by the European Union.  
This publication has been produced with assistance of the European Union.  
The view expressed in this publication do not necessarily reflect the views of the European Union.

Photographs by Ljubo Gamulin have been obtained as part of the "NauTour" project activity implementation, financed by the European Union.

Texts by Radovan Marčić have been prepared as part of the "NauTour" project activity implementation, financed by the European Union.

Publisher:  
National Tourism Organisation of Montenegro

Editors:  
National Tourism Organisation of Montenegro  
Institute for Hydrometeorology and Seismology of Montenegro  
Hydrographic Institute of the Republic of Croatia  
University of Dubrovnik (Maritime Department)

Design and press:  
Biljana Živković – Studio Mouse

Circulation:  
1000

Published:  
2012.

ISBN 978-953-6165-59-9

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## "JOINT PROMOTION AND INCREASED LEVEL OF SAFETY OF NAUTICAL TOURISM IN DUBROVNIK-NERETVA COUNTY AND MONTENEGRIN COAST" – "NAUTOUR" IPA – CROSS-BORDER PROGRAMME CROATIA-MONTENEGRO

# ABOUT THE PROJECT

Through its funds and programmes, the European Union (EU) provides assistance to different types of projects and activities. The Instrument for Pre-Accession Assistance (IPA) is one of the programmes intended for either EU accession candidate countries or potential candidates in the period from 2007–2013. IPA consists of five components and IPA component 2 refers to cross-border cooperation. A Ceremonial Conference was held in Bečići, Montenegro, on 13 December 2010, to celebrate the allocation of grants for selected projects submitted within the first Call and the announcement of the second Call for Proposals for the IPA Cross-Border Programme Croatia–Montenegro, 2007–2013. The first five approved project proposals for Croatia – Montenegro cross-border cooperation were presented at the Conference. One of the first five approved project proposals for Croatia–Montenegro cross-border cooperation is the Hydrographic Institute of the Republic of Croatia project developed in cooperation with its cross-border partner, the Institute for Hydrometeorology and Seismology of Montenegro, entitled: "Joint Promotion and Increased Level of Safety in Nautical Tourism in Dubrovnik-Neretva County and Montenegrin Coast".

The main objective of the project is to improve the tourist (especially nautical) potential of the Dubrovnik-Neretva County and the Montenegrin coast through their joint promotion as a unique tourist entity with a rich cultural and natural heritage. The project will help to improve service quality and increase the level of safety in nautical tourism through cooperation between:

- Hydrographic institutions
- Institutions providing various tourist services (marinas and other tourist ports, charter agencies)
- Institutions for maritime safety and safety in general (harbourmaster's offices, port authorities, maritime border police)

In order to achieve the targeted goals, it is necessary to proceed with a number of activities, among others:

- Collect and systematize the information on all important natural and cultural features and tourist services in the cross-border area

- Collect and systematize the important information regarding the safety of navigation in the cross-border area. On the basis of the information collected:

- 1) Create a website designed for leisure navigators visiting the area in question
  - 2) Issue a nautical tourist guide to the area, designed for yachts (sailboats and motor yachts) and mega yachts
  - 3) Develop cross-border nautical-tourist navigation routes for yachts (sailboats and motor yachts) and mega yachts
- Organize round-table talks, programme presentations and promotions for all activity holders in the tourism and safety segment of nautical tourism, and for yachtsmen
  - Organize institutional promotion and support for the establishment of a Hydrographic department within the Institute for Hydrometeorology and Seismology of Montenegro

On the Croatian part, participants in the project are the Hydrographic Institute of the Republic of Croatia (HHI) as the leading partner, and the University of Dubrovnik (Maritime Department) as its partner. The participants on the Montenegrin part are the Institute for Hydrometeorology and Seismology of Montenegro (IHMS) as the leading partner, and the

Montenegro National Tourist Organisation (NTOMNE) as its partner. Associate partners are the Ministry of Maritime Affairs, Transport and Infrastructure of the Republic of Croatia, and the Montenegrin part the Department of Safety at Sea, the Harbourmaster's Office Kotor (LK Kotor), and the Porto Montenegro Marina.

The project was launched in January 2011. The scheduled duration of the project is 23 months (by the end of 2012). The total value of the project for both sides is EUR 451,928.36.

# INTRODUCTION

Dear navigators, tourists, and lovers of the Adriatic sea, coast, and islands,  
You are looking at an informative nautical guide for mega yachts originating from the EU – IPA cross-border project "Nautour" and the cooperation of Croatian and Montenegrin institutions (Hydrographic Institute of the Republic of Croatia, Institute for Hydrometeorology and Seismology of Montenegro, Montenegro National Tourist Organisation, University of Dubrovnik). This informative publication covers the seas of the Neretva-Dubrovnik county and Montenegro, and is intended for those who want to visit the Neretva-Dubrovnik County and Montenegro area, especially by boat (sailboat, motor boat or mega yacht). It provides the basic information on the aquatorium, on its natural beauties and historical and cultural sights, as well as the hospitality of the hosts. There is one version of the publication for sailboats and motor boats, and one for mega yachts.

**Mega yachts** are usually luxurious motor boats, 30 m long and longer. They fall into the category of best-equipped, highly luxurious, sophisticated, and valuable vessels used for entertainment. Mega yachts are equipped with all the elements you need for top comfort, special treatment, and a pleasant long stay of the passengers (guests) at sea. You can only charter them with a crew. A part of a mega yacht is intended for the crew (cabins, bathrooms, lounge) and is separated from the passenger (guest) section of the vessel. They can reach high speed (25 knots and more), which enables long daily reach limited by special requirements of the berth. Berths for mega yachts (marinas, other harbours or ports) must have special infrastructure to cater to mega yachts (depth, berth width, bollards, water connection, connection of certain voltage electricity – which is much higher than for other marina users, such as 125-250 A for larger mega yachts, requiring special power infrastructure, etc.).





INFO MAP OF THE DUBROVNIK-NERETVA COUNTY AND THE MONTENEGRIN COAST





# Basic INFORMATION



## MONTENEGRO



**Geographical position:** Montenegro lies in the south-west of the Balkan Peninsula and has coast on the Adriatic Sea – it is therefore both a Balkan and Adriatic-Mediterranean country. The southernmost point of the country lies at 41°52'N and 18° 26' - 20° 22' E, closer to the Mediterranean than any other southern Slavic country – direct distance from the town of Bar to the Strait of Otranto is 180 km. The Beograd-Bar railway takes the meridian direction, connecting the Adriatic and Pannonian basins, i.e. southern and central Europe. Along with the international waters, the coastal sea borders with Italy, which exerted a significant cultural influence in some parts of Montenegro in the period of Venetian rule.

**Surface:** The surface of Montenegro is 13,812 km<sup>2</sup>. The total length of its border is 614 km. It borders with Croatia (14 km) and Bosnia and Herzegovina in the west (225 km), Serbia in the north (128 km), and Albania (172 km) and Kosovo (75 km) on the east, and between Montenegro and Italy lies the Adriatic Sea. The end points of Montenegro are: in the north:

43° 32'N, 20° 21'E – the slopes of the Kovač mountain near the town of Močevići; in the south: 41° 52'N, 19° 22'E – at the Bojana river island, at the mouth of the Bojana river; in the east: 42° 53'N, 20° 21'E – at the Jablanica village, east of Rožaje; in the west: 42° 29'N, 18° 26'E – at the Sutorina village, near Herceg Novi. Territorial sea surface is 2,099 km<sup>2</sup>.

**Population:** According to the preliminary results of the 2011 census, the population of Montenegro is 625,266.

**Capital:** The capital Podgorica is also the largest city in Montenegro, and its administrative and economic centre, while Cetinje has the status of the royal capital. According to the 2011 census, the population of Podgorica was 156,169. The Podgorica municipality comprises 10.4% of the Montenegrin territory and approximately 30% of its population. Podgorica is located in the vicinity of the remains of the ancient Roman town of Doclea and National Park Scadar lake.

**Coast length:** The total length of the Montenegrin coast is 293 km, of which 73 km are beaches. The longest, 13 km-long beach, is in Ulcinj. Total number of beaches in Montenegro is 117.

**Number of islands, islets, and rocks:** 48.

**Climate:** The vast water surfaces of the Adriatic Sea and Lake Skadar, the bay of Boka Kotorska penetrating deep into the land, the mountain hinterland near the coast (Orjen, Lovćen, Rumije), and the high mountains of Durmitor, Bjelasica and Prokletije, all have impact on the Montenegrin climate. The southern area of the country is dominated by the Mediterranean climate. Mount Orjen is among the locations with greatest precipitation in Europe. The area receives 4600 mm of precipitation per year; average precipitation at the town Crkvice, on the slopes of the Orjen mountain, is 5000 mm per annum, which is the European maximum, and the maximum precipitation in record years reaches 7000 mm/m<sup>2</sup>. Central and northern Montenegro are dominated by mountain climate, and the northernmost part of the country by continental climate.

**Average temperature:** Average annual air temperature on the coast is 15.7°C, while average summer temperature is 23.6°C, and average winter temperature is 8.5°C.

Average annual maximum daily temperature on the coast is 20.5°C, average maximum temperature in summer is 28.7°C, and average maximum temperature in winter on the coast of Montenegro is 12.8°C.

**Sea temperature:** Average annual temperature of the Adriatic sea belonging to Montenegro is 17.7°C; average temperature of the sea in summer is 23.7°C while average sea temperature in winter season is 12.3°C. In summer months maximum sea temperature is up to 27.1°C. Transparency of the sea is 38-56 m and duration of bathing season of 180 days.

**Average number of hours of sunshine:** During the year on the Montenegrin coast there are on average 2,462 hours of sunshine. Of that number 941 hours on average belong to summer season, which makes 38% of the annual number of hours of sunshine. In winter there are 353 hours of sunshine on average.

**National parks:** Montenegro was the first country to be declared an ecological state (in 1991). There are as many as five national parks in the small territory of Montenegro: Biogradska Gora National Park (5,650 ha), Lake Skadar National Park (40,000 ha), Durmitor National Park (33,400 ha), Lovćen National Park (6,220 ha, representing a perfect symbiosis of water areas and wild karst) and Prokletije National Park (16,630 ha).

**Official language and alphabet:** The official language in Montenegro is Montenegrin, and the Cyrillic and Latin alphabet are equally used: Serbian, Croatian, Bosnian and Albanian languages are officially used.

**Travel documents:** Passport or other internationally recognised documents. Tourists can stay in Montenegro up to three months based on a short stay visa or without visa. Citizens of the EU, USA, Russia, Japan and Israel do not need visa as well as the countries from the region. For additional information contact diplomatic representative offices of Montenegro abroad or Consular Department within the Ministry of Foreign Affairs and European Integration ([www.mip.gov.me](http://www.mip.gov.me)).

**Currency:** The currency used in Montenegro is EURO (€), even though Montenegro is not an EU member.

**Credit cards:** Visa, Visa Electron, MasterCard, Maestro, American Express, Diners.

**Time zone:** Montenegro is in the Central European time zone (GMT + 1). On the last Saturday in March, the time zone switches to GMT + 2, until the last Sunday in October.

**Mains voltage and water:** 220 V, 50 Hz. Tap water is safe for drinking in the entire country.

**International calling code:** +382

**Official Tourism website of Montenegro:** [www.montenegro.travel](http://www.montenegro.travel)

**Customer Care Center:** +382 13 00

# Basic INFORMATION



## REPUBLIC OF CROATIA / DUBROVNIK-NERETVA COUNTY



**Geographical position:** Croatia stretches from the foot of Julian Alps on the north-west to the Pannonian Basin in the East, through the Dinaric massif in central Croatia, to the Adriatic Sea in the south. The Dubrovnik-Neretva County is the southernmost of the 7 counties on the Adriatic coast. Because of its border with Bosnia and Herzegovina at Neum, the country is divided into two parts. The Dubrovnik-Neretva County borders with Bosnia and Herzegovina on land and at sea.

**Surface:** The surface of Croatia is 89,810 km<sup>2</sup>, out of which 56,610 km<sup>2</sup> is land (63%), and 33,200 km<sup>2</sup> is sea (37%). The Dubrovnik-Neretva County covers 9,272 km<sup>2</sup>, out of which 1,782 km<sup>2</sup> is land (19%), and 7,490 km<sup>2</sup> is sea (81%). It covers 3% of Croatia's land territory and 23% of its territory at sea.

**Population:** Croatia has a population of 4,290,612. The average population density is 78 inhabitants/km<sup>2</sup>. The Dubrovnik-Neretva County has a population of 122,783 who live in 5 cities (Dubrovnik, Korčula, Ploče, Metković and Opuzen) and 17 municipalities (Blato, Dubrovačko primorje, Janjina, Konavle, Kula Norinska, Lastovo, Lumbarda, Mljet, Orebić, Pojezerje, Slivno, Smokvica, Ston, Trpanj, Vela Luka, Žažablje and Župa dubrovačka). Average population density is 69 inhabitants/km<sup>2</sup>.

**County capital:** Zagreb (population: 792,875) /Dubrovnik (population: 42,641).

**Total length of coast:** The length of Croatian coast is 6,278 km, including islands, islets, rocks, and reefs. The coastal line of the Dubrovnik-Neretva County comprises 1025 km.

**Number of islands, islets, and rocks:** Croatia has 78 islands, 524 islets, and 642 rocks and reefs. The numerous and indented islands are the reason why the coastline of Croatian islands (70%) is longer than the coastline on land (30%). The Dubrovnik-Neretva County has a number of open-sea islands and those that are closer to the coast (the most significant of which are Korčula, Mljet, Lastovo, and the Elaphites group), including the lower Neretva area with the pertaining coastal area.

**Climate:** While northern Croatia has a continental climate, central Croatia has a mountain climate of various intensity levels, and southern Croatia has a Mediterranean climate. The Dubrovnik-Neretva area shows all the characteristics of Mediterranean climate (long and dry summers, mild and rainy winters) with climatic differences as a consequence of the high mountain barrier near the coast, a series of islands, and occasional influences.

**Temperature:** Summer temperature varies from 22 to 26 °C in continental area, from 15 to 20 °C in the mountains, and from 26 to 35 °C at the coast.

**Croatian Adriatic:** Adriatic Sea temperature varies from 22 to 25 °C during summer and 5 to 15 °C during winter. Transparency and

blueness of the sea exceed those of other seas – the transparency of the Adriatic Sea reaches up to 56 meters. Sea salinity is 38‰, which exceeds global salinity average. The intensity of sea currents is low; those that run along the eastern – Croatian – coast are warm, and those along the western Italian coast are cold. The most typical winds in the Adriatic are the bora (NNE to ENE), sirocco (or jugo) (ESE to SSE) and mistral (WNW to NW). The Adriatic is rich in flora and fauna, inhabited by numerous species of fish, mammals, molluscs, crustaceans, echinoderms, plankton, algae, sponges, and other organisms.

**Average number of sunny days per year:** With an average of 108 sunny days (2,600 sunny hours) per year, the Croatian side of the Adriatic is one of the sunniest coasts at the Mediterranean.

**National parks and nature parks (natural landscapes):** There are eight national parks and eleven nature parks in Croatia. National park Mljet (in the western part of the Mljet island) and the nature park of the Lastovo group of islands are located in the Dubrovnik-Neretva County.

**Official languages and alphabet:** Croatian language and Latin alphabet.

**Travel documents:** Passport or other internationally recognised identification documents. Tourists are allowed to remain in Croatia for up to three months. For more details, contact the Croatian diplomatic missions abroad or the Ministry of Foreign and European Affairs of the Republic of Croatia ([www.mvep.hr](http://www.mvep.hr)).

**Currency:** The Croatian currency is the kuna (currency sign: kn, international currency code: HRK). One kuna is subdivided into 100 lipas (lp).

**Credit cards:** The most frequently used credit cards in Croatia are the following: Eurocard/Mastercard, Visa, American Express, and Diners. These will be accepted in almost all hotels, marinas, restaurants, and stores, at ATMs / cash machines, and in shopping malls.

**Time zone:** Croatia is in the Central European time zone (GMT + 1). On the last Saturday in March, the time zone switches to GMT + 2, until the last Sunday in October.

**Mains voltage and water:** 220 V, 50 Hz. Tap water is safe for drinking in the entire country.

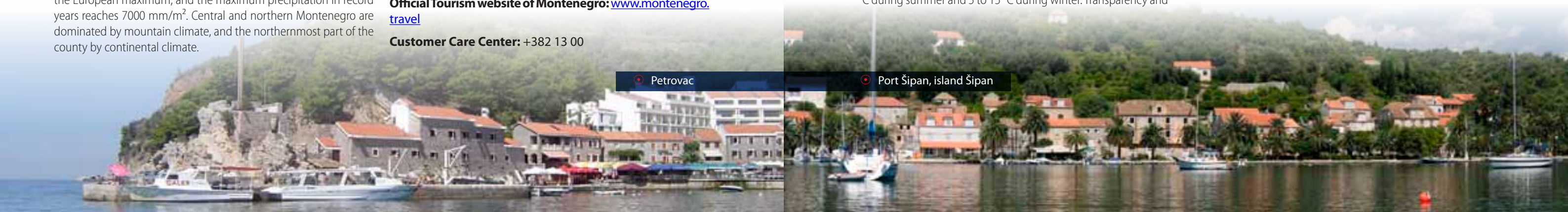
**International calling code:** International calling code for Croatia is +385.

