

REGULATIONS
On the Maintenance of Order in
Marina Mandalina Kuline

Pursuant to Article 163(3) of the Maritime Domain and Seaports Act (Official Gazette No. 83/23) and Article 9(2) of the Ordinance on the Maintenance of Order in Ports and Other Areas of Internal Waters and the Territorial Sea of the Republic of Croatia (Official Gazette No. 72/21), the concession holder MARINA ŠIBENIK d.o.o., OIB: 51380357466, as the operator of marina Mandalina-Kuline hereby adopts the following:

REGULATIONS O THE MAINTENANCE OF ORDER IN MARINA MANDALINA-KULINE

General Provisions and Definitions

Article 1

These Regulations prescribe the rules governing order within Marina Mandalina-Kuline, including the designated use of individual parts of the marina, procedures for reporting arrival, entry, berthing and mooring, obligations and prohibitions relating to the stay of vessels within the marina, procedures governing the relocation, anchoring and departure of vessels, safety and environmental protection measures, including procedures applicable in the event of danger or marine casualties, as well as the manner in which compliance with these Regulations, the relevant provisions of the Maritime Domain and Seaports Act (Official Gazette No. 83/23), and the Ordinance on the Maintenance of Order in Ports and Other Areas of Internal Waters and the Territorial Sea of the Republic of Croatia (Official Gazette No. 72/21) shall be monitored, together with all other matters relating to the maintenance of order within the marina.

Should circumstances arise involving matters not specifically governed by these Regulations, but relating to the maintenance of order, safety and protection within the marina area, the provisions of the Ordinance on the Maintenance of Order in Ports and Other Areas of Internal Waters and the Territorial Sea of the Republic of Croatia (Official Gazette No. 72/21) shall apply, together with any other applicable legislation of the Republic of Croatia governing such circumstances.

Article 2

For the purposes of these Regulations, the following terms shall have the meanings assigned to them below:

1. **Port** means a seaport, namely a maritime area and the adjoining land area directly connected to the sea, including constructed and unconstructed quays, breakwaters, equipment, installations and other facilities intended for the berthing, anchoring and protection of ships, yachts and boats, the embarkation and disembarkation of passengers and cargo, the storage, handling, processing and finishing of goods, and other commercial activities economically, transport-wise or technologically connected therewith;

2. **Port Area** means the area of a seaport comprising one or more maritime and land areas (port basins) used for the provision of port operations and managed by a port authority or used by a concession holder;
3. **Marina** means a nautical tourism port intended for the reception, berthing and maintenance of vessels, equipped for the provision of services to both users and vessels, and constituting a single operational, constructional and functional unit;
4. **Marina Mandalina** means the marina referred to in paragraph 3 of this Article, within which vessel repair and maintenance activities are carried out and which is operated pursuant to a concession agreement by MARINA ŠIBENIK d.o.o. (hereinafter: **the Marina**);
5. **Ministry** means the ministry responsible for maritime affairs;
6. **Harbour Master's Office** for the purposes of these Regulations means the Harbour Master's Office in Šibenik;
7. **Management Board** means the organisational unit of **MARINA ŠIBENIK d.o.o.**, as concession holder, responsible for the management of the company and for the proper conduct of the registered activities within Marin Mandalina in accordance with the principles of sound commercial practice, together with all related operations: **Management Board**);
8. **Vessel** means a craft intended for navigation at sea and, for the purposes of these Regulations, includes ships, boats and yachts;
9. **Ship**, other than a warship, means a vessel intended for navigation at sea with a hull length exceeding 15 metres or authorised to carry more than 12 passengers;
10. **Boat** means a vessel intended for navigation at sea authorised to carry no more than 12 passengers, with a hull length exceeding 2.5 metres but not exceeding 15 metres, or with propulsion machinery exceeding a total power output of 5 kW, excluding craft belonging to another vessel, craft intended exclusively for racing, canoes, kayaks, gondolas, and other craft or devices intended for beach recreation and leisure use;
11. **Yacht** means a vessel intended for sport and leisure purposes, whether used privately or commercially, with a hull length exceeding 15 metres, intended for extended stays at sea, and authorised to carry up to 12 passengers in addition to crew;
12. **Length of Vessel** for the purposes of these Regulations means overall length;
13. **Breadth of Vessel (B max)** means the maximum breadth of the vessel measured across the outer shell plating;
14. **Master of a Yacht** means a member of the yacht's crew entered on the crew list who is responsible for the management and operation of the yacht in accordance with the duties prescribed by the Maritime Code, other applicable legislation, navigational rules, and regulations adopted pursuant to the Maritime Code concerning navigational safety, the protection of life at sea, and the protection of the marine environment;

