

ZADAR REGION

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everything

Nautical guide

 CROATIA
Full of life

Zadar Waters

If you happen to be a fan of competitive or recreational sailing, the waters around Zadar are definitely the place to be. There are three island clusters stretching along 50 nautical miles, with a number of sea passages, large bays and secluded coves, small towns and waterfronts. On the mainland, you can find the ancient cities of Nin, Zadar and Biograd which, while teeming with history, also offer a modern nautical infrastructure that will meet all of your needs.

Zadar Archipelago is situated on the maritime thoroughfare connecting the Mediterranean and South Adriatic with Kvarner and Istria, so the many boats and yachts sailing through are either southbound or northbound. Those southbound enter the archipelago at Premuda, Silba or Olib. To the north, the archipelago also includes the islands of Pag and Vir, part of the Velebit Channel, the Sea of Novigrad and the Sea of Karin. The northern Zadar islands also include Škarda, Ist and Molat, along with many uninhabited islands such as Maun or Tramerka. Running parallel to the mainland, the islands of Ugljan, Pašman and Vrgada are located on the south side of the Zadar and Pašman Channel, while the islands of Sedmovrača and Iž are located further southwest. The whole area is protected from the open sea by Dugi otok and its satellites Rava, Lavdara and Krknata. Since the islands are mostly just a few nautical miles apart and the nearest mainland is only two miles away, the archipelago is a true paradise for boaters, so those who wish to set sail from the local marinas and ports can do so whenever they catch some free time. Although the area boasts favourable weather conditions for sailing for most of the year, boaters should remain alert about the bora wind north of Zadar, and the jugo wind that lashes against the south coastline of the islands in the channels of Pašman and Zadar.

This area features a stunning natural diversity, and there is a whole range of options for sailing from one island to another. Boaters can choose to sail into the ports of typical Adriatic coastal towns or moor at the waterfronts of coastal hamlets. The waterfronts have been built and renovated on all inhabited islands in order to accommodate passenger ships, and to their side are usually berths and moorings for boaters, as well as electricity and water connections. This area boasts some of the largest and safest bays on the east coast of the Adriatic, and about thirty managed anchorages. The eleven nautical tourism ports (marinas) include three that are among the largest (D-Marin Dalmatia in Babinje-Sukošan) and the oldest (Kornati in Biograd na Moru and Marina Zadar) in Croatia, while others such as marinas ACI Šimuni, Olive Island, Preko or Veli Rat are mostly located in picturesque island settlements.

The city of Zadar itself is also a famous sailing hub - in addition to Uskok, there are other sailing clubs in its area that organize a large number of regattas. And, if you happen to be a foodie, you will find your slice of paradise here, as Kali on the Island of Ugljan (and many other places) is famous for its fishermen and fresh fish, and these waters have the largest number of fish farms in the Adriatic.

Don't miss out on...

Zadar

The area's sailing and nautical hub, a city of magnificent history, distinctive urban features, monuments, churches, museums, cuisine, a city bursting with life.

Biograd

Hotspot of Croatian nautical tradition, one of the places where it all began, known for its marinas, boat show and the nearby Vrana Lake Nature Park.

Veli Rat, Pantera bay and Sakarun Bay

Iconic Adriatic lighthouse and popular anchorage, renowned for its turquoise waters and a sandy beach.

Telašćica Nature Park

One of the most famous anchorages, adjoining Kornati National Park. It is famous for the saltwater Lake Mir and the cliffs that protect it from the open sea, but also for its distinctive bay. It creeps four and a half miles into the mainland and conceals twenty-five coves of different sizes.

Sali

Town with a rich fishing heritage, whose fishermen built the first purse seine boat in the Adriatic, a mecca for boaters who sail to or back from Kornati and Telašćica.

Ugljan

Located just off the mainland, the island boasts a long tradition in fishing, olive growing, shipbuilding and yachting.

Pašman anchorages

This island that offers quiet hamlets with little ports is best known for the string of anchorages on its southwest coast.

Pag

This island boasts the most indented coastline on the Adriatic, and it is renowned for its distinctively scarce vegetation, landscape sculpted by the bora wind, and its fragrant air preserved in its famous cheese and salt.

Premuda, Silba and Olib

This is where Dalmatia begins; the islands are far from the mainland, a peaceful haven free of cars and hustle and bustle.

Ist and Molat

Favourites among boaters because of their anchorages, the Zapuntel Pass and the views from their peaks.

Iž and Rava

The islands of Sedmovraće and the Middle Channel, which have the busiest waters in the Adriatic, are worth stopping by for the special atmosphere and the air of tranquillity that envelops you.



Legend

SERVICES AND ATTRACTIONS

- | | |
|---|--|
|  Cycling trail |  Diving club |
|  Hiking trail |  Family farm |
|  Petrol station |  Cave |
|  Lookout |  Harbormasters' branch office |
|  Church |  Diving spot |

MARINAS, PORTS & ANCHORAGES

- | | |
|--|---|
|  Buoy / mooring |  Café |
|  Water / electricity |  Shop |
|  Toilets |  ATM |
|  Food and drinks |  Avoid in case of wind |





Pag

Pag

Velebit

NP Paklenica

Velebit

Gračac

Nin

29

Zrmanja

Obrovac

Krupa

21

22

Ugljan

Zadar

Iž

Zadar

22

Zadar

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Pašman

Lavdara

PP Telašćica

Biograd na Moru

PP Vransko jezero

Vrgada

27

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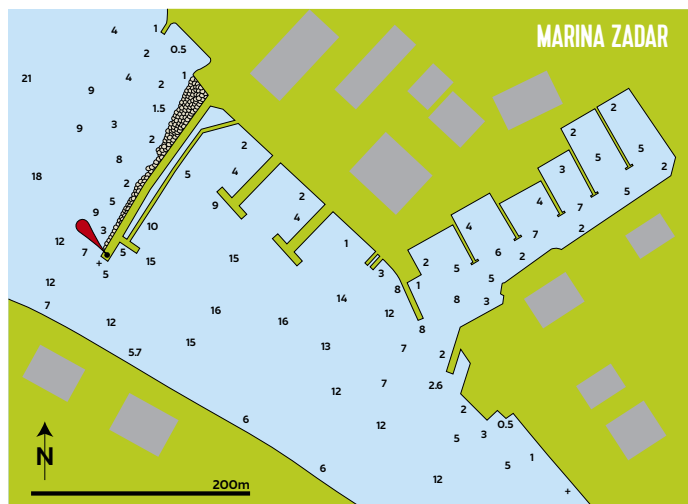
Zadar

When it comes to boating amenities, Zadar and the area gravitating towards it are among the most developed parts of the Croatian coast. Numerous boats and yachts are moored in large marinas, sports harbours and harbours reserved for the locals, ports and waterfronts, and sail in and out of them. Apart from the islands that hold a magical appeal, people whose life motto is *navigare necesse est* also value the view of coastal towns from their boats. Zadar is no exception. What is more, it offers one of the most splendid vistas. And nobody knows it better than the boaters.

Zadar

Zadar provides boaters with plenty of safe mooring opportunities. There are two marinas in the city, Zadar, which is an easy ten-minute walk away from the Peninsula and the historical and modern-day city centre, and D-Marin Borik located in the western part of the city near tourist resorts (see the plans Marina Zadar and D-Marin Borik). Both marinas are quiet and well protected. Marina Zadar is occupied by privately-owned and rental vessels and it has berths for megayachts at the breakwater, while the one in Borik is mostly occupied by privately-owned vessels and can accommodate yachts of up to 30 metres in length. Thoroughly renovated, it features a bistro by the pool and provides a pleasant stay. Next to Borik there is the sports harbour Vitrenjak with its own beach and excellent amenities, which is managed by the Sailing Club Uskok, but there are no commercial berths. The picturesque port of Foša within the walls of Zadar is occupied by the locals, whereas several fishing boats are moored to the outer section of the port. The locals moor their boats in the bay of Jazine, in the southern part of the port, but bear in mind that, due to a pedestrian bridge, it is only accessible by boats under two metres in height. The port also has a petrol station for boats, numerous service stations. Zadar has everything a boater might ever need, so it is safe to say that the boating infrastructure is not lacking in any sense.

The port of Zadar, more specifically the section opposite the Marina Zadar, sees a lot of traffic due to passenger catamarans heading out to or returning from the islands. There are also berths for fishing boats, smaller cruise ships and superyachts, while large cruisers dock at the very exit from the port. All of the ferry traffic and most of the catamaran and cruise traffic volume has been moved to the new port of Gaženica, which features another large and modern petrol station for boaters. Nearby, protected by the Arbanasi Peninsula, is the port of Bregdetti with numerous berths reserved for the locals.



SERVICES AND ATTRACTIONS



Let's at least try to list the most important things that attract people to this three-thousand-year-old city. Its historic centre, the Peninsula, is almost entirely surrounded by the sea and is considered one of the densest archaeological landscapes. Many archaeological finds (e.g. Forum) have been excavated, whereas others (e.g. Five Wells Square) are presented below ground level or are still waiting to be discovered. If we add to this numerous valuable monuments from later periods (e.g. the pre-Romanesque Church of St Donatus (*Sv. Donat* in Croatian) from the 9th century, the Cathedral of St Anastasia, the church of St Simeon and the city walls and urban features of the Peninsula), we have yet another reason to go ashore at this very place.

Zadar's contemporary monuments also possess a magnetic appeal. The Sea Organ on the waterfront of Petar Krešimir IV has become one of the symbols of the city and is always packed with tourists. The idea of the architect Nikola Bašić was to have the waves play an organ-like instrument under the stone steps. The idea was carried out successfully - the rhythm and volume of the sound depend on the strength and speed of waves - and so Zadar now has yet another place that inspires reverence. Right next to the Sea Organ is yet another must-see attraction - the Sun Salutation. This unique installation consists of multilayered glass plates with photovoltaic solar modules through which communication with light is achieved.

Given Zadar's rich history, it is no surprise that its museums have so much to offer. The Archaeological Museum collection ranges from pre-historic finds, objects from Ancient Roman times to those of predominantly Croatian provenance from the period between the 7th and 12th centuries. Next to the museum there is a permanent exhibition of religious art, also known as *Gold and Silver of Zadar*, located next to the church of St Mary. It is considered one of the most valuable collections

MARINAS, PORTS & ANCHORAGES



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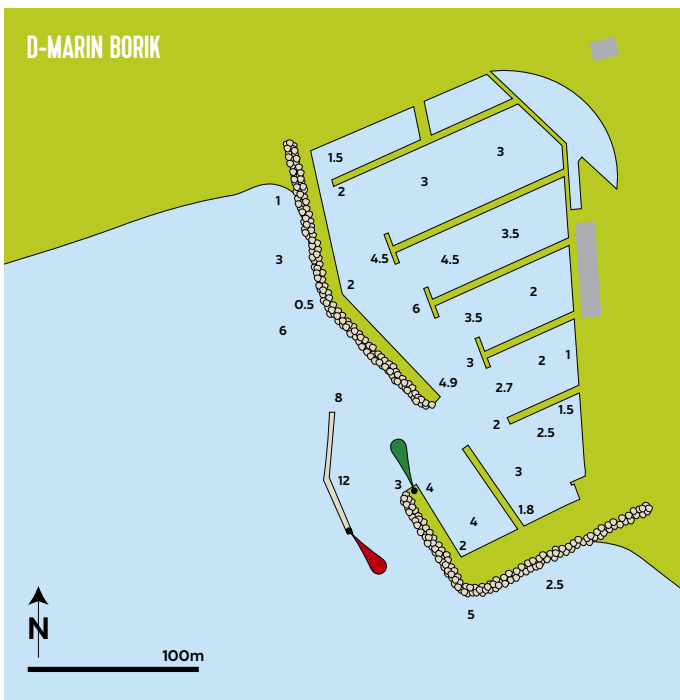
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D-Marin Borik



of religious art. There is also the Museum of Ancient Glass, the Art Collection of the Monastery of St Francis, and the National Museum with its galleries, to name a few. Museum lovers will feel right at home in Zadar, and the boat will come in handy for breaks. There are also numerous cultural events such as the Musical Evenings at St Donatus, Zadar Summer Theatre Festival, Forum Film Festival Forum, concerts etc. There is also a lot of entertainment for the younger crowd. They might opt for a local star's pop concert at the Arsenal or perhaps a rave at one of the clubs.

Zadar is foodie heaven. This comes as no surprise since the fertile fields of Ravni kotari are on the outskirts of the city and in front of it are islands full of olive groves, while the sea is full of fish. A quick trip to Zadar's farmers' market in the morning will tell you all you need to know about the local produce. Right next to the produce market is a fish market, the best on the Adriatic, which offers everything from sand smelts and pickerels to top-quality fish. There are also good butchers in the neighbourhood and whatever else is needed. Try *Maraschino*, a drink that was a favourite at European courts a century and a half ago, and that has been produced in Zadar since 1821. When it comes to restaurants, there is a very wide selection to choose from. Many of them have an excellent reputation and are the finest in the city. They offer fish, classic Dalmatian meat dishes such as *pašticada*, lamb, pasta, etc. There are also other cute eateries and snack bars scattered across the city or on its outskirts, where you can have roast lamb and suckling pigs, grilled dishes and small oily fish.