**The official site of Dubrovnik and Neretva County**

**Tourist Board:** [www.visitdubrovnik.hr](http://www.visitdubrovnik.hr)

**Croatian National Tourist Board:** [www.croatia.hr](http://www.croatia.hr)

**Tourist info center:** +385 20 312 011







• Herceg Novi

# MONTENEGRO

## BOKA KOTORSKA

This is the largest and most hidden bay in the Adriatic. As you approach the bay from the open sea, sailing in between the two capes at its mouth (the elongated, narrow Cape Oštra in the west and Cape Mirište in the east), you will not suspect just how big this bay really is and how deeply its meandering mouth penetrates the mainland. At first glance, it looks like any other large cove. It is oriented towards the north and somewhat towards the north-west (the bay of Herceg Novi), but once you enter that section, you will see the large bay of Tivat in the east, in the middle of which is the mouth of a narrow canal leading towards the north (the Verige Pass). This is a sailing route leading towards the most hidden and most attractive part of this natural wonder. This part of the bay is similarly oriented as the first part of the bay and comprises two parts – the Bay of Risan in the west and the Bay of Kotor in the east, expanding towards the south, with the Port of Kotor. Sailing through Boka Kotorska is therefore an incredible and exciting series of changes in course and a constant string of discoveries and surprises. There is another equally impressive attraction in addition to this natural sea attraction: the two capes at the mouth of the bay reach coastal heights of 200 m. In the first part of the bay, the height of the surrounding mountains is more than twice that height, and at the end of the bay, they grow into high cliffs like a natural and awe-inspiring wall. There is also the Boka, surrounded by peaks reaching more than 1000 m. Add to this the picturesque historical towns and villages on the coasts of Boka Bay, with fortifications, towers and defence walls (the first of which are located at the very mouth of the bay, at Cape Oštra and the Mamula Islet off the eastern cape), as well as a number of churches, located even on islets, and sailing through Boka is certainly one of the

most impressive and unique experiences you will find when sailing in the Mediterranean.

One of the results achieved through the activities of partners in the project is the establishing of the new depth of the Kotor Bay. It is southwest from the place called Dražin vrt (mark 00001 on the map) and the new established depth is 67.96 metres.

**WARNING:** The bura wind is strongest in the Bay of Risan; the usual wind speed that reaches one knot in the spring can escalate to up to three knots, especially in the canals. The speed limit is 12 knots; in the narrowest part between the bays of Herceg Novi and Tivat, off Port Kumbor, the limit is 8 knots, and you are not allowed to come closer to the coast than 50 m; the maximum allowed speed at Verige Pass is 8 knots. You should mind ferries crossing the canal from the towns of Kamenari and Lepetane (sometimes there will be up to three ferries sailing and docking at the same time!). Shellfish and fish are grown at several locations in the bay and you should keep a distance from these.

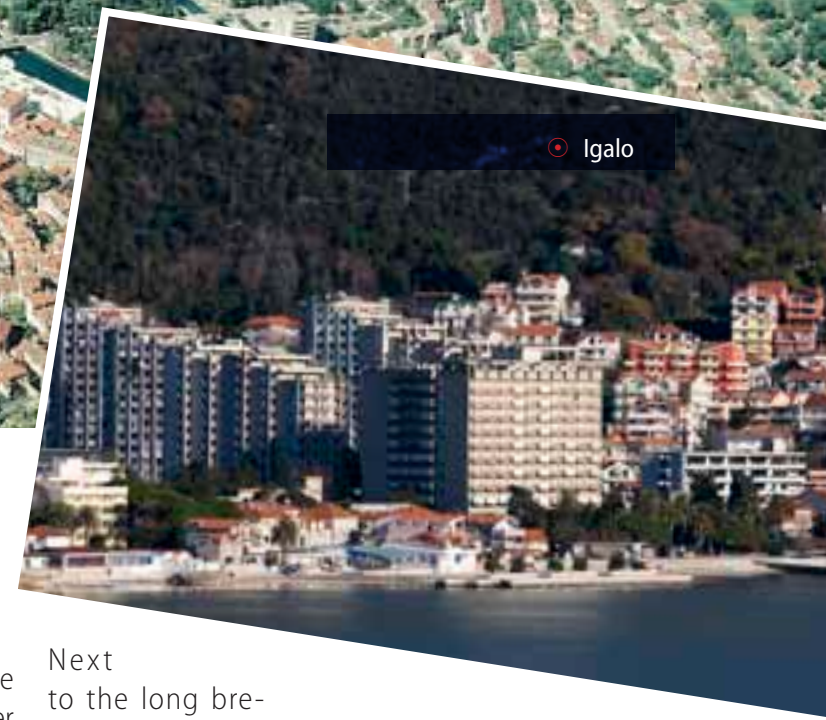
## HERCEG NOVI, Boka bay

This is the only town in Boka that you can see from the open sea. As the town was being built, it expanded to a large strip along the shore and has merged with the surrounding towns, one of which is the town of Igalo located on the western end of Boka Bay, famous for its spa. This is a very old town that was fought for fiercely between all major Mediterranean forces throughout history (for a short period, the town even fell under Spanish administration). This is apparent from some non-historical information: in popular poetry, there is



• Boka Kotorska

no town in Boka that has been mentioned as much as Herceg Novi. The strategic importance of the town is evident through the large fortification located east of the port, dominating the view from the sea. Considering its history, it is no wonder that the town contains so many historically significant buildings. One of the most prominent local sights is the Sahat Tower (clock tower), erected by the Turks in the mid-17th century. The town was founded in late 14th century by Bosnian King Tvrtko I. He erected a fort overseeing the port, with the intention to separate the town from Dubrovnik, with which he often had fierce disputes because of the two towns' efforts to become dominant in the salt trade. St Stephen gave the name to the town. The town's "new" 15th century ruler, the Duke of Hum, also known as "herceg", changed its name to Herceg Novi. In the eastern end of Herceg Novi, where the town has merged with the little town of Meljine, is the Savina monastery, the most beautiful Eastern Orthodox complex in Boka dedicated to Saint Sava. It is a cult place for Orthodox believers from Boka.



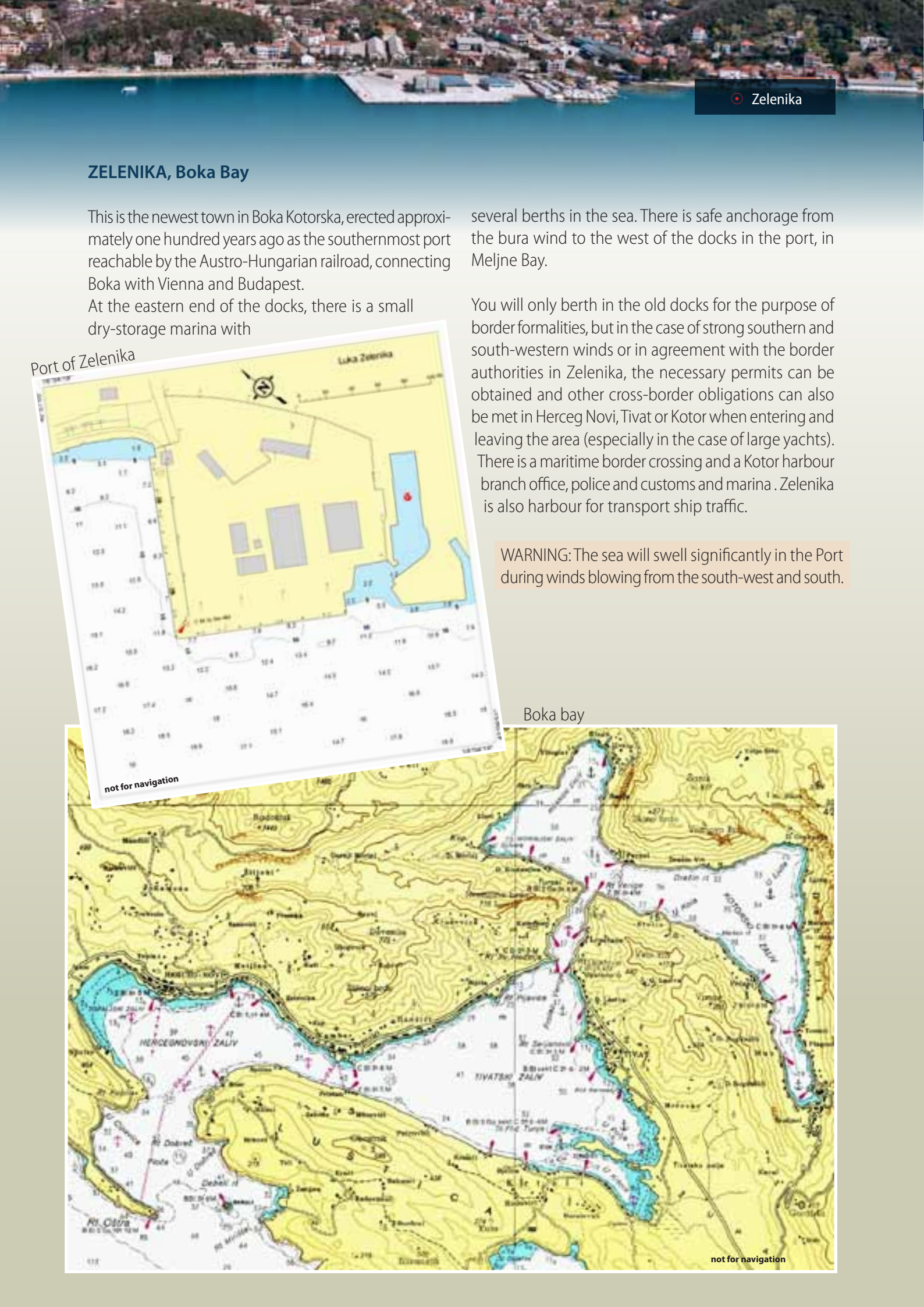
• Igalo

Next to the long breakwater dock in the port is the harbour office of Herceg Novi. There is a petrol station on the fifth dock.

**WARNING:** Mind the rocks east and south-east from the breakwater pier. The rocks are 1.5 cables (cca. 250m) off the shore. There are waves during times of southern winds. Berth sideways in the first part of the breakwater pier which is usually meant for tourist boats, with the permission of the harbour administration. You can anchor west of the port, east of the port, in Meljine Bay, next to Zelenika Port, or off Igalo (Topla Bay). The end of the Bay is shallow!

**NOTE:** The beach at Topla Bay in Igalo is ideal for children. Accessible for people with disabilities too.





● Zelenika

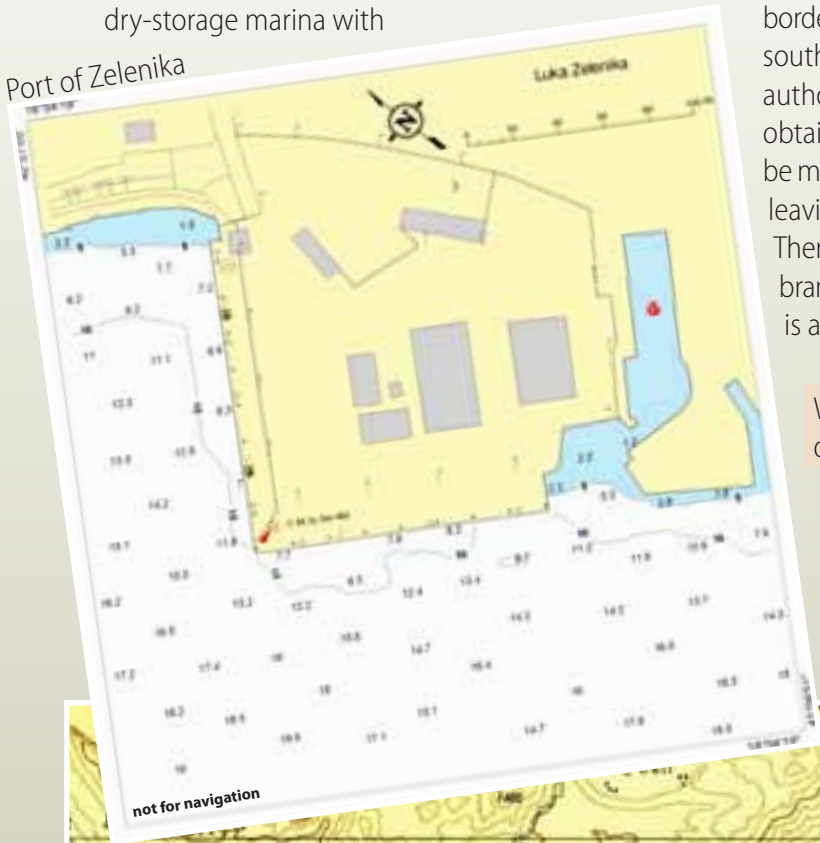
## ZELENIKA, Boka Bay

This is the newest town in Boka Kotorska, erected approximately one hundred years ago as the southernmost port reachable by the Austro-Hungarian railroad, connecting Boka with Vienna and Budapest. At the eastern end of the docks, there is a small dry-storage marina with

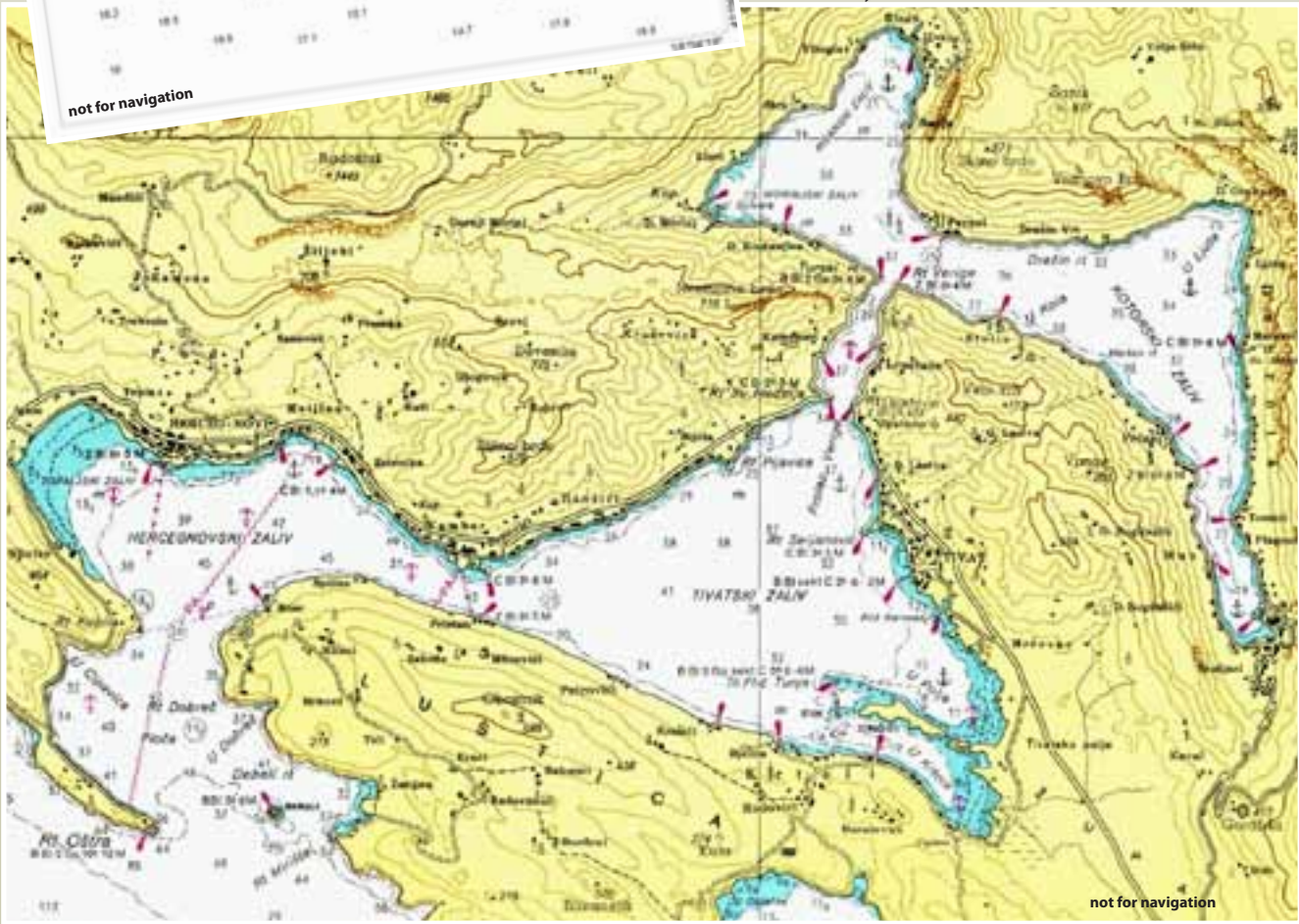
several berths in the sea. There is safe anchorage from the bura wind to the west of the docks in the port, in Meljne Bay.

You will only berth in the old docks for the purpose of border formalities, but in the case of strong southern and south-western winds or in agreement with the border authorities in Zelenika, the necessary permits can be obtained and other cross-border obligations can also be met in Herceg Novi, Tivat or Kotor when entering and leaving the area (especially in the case of large yachts). There is a maritime border crossing and a Kotor harbour branch office, police and customs and marina. Zelenika is also harbour for transport ship traffic.

WARNING: The sea will swell significantly in the Port during winds blowing from the south-west and south.



Boka bay



● Tivat, Porto Montenegro

## TIVAT, Boka Bay

Tivat developed at the end of a wide plateau (flatlands are rare in the mountainous area of Boka, which is why the airport is located here) and it is one of the newest towns in the bay. Tivat was the location of choice for noblemen from Prčanj, Dobrota and Kotor and this is where they built their summer residences, along with famous and wealthy sailors (the most famous summer villa is the one belonging to the Buća-Luković family). They were also responsible for the construction of the city park, the largest one in Boka, full of exotic plants brought back by seafarers from their journeys.

The town owes its development to the Austro-Hungarian monarchy that decided to build its naval base there as well as the Arsenal shipyard, once more underling the great strategic importance of Boka throughout history. The shipyard also continued its development and purpose in the former Yugoslavia, until Montenegro became an independent country, when it was decided that the shipyard would become the Porto Montenegro Marina, to the benefit of all sailors. This is the largest marina for large yachts in the eastern part of the Adriatic and was a positive development for the town in many ways (the marina itself and many of its amenities on the mainland are still being developed).