15. **Boat Operator** means a member of the boat's crew holding the appropriate certificate of competence for the relevant navigation area, responsible for the operation of the boat and for carrying out other duties relating to navigation;
16. **Master** for the purposes of these Regulations includes both the Master of a Yacht and the Boat Operator;
17. **Crew** means the Master and all other persons embarked on a vessel who perform duties relating to navigation and are entered on the crew list;
18. **Towage** means any service provided by a tug to another ship, yacht or boat by towing, pushing, holding, manoeuvring or relocating it within or outside the port;
19. **Croatian Integrated Maritime Information System (abbrev: CIMIS)** means the integrated maritime information system enabling the electronic processing of vessel arrival and departure formalities between system users within the Republic of Croatia and the exchange of data with the European Union SafeSeaNet system;
20. **VTS Service** means VTS Croatia — the vessel traffic monitoring and management service operated by the Ministry of the Sea, Transport and Infrastructure and the Port Master's Offices, authorised to provide VTS services and capable of interacting with vessels and responding to changing navigational circumstances, the purpose of which is to ensure an orderly traffic and navigation flow enabling all participants in maritime traffic to achieve operational objectives while maintaining navigational safety, environmental protection, and compliance with navigation regulations;

Terms used in these Regulations importing a gender shall be construed as applying equally to all genders.

I. Port Traffic Management

Arrival Notification

Article 3

The procedure for the use of berths and other Marina services shall commence upon notification of arrival, or a berth request submitted by the Master or owner of the vessel, together with approval of the Marina personnel.

Article 4

The Master shall notify the Marina of the intended arrival and request a berth at least one hour prior to entering the Marina by:

1. VHF radio communication on Channel 17;
2. calling the Marina reception desk on +385 (0)22 460 800;
3. email: mandalina@d-marin.com

Article 5

Upon arrival immediately outside the Marina, communication between vessels and the Marina shall be conducted by VHF radio.

Marina call sign:

MARINA MANDALINA

VHF Channel:

17

In the interests of navigational safety, vessels navigating the approaches to the Marina and within the Šibenik port manoeuvring sector, including while preparing for departure, shall monitor VTS Service broadcasts as follows:

VTS Sector:	Šibenik
VHF Channel for manoeuvring area:	09

Allocation of Berths

Article 6

Berths shall be allocated by the designated Marina service where a suitable berth is available which satisfies the requirements for safe berthing having regard to the principal characteristics of the vessel, in particular its length, breadth and draught.

A safe berth shall mean a section of quay of sufficient length and water depth, fitted with suitable and serviceable mooring equipment (bollards, rings and similar fittings), at which the vessel may remain safely afloat and secured by mooring lines of appropriate specification having regard to the size and displacement of the vessel under normal weather conditions.

The Master shall receive details of the allocated berth from the Marina immediately prior to entry.

The Marina shall allocate an available and safe berth in accordance with paragraphs 1 and 2 of this Article and shall not be obliged to allocate a specific berth requested by the user.

Port Traffic Management

Article 7

In the event of simultaneous arrival and departure manoeuvres, priority shall be given to yachts and boats departing the Marina.

By way of exception, priority for berthing shall be afforded to yachts and boats in distress or where circumstances exist, or may arise, which endanger human life or the safety of navigation.