Marina Kornati & Marina Šangulin



Biograd na Moru

This old Croatian royal city is an important boating hub. Its three marinas - Kornati, Hotel Marina Ilirija and Šangulin have 1000 berths (see the plan of Marina Kornati and Marina Šangulin). Many charter companies are based there, and Kornati Marina is also known for organising numerous regattas and the largest Croatian boat show - the Biograd Boat Show. Numerous service stations located around the marina provide boat owners with all kinds of maintenance services. Local wharves and ports are used for ferry traffic, mooring tourist boats and loading and unloading fishing boats. Protected by breakwaters and marina piers, along the waterfront are numerous berths reserved for locals. Biograd is full of restaurants, taverns and inns and boasts a well-stocked produce market, ensuring that there is never a dull moment in the town.



SERVICES AND ATTRACTIONS



MARINAS, PORTS & ANCHORAGES

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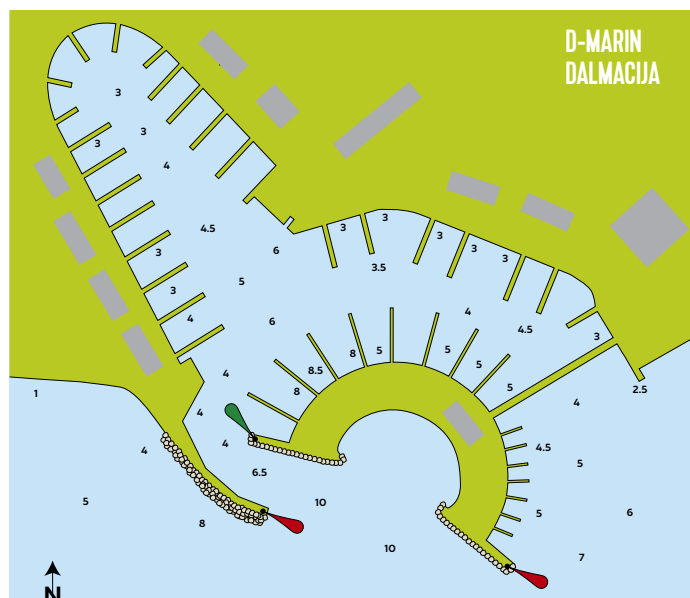


Bibinje and Sukošan

SERVICES AND ATTRACTIONS



Between these two settlements southeast of Zadar lies D-Marin Dalmatia marina, whose 1,200 berths make it the largest on the eastern Adriatic coast (see the plan D-Marin Dalmatia). It was built on a somewhat drab, shallow part of the coast, which has been transformed into a lively and bustling place from where you can reach the most beautiful islands in the central Adriatic with the snap of your fingers. Boats of numerous charter companies are moored at the marina because they are guaranteed excellent working conditions, while the owners of larger yachts are particularly attracted by the amenities - Portus Beach Club and Restaurant with a lounge bar, private beach, children's playground and fully landscaped environment. This is why the marina has such high ratings. As it is only a ten-minute drive away from Zadar, it is the perfect place to start your sightseeing tour. Right next to the marina there is a pump station for boats and yachts. Boaters can find a place at the large anchorage in Sukošan or use one of about fifteen transit berths along the long local pier. Unlike Sukošan, the port of Bibinje, a village on the north side of the marina, is completely occupied by local boats.



D-Marin Dalmacija

MARINAS, PORTS & ANCHORAGES



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Pag

Administratively speaking, the Island of Pag is mostly under Zadar's Aremite as its northernmost part. Running parallel to Velebit, it is exposed to the bora wind so its coastline facing the Velebit Channel is austere, without vegetation. When it picks up, the bora wind reaches its southwestern shores, albeit with much less force. Pag is the most indented of all Adriatic islands, but it has very few safe anchorages. Boaters prefer ACI Marina Šimuni, which is located in a safe fjord-like bay on the Pag side of the Maun Channel and protected from the west by two bare and uninhabited islands called Škarda and Maun. The construction of the marina had little effect on the appearance of the bay. The architects were respectful of the coastline, so even with the waterfront remains true to the original shape of the bay. Wherever there are marinas, there are restaurants and traditional taverns called *konoba*, and Šimuni is no exception to this rule. Several of them can be found in a small town sprawled across the greater part of the eastern shore of the bay. Further to the southeast, the coast dips back to sea level. Owing to forests and olive groves, this part of the island is greener and therefore seems tamer in appearance. It features numerous small beaches, but it is also completely exposed to westerly winds.



ACI Marina Šimuni, Pag

Pag

SERVICES AND ATTRACTIONS



A degree of protection is provided by the large Košljun Bay, where you can anchor in good weather. However, the Poveljana Port is always a better option because it offers solid protection from both the bora and the jugo winds. Much better shelter can be found in the bays of Stara Poveljana and Dinjiška opposite the Nin and Ljubač Bay on the northern coast of Ravnih kotari. While Stara Poveljana Bay is uninhabited, the three-mile-long Dinjiška Bay features residential homes and several taverns. The sea strait Ljubačka vrata, which marks the narrowest distance between the Island of Pag and the mainland and is spanned by a bridge, is the entrance to the Velebit Channel. Bora winds make navigation in the strait extremely dangerous, so it should be avoided in harsh weather. The terrifyingly barren, inhospitable landscape is a testament to the power of the bora, which blows year-round, but especially in winter and early spring. On the journey to the Paška vrata strait twelve miles away, which leads to Pag Bay, there are a few coves that are perfect for a swim break. At the far end of this well-protected bay, the town of Pag took root a long time ago and now boasts a rich heritage and exceptional urban features, while remaining a town designed for people. Its waterfront offers only a handful of berths for boats in transit, but it is not too difficult to grab one because yachts rarely use them. Every street and square has a story to tell and invites you to explore the town's urban legends. Pag is teeming with life, and children still play on the sidewalk in front of the church. While passing by the taverns, your mouth will water from the aroma of cheese and the famous young lamb meat, lavishly seasoned with a good rub of salt from the nearby salt pans. Pag is also home to the magnificent tradition of lace embroidery. The entire west coast of the bay is dotted with beautiful secluded beaches that are calling to you to drop anchor. Those who want to sail into another world will drop anchor at Zrće, the beach where the party never stops all summer long and transports you to a whole new dimension. Once you have had enough of the never-ending parties, head for Metajna and Zubovići, secluded hamlets on the northern shore of the bay.

MARINAS, PORTS & ANCHORAGES —

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Lighthouse Villa Lanterna, Vir

Vir

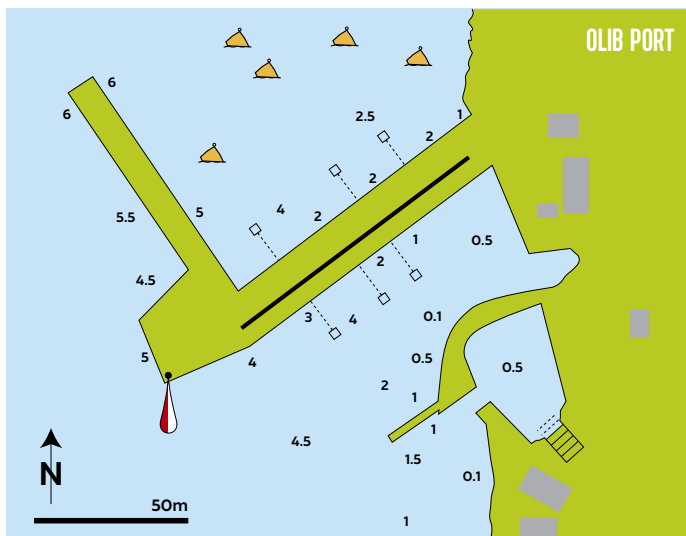
The number of skippers sailing the Vir Sea bound for the Zadar Channel from Maun far exceeds the number that actually moored their boats. The reason for this is a limited number of mooring options. Almost all ports and waterfronts on the island are completely occupied by local boats and the only option is to dock at the wharf of the port of Vir. Anchoring at the spacious bay of Sapavac, open to the south winds, is also an option. Anyone who wants to sail along the northern coast of the island must factor in Privlaka shallows where there is a bridge to the mainland - only the boats that draw less than half a metre can pass. However, that will soon change as it is planned to increase the depth to 2.5 metres and width to 40 metres, so the only real limitation will be the lowest point of the bridge that sits 9 metres above sea level.

Olib

SERVICES AND ATTRACTIONS



After sailing into the port of the largest and lowest island in the Silba's group of islands, head for the pier where the catamaran and ferry dock and where there are also eight well-equipped berths (see the plan **Olib Port**). There is something special about this island - a place where people run all errands in small electric vehicles and on quads (quad bikes). Its sandy shores and coves encircled by Mediterranean macchia are the preferred summer destination for many boaters, especially those who love long sandy beaches. The island's holm oak forests are still used to harvest firewood. Neatly stacked piles of firewood are bound to catch your eye when you sail into the local port. Although many of the island's inhabitants emigrated to the United States in the last century, they have never left it altogether. They return in the summer, maintain family houses and preserve old customs. Olib was more of an agricultural island than a fishing island in the past, and sheep farming has survived to this day. That's why lamb is usually on the menu of all of the local taverns - in addition to fish, of course. Those who prefer a more solitary place will opt for the bay of Slatinica or St Nicholas (*Sv. Nikola* in Croatian).



Slatinica, Olib

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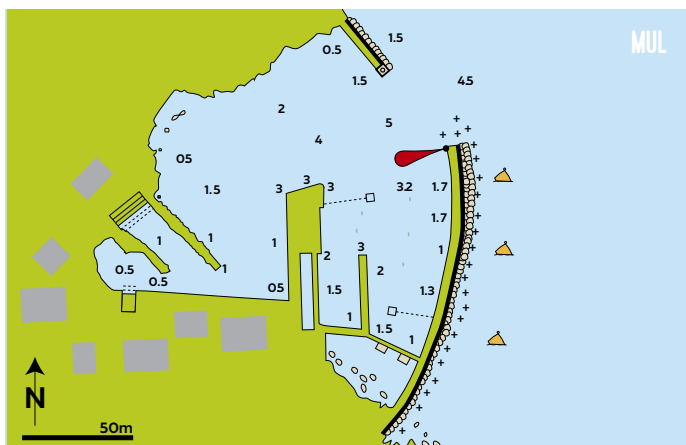


Silba

SERVICES AND ATTRACTIONS



The settlement on the island bearing the same name spreads in its narrowest part between Žalić and Mul, two Silban ports. It is home to about three hundred inhabitants, and the beautiful captain's houses on two or three floors with landscaped courtyards in the centre still hint at the long-established maritime tradition. The islanders once owned more than a hundred sailing ships of various sizes that sailed the Adriatic and other seas. Even though they have long since disappeared, a maritime spirit still pervades the air, and it will make itself known to all those who arrive at the island by boat or yacht. It is reflected in the waterfront sculpture of a sail by Šime Vulas, in the Toreta - Observation Tower erected by Captain Petar Marinić, in the Church of the Nativity of the Blessed Virgin Mary and Our Lady of Mount Carmel and several votive churches, in the park of sculptures made by the great Croatian artist Marija Ujević, in the absence of cars, and the neatness and mellowness of the town. Boaters have several mooring options in Silba. The island's main pier and the nearby waterfront allow only short-term docking because it is intended for passenger traffic, and the locals moor their boats in a small sheltered harbour (called *mandrač* in Croatian) to the south. Boats in transit should look for a place among the 20 or so berths on the landside of the 140-metre-long breakwater in the port of Mul on the east coast of the island (see the plan Mul). Žalić and Mul are connected by a road that is less than one kilometre long. There are also three anchorages. The best protected are the two located in the port of St Anthony (*Sveti Ante* in Croatian), and it consists of the bays of St Anthony and Porat with a managed anchorage field of about thirty buoys. The port is uninhabited, and a part of it is overgrown with a dense coniferous forest next to which sits the chapel of St Anthony. In Porat there is a beautiful sandy beach. Both bays are quiet and ideal for swimming, and if you want to go to the centre for sightseeing, to buy something or have lunch in one of several restaurants, it will take you about twenty minutes to get there. Two miles northwest is another anchorage in Paprenica Bay, with ten buoys at your disposal.



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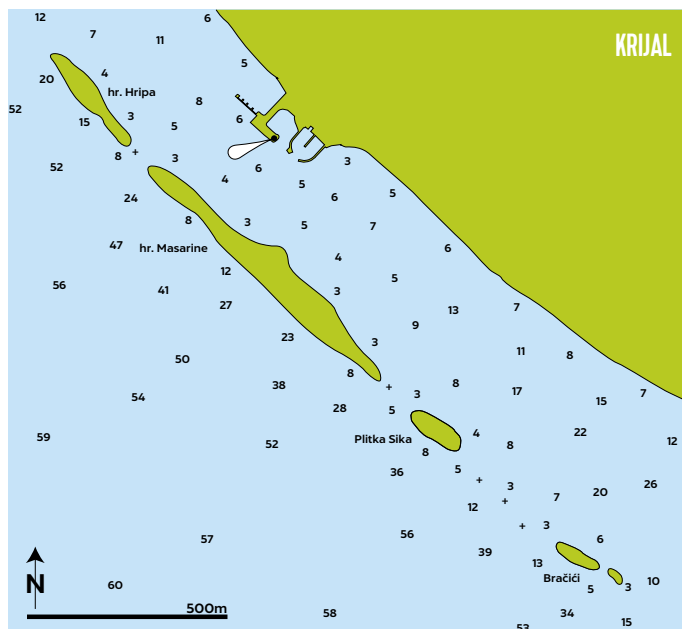


Krijal, Premuda



Premuda

At the mention of this westernmost island of the Zadar Archipelago, the image of Krijal will instantly flash in the minds of boaters who have had the privilege of seeing it before. One does not very easily forget this picturesque port and the sea passage protected on one side by an island and on the other by a string of low reefs (see the plan Krijal). They form a protected lagoon, between five and ten metres deep, in which the sea glitters in all shades of blue due to the seabed that is partly sandy and partly covered in Neptune grass. About sixty anchored buoys allow the boaters to safely enjoy the beauty of the island. Premuda is home to sixty inhabitants who welcome boaters in one of the three taverns on the island and share with them the stories of old, about the time when there were ten times as many of them and when they owned a dozen sailing boats. You will also learn everything there is to know about the tragedy of Szent Istvan, an Austro-Hungarian battleship torpedoed at the end of the World War I. It lies at a depth of 60 metres, eight miles off the coast of the island. Once you disembark at the ferry pier and the port where the locals moor their boats, it is easy to climb to the kilometre-long old part of the village where you can see the Church of St Cyriacus or perhaps shop for groceries. You might also want to see Premuda Bay, which has a dozen buoys and is well protected from the south, or Nozdra Bay which is surrounded by holm oak forests and faces northwest winds.