With this new marina, you no longer need to look for space at the large docks east of the marina (Staničić Docks) where the Jadran school boat is permanently berthed and where other tourist boats also berth. The magnificent three-masted tall ship Jadran was built in 1931 in Hamburg, Germany, for the needs of the Yugoslavian navy. Until World War II, the ship was used for training students at the Dubrovnik Navy Academy; then it sailed under the Italian flag, and following the defeat of Italy it almost went to ruin berthed in Venice. After

the war, at the request of the Yugoslavian government, it was returned and became part of the Yugoslavian Navy Training Ship Squadron and was renovated at the Tivat shipyard. Until 1991, it was permanently berthed in Lora, the Yugoslavian Navy harbour in Split, and later in Tivat. After Montenegro became independent, it was renovated, and took part in international boat exhibitions in Portugal and England, as part of the Montenegrin Navy. South of Tivat, off the eastern part of this area of Boka, three islands divide the bay into two parts. The first of them – Prevlaka Island – is an island only in high tide and a peninsula in low tide. There you will find the ruins of a monastery Sv Arahangel Michael dating from the early 13th century and a Trinity church from the 19th century. Next is Stradioti Island (Sv. Marko), the largest island in all of Boka, and the third is the convent island – the island of the Mother of God or Our Lady of Mercy. There is also a Jesuit monastery and a 15th century church. The Porto Montenegro Marina is a maritime point of entry. There is also a petrol station.

WARNING: To the west of the far-western cape of Stradioti Island is a shallow area that stretches for half a mile, at the end of which is a sign and a light; the eastern end of the Bay of Tivat (Podpolje Bay) is shallow with shellfish farms, so you cannot anchor there; runway lights of Tivat Airport are located at the end of the Bay; the Bay is also well-protected from bura winds, and open to westerly winds.

Berth in the eastern side of the marina and in the western basin of the inner part of the Porto Montenegro marina. There is a limited possibility to berth on the docks for passenger and tourist boats to the east of the Marina (Staničić Docks). Anchor approximately 7 cables from the eastern end of the Tivat bay (Podpolje entry).





Kotor

## KOTOR, Boka Bay

The strategic importance of Boka Kotorska throughout its history is apparent from the monumental appearance of the town, which still radiates with dignity, significance and power. For centuries, Kotor was the farthest point of the Turkish territory. The perfectly preserved walls of Kotor are some five kilometres long and are a unique example of fortification architecture in Europe. Since the town was founded in the 7th century, the walls have been changed and upgraded. They bear the marks of many different ages. For example, the St Ivan fort (also known as San Giovanni) is one of the most important Venetian forts that they had in the Adriatic. Churches, the palaces of Kotor patricians and public

administration buildings all contribute to this wonder of urbanism that has a special charm. A stroll down the streets of Kotor is an experience which will remain deeply ingrained in your memory. The old town's core is one of the best-preserved towns in the Mediterranean and is under UNESCO protection. The maritime heritage of Kotor is one of the most significant in the Adriatic. The tradition of seafarers, captains and seamen whose sailboats sailed the Mediterranean date back to early Middle Ages. That is when the notion of the Boka navy – an association of Kotor and Boka captains and seafarers – originates from. The purpose of its establishment was to connect individuals and social classes, to combine their interests, and increase the level of social safety and protection (the traditions of the association are still kept today).

The heyday of maritime navigation was in the 17th and 18th centuries, when there were more than 300 sailboats registered in Kotor. Kotor's maritime activity led to the advancement of the entire bay, especially the towns in its vicinity. At one particular moment in history, there were around one hundred transoceanic shipmasters in Prčanj, who were so rich that they even lent money to the state during the Venetian administration. It is no wonder then that the parish church of the Nativity of Mary, one of the most monumental sacral edifices in the region, dominates the panorama of Prčanj. Ivo Visin, the first seafarer from one of the South Slavic nations to sail around the world in his small sailing boat Splendido, was also born in Prčanj.

Kotor was home to a beatified person, the blessed Ozana of Kotor. This modest shepherd from Montenegro became known for her clairvoyance abilities and fulfilment of prophecies. She played an essential role when Turkish Admiral and pirate Hajrudin Barbarossa attacked Kotor. The glass sarcophagus with her relic is located in St Mary's of the River co-cathedral.

The port has a harbour office, maritime border crossing and harbour administration, police and customs.

**WARNING:** The port is well-protected from wind, apart from the western winds that cause waves. The bura wind is strong, but it does not create waves. During low tide, the north-western currents are strong next to the docks and the shore; to the north of the docks, the inflow of the Škurda River creates a current that can become strong after rainfall.

The first part of long triangle-shaped docks is for cruise ships, and the remaining berths are reserved for mega yachts. Berths have water and electricity connections.

Perast



The Harbour Administration of Kotor decides on the place of berthing.

## PERAST, Boka Bay

Perast, baroque town of Boka Bay once had great strategic importance because it was the best place from which to control the narrow Verige Pass on the way to the northern, most hidden part of the Bay of Boka Kotorska (in the heyday of Boka towns, there were chains on the eastern and western shores to close off the pass). For that reason the St Cross fortress was built, a defensive fort that dominates over the city, erected before the Battle of Lepanto. This stone town, which looks like time stopped in it during the age of sailing boats, is one of the best-preserved city cores on the eastern Adriatic shore. In the 17th century a maritime college was established in the town. The college was so famous that even the Russian emperor Peter the Great sent young noblemen there. Perast is also famous for its bell-towers – this town is constructed on a slope next to the sea and has as many as 22 churches and family chappels. The Bujović family palace, located in the west of the town, is considered to be one of the most beautiful palaces in the entire Boka area. To the west of the town are two of Boka's sacral architecture wonders – the islands with the church of Our Lady of the Rocks and St George's Church. Our Lady of the Rocks was built on an artificial islet and the church is incredibly attractive and harmonious in appearance. It was built by layering rocks where an icon of Our Lady was found on a stormy night. The icon was one of the icons from the house of the Moršetić brothers and its discovery is considered to be associated with the recovery of the health of one of the brothers. Today this is beautifully





• Gospa od Škrpjela

painted church with around 2000 votive plates. The construction of the church started in 1452. St. George's Island was once the seat of the Benedictine abbey, and the church and monastery were first mentioned back in the 12th century. They have been reconstructed many times since then. The legend of a tragic love from Perast inspired Swiss painter Arlond Beklin for the paint "Island of deads".

WARNING: The bura wind here blows from the Bay of Risan towards the Verige Pass and is not so strong at the docks. Sirocco and maestral winds that blow from the Verige Pass do not create large waves.

The main docks in Perast are located under the church bell tower. These docks, just like the two smaller docks to the west and east of this one, are full of boats, most of them transporting passengers to Our Lady of the Rocks (there is a small dock on the island too). In the summer, you can only find a place to berth on the 'main' dock in the evening, when those boats stop sailing to the island. You can anchor in front of the little town; during bura winds, anchor closer to the eastern end of the town, and in sirocco, anchor at the beginning of the Bay of Risan

## RISAN, Boka Bay

Risan was an important Illyrian foothold and military navy port. It was the reigning capital of Queen Teuta. The Romans defeated the Illyrians in the 3rd century B. C. According to legend, Teuta, the Illyrian queen, jumped into the sea from the tall cliffs overlooking Risan. It does not take much imagination to see how rich the town must have been if it had a mint back in 230 B.C. This means that sea and land trade were significantly developed. Teuta was a pirate queen, the terror of the south Adriatic and the Strait of Otranto. According to Roman sources, following the death of her husband, King Argon, Queen Teuta continued to conquer Greek colonies, and Greek cities asked Rome to help them turn away the pirate queen. When fighting with the Romans in 229 B.C., the

Illyrians lost large territories and peace was established a year later. There is no reliable data concerning the destiny of Queen Teuta, which has given rise to the legend that still survives today. According to legend, Teuta was as beautiful as a fairy, wiser than a snake, and braver than a lion. She had a man's heart in a female body. After she inherited the throne, she moved to Risan and erected a fort on Gradina Hill overlooking the sea, and the remains of the fort are still visible. When the Romans besieged the town, Teuta and her people, with their treasures, hid in the fort and resisted the Roman forces for months. When she saw that the enemy was about to conquer the fort, legend has it that Teuta threw herself and her treasure down the waterfall of an underground river, which eventually flows into Mount Orjen. She left behind the legend of a great treasure that archaeologists are still looking for today. (There is another legend about Teuta and her castle, which is related to the islet of Svetac off Vis).

The Romans fortified the town named Risinium and turned it into their most important base in all of Boka. They also had a mint here. The remains of a Roman villa with a well-preserved mosaic showing Hypnos, the god of sleep (the only showing of Hypnos on the East of Adriatic sea), have also been found from the end of second century. The old, mostly abandoned town of Risan is a cluster of small stone houses around a small street, rising from the sea up the hill. It looks surreal, almost like a movie set. The old town centre is invisible because it is now surrounded by new buildings. Today Risan is a quiet and somewhat shabby-looking town. As you sail near it, the hotel on the north of the town and the, waterfalls from cave Sopot, special hospital for orthopaedics and neurosurgery will dominate the view. In nearby Lipci there are deer drawings dating from the Iron Age.

WARNING: Strong bura winds blow in the port, but there are no waves. There are waves when the wind blows from the west.

The docks closing the small port and the shore are full of boats belonging to locals. The docks are a closed-off customs port for smaller trading ships. You can anchor safely in front of the town.

• Risan



• Mamula

## ŽANJICE, cove

This is a nice cove on the western part of the Luštica Peninsula, at the very entrance to the Bay of Boka Kotorska. Only a small rounded peninsula separates it from the somewhat smaller cove of Mirište (to the south of Žanjica cove), all of them creating a harmonious whole. Both bays are ideal for taking a first swim in the 'open' sea after you leave Boka Kotorska, i.e. the last swim before you enter the bay. At the end of the Žanjica cove, you will encounter a 300 m beach, giving you an idea about the dozens of similar beaches lining the shore towards the south-east. This beautiful beach attracts numerous visitors and bathers. There are dozens of holiday houses lining the slopes rising above the beach, and a short jetty on the southern shore.

One of the attractions of this bay is its fortified monastery with the church of the Initiation of Our Lady (the construction of the church began in the 15th century) which takes up almost the entire surface of the miniature islet of Gospa to the north of Cape Mirište. The islet Lastavica, known as Mamula (named after an Austrian military commander), faces the coves. This impressive fort guarded the entrance into the bay, together with the tower on Cape Oštra (the western entrance into Boka Kotorska Bay). There is no end to the numerous attractions on this narrow strip of sea. Not far from here is another wonder of nature – the Blue Cave. Around a mile and a half to the south-east of Cape Mirište, in the rocks between Zlatna Port and Mala Gora bays, is a wonderful cave, the ceiling of which rises nine metres above the sea.

WARNING: Žanjica cove is protected from southern winds, but there are swells during strong winds. The Bay is completely open to winds from the west and south-west. The end of the Bay is shallow, and there is a floating protective fence in front of it. When you anchor, mind a tear at the depth of approximately 30 m, 400v m to the west off Cape Ogada (between Žanjica and Mirište coves).

Anchor in the middle of Žanjica cove of in front of the less protected Bay of Mirište.

NOTE: The beach at Žanjica cove is ideal for children.

## TRAŠTE, cove

This vast cove is oriented in a south-east – north-west direction, stretching out for three miles. The narrowest part of the Luštica Peninsula separates the Bay from the Bay of Boka Kotorska, i.e. the bay of Tivat, which is only three kilometres away.

Depending on the wind, you can find good shelter in Trašte, which branches out into several arms. The Međeđa and Oblatna coves are located in the western part of the Bay. There is an abandoned quarry in Međeđa, while there are docks for loading stone next to Cape Kamenova (the southern cape of that arm). Immediately to the north, in Oblatna Cove, is a vast sandy beach with a large summer villa offering activities for tourists. There are several buoys anchored in front of the beach. In the northernmost arm, in narrow Pržna Cove, a top-category Mediterranean-style hotel is being constructed (there used to be an old hotel at this location). The end of the cove is covered in sand, and there is a protective floating fence in front of the beach. The shores of the cove are rocky.

The safest shelter is deep towards the south-east, in the Bigova arm, which penetrates deep inland.

WARNING: There is a shallow strip in front of Cape Trašte in the eastern part of the Bay (there is a lighthouse at the Cape). The Kalafat rocks are marked 1.8 miles to the south-east of Cape Trašte. In the north-western arm of the Bay, you will find good protection from maestral winds, but the sea is shallow next to the shore of this arm. The Pržna arm is completely exposed to southern and south-western winds. In the summer, there is a protective floating fence. Bigova Cove is protected from bura and southern and south-western winds. The end of the Bay is shallow.

Depending on the wind, you can anchor in front of the north-western shore of the bay, in front of the Međeđa and Oblatna coves, of in front of the south-eastern arm of the bay (Bigova cove).

• Trašte, cove





• Bigova

## BIGOVA, cove

This is a nice cove in the far south-eastern part of Trašte cove. Its shallow end deeply penetrates the land and ends in fertile cultivated land. You can find medicinal mud at the end of the Bay. Bigova used to be the most famous fishing town in the area and some of this ambience is still there, but the appearance of the Cove changed quite dramatically with the development of numerous holiday houses. This Cove is the best-protected part of Trašte Bay.

**WARNING:** The Cove is protected from all northern winds, and even from north-western winds. The end of the Bay is very shallow.

You can berth on the old stone breakwater dock, with a double concrete addition on the north-western side, so the berth is separated by a breakwater wall. (There is a harbour light in the old part of the docks.) You can anchor anywhere in the Cove.

This Project is funded  
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Joint Promotion and Increased Level of Safety of Nautical Tourism  
in Dubrovnik-Neretva County and Montenegrin Coast



• Bečići

## BUDVA

Budva is the tourist mecca of Montenegro, a town everyone wants to visit and stay in. Just like Korčula, Budva is located on a peninsula (a long time ago it might have been an island). Because of its harmony, tightly packed houses with church towers, public buildings and narrow streets, the old part of Budva is irresistibly attractive. Budva is an old town, one of the oldest in the Adriatic. According to legend, the founder of Budva was Cadmus (the son of Phoenician king Agenor) who embarked on a search for his sister Europa. He travelled in an ox-driven carriage (the Greek word *buthoe*, bus means “ox” and gave the name to the town) and conquered the Illyrian lands. In the 5th century B.C. there was a market in the town area where local Illyrian people exchanged goods with the Greeks. A diocese was founded here as early as in Byzantine times. Since the location of the town is of strategic significance, its history has been very eventful. All the powers in the eastern Adriatic ruled the town at one point or another – the Romans, Slavic, Venetians, French and Austrians. Logically, due to the constant danger of conquest, the town was surrounded by a wall with four doors, just like Kotor – two towards the sea (Murava and Porta Pizana), one facing east, and one towards the

land. As the southernmost Venetian possession, Budva was often attacked by pirates. On several occasions, they managed to penetrate the walls and pillage the town. Since the area behind Budva used to be closed, it was a refuge for many refugees who sailed from all sides. This was a kind of quarantine for those who waited to sail further from Budva.

The old town pulsates with vibrancy. Everything is open until late in the night – stores, cafes, restaurants, museum and even churches. This is also true of the modern part of the town which stretches towards the north and east, along the shore of the bay. Unfortunately, the modern part of the town is less aesthetically pleasing than the old town, and construction has not waned during the past decade.

The port, which was turned into a marina, has a harbour's office, marina Budva office maritime border crossing, police station, customs, petrol station and nautical equipment shop.

**WARNING:** Approach the port from the south through an excavated pass marked with lights west of the elongated, tall island of Sveti Nikola. There are several rocks in front of the west coast of this island, in addition to reefs and shallow areas, so you should keep away from its shore (the most dangerous reef is Galijola, to the west of Cape Školj, the southern far point of Sveti Nikola Island). There is a narrow reef strip between the northern cape of the island, stretching northwards, all the way to the coast; it is therefore not advisable to enter the port from the eastern side (there is a 5 m deep pass closer to the shore). Between the north-western cape of Sveti Nikola Island and the port, there is an underwater reef marked with a buoy and light at its shallowest point (4.9 m). Bura winds make entry significantly difficult. The port is protected from western winds, and the tide rises when there are southern winds blowing.

You can berth safely in the marina in front of the northern waterfront of the port; the waterfront in the most protected part of the port is intended for mega yachts. You can anchor on both sides of the reef between the Sveti Nikola islet and the shore (east of the port), in Jaz Cove, immediately to the west from port of Budva (there is a wide, 1.2 km long pebble beach), in Trsteno Cove (immediately to the west of Jaz Cove), or off the beach in Bečići (east of the port).

**NOTE:** The 17 pebble/sand beaches in Budva and its surrounding area are ideal for children.

## BEČIĆI

A large port which is actually the eastern part of the vast Budva bay and is 'physically' separated from the port of Budva by the steep rocky Zavala Cape. Because of this monumental cape, people also call the bay Zavala. Bečići has grown from a small village into the most popular destination on the Budva Riviera. The almost 2 kilometre long pebble beach has always been attractive to tourists and is rightfully considered to be one of the most beautiful beaches in Montenegro. At the tourist expo in Paris in 1935, the beach was proclaimed to be the most beautiful European beach.

The cove is ideal for anchoring and taking a break from sailing or before docking in the Budva marina.

**WARNING:** The western part of the bay is sheltered from all winds, apart from southern winds.

Anchor further away from the beach to avoid swimmers. The waters in the western, most protected, part of the bay, off Cape Zavala, are meant for water scooters and water skiers.