Article 8

Sailing vessels manoeuvring within the Marina shall navigate under engine power only.

The use of sails while navigating within the Marina is prohibited.

Any vessel failing to comply with paragraphs 1 and 2 of this Article shall be ordered to leave the Marina.

Operating Hours

Article 9

The Marina shall operate throughout the year.

The Marina reception desk shall be open daily as follows:

- during the in-season period, from 1 June to 30 September, from 08:00 to 21:00; and
- during the off-season period, from 1 October to 31 May, from 08:00 to 20:00.

Outside reception opening hours, duty marina attendants shall remain on duty within the Marina area.

Approach Channel

Article 10

The Marina shall be approached via Kanal Sv. Ante towards the Port of Šibenik and thereafter in a southerly and south-easterly direction towards the entrance to the Marina.

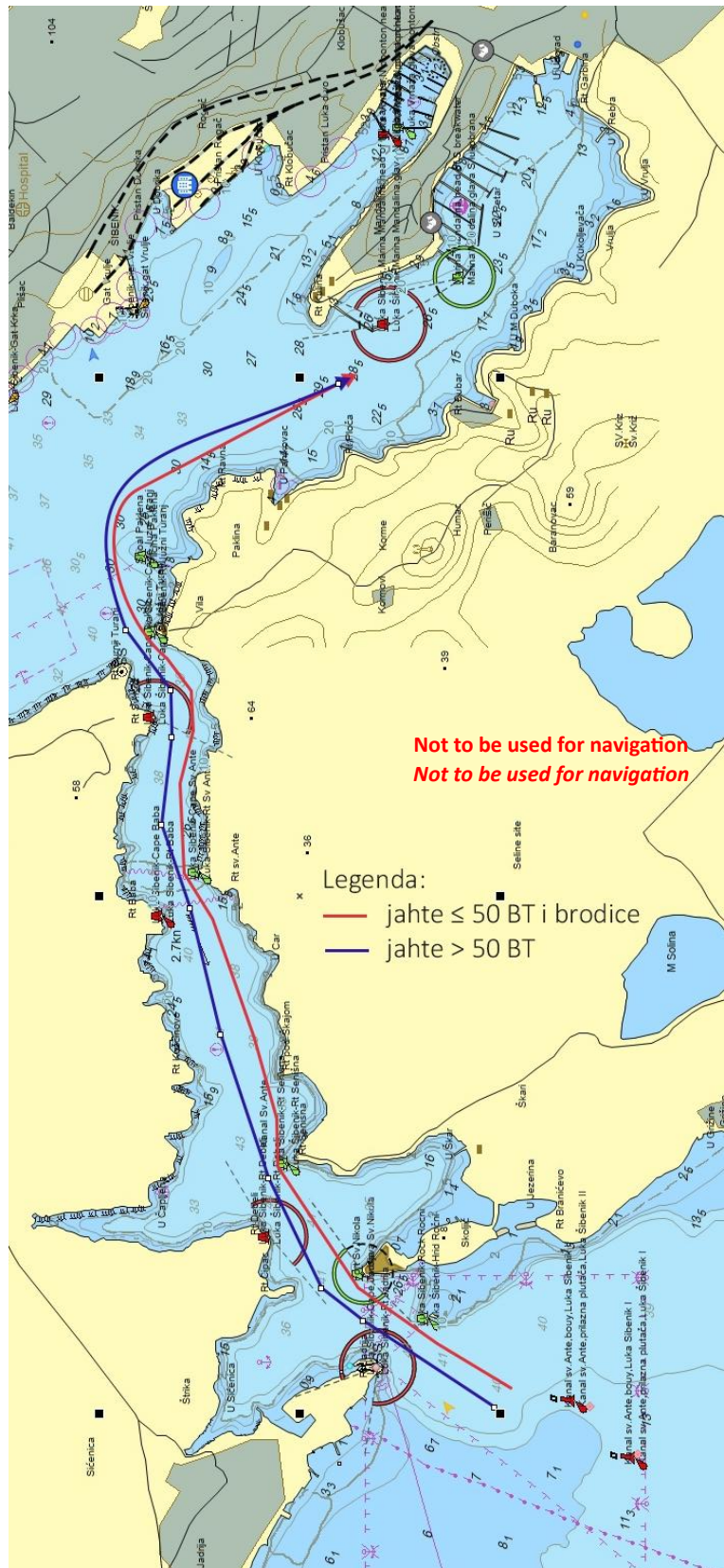
Navigation instructions for Kanal Sv. Ante:

Yachts exceeding 50 GT may navigate through the channel only where the VTS Service, upon request, authorises passage through the channel and indicates by signal light that navigation through the channel is clear.

Yachts of up to 50 GT and boats may navigate through the channel at all times and without prior authorisation, provided that they proceed along the starboard side of the channel and, during navigation, give way to other ships and allow them safe passage when entering or leaving the channel.

After passing through Kanal Sv. Ante, navigation shall proceed along the southern side of the bay towards uvala Sv. Petra, where the Marina is situated.

Figure 1: Navigation through Kanal Sv. Ante towards the approach to the Marina



Not to be used for navigation
Not to be used for navigation

Not to be used for navigation
Not to be used for navigation

II. Conditions Governing Entry, Berthing, Mooring, Relocation, Anchoring and Departure

Entry into the Marina

Article 11

Vessels entering or departing the Marina shall navigate with increased caution.

Speed shall be reduced to 2 knots or, where lower, to the minimum speed necessary to maintain safe steerage and manoeuvrability.

Vessels shall navigate at a speed which does not create wash or waves liable to cause damage to other vessels within the Marina, quays, or port equipment and installations.

Article 12

Depending on the allocated berth, vessels shall, during communications with the Marina immediately prior to arrival, receive instructions regarding the point of entry into the Marina and the pier towards which they are to proceed.

Article 13

During vessel entry manoeuvres, marina attendants shall guide vessels by means of signal flags or whistle signals.

When entering the Marina, rigid inflatable boats (RIBs) shall be required to use the berthing assistance services referred to in paragraph 1 of this Article.

Berthing and Mooring

Article 14

When manoeuvring to an allocated berth, the Master shall exercise increased caution and shall not cause damage to other vessels within the Marina, quays, or port equipment and installations.

Instructions from shore and berthing assistance shall be provided by the marina attendant on the berth.

The marina attendant on the berth shall record the exact time of arrival of the vessel and the allocated berth position. One copy of the record shall be handed to the Master and the other delivered to the Marina reception desk.

Article 15

The method of mooring shall be determined by the Management Board having regard to the characteristics of the vessel and berth availability.

The Master shall be informed of the required mooring arrangement at the same time as notification of the allocated berth.

Article 16

The Management Board shall permit the berthing of any vessel in distress or where human life or the safety of navigation is endangered.

In the circumstances referred to in paragraph 1 of this Article, a vessel may exceptionally be secured to the bollards of another vessel.

Owners and Masters of vessels shall not refuse to secure or release their mooring lines from bollards where necessary to facilitate the movement, berthing or unberthing of vessels in distress.

Article 17

A vessel shall be deemed to have entered the Marina once safely secured alongside the quay.

By way of exception, in emergency or dangerous circumstances where berthing is not possible, a vessel shall be deemed to have entered the Marina once it has anchored and exhibited the prescribed day shapes or anchor lights.

No vessel, its moorings or equipment, nor any member of its crew or passengers, shall obstruct other vessels arriving at, departing from, or remaining within the Marina, nor impede the movement of persons or vehicles within the landside area of the Marina.

Article 18

A safe berth shall mean a section of quay of sufficient length and water depth, fitted with suitable and serviceable mooring equipment (bollards, rings and similar fittings), at which the vessel may remain safely afloat and secured by mooring lines of appropriate specification having regard to the size and displacement of the vessel under normal weather conditions.

The owner of a vessel shall provide a sufficient number of mooring lines and fenders of suitable specification in accordance with the requirements applicable to the relevant category of vessel.