SERVICES AND ATTRACTIONS



MARINAS, PORTS & ANCHORAGES

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7 ANCHORAGE

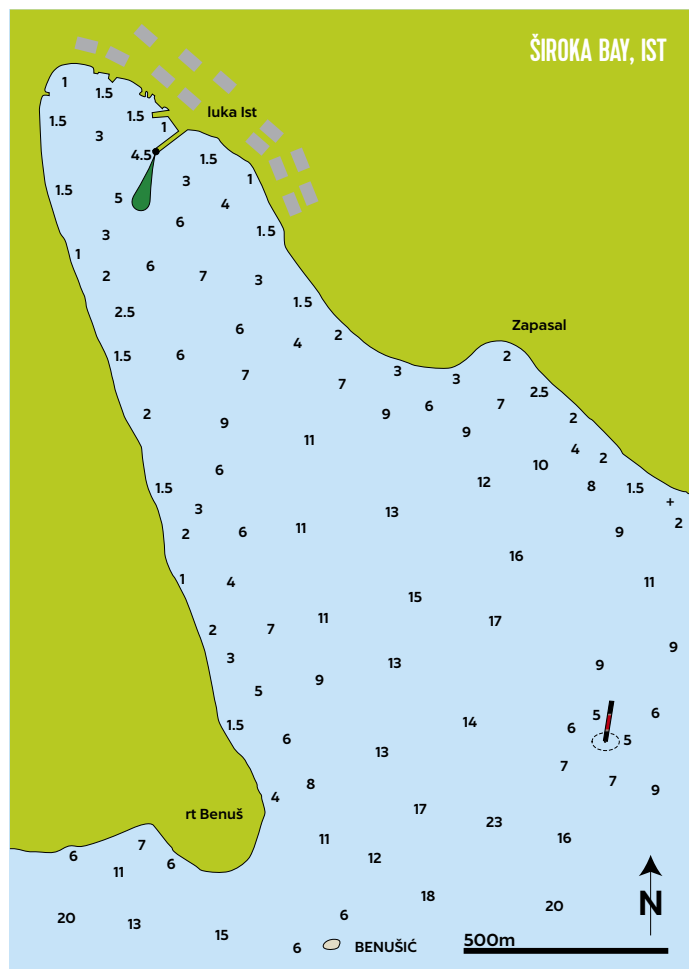
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Ist

Few boaters who sail from the north to the south of the Adriatic or vice versa fail to take a break at Ist. Apart from sitting directly on the usual nautical route that connects these two parts of the Adriatic, the small island (9.73 km² in size, with 23 km of coastline) is known for the anchorages in the bays of Široka and Mljake, so a hundred or so boats and yachts can be found there at any given time (see the plan Široka Bay). In addition to the buoys, there are about thirty berths in the port of Ist on the outside of the breakwater and alongside the jetty on the inside



SERVICES AND ATTRACTIONS



of the breakwater. About forty buoys are anchored in Široka Bay, mostly off the northern coast, and only a strong jugo wind might pose a threat to them. Otherwise, the bay is safe for those who anchor in the sand, especially in the summer. There is also a lot to be said for the anchorage in the bay of Mljake that features about twenty buoys. Mljake is an uninhabited and very beautiful bay, which makes it the perfect location for some quality R&R. You can also anchor in Kosirača Bay, which has a ferry port and a small tanker - petrol station.

Ist is an unusual looking island. Some will say that it resembles a butterfly, and others that it looks like two horseshoes adjoined at the round sections. The island's landscape is dominated by two chains of hills. Located in its northeastern part, the highest peak Straža (174 m) provides stunning views of all surrounding islands, sea passages and the open sea. The settlement of the same name with less than two hundred permanent residents is located on the isthmus on the seaside slopes of Straža. The people of Ist were mostly fishermen and seamen with a fleet of about thirty ships, so it is not surprising that the local church is dedicated to St Nicholas. With tourism being the main source of income for the locals, it is no wonder that the island features several good restaurants and taverns. From the moment you set foot on the Ist promenade, whether you have arrived by sailboat or dinghy, you can take your pick of the places to pass the time at. As soon as you get to the end of the village, you will find a trail that will take you to the top of Straža. The hike takes about twenty minutes and you will be back just in time for dinner. Or, you might want to pop down to a café. Although the island is visited by many tourists and boaters in the summer, it still has not lost that typical laid-back vibe, so it is worth indulging at its own slow pace.

MARINAS, PORTS & ANCHORAGES

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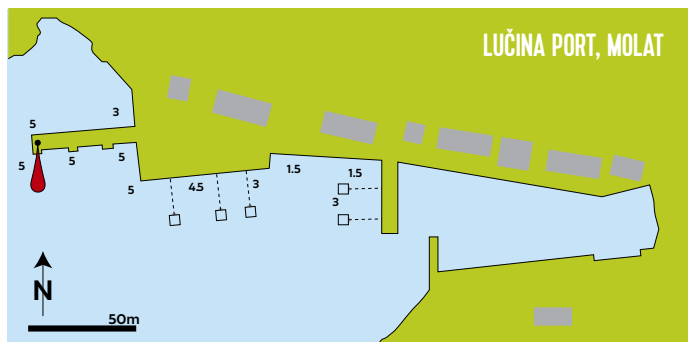
Molat

SERVICES AND ATTRACTIONS



Thanks to the great degree of coastal indentation, this southernmost island in the group of northern Zadar islands offers boaters much more than one would expect from an island of only 22.2 km². The island has three settlements originally formed above the coast with their ports. Boaters will have no trouble finding a berth in any of them. Also, several island bays are good to anchor.

About two hundred people live on the island. Most of them live in Molat, which can be recognized from afar by the bell tower of the Church of the Visitation of the Blessed Virgin Mary dating back to the 15th century. The village is located at the top of the isthmus that connects Lučina Bay on the south and the port of Jaz on the north side of the island. The main pier and berths for boaters are located in Lučina Bay. A ferry and a catamaran dock on one side of the pier, while a large yacht can dock on the other. About thirty berths for boaters are located further down the waterfront and at the concrete pier that shelters the harbour. They are fully equipped and have electricity and water connections. Boaters can also use any of a dozen of mooring buoys. There are toilets and showers for boaters at the reception building. There are also three restaurants and a café in Lučina, so it is always lively in season. The port of Jaz provides good shelter from south and east winds, so boaters often drop anchor there. However, it is exposed to the gust of the bora and Tramuntana winds, so we advise boaters to stay away in such weather. The expansive Brgulje Bay is a much better option in that case because it has cut into the mainland for a good two miles (see the plan Brgulje Bay). It provides great shelter against all kinds of weather, except the jugo wind. There are eighty buoys around the islet of Brguljski. Another good option is the northwestern section, i.e. the bay of Luka. Boaters can also moor their boats to the breakwater which protects the small harbour from the outside, and here the crews can connect their boats to onshore power and replenish water supplies. Next to the small harbour, there is a pier where a ferry and catamaran dock. Houses by the sea



MARINAS, PORTS & ANCHORAGES

5 PORT

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31



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15



9 ANCHORAGE

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58

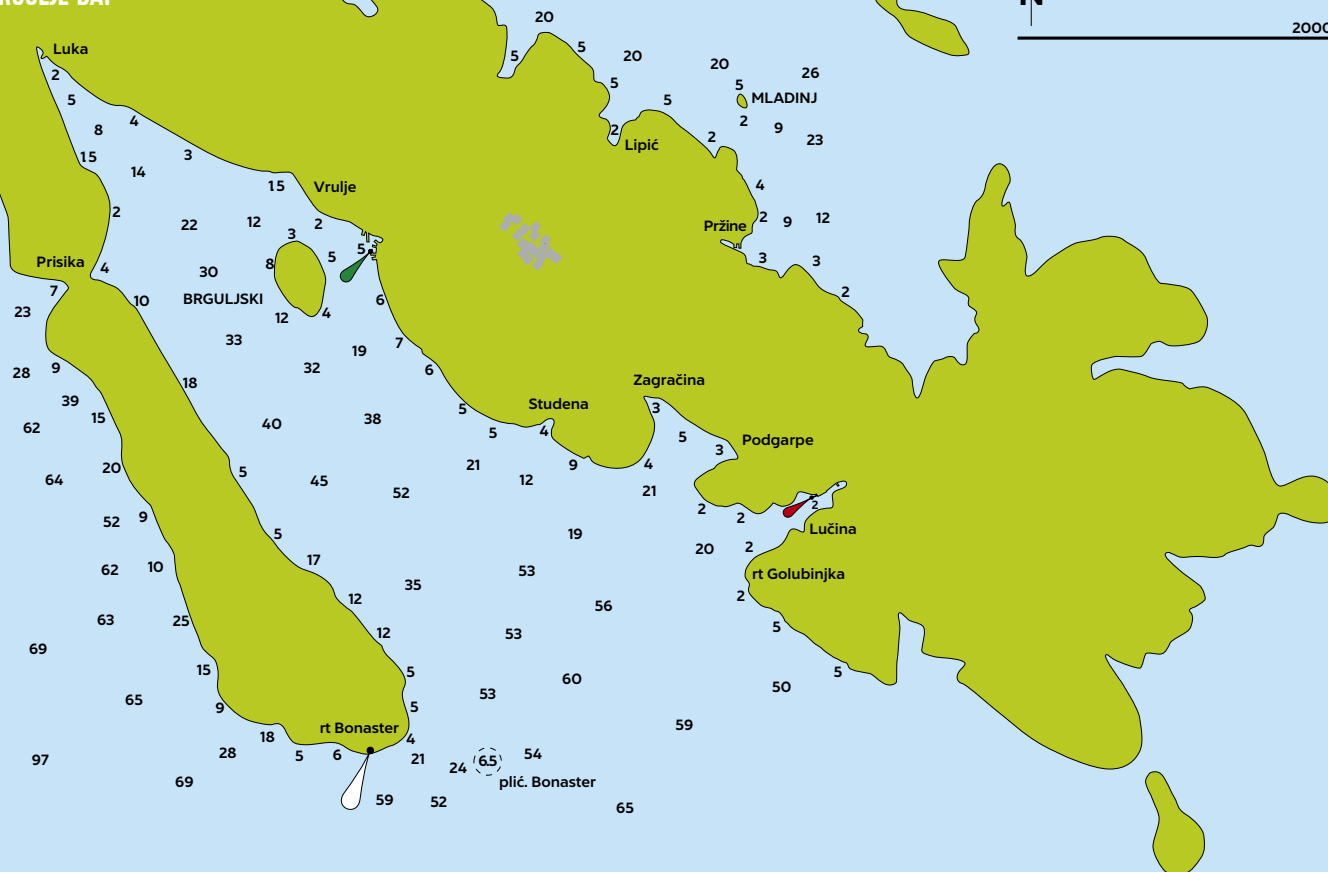


Brgulje Bay

BRGULJE BAY



2000 m



are mostly newly built because the old village of Brgulje is located on a hill, a kilometre away from the sea. It has not been abandoned and it is still inhabited, especially in summer, but most inhabitants have moved closer to the sea. On the shore, there are two restaurants, a fast-food establishment and a grocery shop. At the very northeastern part of the bay is another beautiful uninhabited bay - Podgarpe - where you can drop anchor.

If you wish to get to the third settlement on the island, you should sail around the inaccessible southwestern coast of Molat and enter the Zapuntel Pass, which separates Molat from the neighbouring island of Ist. Here, in the bay of Porat, the port of the village of Zapuntel, has crept a good kilometre and a half deep into the heart of the island. In Porat there are about twenty houses, a grocery shop, a large concrete pier, a waterfront next to it and two taverns. Further into the bay there are a few jetties for smaller boats. There are several berths along the waterfront and mooring buoys in the southern part of the bay. It is a good idea to stretch your legs and head to Zapuntel and its field, and whoever climbs the 141-metre high Knežak Hill will have a view of the entire passage. There is no better shelter on the northeast side of the island all the way to the port of Jaz.

MARINAS, PORTS & ANCHORAGES

7 PORT

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Tun, Sestrunj and Rivanj

Even experienced boaters may not be well acquainted with the three smallish, sparsely populated but rather interesting islands just off the island of Ugljan, which is the island that is closest to Zadar. They lack major boating infrastructure, marinas and waterfronts (other than those on Sestrunj Island), but that is part of their appeal. The life in the hamlets on Sestrunj and Rivanj (Tun is uninhabited) harks back to the days of old. In their small sheltered harbours, you will still find fishermen who have just pulled out their net, and figs drying on the terraces in the summer sun. When it comes to Tun, docking options are almost non-existent. The island has only one larger bay open to the south. However, the neighbouring, much larger island of Sestrunj offers plenty of choices. On its southwest coast, you can drop anchor in the bays of Permanj, Prcabok and Dumbočica, while the port of Kablin, where the ferry docks behind the breakwater, is suitable for smaller boats. The small harbour of Hrvatin, located on the other side of the island, is reserved for the locals. The old hamlet is located just above the sea and counts around fifty inhabitants living in it and in several new houses in the port of Kablin. As for the wooded island of Rivanj, the boaters can dock at the small local harbour or drop anchor at the bay of Lokvina.