**NOTE:** Ideal for swimming for children.



• Budva





• Sveti Stefan

## SVETI STEFAN

This island, which is connected to the mainland by a narrow strip of land, is one of the most photographed places in the Adriatic. In the early 1960s, during the Socialist years when all luxury was banned, the island was famous for being one of the first havens of wealth and luxury, barely imaginable to ordinary people. This is when this picturesque town was turned into a hotel-island, and all the houses on the fortified island were turned into luxury villas. The function of the island has not changed since. The coastal strip from the bay of Budva to Petrovac in the south-east was home to the Montenegrin Paštrović tribes. They built one house for each family on the island. They also built four churches, the largest of which was St Stephen's church, after whom the island was named. During the time of the Republic of Venice, this island, which was later connected with the mainland by a narrow strip of land, was a highly significant strategic point in the control of sailing routes.

The bay to the north-west of the strip of land connecting Sveti Stefan Island with the coast used to be the location of the summer residence of Queen Marija Karađorđević. In front of the residence is the King's Beach, and in the first bay towards the north is the beach of Queen Marija Karađorđević, known as Queen's Beach. There are luxury hotels in the landscaped ambience, laced with cypresses and olive groves, which together form a unique residential complex of the highest category.

**WARNING:** Mind the Golubinj rocks to the south-east of Sveti Stefan; anchorage to the south-east of the island is protected from bura and western winds. In the bay to the north-west of Sv. Stefan, far from the shore, is a floating fence for the protection of bathers.

Anchor on the south-eastern side of Sveti Stefan. On the north-western side, anchor far from the coast, where the sea is quite deep. It is also nice to anchor in front of the beach in Miločer, 0.5 miles to the north from Sveti Stefan.

**NOTE:** The beach to the south-east of Sveti Stefan is ideal for children.

## PETROVAC

This is a little town with a port where there are all kinds of tourist buildings, just like in almost all parts of the Montenegrin coast, resulting in a number of oversized houses. There is a large hotel still being built in the north-west, next to the city, in a bay with a steep cliff coast (and another wonderful pebble beach). However, sailors should not orientate themselves using these buildings, but rather two small rock-islands (Sveta Nedjelja rock and Katič rock with a lighthouse), immediately to the south of the town. Petrovac changed its name after World War Two – its former name was Lastva. Although there are findings from the Roman ages, the town's written history is related to Venice, under whose rule the town remained until the middle of the 15 century. A century later, the Venetians built the Castellum Lastva fort to defend themselves from pirates. Proof of the maritime tradition of the town and its century-old connection with the sea is



• Petrovac  
/island Katič and Sveta Nedjelja/

the chapel on Sveta Nedjelja, erected by sailors as a token of gratitude for safe sailing in stormy seas.

**WARNING:** The bay is completely exposed to all winds both from the 2nd and 3rd quadrant. Mind the Katič shallow waters full of reefs, 2 cables to the north from the Katič rock. To the south of the docks, the seabed is full of stones from the demolished part of the port and you cannot anchor there, with the water also being shallow.

Anchor five hundred meters to the north-west from the chapel on the Sveta Nedjelja rock (good anchorage in bura wind), to the west from the town, towards the impressive, clearly cut Cape Crvena stijena or to the south-east of the town, in the Tiha luka Bay (Lučica), where there is another local hotel.

**NOTE:** The beaches in the town and around it are ideal for children.

## PEČIN, Cape

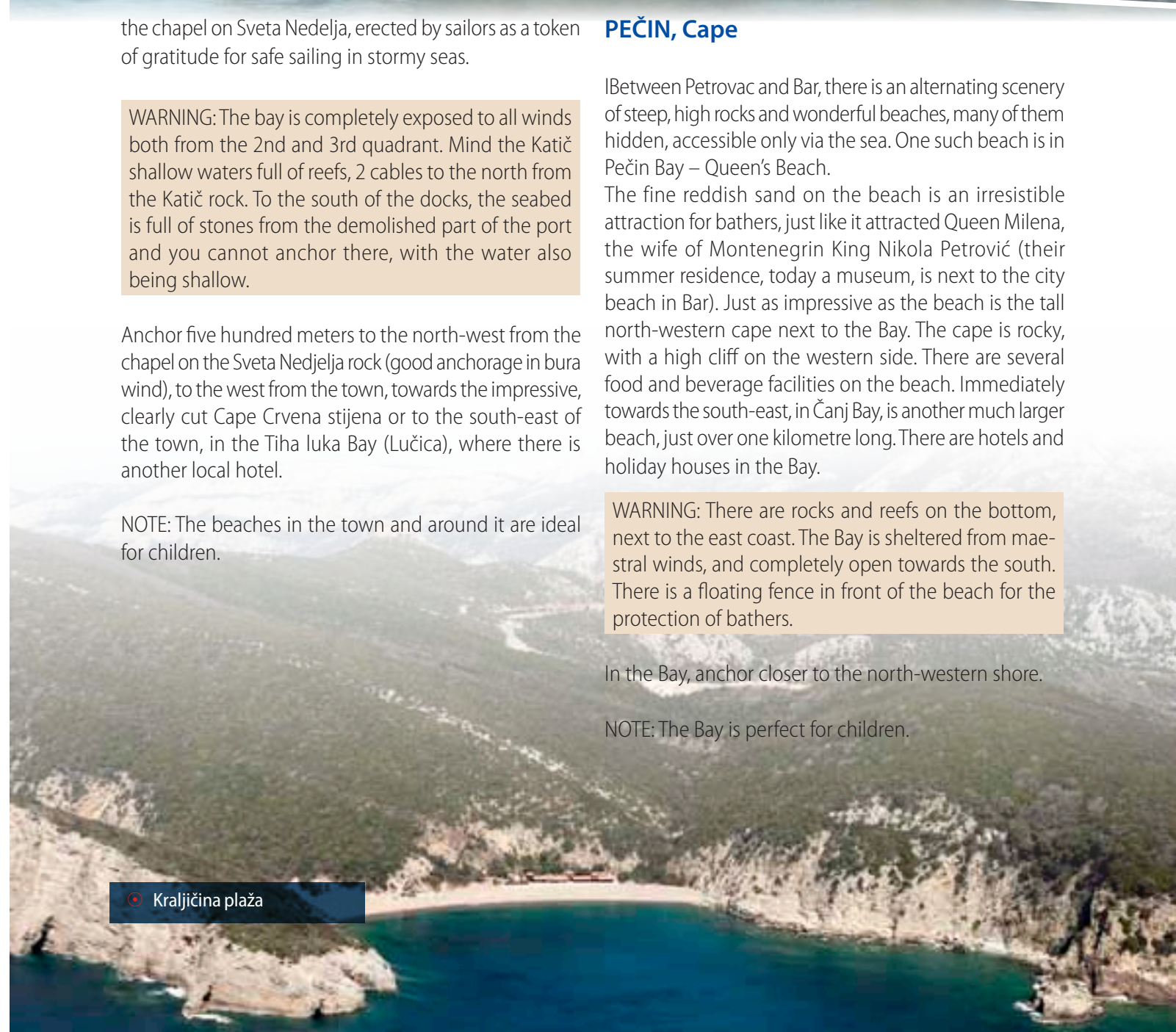
Between Petrovac and Bar, there is an alternating scenery of steep, high rocks and wonderful beaches, many of them hidden, accessible only via the sea. One such beach is in Pečin Bay – Queen's Beach.

The fine reddish sand on the beach is an irresistible attraction for bathers, just like it attracted Queen Milena, the wife of Montenegrin King Nikola Petrović (their summer residence, today a museum, is next to the city beach in Bar). Just as impressive as the beach is the tall north-western cape next to the Bay. The cape is rocky, with a high cliff on the western side. There are several food and beverage facilities on the beach. Immediately towards the south-east, in Čanj Bay, is another much larger beach, just over one kilometre long. There are hotels and holiday houses in the Bay.

**WARNING:** There are rocks and reefs on the bottom, next to the east coast. The Bay is sheltered from mae-stral winds, and completely open towards the south. There is a floating fence in front of the beach for the protection of bathers.

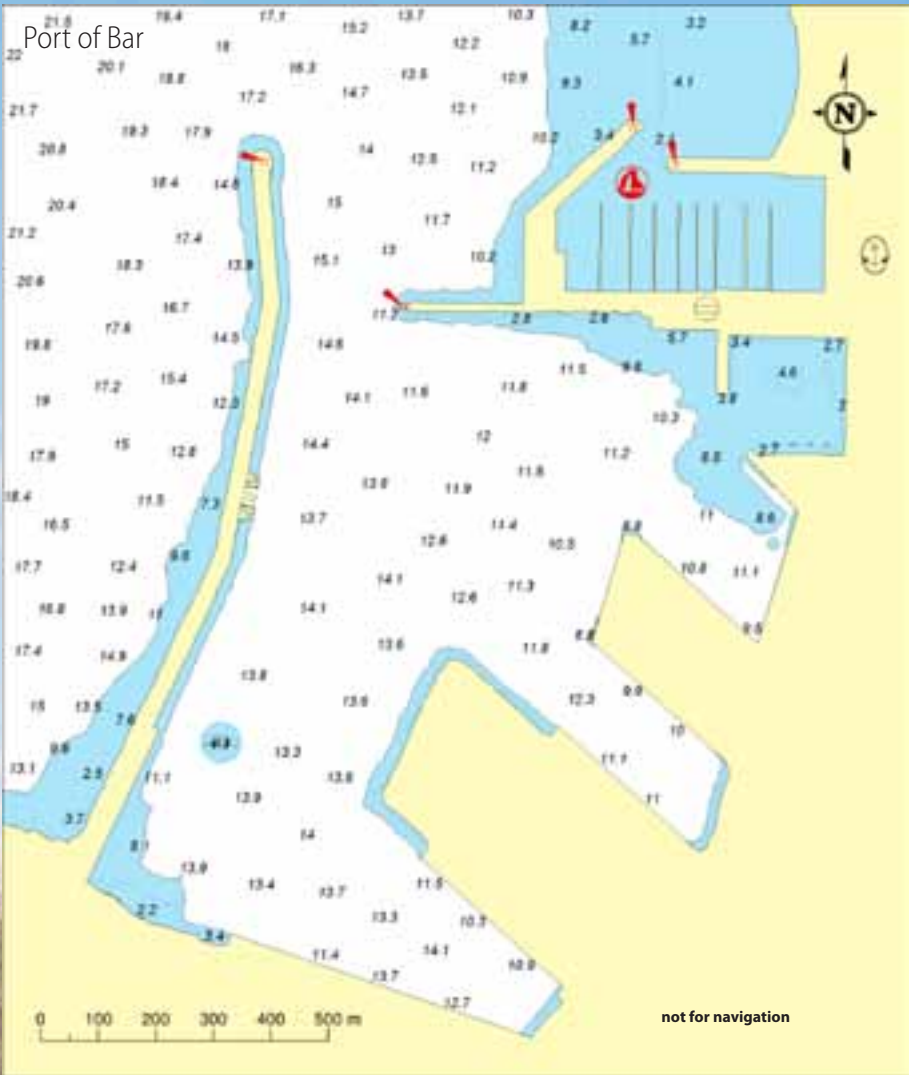
In the Bay, anchor closer to the north-western shore.

**NOTE:** The Bay is perfect for children.



• Kraljičina plaža





## BAR

The Port of Bar is the largest Montenegrin port for the loading of trade ships, has a ferry line connecting it with the Italian port of Bari and is the main berthing port for the Montenegrin navy.

New Bar is the name of today's newer settlement of the town, which became a modern location following the reconstruction that took place after the 1979 earthquake. The old town of Bar is located high on a hill, four kilometres towards the east. The walled and dilapidated Old Bar was a mythical coastal centre for the Balkan Slavs. It was built by Byzantine in the sixt and seventh century as an important watch point with an excellent view of potential attackers, both from the sea and from the land. This is the place where the Chronicle of the Priest of Duklja, the Iliad of the Southern Slavs, originated.

The most prominent building in the town of Bar, among all the new buildings, is the summer villa of Montenegrin King Nikola. This beautiful villa, built in 1885 and surrounded by a large park, is located north of the port, next to the sea and Topolica Beach. Today it houses a heritage museum and art gallery.

The Bar area and the area south of it, all the way to Ulcinj, is famous for large olive groves and excellent olive oil. One of the oldest olive trees in the world, presumed to be more than two thousand years old (Old Olive), still grows in Old Bar. The port has a harbour office (not far away from port), maritime border crossing, harbour administration and a petrol station (at the top of the breakwater pier, at the marina entrance).

WARNING: The Bar area is famous for strong bura winds; the port is protected from all winds. When coming from the south-east, after Cape Volujica (with a lighthouse and large fuel tanks), sail around the long breakwater protecting the port from the west.

Berth in the large marina (on the eastern side of the entrance into the port), the construction of which has still not been completed. Berth sideways to the first of eight jetties, or next to the waterfront on the western breakwater of the marina. The berths are equipped with electricity and water connections. Anchor in front of the beaches to the north-west from the port to Cape Ratac, and after it in the beautiful bay of the town of Sutomore (one of the points of orientation are high reddish-coloured rocks stretching from Sutomore towards Bar).

NOTE: The beaches of Bar (stretching immediately to the north-west from the port to Sutomore) are ideal for children.



Bar





## VALDANOS, cove

This beautiful and secluded bay, three miles to the north-west of Ulcinj, owes its peace to the fact that it was a closed-off military area until several years ago which helped preserve its original natural beauty. There are some abandoned houses on the northern shore, and a hotel, currently closed, at the end of the bay. The steep shores are covered in thick shrubs and evergreen trees, and the flat land towards the east is covered in olive groves. There are more than eighty thousand olive trees in this area, some of them ancient.

The Bay used to be the main port for Ulcinj pirates, and many sea battles took place in the waters in front of the Bay. The most famous battle was held in 1675, when the Turks burnt a large part of the Ulcinj pirate fleet as a token of their new alliance with Venice.

The oldest lighthouse in Montenegro is located on Cape Mandre, to the south of the Bay.

**WARNING:** The Bay is well-protected from southern winds, but completely exposed to south-west, west, and north-west winds. There are reefs on several locations along the northern coast.

Anchor far from the shallow end of the Bay (there is a large-pebble beach at the end of the Bay).

## ULCINJ

This is the southernmost Montenegrin port, the only point with the intense connection of the Orient and the Mediterranean on the eastern coast of the Adriatic. The first builders in Ulcinj were probably Ilirians and Colhidians from late 5th century B.C. The City wall in Cyclops style are also dating from that period. According to today's notion of historical phenomenology, Ulcinj in Middle Age was most famous for its pirates. From the 14th century on, it was settled by pirates from Malta, and from 16th century by pirates from Tripoli, Tunisia and Algiers. They were famous for the African slave trade, so black people from Africa made up a large portion of the population in Ulcinj. The pirates held a slave market here. Allegedly, the famous author of Don Quijote, Cervantes, was also captured by Ulcinj pirates, and spent five years here. There he also got the inspiration for the name of the main female character of Don Quijote, in the Roman version of the name Ulcinj.

The walls of the old town, built on the rocks overlooking the port, date from the Middle Ages. The Oriental touch of the city dates from the time of Turkish rule, which continued until 1880, when the town as the Turkish territory was annexed to Montenegro. There are six mosques in the town, the oldest of which is Ljamina, dating from 1689. In the old town there is a monumental church-mosque from the 16th century and the Balsica tower where the prophet Sabataj Zevi spent the last years of life, and clock tower (mid 18th century). On the Ulcinj field, about three kilometres to the east of Ulcinj are situated large pans.

**WARNING:** When sailing from the south-east, mind the unmarked Đeran rock and the Ceka shallow to the south-west of the rock (both approximately one mile from the coast). When sailing from the north-west, there are several rocks in front of Cape Mendra and Port Ulcinj, as well as the dangerous rock Veliki Kamen (Liman) at approximately 0.4 miles to the south-west from Port Ulcinj (the rock is two cables away from the shore).



• Ulcinj

The Port is protected from bura and maestral winds and completely exposed to winds and waves from the south. At the end of the bay, the port is shallow, with many anchored buoys for boats belonging to locals and a protective floating fence.

Berth on the high docks at the west cape of the Port. Anchor to the east of the docks.

## ADA BOJANA / mouth of the Bojana River

This area is the complete opposite to the rocky coastline which sometimes turns into high rocks and cliffs, such as those from Cape Oštra and the Bay of Boka Kotorska. It is located 1.6 miles to the south-east of the Port of Ulcinj. The landscape is totally different from Cape Đeran to the mouth of the Bojana River, i.e. the border with Albania. The 13km long coast is a low, continuous sand beach (Velika plaža), lined by pine trees. This is heaven for all those who prefer sandy beaches and kite surfing. The Bojana River island (Ada Bojana) is actually a large sandbank, i.e. island between the west mouth of the Bojana,







• Velika plaža

along the banks of which are wonderful and authentic restaurants on the water with a rich menu of fresh fish and Mediterranean specialties, and the east mouth of the Bojana, facing Albania. Ada Bojana is a famous tourist gem in Montenegro, a naturalist settlement with a beautiful sand beach and a special ambience, neatly hidden from view from two sides facing the Bojana, as well as from the third side, facing the Adriatic. The river island has been a favourite destination of naturists from all over Europe for a number of years. Because of its lush vegetation and abundance of fish, the island is an ornithological reserve, where many migratory bird species land. This is a unique natural area, a rare example in Europe. Bojana is navigable for 44 kilometres, until Skadar Lake, but only for shallow-draught vessels. The same is true of the west mouth which is navigable only by shallow-draught boats or tender boats for a completely different, river ambience experience.