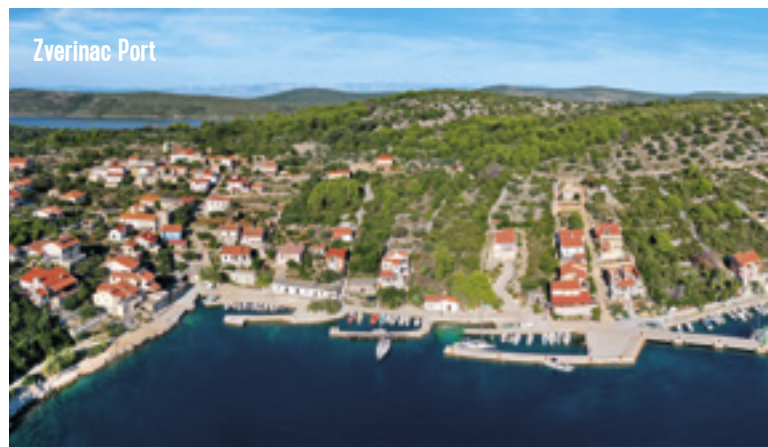
Škarda

The fifteen houses in the settlement bearing the same name, located on the northeastern coast of the islet along Trate Cove, as well as the small renovated castle with a tower in Griparica Cove have been empty for several decades now, except for the few owners who drop by in the summer months. Thus, this is the perfect location for boaters who want to have complete privacy. There is no major pier on the island, only two jetties on the north coast and a small sheltered harbour in front of the castle. Griparica is a safe anchorage in all winds except the jugo wind. You can also stay in Lojišće Bay on the southwest coast of the island.

Zverinac

26 - 27

Nestled snugly between Dugi otok, Molat, Tun and Sestrunj, this small island is famous for its olive groves, fig trees and excellent sheep cheese. Its fifty inhabitants have not abandoned the land and sheep farming ways, so when you dock at the island's waterfront, you are in for a feast. With about twenty berths available, it is difficult to find a free one in summer because the island is a hit among boaters and the Zverinac Channel sees a lot of traffic. The port, which consists of as many as five waterfronts and sheltered harbours of different sizes, is well protected from all winds except the southwest. When you disembark, climb to the island's field, explore the settlement and the palace of the Fanfogna family with the old oil mill or head along the promenade by the sea towards the western part of the island to the beautiful bays Pod Kapić and Bratinj. Above the former one are the remains of a Roman *villa rustica*. A mile to the south of the port of Zverinac is the beautiful and uninhabited bay of Kablin. It is protected from all winds except the jugo wind, so it is a good place to anchor. However, because of the depth, make sure to stay closer to the mainland and moored to the shore.



MARINAS,
PORTS &
ANCHORAGES

8 PORT

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Nature Park Telašćica

Dugi otok

Dugi otok is marked by contrasting features. The mainland-facing coastline is indented and full of captivating harbours and anchorages, while the side facing the open sea is harsh and desolate. No one will remain indifferent towards the beautiful deep bays on both ends of the island, the tame and beautiful hamlets peppering the coastline, the village of Sali, the island's rugged cliffs and the pearly bay of Sakarun.

The island is situated along the main waterway between the northern and southern Adriatic, and in summer there are thousands of boats and yachts looking to moor the island's many waterfronts and excellent anchorages. Those in Pantera Bay and the port of Telašćica are among the most famous in the entire Adriatic. Dugi otok translates as *Long Island*, and the name is a perfect fit. In order to get from one end to the other, you have to sail a full 25 nautical miles, and if you want to sail around it, about sixty. We approach it from the northwest side just as the boaters heading from the northern Adriatic to the south do.

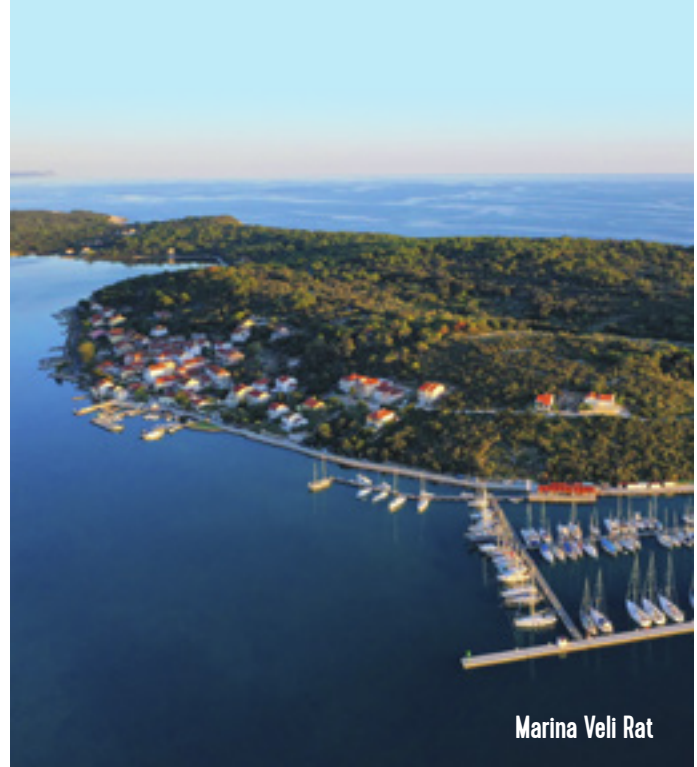
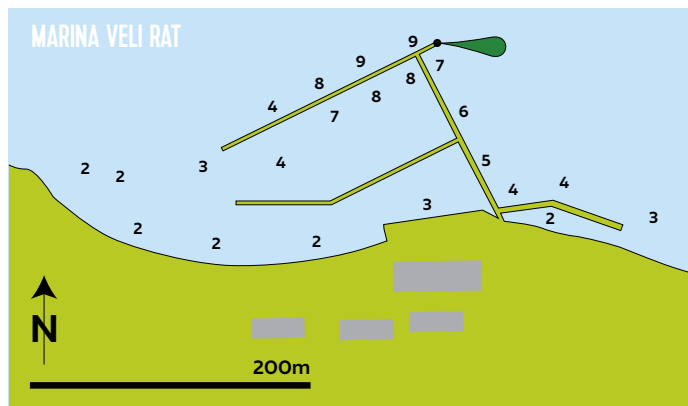
Pantera Bay, Čuna Bay and Port of Solišćica

SERVICES AND ATTRACTIONS



This large lagoon-like bay is protected on all sides (see the plan Pantera Bay). From the northwest, the waves break against a thin curvy stretch of coast, while in the south, where the landscape is dominated by the Veli Rat lighthouse, protrudes a peninsula covered with pine forests. Its southeast end narrows down to just over a hundred metres. Along the coast you will find the marina and the settlements of Veli Rat and Verunić with shops and taverns. Boats drawing less than 2.2 metres can moor to the buoys at the Čuna Bay lake.

There are about a hundred buoys to be found along the coastline of Pantera Bay, so mooring to them might be the easiest option. Only the bora wind and the strong Tramontana wind are likely to cause inconvenience. Although many boats find their way to Pantera in the summer, it is not crowded. The pine tree archway leading to the lighthouse is ideal for a walk. From there you can see Veli Rat, Pantera and the southwest coast of Dugi otok. Verunić and Veli Rat can be easily reached by a dinghy. The entire bay has gained immense popularity among boaters ever since 200 berths were set up at the pontoons of the Veli Rat marina, which is locat-



Marina Veli Rat

ed about two hundred metres west of Veli Rat, which offers the necessary amenities, including power, water and washrooms (see the plan Veli Rat Marina).

The waters before the village of Soline, at the end of the large port of Solišćica, is a great place to drop anchor and provides an excellent shelter from the bora and Mistral winds, but it is completely exposed to Tramontana. The campsite at Lučica Bay has an anchorage with fifteen buoys. From here, it is easy to set sail to Sakarun Bay, which is located six miles away and the only major bay facing the open sea.

MARINAS, PORTS & ANCHORAGES



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ANCHORAGE

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VATES d.o.o.

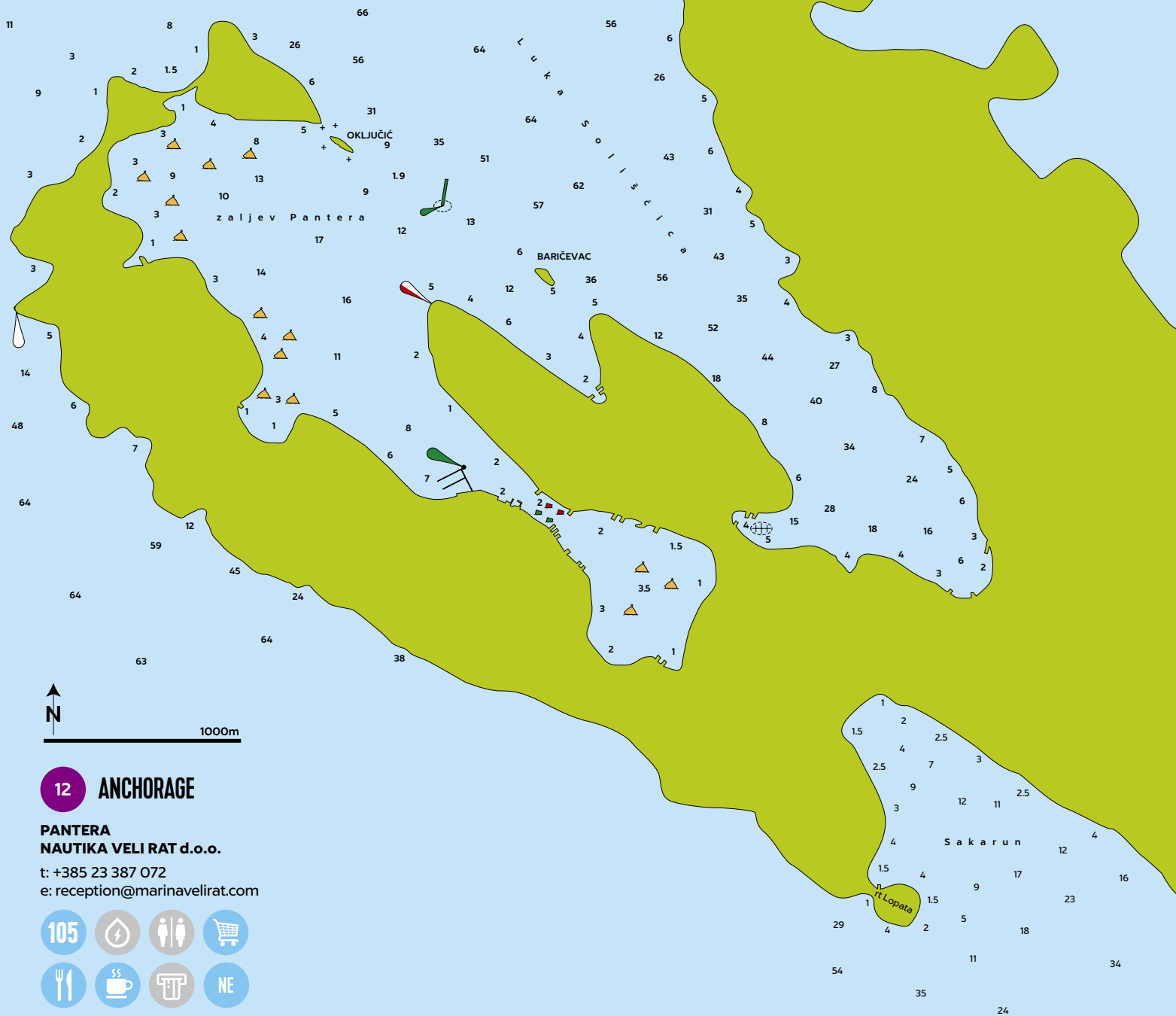
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Veli Rat lighthouse

PANTERA BAY & SAKARUN BAY



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105



NE

Sakarun

SERVICES AND ATTRACTIONS



Sakarun Bay is home to one of the most beautiful Adriatic beaches, where countless shades of turquoise blend into each other (see the plan Sakarun bay). During the day, there will be about thirty or more boats in it, but at night most of them set sail, so those who stay at anchor will experience the morning lull that is quite the luxury in these modern times. Boaters anchor in the sand that very much resembles the one in Polynesia or the Caribbean. This 10-metre deep bay offers about twenty buoys for anchoring. Nothing beats putting on a mask and fins and going for a swim or a dive while surrounded by such beauty, and then swimming or driving to the shore, walking over dry Neptune grass and treating yourself to a drink at the beach bar. Sakarun is completely exposed to the jugo wind, to which it owes its sandy beach.

MARINAS, PORTS & ANCHORAGES

13

ANCHORAGE

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16



Sakarun Bay



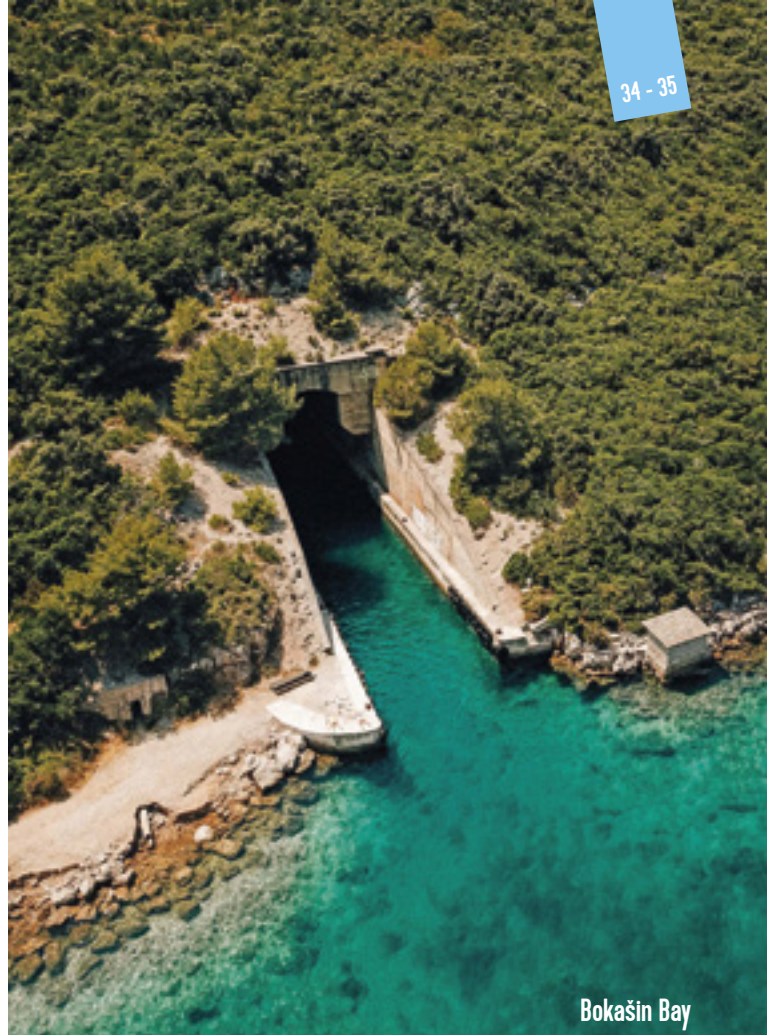
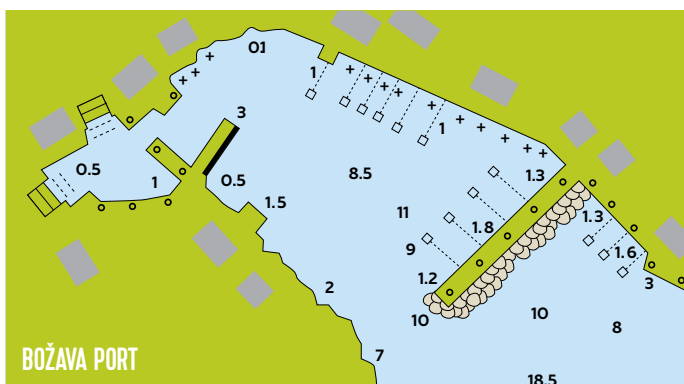
Pantera Bay

Božava

SERVICES AND ATTRACTIONS



Božava encircles the small bay of Božavčica on the northeast coast. Its oldest houses were built in places most exposed to sunlight and least exposed to the bora wind. The port of Božava attracts boaters and provides them with a sense of security, which means that berths are always in short supply (see the plan **Božava Port**). The pier with a breakwater in the middle of the waterfront on the northeast coast of the port is where the boaters go when in need of amenities. Power and water connections are on the landside of the breakwater, and moorings for about 30 boats can be found on both sides. The hotel waterfront also provides mooring options. The seasonal border crossing and the offices of the Maritime Police and the seasonal offices of the Harbor Master's Office are located on the southwest side of the port. There are several restaurants by the sea, and the locals offer fresh produce, cheese, and oil for sale.



34 - 35

MARINAS, PORTS & ANCHORAGES

9 PORT

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10 PORT

DRAGOVE



Dragove

SERVICES AND ATTRACTIONS



The bay of Bokašin, which is home to the port of the hillside hamlet of Dragove overlooking the bay, once used to be a Yugoslav naval base, so boaters frequently drop by to see the long-abandoned bunker embedded in the rock. There are a couple of transit berths on the waterfront and you can anchor just outside the port, in the lee of the islands of Plantak Veli and Mali.

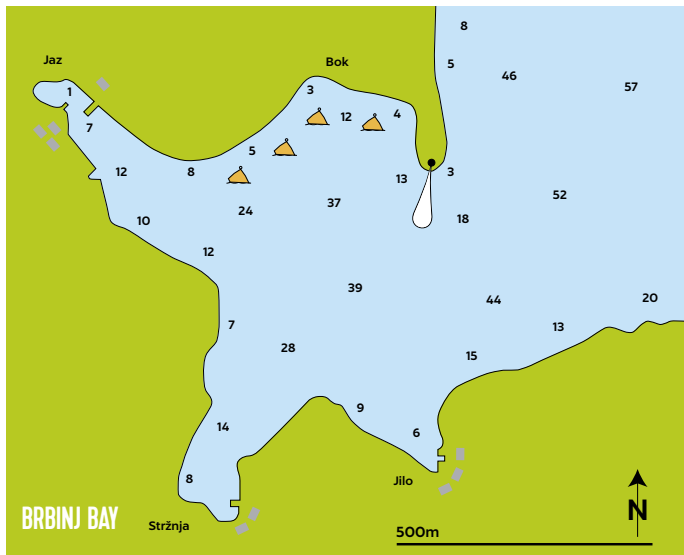
Brbinj and Lučina

SERVICES AND ATTRACTIONS



Both bays belong to the village of Brbinj, which is located on the isthmus between them. They are Brbinj's western and southern ports. Lučina is tucked a kilometre into the mainland. It opens to the north-west, from where it is protected by the forest of the islet of Utra. The bay is a large and well-organised anchorage. The boats anchor on a sandbar sparsely tufted with grass or use one of the many buoys. There are two taverns on the shore.

Safe to say, Brbinj is an Instagram-worthy anchorage (see the [plan Brbinj Bay](#)). Those who sail by will not miss its beauty, but only by mooring at the wooded peninsula of Koromašnjak your senses will be fully ignited by the sights, smells and sounds of the sea - dense forest, rocks by the sea and crickets. Buoys are anchored parallel to the shore and when tied to them, the stern must be also be tied to the shore. Once you have tied and secured your boat, you can indulge in swimming and frolicking in Brbinj Bay, which branches off in four directions. The southern section called Stržnja has buoys for boaters, and the eastern section called Ilo has a nice beach. The bay as a whole offers excellent shelter from all winds except for the strong bora wind that makes the outer section vulnerable. The bay spans half a mile from one side to the other, so a dinghy is all you need to get around. The western section called Jaz features a waterfront with about fifteen transit berths.



11 PORT

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Savar

Savar is a small village just above the sea. There is a harbour and a wooded peninsula with a local cemetery. Even though boaters can tie their boats or yachts to the local harbour's seaside, Savar does not see many boats or yachts. The reason for this is the great depth of Savar Bay, which means that few people decide to drop anchor there. If you are one of the few, we suggest taking a walk to the cemetery and visiting the pre-Romanesque Church of St Pelegrin, or heading to the cave called *Strašna peč* (which translates into English as *Ghastly Furnace*) four and a half kilometres away from the village. It has been a managed tourist attraction since the beginning of the 20th century.

Luka Bay

SERVICES AND ATTRACTIONS



When you pass the islet of Luški, you know you are entering the mile-and-a-half-long Luka Bay. This bay has been known as an excellent anchorage since ancient times. It is protected from all winds except the Tramontana wind. Boaters can use the buoys or the berths at the local waterfront. Anchoring at the islet of Luški is a delight and the time there is best spent swimming. The village has a beautiful promenade by the sea and from there you might want to climb to Dugi otok's highest peak of Vela straža (337 m) or spend the evening in one of the taverns that usually offer good fresh fish.



Luka



St Pelegrin, Savar

MARINAS, PORTS & ANCHORAGES

12 PORT

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13 PORT

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Žman

SERVICES AND ATTRACTIONS



Žman is one of the oldest settlements on Dugi otok. It was first mentioned as Mezano in the 13th century. The parish church of St John also dates back to this period. The village has sprawled around the harbour and up the small hill. The locals are fishermen and farmers. Their farming fields are located above the village, next to two lakes (one big, one small). Lakes are a rare occurrence on the islands, so those interested in this phenomenon can walk up to see them. Žman is a picturesque hamlet. Around the harbour, there are former fishermen's warehouses interspersed with newly built houses, but old peasant's dwellings are still the predominant feature further away from the shore. There are several transit berths in the port, or you can drop anchor before the village. You can dine in one of the taverns at the port.



Žman

Krknata and Lavdara

These two islets stretch along the far northeast coast of Dugi otok. Krknata is covered with carefully managed olive groves and has about twenty country houses. On its northeast side there is another smaller island called Krava. Depending on the weather, Krknata offers several beautiful anchorages. Lavdara is much bigger and more indented, and it stretches for a full four kilometres. It has about twenty cottages and, weather permitting, you can anchor in the bays of Muline, Veli bok and Skrovada.



Zaglav

Zaglav

SERVICES AND ATTRACTIONS



This hamlet just above the sea looks the same as it did a long time ago when farmers lived in it. Nowadays, it is much better known for its port of Tri luke (Zaglav), which has a ship and ferry port, several transit berths and the only marine petrol station on the entire island of Dugi otok. There are also two taverns there. Its most recognisable feature is a three-hundred-metre-long breakwater made of stones. It connects the mainland with the Pohlib cliff and protects it from southeast winds and waves. Boaters can also anchor in the lee of the breakwater. In the village, there are two things worth seeing - the Franciscan monastery and the church of St Michael (*Sveti Mihovil* in Croatian) from the 15th century.

MARINAS, PORTS & ANCHORAGES

14 PORT

ZAGLAV (ferry port)
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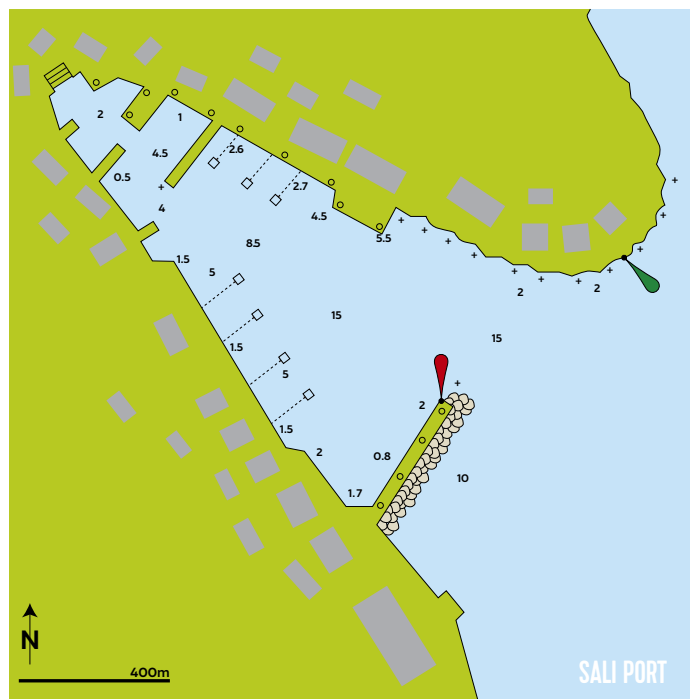
Sali

SERVICES AND ATTRACTIONS



The name of this largest settlement on Dugi otok is connected with the first written mention of fishing in Croatia in 990 AD. Throughout the centuries, fishing has remained the source of livelihood in Sali. And even though they have added boating services to their rota, the place has retained the appearance of a typical island fishing village and the locals still keep their small fishing boats in a sheltered harbour in the innermost section of the port. The larger ones, i.e. purse seine boats that fish for a local sardine factory, are tied to a breakwater that protects the harbour from the southeast.

When it comes to boating amenities, especially berthing, Sali has much to offer. The two-hundred-metre-long waterfront on the southwest coast of the port is reserved for boaters, along with the fifteen berths on the northern waterfront (see the plan Sali Port). All sixty berths are equipped with moorings and power/ water connections, along with toilets. Sali is a popular port of call for boaters heading to or back from Telašćica or Kornati. The berths provide a safe haven, even though the



Donkey music at Sali Fiesta

bora wind tends to cause inconvenience to those who find themselves on the south coast, whereas the east and south winds cause sea swells. Fortunately, that will soon change with the completion of a new waterfront and breakwater that will protect the port from the northeast. Wherever boaters arrive in large numbers, the local offer expands to adapt. There are several taverns in Sali, and the sailing spirit can be felt in all the local cafes. Another curiosity worth mentioning is *Tovareća mužika* (Donkey music), which essentially consists of the locals using horns and drums to create racket to drive away evil spirits and mock each other. Donkey music is now part of all local festivities, from *Saljske užance* (Sali Fiesta) in the summer to the carnival in the winter. Other points of interest are the local reading room, which has become a common room for the locals and many of the boaters, and Linčarnica, a place deep within the port for those who want to live at a slow pace.