• Ušće Bojane

**WARNING:** Mind the unmarked Đeran rock and the Ceka shallow to the south-west of the rock (both at 2.2 miles to SSE from Cape Đeran and one mile from the coast). These waters are completely exposed to all winds and waves from the open sea; do not go too near to the southern part of the coast because of sand barriers on the seabed created by waves.

You can anchor in front of the river island; you will find the only shelter from NW winds in front of Cape Đeran (Milena bay).

**NOTE:** This is the most ideal beach for children on the eastern coast of the Adriatic.



# CROATIA

## DUBROVNIK-NERETVA COUNTY

• Dubrovnik

### DUBROVNIK

Venice in the north and Dubrovnik in the south – these are undoubtedly the two most famous places in the Adriatic. Just like Venice, Dubrovnik was an independent republic at one point and blossomed in the two ‘golden’ centuries of its existence, which lasted from 1453 (the year of the Ottoman occupation of Constantinople) until 1667 (the year of the catastrophic earthquake that destroyed Dubrovnik). The city is surrounded by walls in the shape of an irregular parallelogram, dominated by four large towers. The walls surround a clever network of streets which reflect the meticulously developed system, codes, provisions, orders, as well as rules that this city-state was based on. Its existence was entered into the statute that was strictly applied to the area of the City (the City has always denoted Dubrovnik), as well as the entire administrative area of the Dubrovnik Republic, which stretches from Pelješac in the north-west to Boka Kotorska in the south-east, as well as the islands of Korčula, Lastovo, Mljet and all the Elaphiti islands near the city. This system created harmonious architecture (especially sacral architecture), fostered all types of art and science as well as trade and diplomatic ties with representatives of all the significant European capitals. The City gave birth to a multitude of scientists who became renowned across Europe in addition to poets, playwrights and seamen, many of who were constantly connected to leading global trends, and were even their creators. The patron of Dubrovnik is St Blaise. His image is carved into the City walls and can be seen from the sea when entering the port, as well as from many locations in the City. Many find the cathedral at the end of Stradun (the main City street) to be the most beautiful and it is also dedicated to St Blaise. The walls surround many other churches, the largest of which are the cathedral dedicated to the Virgin Mary, the mother of God, and the Franciscan monastery with the Little Brothers Church (the monastery houses the third oldest pharmacy in Europe). The Duke’s

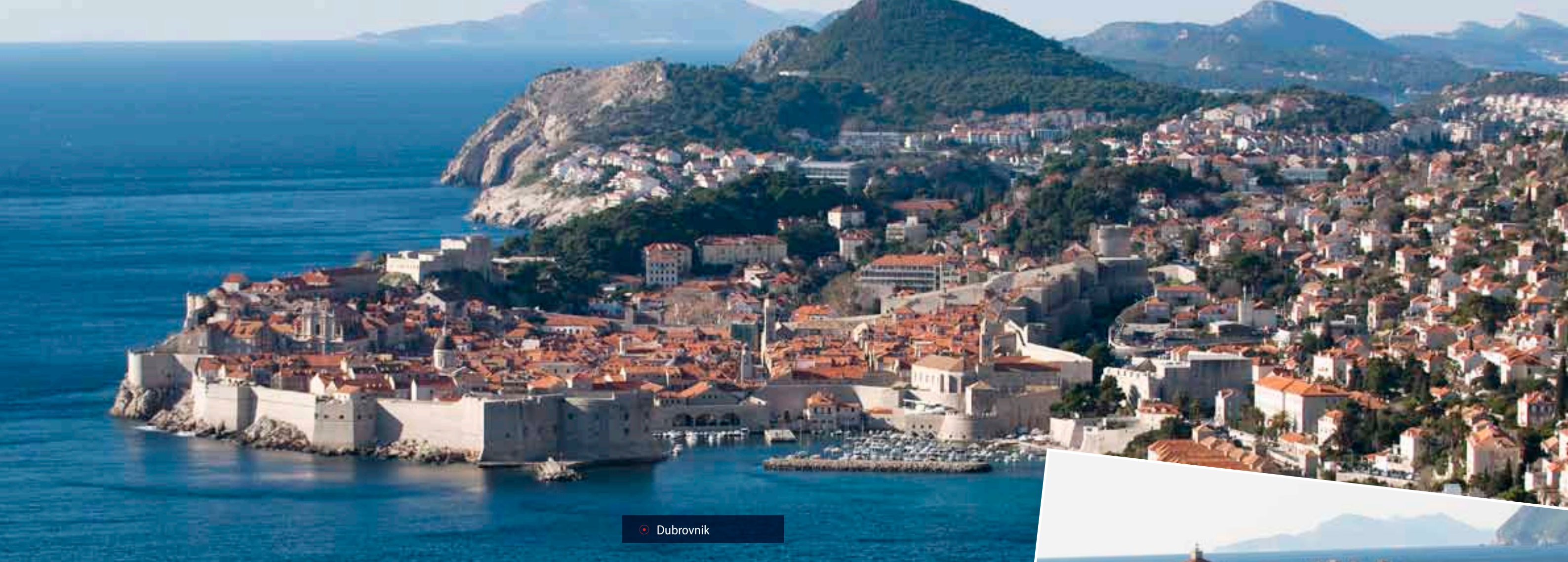
Palace, the Sponza Palace, tens of palaces once owned by Dubrovnik nobility, Orlando’s Pillar, the Big and Small Onofrio Fountain, the City Bell Tower, the granary and the quarantine hospitals are just some of the landmarks symbolising the great history of the city which lost its independence during Napoleon’s conquests in 1808, when the Republic ceased to exist.

### Dubrovnik / Port of Gruž

The mile-long bay that meets the land in the south-east is almost completely traced by the promenade of the large city port. Two-thirds of the eastern shore - from the Cape Kantafig light to the next light at the Petka Marina - is intended for cruise ships, large yachts and passenger ships. Further to the south, there are two hundred metres of berths for yachtsmen and towards the end of the harbour are berths for tourist ships. On the opposite side of the harbour, there are several lines of berths for the boats belonging to locals, while to the west, opposite Petka docks, is the Orsan Yacht Club with its small marina. Apart from being home to the harbour office, the county harbour administration and the city harbour administration, the Port is also a maritime border crossing. It also boasts a fresh produce market, fish market, several large shops and malls, as well as dozens of restaurants, cafes and two hotels. The petrol station is located on the western side of the harbour, next to the entry into the Orsan Yacht Club.

**WARNING:** when entering the Port, please take note of the marked depth of the water and the shallow waters in front of the northern shore of the Lapad Peninsula (opposite the bridge and across the entry to Rijeka Dubrovačka). The maximum allowed speed in the outer part of the port, between the Daksa Islet and Cape Kantafig is 6 knots, and in the inner part of the port, from Cape Kantafig to the end of the port, is 4 knots.





• Dubrovnik

Berth stern to the waterfront on the eastern shore of the port, immediately after you pass the harbour light in the Petka marina, or berth sideways against the waterfront around cape Kantafig (berths have electricity and water connections). There is a number of licenced agents for all types of yacht supply.

### Dubrovnik /Miho Pracat ACI Marina, Rijeka Dubrovačka, Komolac

Rijeka Dubrovačka is a two-mile long bay that ranges in width between 170 and 400 metres, and is in fact the flooded mouth of the karst Ombla River. The River stretches to the east from the very starting point of the eastern shore of the Port of Gruž. A clear orientation point above the mouth of the river is the grand bridge which rises 49 metres above the sea. The banks of the River are home to many renaissance and baroque summer residences, known for their unique country-style architecture and landscaping. On the north bank of the bay is the large settlement of the new part of Dubrovnik, known as Mo-košica. The entire bay is surrounded by steep, tall hills.

The waterway is well marked with harbour lights on both sides of the bay. The marina is part of the former country-house complex of the Sorkočević Castle. The marina is equipped with all necessary services, a 60t travel lift, restaurants, a swimming pool, large store and a nautical equipment store. The marina also has a harbour office and a petrol station.

**WARNING:** There are shallow waters of up to one metre in depth marked from the middle of the northern canal to the long northern marina dock. Anchoring in front of the marina is prohibited. The maximum allowed sailing speed along the entire Rijeka Dubrovačka is 4 knots.

Berth sideways against the northern wharf of the marina or the outer dock on the northern side of the marina entry.

### Dubrovnik / Old City Port

Without exaggeration, the old City Port is the most beautiful port in the Adriatic. Sailing into it is an incredible experience which sends all sailors far back to a time, when this

was the main way of accessing the city. Surrounded by high defence towers which look even larger compared to the relatively small harbour, it seems to have a magnetic pull on all sailors, warning them that they have entered the city of all cities. The harbour is protected from southern waves by the ancient Kaše Breakwater, making it look like an elongated islet. The entry to the Port is between Kaše and the Porporele breakwaters, where the lighting is located (the northern side of Kaše is shallow). Unfortunately, during the summer season, the large number of vessels and tourist boats makes the harbour too full for mooring, but you should definitely sail into it, if only for a brief while, to experience its unique beauty (there is also a harbour office located in the port). There are strong southern sirocco and northern bura winds in front of the harbour, creating large waves.



• Grebeni

**WARNING:** In the summer months, beware of the large number of various vessels in front of the Port and in the Port itself.

Anchoring is under the competence of the Dubrovnik port authority and is located further to the east, between the island of Lokrum and the shore.

**NOTE:** There is a beach suitable for children in the Lapad cove, which also has good access for disabled people.





• Lokrum

## LOKRUM

Lokrum is a mythical island very close to Dubrovnik. You can see it from every part of the Old City. Lokrum is an oasis of peace that people from Dubrovnik escape to and the most attractive swimming spot. At the same time, the island acts as natural protection for the Old City harbour from the southern waves. There is an 11th century Benedictine monastery on the island, and the thick evergreen forest on the island also contains the castle of Maximilian Ferdinand, who spent time there before his brother, Emperor Franz Joseph, sent him to Mexico where he was appointed as emperor. At the narrowest part of the islet, closer to its southern end, are two small coves. The most popular bathing area is located on flat rocks on the western side of the island. There is also a small lake connected to the sea by an underwater passage. There is a marina on the other, eastern side of the island, in Portoč Bay. There is a wharf that often harbours boats transporting bathers across from Dubrovnik. Due to these boats, you cannot moor in the wharf from early in the morning until late in the evening. You can come there, but you cannot go to the island. The purpose of these restrictions is to protect the island from fire.

It is nice to anchor in front of Portoč but only on days where there are no bura winds. Here, the bura blows from the bay of Župa Dubrovačka, from a ESE direction.

**WARNING:** Please take note of the shallow waters some thirty metres to the east from Cape Bijela seka, which is the northern point of Portoč. Also, please mind the electricity cables between Lokrum's northern cape and the shore.

Anchor between the shore and the Lokrum island in coordinates determined by the Dubrovnik port authority. The anchorage is reserved for mega yachts and cruise ships.

## ŽUPA BAY

The maritime area from Cape Pelegrin to Ljuta Cove (northern port of Cavtat) is the vast Župa Bay. There are strong bura and staccato winds that blow in the Bay, but you can find locations protected from these winds all over the Bay. From Cape Pelegrin towards Cavtat, you will find the beautiful little towns of the area called Župa Dubrovačka – Kupari, Srebreno, Mlini and Plat. There are marinas located in all these towns. Kupari and Srebreno have short breakwaters with a pier and small waterfront, and the most picturesque wharf is the one in the beautiful town of Mlini. There is also a small wharf in front of Plat. Berthing is forbidden in its wider south-eastern part, where there is a tunnel through which the hydroelectric plant water flows in.

Beautiful, sometimes extensive beaches, are located along the rocky shores of the bay, and some of them are accessible only from the sea.



• Cavtat

**WARNING:** Please mind the numerous shallow areas and reefs in front of the Mlini wharf and the wharf towards Plat. To the west of Port Cavtat lie a series of islets, reefs and shallow areas. They are marked as dangerous or have illuminated markings. In front of Mlini and Plat, please beware of the current caused by inflowing water.

## CAVTAT

Sailing into the Port of Cavtat is one of the most beautiful experiences of any sailing journeys. The area is hidden from sight when you are coming from the sea and its incredibly harmonious beauty is apparent only when you sail into the semi-circular bay. The houses in the old town core, on the southern side of the hill, are built around tightly packed rectangular streets. It is evident that the sea captains of the city contributed to the architecture of the city. In late 18th century, there were as many as 50 of them, which is an enormous number for such a small town. The most famous Croatian sculptor Ivan Meštrović also contributed to the town of Cavtat. He built a mausoleum at the Cavtat cemetery for the Račić

One of the most popular anchorages for mega yachts in all Dubrovnik waters is located in the eastern part of the Župa bay, off the coast between Plat and the peninsula near the Cavtat port. The area is protected from sirocco winds, and to a certain extent from bura wind closer to the port.



• Župski bay





family, famous in Cavtat for shipbuilding. Cavtat was settled before Dubrovnik. This was the location of the ancient town of Epidaurus, destroyed in the 7th century by the Slavs and Avars.

Port Cavtat is protected from the bura and sirocco winds, but western and south-western winds can cause significant waves in the Port.

In the Port, you will find a harbour office and a maritime border crossing. The berthing location in the Port will be decided on by the harbour office.

**WARNING:** When sailing into the Port, please take note of the marked rocks and shallow waters to the north and the north-west from the entry into the port. To the south-west of the harbour lie a group of long Cavtat islets with shallow areas and rocks between them and to the north-west lies the islet of Supetar. The lebić wind (SW wind) can be dangerous in the Port.

In the Port, you can anchor and berth on the waterfront in front of the eastern, most protected area of the shore. The berths are equipped with electricity and water connections. When the sirocco wind is blowing, anchor closer to the south-western shore of the Port or in the other port of the town, in Tiha Bay, just to the east of the Rat Peninsula.

### ŠUNJ Bay / Lopud Island

Lopud is the local Dubrovnik island of country estates and seamen, perhaps the most beautiful island of all among the Elaphiti Islands that run parallel with the shore. They extend from the west of the Port of Gruž to the southern point of the Pelješac Peninsula. Around the Bay, on the western side of the island with where there is a small port, there are several rows of beautiful houses

and villas once owned by the Dubrovnik nobility and famous Lopud captains and tradesmen. Since that era and up until today, Šunj Bay on the south-eastern side of the island is the epitome for summer swimming. During the summer, many residents of Dubrovnik take their boats there. Above the Bay stands the church of Our Lady of Šunj, erected as a votive church by the nobleman Ottone Visconti from Milan in the 12th century. Returning from the crusades, he was caught in a big storm and found safety in the Bay.

The Bay is completely exposed to waves from the south.

**WARNING:** Please mind the series of rocks in front of the southern cape of the Bay, especially the Skupno rocks, and the shallow waters around them at 800 metres, exactly in the direction of south-east from this Cape; make sure you leave the Bay at the first signs of sirocco. There is a floating protective rope for bathers 150 metres before the end of the Bay.

In the Bay, anchor away from its shallow end.

**NOTE:** Ideal for children as there is a safety and rescue service on the beach.

### ŠIPAN LUKA / Šipan Island

Apart from Sudurađ on the eastern shore, the other town on the island is Šipanska Luka (or simply Luka), located at the end of a long bay, open towards the north-west. This small town, with a hotel at the end of the bay, looks very intimate. Here, just like in Lopud, everything exudes an air of harmony, even the newer buildings. Rarely does an island of this size offer so many architecturally significant places as does this one. There are several summer residences dating from the age of the Dubrovnik Republic – the most beautiful of which is the Duke's Palace above

#### Harpoti

the town. From the walls that surround it, you can see the Šipan Field, stretching 5 km southwards. The field used to be cultivated so much that the produce from the field would be taken to the Dubrovnik market daily. The fertile field is now mostly covered in vineyards and olive groves, and there are still several beautiful baroque summer houses. The island is famous for its excellent olive oil, while the fishermen of Šipan are famous in the area for the vast quantity of fish they catch.

Šipanska Luka is the safest haven in the archipelago, except for summer storms coming from the west and during stončica (a thermic wind blowing during the night from the direction of Ston which can be moderate in intensity; the wind calms down before dawn).

**WARNING:** The Port is dangerous during summer storms which come from the north-west!

Berth on the western side of the recently prolonged and renovated wharf with harbour light (a passenger ship docks against the inner side of the wharf several times a day). Anchor in the external part of the port.

### HARPOTI CANAL

The tight canal between the islands of Jakljan and Šipan is so curved that you cannot even see it from the south. It has been noted in Roman naval military history that Marcus Octavius's commander escaped Caesar's galleys from the Mljet Canal in 47 B.C., without them knowing that there was such an escape route. As you pass through the Canal, you sail into the inner part of Šipanska Luka. Harpoti has an alluring beauty, but you should not sail in the canal during strong southern winds.

**WARNING:** Please mind the barely visible Vanjac rocks, located 100 m from the Jakljan shore, opposite the canal between two islands: to the north-east from the Jakljan rock, the depth of Šipan Port is 4.7 m; the speed of the current in the canal increases from 2 to 3 knots during strong sirocco. There is an electricity cable over the Canal at 101 m.

In the Canal, you can anchor in the small cove in front of the shore of Jakljan Island.

### SLANO

At the end of the well-protected and beautiful bay in the 'continental' part of the Koločep Canal lays the town of Slano, unfortunately looking somewhat abandoned. A long hotel building dominates the view from the sea, and there is another hotel in the most western end of the bay, immediately next to the Port's western cape. This Port is mostly used as shelter, completely free of large tourist crowds. There are strong bura winds in the Bay, however, there are no big waves.

**WARNING:** The water is shallow next to the shore in the Bay.

Berth or anchor at the wharf on the eastern coast, towards the end of the Bay. The wharf has electrical and water connections. Depending on the wind, there are several locations in the Bay for safe anchorage.