MARINAS, PORTS & ANCHORAGES

15 PORT

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Telašćica Bay and Salt Lake Mir



Telašćica Bay

SERVICES AND ATTRACTIONS



One of the most famous anchorages in the Adriatic. The port is part of the Telašćica Nature Park, famous for its saltwater lake Mir and the steep slopes on the south coast of Dugi otok that separate it from the open sea, but also for its distinctive bay. The entire nature park is brimming with all sorts of plants and animals. Red coral, which has one of its few habitats in this very place, can be seen by only a handful of divers, but dolphins are a common sight. In order to preserve such beauty forever, the park has strict rules of conduct that apply to both non-restricted zones and anchoring methods. Mooring to buoys is a preferred method and you have exactly 100 buoys to choose from. Buoy mooring or anchoring is free of charge, but there is an admission fee for those who wish to enter the park.

The deeply-seated port penetrates four and a half miles into the island, and spans nearly one mile at its widest part (**see the plan Telašćica Bay**). Heading deeper west, you will discover twenty-five larger and smaller coves. Most boats opt for Mir and Tripuljak. They are well protected from all winds, so when you have tied your boat to the buoy, do what everyone else is doing - get into the dinghy and head for the shore. Disembark in front of the restaurant where everything is full of tourist boats during the day, and then take a walk to the island's main attraction - the salt lake of Mir. If you want to see the other side of the island, a walk through the pine forest will take you to the cliffs that descend 160 metres vertically into the sea, which is deeper than 80 metres in certain places.



Sestrica Vela

TELAŠĆICA BAY



MARINAS, PORTS & ANCHORAGES

16 PORT

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Veli Žal Beach

South coast

If you are intent on sailing around Dugi otok from Telašćica, you can head towards Cape Vidilica, then sail along the coast to the north-west and enjoy the fascinating scenery along the way. First, you will sail along the part of the coast that is low in elevation, where the Taljurić cliff and the islands of Veliki and Mali Garmenjak will be to your left. Then mighty cliffs will start rising to your right and they will go on for the next six nautical miles. And then several smaller, barely inhabited bays will appear along the coast. There will be Zaglavić, then Tetovišnica with a beautiful beach - you won't be able to resist a dip. Next in line are Sovje, Vela Luka, Ripišće, Samotvorac and Brbišćica. Halfway to Sakarun there is the island of Mežanj. The colour of the sea in the passage between Mežanj and Veli žal on Dugi otok is a unique blend of blue and turquoise. Anyone lucky enough to see this place will remember it for as long as they live.

Katina

To reach the port of Telašćica one must sail from the north through the Mala Proversa Pass, which separates Dugi otok from Katina, an islet sitting among Dugi otok and Kornati and the Mala Proversa pass. Once upon a time, Sali fishermen used the lee to tranship the catch to boats that transported it to a sardine factory. Today, these shores are home to several restaurants and their waterfronts, which are at capacity during the boating season.

Rava

SERVICES AND ATTRACTIONS



A small but interesting islet squeezed between Iž and Dugi otok, with plenty to offer to boaters. Its beauty and the slow pace of life make Rava a must-see. Only seventy people live in the island's two settlements, Mala Rava and Velika Rava, with their bays of Lokvina and Marinica. Both bays are mostly used by the locals and the waterfronts are reserved for liners, so only a handful of berths are available to boaters in transit. However, boaters can use fifteen mooring buoys at Mala Rava. There are also buoys in the large and well-protected Paladinića Bay and Grbavac Bay in front of the restaurant. Another restaurant can be found in Marinica. You are likely to find freshest fish and the finest local olive oil on Rava. The olives are ground in a local oil mill with large round millstones. You can take a walk along the coast or the paths leading through olive groves, climb the hill to get to Vela Rava, the old part of the village that is being renovated by its former inhabitants who live near and far and return to the island in the summer.

MARINAS, PORTS & ANCHORAGES

17 PORT

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18 PORT

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Rava



MARINAS, PORTS & ANCHORAGES

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15



18 ANCHORAGE

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10



19 ANCHORAGE

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12



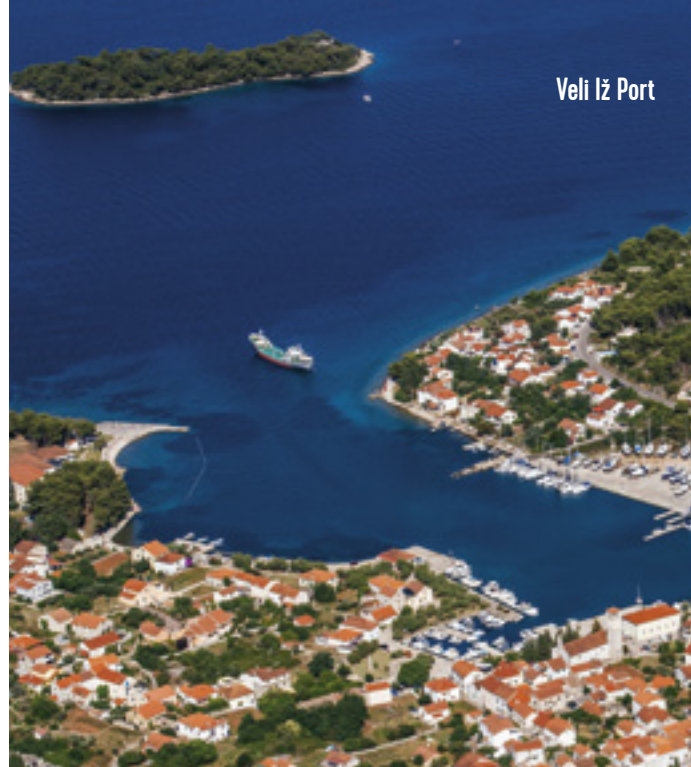
IŽ

SERVICES AND ATTRACTIONS

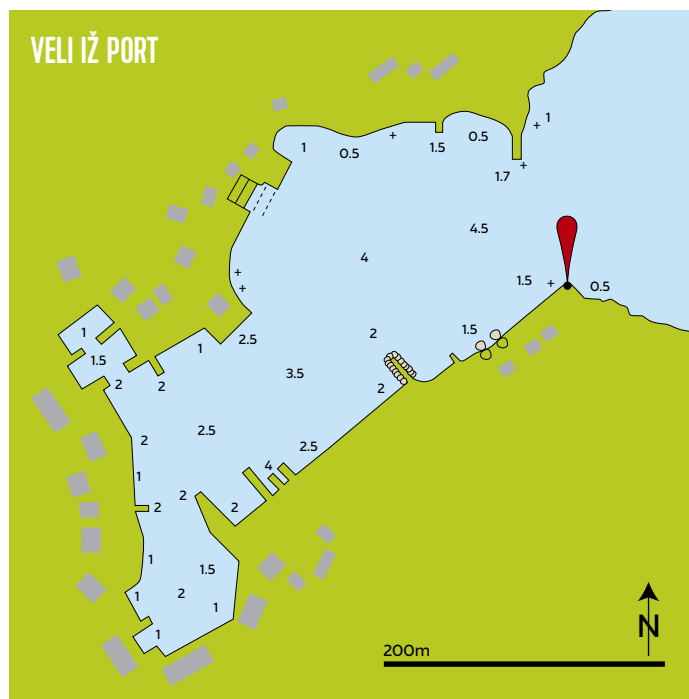


Sitting halfway between Ugljan and Dugi otok, Iž developed its settlements on the northeastern sun-drenched indented coastline. The most populous island town of Veli Iž, inhabited ever since the ancient Liburnians first settled here, is the island's boating hub thanks to its port (see the plan Veli Iž Port). It is quite spacious and well protected from all winds. The waterfront lines its northwestern side, where passenger ships dock. In the innermost section there are small sheltered harbours used by the locals, and opposite the waterfront is a marina with about fifty berths for boats in transit. If the marina happens to be full, boaters can drop anchor in the adjacent bay called Maslinčica. Iž is an island of olive farmers, fishermen and seamen who give Veli Iž an air of authenticity, despite its ever-growing tourist appeal and all that comes with it. This is noticeable to anyone visiting the restaurants and taverns frequented by the boaters. Anyone who wishes to spend a few days and sail off to the neighbouring bays for a dip will not go wrong.

One of the ideal anchoring sites is the passage between the islands of Knežak and Iž, where there are two managed anchorages in front of the bays of Dolinje and Knež. There are a couple of restaurants on the shore, and you can find a berth on the piers at the port of Knež, which belongs to Mali Iž. In the picturesque port of Mali Iž, you can disembark on the sea-



VELI IŽ PORT



side of the breakwater with a couple of transit berths. In the neighbouring bay of Bršanj there is a ferry pier, and behind the breakwater that protects the farthest end of the bay there are berths reserved for the locals. Further down the southern tip of the island, there is a secluded anchorage in Vodenjak Bay and at the wooded islet of Školjić. About thirty buoys are anchored there, well protected from the bora and Mistral winds.

The southwestern coast of Iž, except for Soline Bay and the islands in front of it, is less indented, uninhabited and quite steep. However, it is also possible to take a break at the bays of Pardeščak, Pešćenice and a few others, especially when sailing on a smaller boat. This part of the Iž coast is dotted with numerous fish farms, most of them around the islets of Fulija and Kupica and before the bay of Soline

MARINAS, PORTS & ANCHORAGES



MARINA

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20 PORT

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20 ANCHORAGE

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20 ANCHORAGE

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21 ANCHORAGE

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Ugljan

Ugljan is an excellent choice for anybody who covets the safety of dry land but still wishes to visit an authentic Adriatic island and experience the boating lifestyle, sail into a fishermen's port, stay at marinas, sail in solitude, moor a boat etc. Ugljan is among the larger and more heavily populated Adriatic islands. It covers an area of 50.2 km² and has a stable population of almost 6,000 souls. It is covered with centuries-old olive groves, vines, pine forests and shrubs.

Almost all settlements on the island of Ugljan are located on its north-east coast, while large bays and anchorages are mostly on the other side of the island. At Mali Ždrelec Pass, Ugljan and Pašman almost come together - they stand only a few tens of metres apart, so a bridge was built there to connect them. Boats whose masts reach a maximum of 16.5 metres can pass under the bridge which spans the pass 56 metres wide and 4.7 metres deep. Once the two marinas - in Sutomišćica and Preko - were completed, the pass became even more significant to boaters. There is an overhaul shipyard in Vela Lamjana. Ugljan is also home to Kali, the biggest fishing centre on our side of the Adriatic.

Ugljan

A few boats can find shelter behind the breakwater. Just one look at its wall and riprap is enough to tell that the bora wind is far more merciless here than in the central part of the island. This area has been populated since Antiquity, and the remains of villas and mausoleums are still visible around the place. On the wooded cape west of the port are the monastery and the church of St Jerome with a beautiful cloister. As far as island settlements are concerned, Ugljan is not exactly typical - it has as many as nine hamlets, some of which are on the coast, others far from it, while some span from one coast to the other. There are also several taverns and pizza places.

Muline

SERVICES AND ATTRACTIONS



Muline is a wide bay before the hamlet that bears the same name. This beautiful bay boasts crystal clear waters and a good anchorage, especially in the southern part with a sandy seabed. Buoys are also available, as well as fifteen transit berths at the pier. The hamlet has its roots in Antiquity when a Roman oil mill was built there. The remains of the Roman waterfront are still visible, several oysters were used at the time, and around the settlement are still visible traces of the then villas rustica and mausoleums. A few stone containers for olive oil has been discovered in the area. There is a tavern on the waterfront. When the Mistral or Tramontana winds pick up, the boats can move to the bay of Pavlešina or two miles further down the coast to the bay of Prtljug. Both are open to the south, but provide good protection from westerly and northerly winds.

Veli Lukoran

The berths behind the two small breakwaters belong to the locals, while the boaters can use the 50-metre long dock. The place is quiet and peaceful, many of the houses are far from the sea because the locals have not abandoned the olive groves or vineyards. If you're looking for refreshments, head either to the tavern or the restaurant there.



Muline Bay, Ugljan



MARINAS, PORTS & ANCHORAGES

21 PORT

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22 ANCHORAGE

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Sutomišćica

SERVICES AND ATTRACTIONS



Sutomišćica is home to another island marina – *Olive Island Marina*. It is separated from the village on the south side of the bay and has 230 berths (see the plan *Olive Island Marina*). This marina is home mostly to privately owned boats so the amenities have been designed accordingly. The marina owners are continuously looking to improve their services. The marina has a swimming pool, a beach, a cosy restaurant and a travel lift, and it also provides boat maintenance services.

Sutomišćica, located on the northeastern coast of the bay, is a typical farming and fishing village featuring scattered houses with large and neat gardens, so fresh vegetables and fish are in constant supply. There is another restaurant there, and the summer residence of the Lantana family is a must-see. The village has one large pier and two small piers with a dozen transit berths and a smallish waterfront along which are the shallows.

MARINAS, PORTS & ANCHORAGES



MARINA

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180



22

PORT

**SUTOMIŠĆICA
CPA ZADAR**

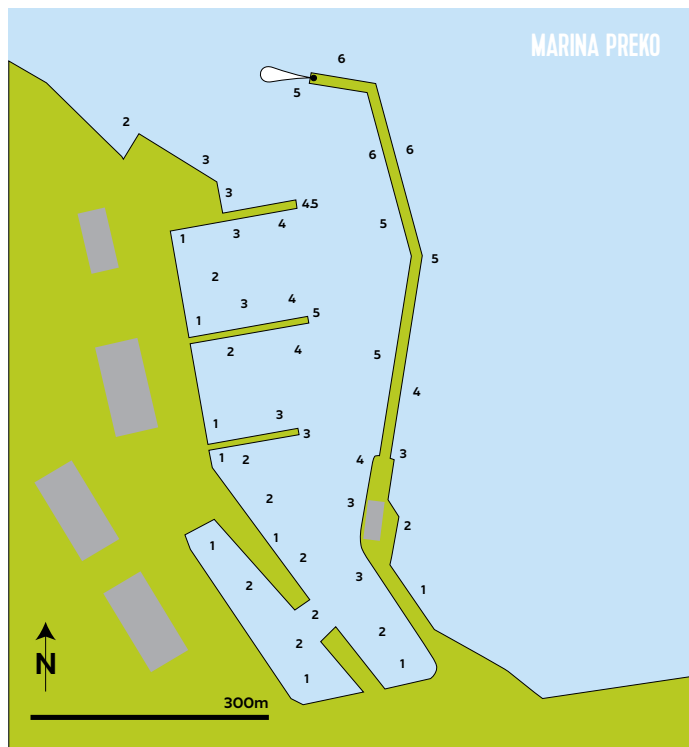
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11



Preko

The newest settlement on Ugljan spread around the summer residences of Zadar nobility during the Venetian rule. There is also a small Franciscan community established in the 15th century on the islet of Galevac located about eighty metres off Preko. Preko has risen in prominence among boaters ever since a marina with eighty berths was built there, at the heart of the settlement, not far from restaurants, taverns and cafes (see the plan **Marina Preko**). There is also a small harbour and breakwater there, located to the northwest. Smaller yachts in transit might find a place there. This is unlikely to happen in neighbouring Poljana (though the two settlements have practically merged) because all of the berths there are occupied by the locals. Preko is perfect for morning gatherings and day trips to the olive groves by bike or on foot. There is also an olive farming centre on the island. If you want, you can walk to the fortress of St Michael (*Sveti Mihovil* in Croatian), located northeast of the 263-metre-high peak that bears the same name. It offers an unforgettable view of the city of Zadar with its hinterland and more than two hundred islands and islets of the Zadar archipelago and Kornati National Park.



SERVICES AND ATTRACTIONS



MARINAS, PORTS & ANCHORAGES



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23 PORT

PREKO (ferry port) CPA ZADAR

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Ošljak

Now is the time to mention Ošljak, a picturesque, cone-shaped island half a mile off the coast of Ugljan. Historically, Zadar nobility had their summer residences there, and the island also served as quarantine at times. At present, it is home to about twenty pensioners. In summer, people swarm to the island and the houses (about 50 of them) once again serve as summer residences. Ošljak has a small sheltered harbour and a ferry dock. This oasis of peace and quiet features a promenade around the island and swimming spots in abundance. Don't miss out on the beautifully restored early Christian Church of St Mary. There is also a restaurant on the island.



Kali

SERVICES AND ATTRACTIONS



Kali and Komiža on the island of Vis are considered the epitomes of the long-standing fishing tradition on our coast. Kali is situated on a hill and it will catch your eye easily thanks to its 18th-century church. Kali also has two smallish piers, Batalaža on its southeast side and Mul on the northwest. The locals own numerous fishing boats and fish all over the Adriatic. Bear in mind that purse seine boats remain at berth during the period of the full moon, so you won't be able to find a place to dock. On other nights, however, you can ask around if there is anywhere you could dock while the fishing boats are at sea. That is your opportunity to do some exploring. Many fisherfolk customs come to life during Kali's Fishermen's Nights, which are held during the full moon in late July or early August. Here you can always buy a kilo of oily fish or ready-made local fish products, or have a great fish dish at one of the local taverns.

MARINAS, PORTS & ANCHORAGES

24 PORT

KALI - BATALAŽA BAY CPA ZADAR

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23 ANCHORAGE

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Kukljica

SERVICES AND ATTRACTIONS



The port of the southeasternmost island settlement is always brimming with activity. There are always plenty of boats to be found there, and the four piers to the north with about ninety berths are reserved for boaters (see the plan Kukljica Port). Some of them are reserved for boats in transit. All berths have moorings, electricity, water and washrooms. But that is not all - the west and south coast docks are used by the locals for their small boats and fishing boats. Nothing here seems out of place. Don't miss out on the Baroque church, namely the Church of the Conversion of St Paul built on the foundations of an older church with valuable Glagolitic inscriptions, and the summer residence of the Nassi family dating back to 1623. With its three taverns, two pizza places and several cafes, Kukljica will leave no visitor hungry or thirsty.



Lamjana Vela, Lamjana Mala and Sabušica

58 - 59

Both Lamjanas provide good shelter from the bora wind but are exposed to the jugo wind. The waterfront at Velika Lamjana's northern shore is used by Kali Tuna and the Nauta Lamjana shipyard. A major part of Kali's fishing fleet is at dock here, so there is no place for boaters unless they have brought in a big yacht for overhaul. Mala Lamjana is much more interesting to boaters. Sea bass and sea bream farms are right in front of it, and towards the far end of the bay there are buoys ready for anchoring. There is also a beach, deep-seated within the bay with its own beach bar. The bay opens to the south, but in that case we can find safety if we move to Sabušica, a bay a mile and a half to the southeast.



25 PORT

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MARINAS,
PORTS &
ANCHORAGES





Pašman Channel

Pašman

Pašman is slightly larger but still more peaceful than neighbouring Ugljan. The settlements are smaller and the local population is smaller, which is part of Pašman's appeal. Along the northern coast, where all the island settlements are located, the sea is not deep. Boaters should take care, especially when sailing between the thirteen islets scattered along the Pašman Channel. The south coast is almost deserted, and boaters can drop anchor to enjoy a few well-sheltered coves.

The remnants of the past can be found throughout the island. It is rich in groundwater, so wells are used to irrigate arable fields and dense reeds are not an uncommon sight. Pašman has kept the old ways, even though modern life tends to erase them.

Port of Ždrelac

A safe and spacious port in which an anchorage was under concession until a few years ago. The port sees a lot of traffic - many ships, boats and yachts including fishing boats, excursion boats, passenger catamarans to name a few, are sailing out of Biograd and Sukošan marinas. At night, however, the traffic under the bridge almost completely disappears. Boaters still anchor along the edges of the bay - the maximum depth there is 5 metres.

From Barotul to Ždrelac

Each of the villages peppering the coast between Pašman and the Ždrelac Pass, namely Barotul, Mrljane, Nevidane, Dobropoljana, Banj and Ždrelac, has its own picturesque harbour with a breakwater, mostly used by the locals. However, you might be able to find a place in one of them and enjoy the solitude and privacy it affords. It is possible to anchor on the Pašman side in the well-protected port of Ždrelac, but please note that the middle of the bay should be kept clear as it is used for the passage of boats. Dobropoljana is situated at the foothill of the island's highest peak, Veliki Bokolj (274 m), from where you can enjoy stunning views of Lošinj, Kornati, Vrgada, all of the towns on the mainland from Biograd to Zadar, and further inland.



Ždrelac Pass



Pašman

Pašman

SERVICES AND ATTRACTIONS



Boaters can moor at the breakwater in Pašman if it is not occupied by a somewhat larger fishing or tourist boat. Your boat will be well protected from all winds, as only a stronger Mistral can cause minor inconvenience. Those with shallower draft can also anchor in Lučina Bay, west of the port. The village is small and you will quickly find your way around it by walking through the intertwined streets, passing the old fishermen's and farmers' houses whose walls hide courtyards covered with vines. The spirit of the old days is alive and well in Pašman. This is what all villages on the island looked like a hundred years ago. The local Church of the Nativity of Mary, part of which dates back to the beginning of the 9th century, is the oldest one on the island, with two other pre-Romanesque churches nearby.

24 ANCHORAGE

**SOLINE
OBRT FRANE**

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MARINAS, PORTS & ANCHORAGES

26 ANCHORAGE

OBRT SIDRIŠTE LANĐIN

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26 PORT

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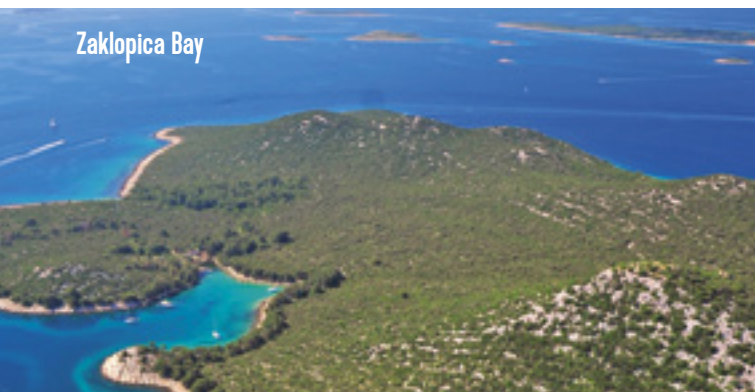
Tkon

SERVICES AND ATTRACTIONS



Cape Gnalić, the southernmost point of the island, and Tkon are exactly two miles apart. If you sail along its undented coast (with the exception of the beautiful bay of Zaklopica, where a dozen buoys are anchored) you will reach the main island port and the new ferry port. There are about twenty transit berths there, and a few more berths can be found at the pier in the old part of the port. It is nice to explore this ancient island settlement and visit the two nearby monasteries - the 12th century Glagolitic Benedictine monastery with a Gothic church on Čokovac Hill that provides a fantastic view of Tkon and surrounding places, and a Franciscan monastery spread by the sea between Kraj and the neighbouring Pašman and where valuable old manuscripts are kept. Refreshments, as in other villages on the island, can be found in several taverns.

Zaklopica Bay



MARINAS, PORTS & ANCHORAGES

27 PORT

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25 ANCHORAGE

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Žinčena Bay & Landin Bay

Anchorage on the southwestern coast

Once you have passed under the bridge in Ždrelac or through the passage between Pašman and Vrgada, if the height of the mast allows it, and set sail along the other coast of Pašman, you will come across several beautiful anchorages. Until recently, this section of the coast was almost deserted, with only a few fishermen's houses, but in recent decades there isn't a single bay that hasn't seen a few holiday homes or an olive grove spring up, or even summer taverns in places where boaters tend to gather.

From the Ždrelac pass to the best anchorages there are 6 miles. Kabin Bay is not available to boaters because of the fish farms there. The three smaller bays - Čelinja, Vržišće and Kobiljak - are not as deep and protected as those that follow, but in each of them, especially Kobiljak, there will be room for a few boats.

Sveti Ante Bay is among the better anchorages on the island, and it was named after the pre-Romanesque church of St Anthony (*Sveti Ante* in Croatian) where the locals moor at the small harbour. In front of the church, there is a statue of St Anthony of Padua made by the friar and sculptor Jaki Gregov, who is originally from Pašman. The neighbouring bay of Soline is beyond doubt the best shelter in the whole of Pašman. Anchoring is possible across the bay, but it is best to do it in one of its two sections, which have around fifty buoys available. Onshore there are about thirty houses and a few small piers and two taverns.

The bays of Žinčena and Landin are also good to anchor. Like the others, they were also deserted until a decade ago, with only a few summer cottages. Things have changed a lot since then. Now there are people, houses, and in Landin tavern. In Landin there are about forty buoys for your convenience. The bay overlooks a tiny archipelago consisting of the islands of Košara, Maslinjak and Žižanj, followed by Gangaro and Kotula.



Vrgada

Together with the islets and rocks that surround it on the north and south sides, Vrgada is the easternmost island of the Zadar Archipelago. When approached from the north, the first thing to catch the eye is a ten-metre-tall layer of red soil on the Kuk Peninsula along the Tanko isthmus, which separates it from the islet of Artina. Here you can also find seductive beaches of reddish sand and two anchorages with buoys on both sides of the low isthmus. Slightly further to the east, around the bay of Luka and on the hill above it, is the only settlement on the island. The bay is protected by a fifty-metre-long breakwater reserved for a passenger liner that connects the island with the mainland and for excursion boats, so you will have to take a dinghy from the anchorage to one of the taverns or restaurants. The largest bay on the island is the bay of St Andrew (*Sveti Andrija* in Croatian), situated on the west side of the Kuk Peninsula. There you can anchor or even find a berth at the breakwater. There is a managed anchorage with buoys in the bay of Kranje on the southeast coast of the island, and next to it is a barbecue bar. Around the islet in front of the bay are numerous fish farm cages.

MARINAS, PORTS & ANCHORAGES

27 ANCHORAGE

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28 ANCHORAGE

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Vrgada



**More
interesting
destinations
on mainland**

Velebit Channel, Sea of Novigrad, Nin

SERVICES AND ATTRACTIONS



The southernmost part of the Velebit Channel, including the Seas of Novigrad and Karin, the bays of Ljubač and Nin, are off the main nautical routes and unjustifiably neglected. Those who sail these waters will come across many attractions, and, not least of all, be able to enjoy some privacy during peak season. There are no marinas and managed moorings here, but a berth can be found along the docks in the small local harbours. The bora wind, which reigns supreme in the Velebit Channel and keeps everybody watchful, is not as frequently occurring or as strong in summer as in other seasons. The northern shore of the Velebit Channel certainly has its charms - small, pearly beaches, coves that can barely accommodate a few boats, and hamlets hidden in the lee. Here you will find Starigrad Paklenica, a doorway to Paklenica National Park, famous for its forests and canyons of Velika and Mala Paklenica. Vinjerac and Ražanac, located on the southern shore, each have a port and provide a one-of-a-kind experience.

You might want to pass under the arches of the two Maslenica bridges through the strait called Novsko ždrilo and into the Novigrad Sea and then, after passing through the strait called Karinsko ždrilo, into the Karin Sea. These are two closed-off bodies of water. Here you can anchor in front of Posedarje and buy some of the top-quality local prosciutto or sail into the small port of Novigrad among the famous fishermen who supply fish markets across Croatia. If you want to treat yourself to a really special experience, we suggest you sail from the Karin Sea on the Zrmanja River, navigable for six miles up to the town of Obrovac.