### STON / Peljašac

The entire history of Ston is connected to its large salt pans. The commercial and geopolitical importance of salt are probably the reasons why the Dubrovnik Republic built such a pretty, carefully planned little town in the mid-14th century. This town is a true miracle of ancient civil engineering and urban planning. A narrow strip of

#### Slano

#### Uvala Šunj, Lopud





land connects Ston with Mali Ston on the other, northern, coast of Pelješac. Although this is the location of historical salt storages, Mali Ston has long been known for its large oyster farms. Ston oysters are held to be exceptionally tasty. Mali Ston is surrounded by walls and looks a little bit like Dubrovnik. Ston also had defensive walls, but these have now mostly fallen down. However, one impressive fortification is still erect. There is 4.5 km of defensive walls extending from Ston to Mali Ston – this is a true ‘Great Wall of the Mediterranean’.

Owing to the configuration of the hills surrounding the canal, all winds in the Ston Canal blow along its axis, along the canal.

**WARNING:** From Broce to Ston, take the narrow, well-marked waterway; sudden changes in strong winds and strong sirocco winds raise the sea level by half a metre. During strong sirocco winds, the speed of the canal current increases to 1.5 knots.

Anchor off the shore of town of Broce because the canal towards the Ston port is shallow (3.5 to 2 m deep) and continue by service boat.

### KOBAŠ, Pelješac

Kobaš is a beautiful little bay in the Ston Canal, on the north-eastern shore of the Pelješac Peninsula, approximately three miles from the far eastern cape of Pelješac. Owing to the town's good restaurants, it has become an important nautical destination.

**WARNING:** The bura winds blow directly into the bay.

You can anchor in the middle of the bay.

### MALI and VELIKI VRATNIK, passages

The Vratnik passages are the most western passages from the open sea into the Koločep and Stonski Canal. Veliki Vratnik is a passage between the cone-like tall island of Olipa (where a lighthouse is located) and the island of

Jakljan, stretching southwards. The pass is exposed to bura winds, sirocco and south-western winds which create large waves as they get stronger. The speed of the current increases up to 3 knots. The winds and currents are similar in the much narrower, picturesque passage of Mali Vratnik, between the southern cape of the Pelješac Peninsula and Olipa Island.

**WARNING:** Please mind the barely visible rock Crna seka in the Veliki Vratnik passage. It is located at 125 m to the west from the north-western cape of Jakljan Island.

The coast of the Pelješac Peninsula in Mali Vratnik, under the steep cliffs is covered in thick evergreen forest, and is a beautiful place for anchorage, as is Lupeška Bay on the north-western side of Olipa. It is even nicer to anchor immediately to the east of the Tajan and Crkvina islets, located at the entry of Veliki Vratnik into Koločep Canal.

### SAPLUNARA Bay / Mljet Island

This is the only bay convenient for anchorage on the southern side of the long and narrow, 37 km long island of Mljet. It is famous for its long sandy beach, which attracts many tourists and sailors. The beauty of this Bay has recently been destroyed by oversized houses that have been built directly above the beach. Immediately to the east of Saplunara is Blaca Bay (Lemuni), a natural phenomenon which is reminiscent of scenes from far more southern oceans. You can reach the sandy horseshoe-shaped bay only by tender boat because the bottom of the entrance is shallow and full of reefs.

**WARNING:** The Bay is dangerous when winds are blowing from the south-west. The far end of the Bay is very shallow. On the eastern side, there is a buoy for the berthing of military ships.

It is best to anchor in the middle of the cove.

**NOTE:** Saplunara and Blaca coves are ideal for children.

### SOBRA / Mljet Island

Sobra is the main port of Mljet Island. The ferry port is located on the eastern side of this spacious bay. You can also find a petrol station here. The town developed in the most protected, western part of the bay, with the elongated Cape Pusti protecting it from bura winds. Sobra used to be the main port of Mljet for loading wood, which was then transported to Dubrovnik. This is why a special type of boat was created in the 15th century – the Mljet bracara. It was a special type of sailing ship with an equally specific sail. One of the three island swamps is located on the flat land above the harbour, locally referred to as the mud swamps (blatina). This is where you can fish for eels, one of the main specialties of the island. Sobra has a harbour office and a petrol station.

**WARNING:** Please mind the shallow waters between Cape Pusti and the Sepeka rocks. The shallow waters continue to the east of the rocks. In the most protected, north-western end of the Bay are fish farms and pools. Mind the 150 m long shallow area located 150 m in front of the narrow cape, in the middle of the western shore of the harbour.

Berthing is possible next to the hundred-metre long waterfront on the south-eastern shore of the western end of the Port. You can anchor in the middle of this side.

### POLAČE / Mljet Island

Polače is surely the most beautiful port of the island and also its largest bay. The entry into the Port is most impressive, leading you through the canals between the shore of Mljet Island and the four islets in front of the shore, which cut into the shore westwards. The islands are a nice place to anchor for swimming, as well as to spend the night in nice weather. The most protected part of the Bay is its western end, the Rogač arm, a favourite anchorage point among sailors. A series of houses next to the waterfront in the south-eastern shore of the Bay

are relatively new, and there are several very old houses next to the sea, on the southernmost end of the Bay leading to a small marina. The view of the Port is dominated by the ruins of a Roman palace. After Diocletian's Palace in Split, this is the largest Roman monument in all of Dalmatia. There are the remains of the Roman spa with their mosaics and an Old Christian basilica built in the 5th or 6th century. The fascinating lakes of Mljet are only 2 km by road from the town (read more about the lakes in the description of Port Pomena).

**WARNING:** When arriving from the north, next to Cape Stupica, mind the elongated rock and the shallow bottom as it continues between the coast of Mljet and the southern point of the Moračnik islet. There is a shallow area in front of that point, as well. There is also a shallow belt in front of the coast located to the north-west of the Polače Port wharf. Strong sirocco winds that blow between the islets in front of the Port can increase the speed of the currents to up to 1.5 knots.

You can anchor in Polača. It is best to anchor in the westernmost part Rogač.

### POMENA / Mljet Island

Pomena is the westernmost settlement on the island. Because of its numerous rocks and islets, it is best not to sail into it at night. The safest course of entry is from the north-west. Pomena is a rather small bay dominated by a hotel building on the western coast, while the town's houses are located in the most protected part at the end of the bay, and also on the eastern coast of the sea. The main reason that many visitors stop here is to visit the Mljet Lakes, being the nearest point for those who want to reach them. They are a mere ten minutes away by foot on a narrow path through the thick evergreen forest. The great and small lake of Mljet are a unique phenomenon both aesthetically and biologically – fishing in the lakes is prohibited as they are home to some



endemic marine species. The lakes are simply beautiful. The evergreen forests reach the sea, and tree branches touch the lakes' surface in several places. Since there are no large waves in the lake, the sand-covered bottom is visible, making the water uniformly turquoise. The great and small lakes are connected through a narrow canal. There is a much longer and wider canal that connects the great lake to the sea. Only locals are allowed to enter the lakes. The most picturesque part is the series of houses in the middle of the northern coast of the great lake, in the small town of Pristanište, as well as the magnificent Benedictine monastery erected in the 12th century on an islet located next to the southern shore of the great lake. Tourists are transported to the islet by a boat operated by the national park.

A much larger and more protected part of Pomena is located to the west of the waterfront, in the elongated Lokve Cove. This location is also partially protected from bura winds. Entering the cove used to be prohibited because of the numerous military facilities, but these have mostly been abandoned nowadays.

**WARNING:** Please mind the numerous rocks and shallow areas as you enter the port (Crna seka, NW from Pomena, lit). There are strong bura winds, and the most protected location is under the Pomeštak islet, in front of the cove. Mind the large buoy for war ships in front of the Lokve arm. There are two electricity cables at the entry into the cove, so anchorage is not allowed. The western part of the island is protected as a national park and special rules apply in relation to behaviour, diving and fishing in order to protect the natural beauty of this island.

When there are no tourist ships, you can berth on the wharf in front of the hotel. You can safely anchor in the area of Lokve.

• Zaklopatica

### ZAKLOPATICA / Lastovo Island

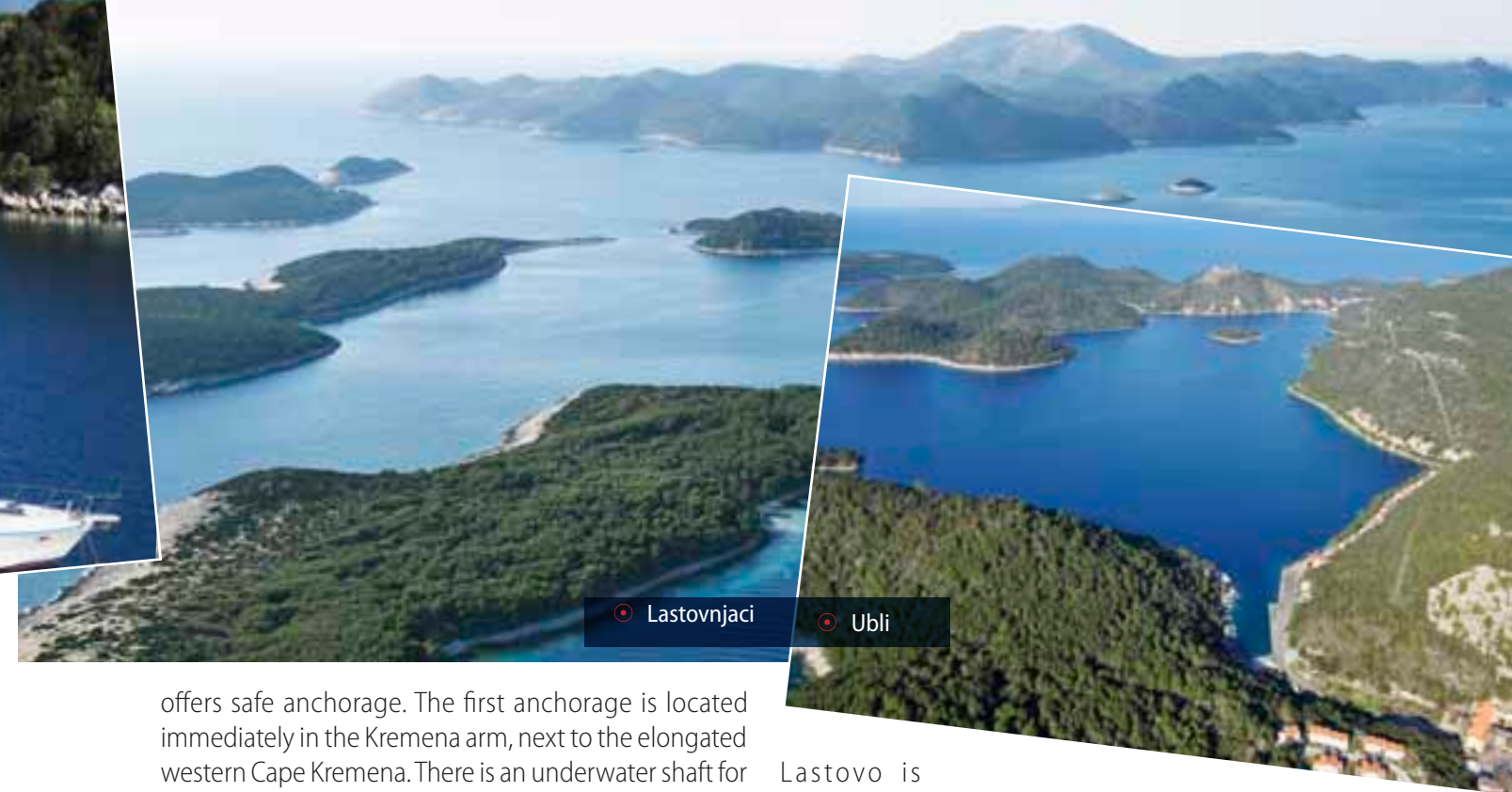
Lastovo is certainly the Adriatic island with the most 'hidden' ports. On the southern coast, there is Skrivena luka, on the western coast Jurjeva luka, and the northern side Mali lago and Zaklopatica. All these are well-protected coves which you cannot see when approaching the island. Zaklopatica is hidden by the elongated islet of Zaklopatica, located directly in front of the cove, serving as natural protection from the bura winds. The western passage between the islets and the cove is not suitable for sailing because of the shallow water, but the other eastern entry into the cove is wide and deep enough. This is actually an old fishing port of the town of Lastovo, located high on the hill above the cove (the distance between the cove and the town is 2.5 km.). What were once fishing storage facilities are scattered along the western port shore, next to the long waterfront. These buildings were extended and converted a long time ago into houses next to the sea and along the cove, somewhat defacing the beautiful cove.

**WARNING:** Anchor closer to the islet during strong bura winds.

You can anchor anywhere in the cove, but the best place is close to the islet.

### VELJI LAGO / Lastovo Island

Velji lago is a beautiful bay, reminiscent of a lake, surrounded by the western coast of Lastovo Island and Prežba Island, separated from its larger neighbour only by a narrow canal (Pasadur), which is why it does not seem like an island. Despite the winds, the Bay always



• Lastovnjaci

• Ubli

offers safe anchorage. The first anchorage is located immediately in the Kremena arm, next to the elongated western Cape Kremena. There is an underwater shaft for military ships. A little bit further to the north lies the most hidden part of the Bay, the Jurjeve luke cove, which can be reached through a narrow passage. No wind can cause large waves here, and the island was therefore a logical choice for many armies that fought for power on the island over the years seeking to set up military bases. It is now a fishing port, and all former military wharves are taken up by fishing boats. Another beautiful anchorage is located next to the Makarac islet, in the middle of the bay, in its northern part. The narrow cove of Port Ubli is located at the end of the southern arm of the bay.

**WARNING:** The waters around Cape Cuf (the southern cape of the Bay) are shallow, and there is a reef in front of the cape. When near the cape, sail further away from the shore. There is an electricity cable near Makarac islet and the coast, and it has long been out of use. The southern part of the Bay is exposed to western and south-western winds, and the Kremena arm to bura and easterly winds.

You can anchor on all sides of the bay.

### UBLI / Lastovo Island

Ubli is the main island port, but not the 'main' location on the island. The 'main' town is Lastovo, located high up on the island, and almost hidden from view when looking at the island from the sea. The town looks like a Greek amphitheatre. On the steep hill, the houses are lined one above the other, turning westwards, above a large cultivated valley. The distance between Port Ubli and Lastovo is 10 km.

Lastovo is much closer to reach from Zaklopaticke cove (2.5 km). There are several notable sacral buildings in Lastovo, but the famous fumari, i.e. chimneys, are much better known. Their shapes are incredibly imaginative and it is a constant source of wonder as to what the builders wanted to show us when using such detail.

Another significant feature of the town worth mentioning is poklad, a week-long carnival ritual attended by the entire town, culminating by the burning of the poklad effigy. The entire town takes part in the tradition with precise roles, outfits, special music and songs. Many people from the island who immigrated to Australia and New Zealand return to attend the carnival too.

Ubli has an unusual appearance. The town was intentionally built in the style of Italian working-class neighbourhoods. When Lastovo was annexed to Italy by the treaty of Rapallo in 1920, the Italians, wanting the island to become a firm maritime base against Yugoslavia, settled Italian fishermen here and built a town for them.

The narrow port of Ubli, the narrowest part of the Velji lago Bay, houses a harbour office, a maritime border crossing and a petrol station.

**WARNING:** There are strong waves in the Port when there are strong western winds blowing, and swells are also possible during long periods of southern winds.

Berth sideways on the eastern shore along the long waterfront, where passenger boats spend the night (ferries and catamarans) following their daily connections with Korčula, Hvar and Split. Depending on the wind, you can anchor anywhere in Velji lago.





## LASTOVNJACI

Lastovnjaci are two groups of islands. Those closer to the eastern shore of the island of Lastovo are Donji Škoji or Lastovnjaci, and those that are located further from Lastovo, in the direction of Mljet, are a group of islets and rocks which extend in an almost straight line in a west–east direction, known as Vrhovnjaci. Donji Škoji are somewhat larger islands of surreal beauty. Anchoring among them is one of the most beautiful experiences when sailing these waters. An especially nice anchoring location is between the islands of Stomorin and Češvinic (the depth of the sea in the canal between the two islands is only 3 m). The most popular nautical gathering point is in front of the canal that runs between the somewhat larger island of Saprun in the south and the narrow Mali Arženjak. Sailors anchor to enjoy the crystal clear sea on both sides of the passage, which looks like a small lagoon. You cannot navigate through the canal because it is shallow. The area around Lastovnjak is attractive to divers because of the diversity the seabed offers. Vrhovnjaci is an even better location for divers. You can navigate your way using the large building with a lighthouse on the bare island of Glavat. The seabed around the islands used to be full of corals and many Lastovo locals were in the business of coral diving and processing.

**WARNING:** The waters around Donji Škoji and Vrhovnjak are full of reefs and shallow areas, so navigate with special attention.

The area around Lastovnjak is nice for anchoring, but as soon as stronger winds blow from any direction, you should move to one of the safer areas of Lastovo Island.

## Port KORČULA / Korčula Island

Korčula is another Adriatic city of wonders. Today we admire only its architectural and ambient beauty, without thinking about its turbulent history. Korčula has definitely developed and been the interest of conquerors throughout history because of its strategic position, at the eastern end of the narrow Pelješac Canal. Control over the city meant control over the main sailing route at a time when sailing the Adriatic, (meaning from Venice and the Strait of Otranto and the other way around) went exclusively up the coast, i.e. through canals and passages between the islands and the coast. Not many towns on the Adriatic coast have had a history full of so many battles, upheavals and changes of rule as Korčula. The constant battles for domination over the town lasted from the antiquity until the middle of the 20th century. It is therefore no wonder that an entire city like Dubrovnik was surrounded by walls (which are today mostly in ruins). The most famous name to be heard in Korčula, that of the famous explorer Marko Polo, is often mentioned in relation to conquests and battles. In the 13th century, Marko Polo spent time at the court of Chinese-Mongolian emperor Kublai Khan and was one of the first to bring back news to Europe about the highly developed Chinese culture. Marko Polo, born in Korčula, also took part in a great sea battle off Korčula between the war fleets of Venice and Genoa, when he was captured and sent to a dungeon in Genoa.