From the Velebit Channel, you can sail through Ljubačka Vrata into the spacious bay of Ljubač that has two small ports on the eastern shore. Next up is the bay of Nin, which shelters the town of Nin, inhabited for the past three thousand years. It features the remnants of the Roman city of Aenona and some of the most valuable monuments of Croatian pre-Romanesque architecture - the church of St Cross and the Romanesque church of St Nicholas. Nin is also home to the famous salt pans. The Nin lagoon is shallow, so those who have a deep keel should anchor outside it and go to the shore with a dinghy.



Privlaka, Zaton, Petrčane

SERVICES AND ATTRACTIONS



The coastline overlooking the Zadar Channel is full of settlements and tourist resorts, with Privlaka, Zaton and Petrčane being the three largest northwest of Zadar. However, their ports and waterfronts are reserved for the locals so you can only stop there for a short time.

MARINAS, PORTS & ANCHORAGES

29 PORT

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29 ANCHORAGE

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Sv. Filip i Jakov

SERVICES AND ATTRACTIONS



The entrance to the Pašman Channel (from the direction of Sukošan), is initially a full two miles wide, but later narrows down to less than a mile, and is home to a dozen islets. The heart-shaped Galešnjak is among them. The northern shore is home to the villages of Sv. Petar na Moru, Turanj and Sv. Filip and Jakov, in front of which are several small ports. If you want to make a quick stop, you can use the wharf at Turanj, and you can moor to one of the twenty transit berths in Sv. Filip i Jakov with the possibility of refreshing in several local restaurants, pizzerias and taverns.

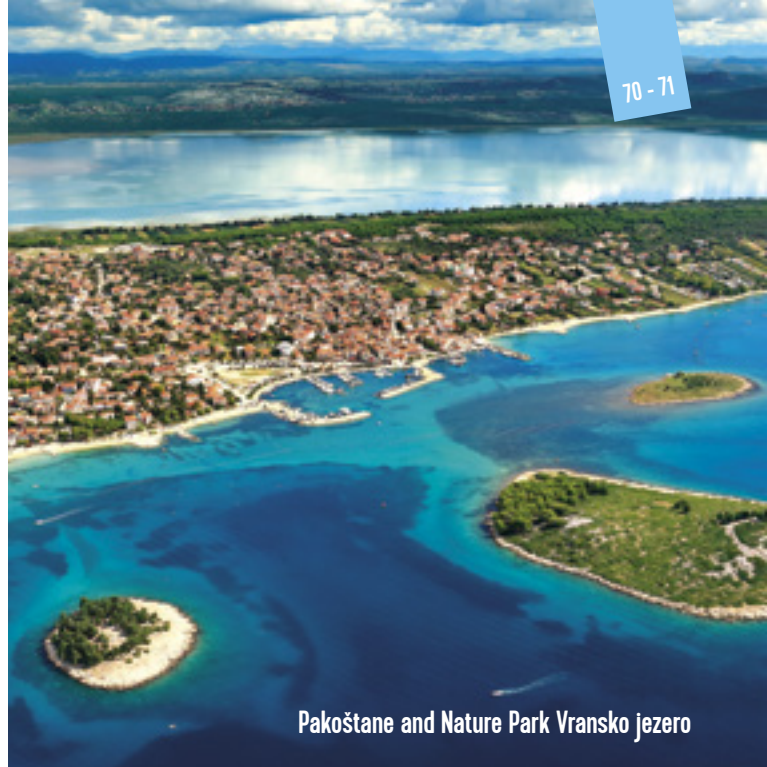
Pakoštane and Drage

SERVICES AND ATTRACTIONS



The waters of Zadar to the south of Biograd include a narrow stretch of coast between Vrana Lake and the mainland, along with the towns of Pakoštane and Drage. In the port of Pakoštane, you can find a berth at one of the two local piers, while all berths in Dugovača Bay and the port of Drage are reserved for the locals.

Vrana Lake is the largest natural lake in Croatia. It runs parallel to the seacoast and has a large reed bed that has been preserved as an important wetland phenomenon. The lake is a habitat of waterfowl and is an important ornithological reserve, with 256 species of birds recorded so far. Vrana Lake has been declared a nature park, and the boaters who dock at Pakoštane or arrive from Biograd can visit the park, its educational centres, watch birds going on about their day, nesting and caring for the young, or perhaps take a bike ride around the lake on the trails that have a total length of 50 km.



70 - 71

Pakoštane and Nature Park Vransko jezero

30 ANCHORAGE

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30 PORT

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MARINAS, PORTS & ANCHORAGES

31 PORT

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Useful information

The navigation rules for vessels sailing under the flag of an EU member state and for citizens of EU countries are the same as those that apply to vessels sailing under the Croatian flag. As soon as foreign vessels, including those flying the flag of EU countries, enter Croatian waters, they must head to the nearest port open to international traffic or the nearest maritime border crossing and complete the formalities, register the list of crew and passengers onboard the vessel, and pay a navigation safety fee and a tourist tax. Appropriate documents must be kept on board. The master of a vessel flying a foreign flag must present a certificate of competency under the regulations of the state whose flag the vessel is flying or the regulations of the Republic of Croatia. The latest information can be obtained on the website of the Croatian National Tourist Board at www.htz.hr, or on the website of the Ministry of the Sea, Transport and Infrastructure at www.mmpi.hr.

Weather conditions

The main winds of the Adriatic Sea are bora, cyclonic and anticyclonic bora, jugo, cyclonic and anticyclonic jugo, oštro, lebić, maestral, levant, winter levant, pulentada, tramontana and burin. Each of these winds has specific characteristics, which can be found in all good navigation guides. The Croatian Meteorological and Hydrological Service issues marine forecasts via coastal radio stations, in which they outline the 24-hour general weather situation and the weather forecast for the Adriatic and the Strait of Otranto by different areas (northern, central and southern Adriatic). The forecast is aired four times a day, first in English and then in Croatian, by the coastal radio stations Rijeka Radio, Split Radio and Dubrovnik Radio. The forecast can also be viewed on the portal of the Croatian Meteorological and Hydrological Service at <http://meteo.hr>. This portal also features other useful information, especially in the sections *Current Weather Forecast* and *Weather in Croatia*. Meteorological data obtained from about twenty stations along the Adriatic are updated every hour. The *Lightning Strokes* section is also very useful – it enables you to monitor the development of storm systems (cumulonimbus) in which electrical discharges (lightning) occur. This page also contains a meteorological alarm, i.e. specially created information warning of dangerous weather conditions in Croatia and throughout Europe.

Charter boats

With more than four thousand modern vessels, Croatia is the world leader in the bareboat charter industry. Many of these vessels are moored in the marinas located in this area and around 50 charter companies operate there. These companies have been in business for decades, which means they are well organised, with experienced crews, skippers and servicemen. In addition to boats and yachts flying the Croatian flag, vessels flying the flag of EU countries are also available on charter in Croatian marinas and ports. Vessels flying the flag of non-EU countries may carry out charter activities provided that they are registered for such an activity, that they have obtained a temporary import permit and have undergone a technical inspection and obtained a cabotage permit.

Safety at sea

Although the crew and the skipper bear the greatest responsibility for the safety of the vessel, it is useful to know that there is a maritime search and rescue service in Croatia. They provide assistance in case of accidents at sea, malfunctions and other needs. In such situations, the search and rescue operations include coast guard ships (harbour master, police, navy), special purpose vessels and aeroplanes, helicopters and drones. For safety reasons, navigation is not allowed at the entrance to the port, in narrow sections of waterways, at a distance of less than 50 m from the shore i.e. swimming area barriers and 200 metres from natural beaches. Speedboats, jet-powered boats and hovercraft must not come within 300 m from the shore. According to naval customs, one must not enter or depart from the port at a speed that creates a wave that could cause damage to other vessels and devices in the port. Police and port authority vessels rigorously supervise the traffic along the coast.

Marinas, waterfronts and anchorages

The quality of construction and the locations of marinas in the Zadar waters can truly be described as superb. There is at least one in each large city or island bay near the areas that are considered boaters' points of interest. They are constantly upgraded and focused on adding new amenities and increasing the range of services they provide. Special attention is paid to the toilets and environmental protection. Most marinas have travel lifts and cranes.

The waterfronts on the islands and the mainland are, in addition to passenger traffic and excursion boats, largely reserved for boaters and therefore can provide the usual amenities – in some places there are even reception desks and washrooms. Most have moorings and all have electricity and water connections and garbage containers. Huge sums are continuously being invested in the construction of new waterfronts and piers and the maintenance of the existing ones. Sports and communal ports are reserved for the vessels of club members and the locals. When entering a marina, it might be a good idea to announce your arrival on channel 17. In most cases it is possible to book a berth, and the best way to do so is to find information on their website.

In most managed ports, marinas and buoys in bays, the transit berth is charged based on the length of the vessel, and catamarans pay double. Mooring to buoys in Telašćica Nature Park is free of charge, but boaters still need to pay the admission fee. Prices vary across the area. As a rule, the price is proportionate to the number of services offered by marinas or ports and ranges anywhere from HRK 20 to HRK 80 per metre when it comes to marinas, ports and waterfronts (with large yachts paying the highest fees), while buoys cost from HRK 10 to HRK 40 per metre. Most berths on the waterfront are under the jurisdiction of the Zadar County Port Authority, while berths for large yachts in the Port of Zadar and the Port of Gaženica are under the remit of the Zadar City Port Authority.

Every true boater cares for the environment. Nothing is thrown overboard, except perhaps food leftovers. Every marina has waste containers and special bins. All non-biodegradable waste, especially the remains of mineral oils, plastic, metal, glass and other types of packaging, must be disposed of there. Sea toilets are never used in the marina, harbour or along the beach. Wastewater tanks should be emptied in marinas that have special devices for such purposes, or in the open sea.

MARINAS

ACI MARINA ŠIMUNI

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tel. +385 23 697 457
m.simuni@aci-club.hr
www.aci.hr

MARINA ZADAR

Ivana Meštrovića 2
23000 Zadar
tel. +385 23 332 700
marina@tankerkomerc.hr
www.marinazadar.com

D-MARIN BORIK

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D-MARIN DALMACIJA

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MARINA ŠANGULIN

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www.sangulin.hr

OLIVE ISLAND MARINA

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www.oliveisland-marina.eu

MARINA PREKO

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info@marinapreko.com
www.marinapreko.com

MARINA BENJAMIN

Veli Iž, 23284 Veli Iž
tel. +385 23 277 006
marina@tankerkomerc.hr
www.marinazadar.com

MARINA VELI RAT

Veli Rat bb
23287 Veli Rat
tel. +385 23 378 072
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www.baotic-yachting.com

GAS STATIONS

VOŠTARNICA - B.P. INA

Zadar
tel. +385 23 91 497 1329
Depth: 2,5 m
www.ina.hr

GAŽENICA - CRODUX DERIVATI DVA D.O.O.

Zadar
Tel. +385 91 464 1075
Depth: 3,00-3,50 m
www.crodux-derivati.hr

B.P. FUZUL INTERNATIONAL

Bibinje-Sukošan 1
tel. +385 23 394 200

BIOGRAD NA MORU - B.P. INA

Biograd na Moru
tel. +385 91 4971 315
Depth: 2,2 m
www.ina.hr

PREKO - B.P. BRANIMIR

Preko, Bilišće 18
tel. +385 23 286 214

B.P. ZAGLAV

ADRIA OIL d.o.o.
Zaglav, Dugi otok
tel. +385 23 377 234
Depth: 2,0 m
www.adriaoil.hr

PLOVEĆA B.P. - M/B GAJ

Uvala Kosirača, otok Ist
tel. +385 99 279 0040

BORDER CROSSINGS

INTERNATIONAL BORDER CROSSING ZADAR

Liburnska obala 8, 23000 Zadar
tel. +385 23 345 660

SEASONAL INTERNATIONAL MARITIME BORDER CROSSING BOŽAVA

/from April to October/
23286 Božava
tel. +385 23 345 659

SEASONAL INTERNATIONAL MARITIME BORDER CROSSING SALI

/from April to October/
23281 Sali
tel. +385 23 345 291

PORT AUTHORITIES

COUNTY PORT AUTHORITY OF ZADAR

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23000 Zadar
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PORT OF ZADAR AUTHORITY

Gaženička 28 C
23000 Zadar
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www.port-authority-zadar.hr

PORT OFFICES

Harbourmaster's office Zadar

Gaženička cesta 28c
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zadar.pomorskipromet@pomorstvo.hr

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Ministry of the Sea, Transport and
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www.mppi.hr

APP for Android and iOS: Nautical
Information Service - nIS



Android



iOS

112

Uniform European emergency
phone number

195

Maritime Search and
Rescue Service

publisher Zadar County Tourist Board / **for the publisher** Mihaela Kadlaja / **photographs** Ivo Biočina, Filip Brala, Joshua Čirjak, Ivan Čorić, Jakov Dindić, Luka Filipi, Aleksandar Gospić, Velid Jakupović, Boris Kačan, Mladen Radolović Mrlja, Stipe Surać, Fabio Šimčević, Anton Unković, Luka Weinpert - Pointers Travel d.o.o., Boris Zupčić, Croatian National Tourist Board archive, Zadar County Tourist Board archive / **design** Mladen Košta / **prepress** Hoba Zadar / **print** Tiskara Zelina d. d. / 2022.

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