The fight for dominance over Korčula also brought economic prosperity. It is therefore no wonder that the town has an incredibly rich artistic and construction heritage. The narrow town has dozens of exceptional buildings – towers, churches and palaces surrounding St Mark's

• Korčula

• Brna

Cathedral, erected in the 15th and 16th centuries, holding a rich inventory and a collection of art created by some of the world's greatest artists such as Tintoretto, Bellini, Blaž Juraj Trogiranin, Ivan Meštrović and Fran Kršinić.

When mentioning the town of Korčula in the context of navigation, you must take into account its wider, incredibly beautiful waters west of the town, especially its south-eastern part, known as Škoji to the locals. There is a series of islets, including the exceptionally beautiful Badija and Vrnik. You should definitely anchor among these islets, if only for a little while, and sail to the pristine, rural Lumbarda, only two miles from the town of Korčula. Lumbarda also has a small marina. This small town is famous for several things, among them the famous white wine called Grk.

The town of Korčula has two ports – western and eastern. The eastern port has a wide ring intended only for passenger boats, as well as a marina. The western port is for sailors, large yachts and small cruise ships. Korčula has a harbour office, port authority and maritime border. The petrol station is located half a mile to the east of the town, in the canal between the island of Korčula and the western cape of the Badija islet.

**WARNING:** When sailing from the east and the south-east, please mind the numerous reefs and shallow waters. The sailing route is well-marked with danger signs and lighthouses. Please also mind an iron buoy in the south-western part of the western port. It is dangerous to berth in this port during bad weather coming from the west. In the summer, a large number of all types of vessels come in front of the eastern port, so take extra care.

In the western port, anchor against the stern berth at the waterfront of dock sideways. You can anchor off the port. The wharf in the eastern port is reserved for passenger ships. You can anchor to the south east from the entry into the marina, in front of the Luka port (Uš port).

## BRNA / Korčula Island

Port Brna is the most sheltered and largest port on the entire southern coast. Brna developed as the port of the town of Smokvice, a town located some 4 km from the port. Smokvica is surrounded by vineyards and cellars with wines produced from indigenous grape varieties – pošip and rukatac. Before the tourism boom, Brna developed as the export port for the said wines. Smokvica and Brna are famous for their unique, century-old sword dance known as Kumpanija, performed during the summer months for visitors.

**WARNING:** Mind the shallow waters 6 m to the west of Cape Zaglav, the southern point of the port; bura winds in the port create vortices. When anchoring, use extra anchorage chain.

In the port, you can anchor or berth in front of the wharf with a harbour light on the western shore of the port. There are water connections at the wharf.





Karbuni

## PORT KARBUNI / Korčula Island

Port Karbuni is the name of the eight-mile long stretch of water from Cape Ključ on the west to Cape Veli Zaglav at the entry to Port Brna in the east. This is in fact a much narrower space between the elongated islet of Zvirovnik and the coast of Korčula, with the town of Karbuni – a series of larger and smaller islets, ideal for anchoring and summer swimming and to spend the night during quiet weather. The coast has several well-protected coves, ports and harbours. The only problem is the strong sirocco wind, when you should look for a safer harbour at Port Brna or sail to Vela Luka Bay. The most beautiful place to anchor is next to one of the islets or close to passages between them, where the sea is a beautiful turquoise colour. The most famous such place is located between the islets of Pržnjak Mali and Veli (beware of the shallow waters between them, which are only 2.5 m deep). Unfortunately, because of random and aesthetically displeasing constructions in the Korčula part of the waters, the nice views have been ruined.

**WARNING:** Please mind the numerous shallow areas around the islands, the rocky shallow sea to the west of Port Grščica in front of the shore and in front of the northern point of the Kosor islet, exactly on the opposite side. Please also take note of the Čerin rocks off Prižba – leave in the event of strong sirocco winds.

You can anchor in the entire waters of the Karbuni port. In strong wind, it is safest to go to the Brna port, where you will find a larger wharf with a water connection.

## PROIZD ISLAND / Vela Luka Bay, Korčula Island

From afar, Proizd Island looks more like the end of a long peninsula of the wide northern bay of Vela Luka. Only when you sail closer to the shore will you see that this is an island after all, which has a narrow and shallow canal (3 m deep) that separates it from the island of Korčula. The locals of Vela Luka believe that this forested little island is the most beautiful swimming location in the summer and it has been a popular excursion spot since ancient times. On the southern shore of Batala Cove is a large restaurant with a pier. The seabed around the island is



Vela luka, Korčula

beautiful and there is an incredibly diverse range of fish species because of the strong currents.

**WARNING:** Please mind the Izvanjski and Prvi rocks on the northern side of the passage between the islet and Korčula, as well as the shallow waters off the southern side of the Prvi rock. During strong bura and tramontane winds, it is not recommended to navigate the passage.

Depending on the wind, you can anchor anywhere around the islet. The Batala cove, which is open to sirocco and maestral winds, is peaceful only late in the evening, because during the day boats arrive there, transporting visitors from Vela Luka.

## VELA LUKA / Korčula Island

Vela Luka is a town at the very end of a spacious and extremely indented 3.5 mile-long bay, so it is no surprise that it was named as such ('Vela Luka' means large harbour) by the inhabitants of Korčula. This is the largest bay on the island. There are two coves in the bay where sailors like to anchor – Gradina (roughly halfway into the bay) and Plitvine cove which is located in front of the winding entrance into the harbour, both well protected from the bura winds. There is also Poplat Cove on the opposite, southern shore of the bay. All these coves are protected from the southerly winds too, but are exposed

to western winds. The very end of the harbour divides off into two sections. The shipyard and the pier for the passenger boats are located in the southern section, while the other section which is indented towards the north, Kale, is where the most protected part of the harbour is. Here you can find a spacious pier with a petrol station. Vela Luka was originally an anchorage for the town of Blato, located 4 kilometres inland and once the biggest town on the island. Blato is in the middle of the island, at the edge of a large fertile field which is most notable for wine and olive growing, the main source of income for the town. Vela Luka came into existence as a harbour for the export of the island's agricultural products, developing





into a new commercial hub as well as a fishing and shipbuilding centre of the island from the 18th century onwards. This gave Vela Luka, which has for many years now been the largest town on the island, its appearance. Slopes surrounding the town host large olive groves, with quite a few oil mills located in the town itself, adding to Vela Luka's reputation as the biggest producer of quality olive oil in Croatia. In the northern, shallower part of the harbour known as Kale, there is mud with medicinal qualities while the tradition of baths goes back to ancient Roman times. The rich history of the town is shown in the town museum situated in the Franulović – Repak Palace, right next to the neo-baroque parish church of St Joseph. As Vela Luka used to host a sculptors' summer colony in the 1960s, which was also attended by Henry Moore, one of the greatest sculptors of the 20th century, the town museum houses his sculpture among other valuable works of art. The large pier in the harbour is where the maritime border crossing and petrol station are, next to the port authority.

**WARNING:** During fast western cyclones, an oscillatory tidal wave can be generated in the Bay, reaching heights of up to 2 metres, with tidal intervals of fifteen minutes which can potentially be harmful to moored boats. Strong western winds generate waves in the harbour.

Berthing is on the northern part of the main pier where mooring as well as water and electricity connections are to be found. Anchoring is possible at multiple locations in the harbour but in such a way as to not interfere with the harbour shipping lanes leading to the two above-mentioned piers. When there is no bura wind, you can anchor on the eastern side of the Ošjak islet.

## LOVIŠTE, Pelješac

At the westernmost part of the 65 kilometre-long Pelješac Peninsula, the ground steeply drops towards the indented shores of the bay situated between two elongated capes (Cape Lovište on the north side and Cape Ošćac on the south, both marked with coastal lights). The indented cove where Lovište is located is situated along the middle of the Bay. It came into existence as a harbour for the ancient village of Nakovanj (Anvil) which is uninhabited today and which was situated high on the hill in the middle of the

peninsula. Next to the picturesque village is a cave where the oldest findings of the Illyrian culture were discovered, and there are indications that the cave provided shelter even in Neolithic times. The safest place to anchor in the Lovište Cove is in its north-western part called Runca, where tourist apartments are located. By far the most beautiful part of the whole bay is its southernmost section, Pržina Cove.

**WARNING:** Please pay attention to the shallow waters in front of Cape Pišćina, immediately to the south of Lovište harbour. An electricity cable runs from the southern to the northern shore in the easternmost section of the cove/bay. The eastern part of the Bay is dangerous during the summer storms that come from the west and southwest!

Anchoring depends on the wind, good places are either in one of the prongs of the harbour or at Pržina Cove under Cape Ošćac.

• Lovište

• Trstenik

## TRSTENIK / Žuljana Bay, Peljašac

The almost inaccessible Pelješac shores from Orebić in the western part through to the town of Žuljane in the eastern part of the broad Žuljana Bay are streaked with vineyards. This is one of the most famous wine-growing areas in Croatia especially renowned for the plavac mali grape variety with notable vineyards in the vicinity of the towns of Dingač and Postup. All harbours





constructed at the beginning of 20th century on Pelješac were primarily intended for wine to be loaded from local wine cellars onto ships. Trstenik is the largest of these 'wine harbours', with an impressive 100 metre-long breakwater pier. This small locality is situated beneath tall hills with only a few rows of houses along the shore, each of them giving off an aroma of red wine. A large communal wine cellar is situated on a hill above the town. Fifteen years ago, one of the most famous winemakers in the world, Miljenko Mike Grgić, who rose to fame as an immigrant in California, started making wine here. Directly to the east of the harbour is a beautiful small cove with a beach,

immediately beneath Cape Zaglavak. There are a dozen such beaches – one prettier than the next – along the cliffy coast all the way to the Žuljana locality. Bura winds are strong in the Trstenik harbour, but do not generate waves. When sirocco is strong, there are strong waves in the harbour, so it is better to anchor in the eastern part of the Žuljana Bay.

Berth sideways against the breakwater dock (the last 30 metres of the pier are reserved in the summer months for the water carrier transporting water to the island of Mljet) or anchor in front of the port.

## ŽULJANA BAY / Pelješac

The broad Žuljana Bay extends from Trstenik in the northwest towards Cape Lirica for about three miles (in front of the cape there is an islet of the same name with a lighthouse). Its most scenic part is around the town of Žuljana, where the natural beauty is so seductive that you are almost forced to anchor here. There are many coves and sandy beaches in the vicinity of Žuljana, framed by cliffs and pines. The very town of Žuljana itself is pretty because of its simple vernacular architecture.

**WARNING:** The Bay is known for very strong bura winds, being strongest right in front of Žuljana. There are many shallows, rocks and reefs in front of Žuljana so one should navigate with special attention and with the aid of a large-scale navigation chart. The westernmost shallow water is marked with a pole.

Anchor in front of Žuljana harbour or away from the bura wind south of the harbour, in the Kremena and Vučina bays. In this part of the bay, you are completely protected from sirocco.



• Orebić

• Žuljana, Pelješac





**Montenegrin Ministry of Traffic and Maritime Affairs**

+382 (0)20 482 196; [www.msp.gov.me](http://www.msp.gov.me)  
**Maritime Safety Department of Montenegro**  
+382 (0)30 313 240, +382 (0)67 642 179, +382 (0)67 185 277,  
[www.pomorstvo.me](http://www.pomorstvo.me)  
**Maritime Rescue Coordination Centre (MRCC BAR)**  
(MRCC BAR) +382 (0)30 19833, +382 (0)67 642 179

**HARBOURMASTER'S OFFICES AND BRANCH OFFICES**

Harbormaster's Office Bar +382 (0)30 312 733, +382 (0)69 290 274  
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+382 (0)33 451 227, +382 (0)69 290 257  
Harbormaster's Branch Office Herceg Novi  
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Harbormaster's Office Kotor  
+382 (0)32 304 312, +382 (0)69 681 504  
Harbormaster's Branch Office Tivat  
+382 (0)32 671 262, +382 (0)69 450 521  
Harbormaster's Branch Office Ulcinj  
+382 (0)30 421 780, +382 (0)69 290 258  
Harbormaster's Branch Office Virpazar  
+382 (0)20 711 126, +382 (0)69 290 274  
Harbormaster's Branch Office Zelenika  
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+382 (0)30 440 122, +382 (0)67 222 588  
Police +382 122  
Fire Fighters+382 123  
Ambulance+382 124  
General Information+382 1181

**HERCEG NOVI AND KOTOR POLICE DEPARTMENT**

MARITIME UNIT+382 (0)31 678 008  
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Head of Maritime Police +382 (0)63 285 277, +382 (0)67 185 277  
Maritime Safety Department– Bar  
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Montenegro Border Maritime Police Operational Centre (GPP) –  
Podgorica +382 (0)20 247 689, +382 (0)63 285 277  
Regional Centre for the Training of Divers and  
Underwater Demining in Bijela  
+382 (0)31 683 477, +382 (0)31 683 375, [www.rcud.co.me](http://www.rcud.co.me)  
Adriatic Shipyard – Bijela +382 (0)31 671 080, [www.asybijela.com](http://www.asybijela.com)

**MARINAS IN MONTENEGRO**

Before entering Montenegrin marinas, make sure you consult valid  
nautical charts and publications. Consult marina owners regarding safe  
depth. To help you get around and enter Montenegrin marinas, we  
provide a list of contact phone numbers of important marinas:  
Marina Herceg Novi +382(0)31 323 015, +382 (0)68 459 875, [www.porthercegnovi.com](http://www.porthercegnovi.com)  
Marina Zelenika +382 (0)31 678 024, [www.marinazelenika.me](http://www.marinazelenika.me)  
Marina Porto Montenegro -Tivat +382(0)32 660 900, [www.portomontenegro.com](http://www.portomontenegro.com)

**COASTAL RADIO STATION “BARRADIO” – 40B**

Maritime Safety Department performs radio service for the pro-  
tection of human lives at sea and safety of navigation through  
the “BARRADIO” radio station. The basic activity of the coastal  
radio station “BARRADIO” is monitoring international distress,  
safety and calling  
frequencies (VHF ch16, VHF DSC Ch 70, MF 2182 kHz and MF  
DSC 2187.5 kHz), 24 hours a day, every day throughout the year.  
Further activities of the coastal radio station “BAR RADIO” are  
the following:

- Radio service for navigation safety at VHF and MF bands
- Transmission of navigational warnings (VHF Ch16/Ch24)
- Reception of medical assistance messages (VHF Ch16)
- Commercial radio service (VHF Ch24/Ch20 and MF 1720.4 kHz)
- Transmission of weather reports (VHF Ch24)
- Monitoring of vessels transporting dangerous cargo (VHF Ch12)
- ADRIATIC TRAFFIC
- Reception and forwarding of messages for automatic alert for  
vessels in case of a terrorist attack (SSAS), in accordance with  
the ISPS Code

You can contact the coastal radio station “BARRADIO” by dialing  
030 19833, using radio station, GMDSS transmission, or using one  
of the following possibilities:“BARRADIO” 030 313 088, 030 313  
600, 067 642179 [barradio@pomorstvo.me](mailto:barradio@pomorstvo.me)

As a part of their daily activities, operators on the coastal radio  
station “BARRADIO” monitor the sea belt of Montenegro. Your  
every call for help from the sea will be responded to on time  
and you will be given all necessary information and instructions  
regarding navigation itself or conditions at sea, i.e. anything  
regarding security and safety at sea.

Apart from Montenegrin and Croatian radio stations, navigators  
at the Adriatic can hear the following Italian radio stations:

- “Bari” VHF channel ch26/ch27 in the period 01h35 / 07h35 /  
13h35 / 19h35
- “Ancona”VHF channel ch25 in the period 01h35 / 07h35 / 13h35  
/ 19h35
- “Trieste”VHF channel ch25 in the period 01h35 / 07h35 / 13h35  
/ 19h35

**COASTAL TOURIST BOARDS**

Ulcinj Tourist Board +382 (0)30 412 333  
Bar Tourist Board +382 (0)30 311 633  
Budva Tourist Board +382 (0)33 402 814  
Kotor Tourist Board +382 (0)32 325 947  
Tivat Tourist Board +382 (0)32 671 324  
Herceg Novi Tourist Board +382 (0)31 350 820

**CERTIFICATES FOR BOAT AND YACHT MASTERS**

Kotor and Bar harbourmaster's offices organise and implement  
examinations and issue certifi cates for boat and yacht masters  
up to 100BT and yachts up to 500BT.

**COASTAL RADIO STATION “BARRADIO” (40B)  
WEATHER REPORTS AND NAVIGATIONAL WARNINGS**

COASTAL RADIO	Non-stop	Weather forecast and navigational warnings	
STATION	on VHF bands	VHF band	Time (UTC)
BARRADIO (40B) Dobra Voda MMSI 002620001	16, 12, 24	24	08:50 14:20 20:50 In Montenegrin and English
BARRADIO (40B) Obosnik MMSI 002620002	16, 12, 24	24	08:50 14:20 20:50 In Montenegrin and English

Apart from transmitting MSI (Maritime Safety Information), coastal radio station “BARRADIO” has permanent service at VHF DSC  
Ch70, reception and transmission of distress calls, urgency messages, and safety messages. Coastal radio station “BARRADIO”Tel.:  
+382 30 313 088 / Fax: +382 30 313 600 / Mobile: +382 67 642 179. For help and information at sea, call +382 30 19833 E-mail:  
[barradio@pomorstvo.me](mailto:barradio@pomorstvo.me)





**MINISTRY OF MARITIME AFFAIRS, TRANSPORT AND INFRASTRUCTURE**  
Prisavlje 14, 10000 Zagreb / tel.: 01 6169 111, [www.mppi.hr](http://www.mppi.hr)

**HARBOURMASTER'S OFFICES AND BRANCH HARBOUR OFFICES**

	Telephone	Fax	VHF Channel
<b>LK PLOČE</b>	<b>+385 020 679 008</b>	<b>+385 020 670 206</b>	<b>10, 16, 70</b>
Metković	+385 020 681 681	+385 020 681 681	10, 16, 70
<b>LK DUBROVNIK</b>	<b>+385 020 418 989</b>	<b>+385 020 419 211</b>	<b>10, 16, 70</b>
Stara gradska luka	+385 020 321234	+385 020 321234	10, 16, 70
Marina Komolac	+385 020 452 421	+385 020 452 421	10, 16, 70
Trpanj (Pelješac)	+385 020 743 542	+385 020 743 919	10, 16, 70
Orebić (Pelješac)	+385 020 714 069	+385 020 714 069	10, 16, 70
Trstenik (Pelješac)	+385 020 748 100	+385 020 748 258	10, 16, 70
Ston (Pelješac)	+385 020 754 026	+385 020 754 026	10, 16, 70
Slano	+385 020 871 177	+385 020 871 552	10, 16, 70
Cavtat	+385 020 478 065	+385 020 479 557	10, 16, 70
Sobra (Mljet)	+385 020 745 040	+385 020 745 040	10, 16, 70
Korčula (Korčula)	+385 020 711 178	+385 020 715 087	10, 16, 70
Vela Luka (Korčula)	+385 020 812 023	+385 020 813 719	10, 16, 70
Ubli (Lastovo)	+385 020 805 006	+385 020 805 066	10, 16, 70

**Harbourmaster's offices are open 24/7.**

**Dubrovnik Harbourmaster's office** notes that the prohibition of approaching the shore for yachts (at a distance of 150 m) and ships (at a distance of 300 m) means that four-point mooring is also prohibited at the shore (except at specially provided locations). This particularly applies to natural beaches/swimming areas.

**ANCHORAGES:** Data on anchorages (for anchorages granted a concession) for boats and yachts participating in nautical tourism where anchoring fee can be charged, conditions of use, and a graphic representation of the anchorages are available at official web pages of

the Ministry of Maritime Affairs, Transport and Infrastructure: [www.mppi.hr](http://www.mppi.hr) (menu Maritime Affairs, submenu Nautics 'Nautical Anchorages' Terms and Conditions, Graphic Representation of Nautical Anchorages).

**RECOGNIZED CERTIFICATES FOR BOATS AND YACHTS OPERATORS:** Data on recognised certificates for boat and yacht operators issued by competent bodies of foreign countries are available on official web pages of the Ministry of Maritime Affairs, Transport and Infrastructure: [www.mppi.hr](http://www.mppi.hr) (menu Maritime Affairs 'submenu Nautics' Recognized certificates for operating boats and yachts).

**MARINAS IN DUBROVNIK – NERETVA COUNTY**

<b>KORČULA (O. Korčula)</b> <b>ACI Korčula</b>	42°57,5'N - 017°08,5'E	Tel. 020 711 661 Fax: 020 711 748 VHF Ch 17	<a href="http://www.aci-club.hr">www.aci-club.hr</a> <a href="mailto:m.korcula@aci-club.hr">m.korcula@aci-club.hr</a>
<b>UBLI-PASADUR (O. Lastovo)</b> <b>Ladesta d.o.o.</b>	42°45,9'N - 016°49,6'E	Tel. 020 802 100 Fax: 020 802 444 VHF Ch 17	<a href="http://www.hotel-solitude.com">www.hotel-solitude.com</a> <a href="mailto:sales.solitude@gmail.com">sales.solitude@gmail.com</a>
<b>DUBROVNIK Komolac</b> <b>ACI - Dubrovnik</b>	42°40,2'N - 018°07,9'E	Tel. 020 455 020 Fax. 020 451 922 VHF Ch 17	<a href="http://www.aci-club.hr">www.aci-club.hr</a> <a href="mailto:m.dubrovnik@aci-club.hr">m.dubrovnik@aci-club.hr</a>

**Single European emergency call number 112**  
**Maritime Rescue Coordination Centre (MRCC) 195**

**WEATHER REPORTS AND RADIO NAVIGATIONAL WARNINGS**

COASTAL RADIO STATION	Continuous transmission on VHF channels	Weather forecast and navigational warnings	
		VHF channel	Time (UTC)
RIJEKA-RADIO (9AR)	16, 04, 20, 24, 81	04, 20, 24, 81	05:45 12:45 19:45 Croatian and English
SPLIT-RADIO (9AS)	16, 07, 21, 23, 28, 81	07, 21, 23, 28, 81	05:45 12:45 19:45 Croatian and English
NAVTEX (Q)	518 kHz		02:40 06:40 10:40 14:40 18:40 22:40 (NAVTEX - English)
DUBROVNIK-RADIO (9AD)	16, 04, 07, 28, 85	04, 07, 28, 85	05:45 12:45 19:45 Croatian and English

**EMERGENCY WEATHER WARNINGS**

Coast Radio Stations (CRS Rijeka, CRS Split, CRS Dubrovnik) transmit emergency weather warnings in the following conditions:

- a) Wind speed 35-50 knots (every 2 hours)
- b) Wind speed over 50 knots (every hour)
- c) Fog, visibility less than 200 meters (every hour)
- d) Fog, visibility 200-1000 meters (every 2 hours)
- e) Sea state 5 – according to WMO code (every 2 hours)
- f) Sea state over 5 – according to WMO code (every hour)

Cavtat

Vela luka





#### **INSTITUTE FOR HYDROMETEOROLOGY AND SEISMOLOGY OF MONTENEGRO (IHSM) /**

**[www.meteo.co.me](http://www.meteo.co.me)**

Hydrometeorological Service of Montenegro was established in 1947 as a public institution. In that period, there were approximately 34 weather stations in the country and the first systematic measurement and monitoring started. In 1949 began the storing of recorded data into HMZCG archives. Today there are numerous weather, hydrology, and agrometeorology stations, as well as stations for surface water, ground water, lake and sea water quality control on the Montenegrin territory, all part of the IHSM. Seismographic Institute was established in 1960. In 1990 the Institute innovated technically telemetric system of data transmission while having digital acquisition of seismographic signals on PCs which was at the same time a pioneering step in that area in southern Europe. Seismographic Institute merged with Hydrometeorological Institute of Montenegro in 2012 and now they compose the Hydrometeorology and Seismography Institute (IHSM).

The Hydrometeorological Service is a public institution, in charge of monitoring atmospheric and hydrospheric conditions on scientific methods and standards of the World Meteorological

Organisation. Being a public institution, IHSM is financed from the state budget. IHSM assignments include:

- Monitoring and measurement of meteorological, hydrological, ecological, and agrometeorological parameters; analysis, processing, and archiving measured and monitored parameters
- Processing of climate, soil, air, surface and ground water, and coastal sea-related studies, analyses, and information
- Surface and ground water, air, and precipitation control and quality evaluation based on physical, chemical, biochemical, and microbiological parameters
- Issuance of data, information, and studies requested by various sectors: water, air, and road traffic, energy production, water management, civil engineering, tourism, protection of goods and human lives
- Meeting international obligations regarding meteorology, hydrology, hydrography, ecology, and other relevant assignments.

The operation of the Service is organised in four Sectors:

1) Meteorology: The basic task of the Montenegro Hydrometeorological Service Meteorology Sector, as a reference institution, is meteorological measuring and monitoring, data transfer, and further data processing. Measuring and monitoring are performed in eight main stations, 20 climatological stations, and more than 50 precipitation stations, in accordance with criteria set by the World Meteorological Organisation.

2) Hydrology: With runoff averaging at 40 litres/s/km<sup>2</sup>, or approximately 19.5 km<sup>3</sup>/year, Montenegro is among the 4% of the largest average runoff territory in the world. Hydrological station network includes stations in the Black Sea and Adriatic basins, some of which are automatic stations with on-line data on the HMZ web page.

3) Hydrography and oceanography: The aim of hydrographic activities is ensuring safe navigation at sea and in internal navigation routes, in order to protect human lives and goods, as well as conducting research with the goal to manage sea resources and protect the living environment. Hydrographic activities include the following: hydrographic and topographic survey of the sea and internal navigation routes, gathering data from the area of hydrography, navigation, geology, and geophysics (changes in sea

level, waves, sea currents, thermohaline, hydroacoustics, optical characteristics of the sea, etc.), processing, issuing and maintaining navigational charts and publications in accordance with the recommendations of the International Hydrographic Organisation (IHO) and the International Maritime Organisation (IMO). The Hydrography and Oceanography Sector works with professional equipment and bathymetry measurement software, with two permanent mareography stations (Bar and Kotor) and three hydrographic survey vessels.

4) Ecology: RHMZ Living Environment Sector includes two organisational and programming units: Chemistry Centre and Biology Division, covering the air, water, and ground areas of expertise/thematic areas. In accordance with legal provisions, this service performs an annual permanent control of surface and ground water and air quality in the Montenegrin territory.

5) Seismography – department which consists of 14 seismographic stations. Apart from monitoring it has a scientific and research status. After registering earthquakes in Montenegro and in the wider region, urgent processing of seismographic data is conducted at the Institute. Within only a couple of minutes, seismography officer in charge reports the results of the analysis of earthquake to relevant institutions and media.



#### **MONTENEGRO NATIONAL TOURISM ORGANISATION (NTOMNE) /[www.montenegro.travel](http://www.montenegro.travel)**

Mission of the National Tourism Organisation of Montenegro is to enable the citizens of Montenegro and their guests who are staying in the country to feel the spirit of Montenegro and get acquainted with its beauties. Primary task of the National Tourism Organisation is to create Montenegrin tourism product and propose activities in the country and abroad of the joint interest of all entities engaged in tourism, their promotion and raising the level of quality of the overall tourist offer of Montenegro. NTO covers the overall Montenegrin tourist offer, works on the overall promotion of tourism, placement and support to the realization of tourist products and their innovation; it activates new tourist areas, explores tourist markets and monitors the situation in these markets. Activities of NTO refer also to monitoring, analysis and Organisation of the research in domestic and foreign tourist markets; it also creates conditions and provides funds in order to promote tourist values of Montenegro through the publishing activity, presentations at fairs and similar events and the like. NTO participates in the formation and development of the unique information system in the field of tourism in Montenegro and enables its connection with other information systems, coordinates and provides information and promotional activity of all entities in the area of tourism and cooperates with tourism Organisations in the country and abroad. Activities of NTO include support, improvement, promotion and protection of the core values and creation of conditions for their participation in sustainable development of tourism. They also include work on the development of hospitality, preservation of natural and cultural values and ecological protection. NTO cooperates with tourism Organisations in the country and the region, Europe and the world and through the timely obtained information and analysis it receives information about efforts invested in the creation of image of Montenegro. NTO also promotes tourist offer of Montenegro through the tourism representative offices of Montenegro abroad.



#### **MARITIME SAFETY DEPARTMENT OF MONTENEGRO / [www.pomorstvo.me](http://www.pomorstvo.me)**

Organisation and management: The Maritime Safety Department engages in administration activities regarding the following:

- Safety of navigation in Montenegrin coastal waters
- Arranging and maintaining maritime navigation routes and equipping them with maritime lighting objects, as well as securing their regular functioning
- Radio service for the protection of human lives at sea and safety of navigation
- Determining the seaworthiness of vessels
- Technical supervision of the construction or repair of vessels, as well as inspection of vessels at sea
- Organisation and coordination in search and rescue at sea
- Protection of sea from pollution originating from vessels
- Registration of yachts and maintaining the register
- And other activities under the Department's jurisdiction Maritime Safety Department's jurisdiction zone is Montenegro coastal waters.



#### **PORTO MONTENEGRO / [www.portomontenegro.com](http://www.portomontenegro.com)**

Porto Montenegro is a project for the construction of a settlement around the marina and yacht port with great potential, conceived to satisfy the sophisticated needs of all yachts, their owners, guests, and crew, with additional infrastructure for the largest of yachts. Porto Montenegro is constructed at the location of the ex Austro-Hungarian navy-repair institute in Tivat, founded in 1889 in the sheltered bay of Boka Kotorska, a UNESCO World Heritage Site, and the deepest natural port in the Mediterranean. The project will include the construction of 630 berths for yachts of all sizes, 130 of which for yachts longer than 30 meters. Porto Montenegro is a port of entry; therefore, you can go through customs in the marina. Our clients can take advantage of simplified customs procedure and fuel supply, free of all taxes. Porto Montenegro is 2-3 hours by airplane from all European capitals and can be reached from three international airports: Tivat (7 km), Dubrovnik (40 km), and Podgorica (80 km).

Contact person for project:

Institute for Hydrometeorology and Seismology of Montenegro (IHSM)

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Tivat





**HYDROGRAPHIC INSTITUTE OF THE REPUBLIC OF CROATIA (HHI) / [www.hhi.hr](http://www.hhi.hr)**

Pursuant to the Act on Hydrographic Activity (official gazette of the Republic of Croatia "Narodne novine" 68/98), the State Hydrographic Institute was transformed into a public institution named the Hydrographic Institute of the Republic of Croatia (HHI). It has been operating as such since January 5, 2000, performing hydrographic activities of interest for the Republic of Croatia. According to the law, the Hydrographic Institute of the Republic of Croatia performs science, research, development, and professional activities regarding the safety of navigation on the Adriatic, hydrographic and geodetic surveys of the Adriatic, marine surveys, design and making of navigational charts and nautical publications, oceanology research, research of marine geology, as well as publishing and press activities. The Institute is authorised for the development of navigation safety service in the Adriatic, in line with the recommendations of the following institutions:

- International Hydrographic Organisation (IHO)
- International Maritime Organisation (IMO)
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and in cooperation with the Ministry of Maritime Affairs, Transport and Infrastructure, Croatian Navy, Harbourmaster's Offices, Institute for Maintenance of Maritime Routes, and hydrographic institutes of maritime countries world-wide. All gathered and processed data are stored at the Archive of Original Documents and Surveys, i.e. the HHI database. The Archive also keeps the cartographic originals of all printed maps. The Hydrographic Institute of the Republic of Croatia includes a library with approximately 8000 scientific books and magazines collected during years of operation and as the result of exchange with hydrographic institutes and related institutions.



**UNIVERSITY OF DUBROVNIK (UNIDU) / [www.unidu.hr](http://www.unidu.hr)**

The University of Dubrovnik was founded in 2003 and comes from a long tradition, going back to the 17th century, when the Collegium Rhagusinum was founded as the first public institution of higher education in Dubrovnik, attended by the notable scientist Ruđer Bošković. Modern higher education started with the establishment of the Maritime College, followed by the School of International Trade and Tourism, School of Maritime Studies, and the Dubrovnik Polytechnic. The University of Dubrovnik is the successor of all these schools. Its programmes, its organisation, and its technical equipment make it a cutting-edge institute of higher education. The basic characteristics of the University of Dubrovnik are the following:

- Organisation and financial activities enabling the integration of all University components
- Departments for university and professional study programmes and the organisation and performance of educational, scientific, and expert work - Curriculum in line with the recommendations of the Bologna declaration
- Transfer of ECTS credits and student and teacher mobility
- Encouraging active inclusion of students in the educational process, administrative bodies, research projects, and extracurricular activities
- Continuous monitoring of teaching and education quality on the basis of mutual teacher and student evaluations
- Encouraging teaching and scientific training of teachers and associates
- Maintenance and improvement of work and business quality control system (HRN EN ISO 9001:2002)
- Monitoring economic and social needs when making new curriculums
- Openness to international cooperation aimed at attracting international programmes and foreign students



**MINISTRY OF MARITIME AFFAIRS, TRANSPORT AND INFRASTRUCTURE / NAVIGATION SAFETY  
ADMINISTRATION / [www.mppi.hr](http://www.mppi.hr)**

The Navigation Safety Administration performs inspection, administration, and professional activities regarding navigation safety, protection of the maritime demesne, search and rescue at sea, administration of maritime traffic, protection of the sea and seabed from pollution caused by vessels, navigation routes and maritime safety aids, hydrography, substantive law matters pertaining to na-

vigation, accidents and offences at sea, including on the maritime demesne, in internal waters, the territorial sea, and the economic belt (protected ecological and fishing belt), performs inspection, administration, and professional activities regarding the safety of vessels under the Croatian flag, and other activities determined by the Maritime Code, Harbourmaster's Offices Act, Act on Maritime Demesne and Seaports, Act on the Safety of Maritime Vessels and Seaports, Act on Public Transportation in Regular Coastal Maritime Traffic, Act on Gradual Ban on Sailing for Tankers without Double Hull, Hydrographic Activity Act, applicable international agreements and other regulations.

The Institute also takes legal actions before administrative courts and the High Administrative Court of the Republic of Croatia regarding its area of competence, and evaluates the effects of regulations regarding its area of competence. The Administration coordinates the activities of other bodies and takes active part in improving the system of supervision and protection of the Adriatic. The Administration establishes and maintains the quality management system.

The activities from the Administration's area of competence are performed by its internal organisational units – sectors and local units, harbourmaster's offices, and its branch offices.

The following sectors are established for the performance of Navigation Safety Administration activities:

- Inspection Activity and Technical Standards Sector
- Monitoring and Administration of Maritime Traffic, Search and Rescue, and Sea Protection Sector
- Sector for Administrative and Professional and Technical Activities

Contact for project:

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• Lumbarda



Notes:

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Prekogranični  
program  
Hrvatska - Crna Gora

[www.nautour.info](http://www.nautour.info)