The mooring system and associated equipment shall satisfy the requirements for safe berthing, comply with the specifications established in the principal design documentation for the Marina and approved under the occupancy permit, and shall be properly maintained and correctly used.

As this Marina constitutes a structure in which the berths are constructed as floating pontoons, the certificate evidencing compliance with the prescribed technical requirements was issued by the Croatian Register of Shipping.

The anchoring system shall be inspected annually. Such inspection shall be carried out by an authorised diver, who shall prepare a written report accompanied by photographic documentation.

Equipment subject to mandatory replacement requirements shall be replaced in accordance with the applicable regulations and the manufacturer's instructions.

Damaged equipment shall be repaired or, where repair does not provide satisfactory safety characteristics for berthing and occupancy at berth, replaced.

Relocation of Vessels

Article 19

The Management Board shall be entitled to require the Master or owner of any vessel require the relocation of the vessel to another berth or its removal from the allocated berth where necessary for the safe accommodation of the vessel within the Marina, in cases of immediate danger or other justified circumstances, or for the more efficient use of quay space and berthing facilities.

The Master of the vessel shall comply with any such instruction issued by the Management Board.

Where the owner or Master is unavailable, or where the Master fails to comply with paragraph 2 of this Article, the Management Board shall be entitled, with the approval of the Šibenik Harbour Master's Office, to relocate the vessel at the owner's risk and expense.

Article 20

Where the Šibenik Harbour Master's Office requires a vessel to be relocated to another berth or anchorage for reasons of navigational safety, such relocation shall be authorised and instructed by the Management Board.

Article 21

Assistance with manoeuvring within the Marina shall be provided upon request by the owner of the vessel.

The owner of the vessel shall request such assistance in good time.

By way of exception, the Management Board may require manoeuvring assistance for a vessel in the event of severe weather, Marina congestion, simultaneous manoeuvring of multiple vessels, where the safety of navigation or human life is endangered, where there is a risk of marine pollution, or where other justified circumstances exist.

Anchoring

Article 22

Anchoring within the Marina area is prohibited.

By way of exception, the Management Board may permit vessels in distress to anchor within the Marina where human life or the safety of navigation is endangered and only where berthing is not possible.

Departure

Article 23

The Master shall notify the Marina reception desk, or report by VHF radio on Channel 17, at least one hour prior to the intended departure time.

Immediately prior to casting off, the Master shall request clearance for departure on VHF Channel 17.

In the event of any change to the intended departure time, the Master shall notify the Marina reception desk accordingly.

Article 24

When departing the Marina, vessels shall comply with the speed restrictions prescribed in Article 11 of these Regulations and shall navigate with increased caution.

Article 25

A vessel departing the Marina shall have priority when manoeuvring over a vessel entering the Marina.

III. Designated Use of Marina Areas

Article 26

The Marina comprises piers and berthing quays for vessels, a breakwater, dry berthing and storage areas, a reception facility, sanitary facilities with laundry, catering facilities, a chandlery, workshop facilities, and other amenities intended for Marina users.

Piers and quays

Article 27

The piers and quays are designated for the berthing and accommodation of vessels using the Marina for daily, seasonal or annual berthing.

The Marina has a total of 393 berths distributed across 10 piers, as shown in the table below:

Length of Vessel	Piers									quayside	Total
	A	B	C	D	E	F	G	I	D1	Q	
up to 9 m	14	16	6	10	8	2					56
up to 12 m	18	6	20	34	26	24					128
up to 14 m		8	8	8	8	8					40
up to 15 m	17	20	16	5	8	8					74
up to 18 m						2	3		3		13
up to 21 m								12		6	18
up to 25 m							16				16
up to 30 m							16		3	9	28
up to 40 m										4	4
up to 50 m										16	16
Total number of berths within the Marina:											393

Article 28

The berths and quays within the Marina are equipped with connections for the supply of electrical power and potable water to all vessels.

Landside Facilities and Areas

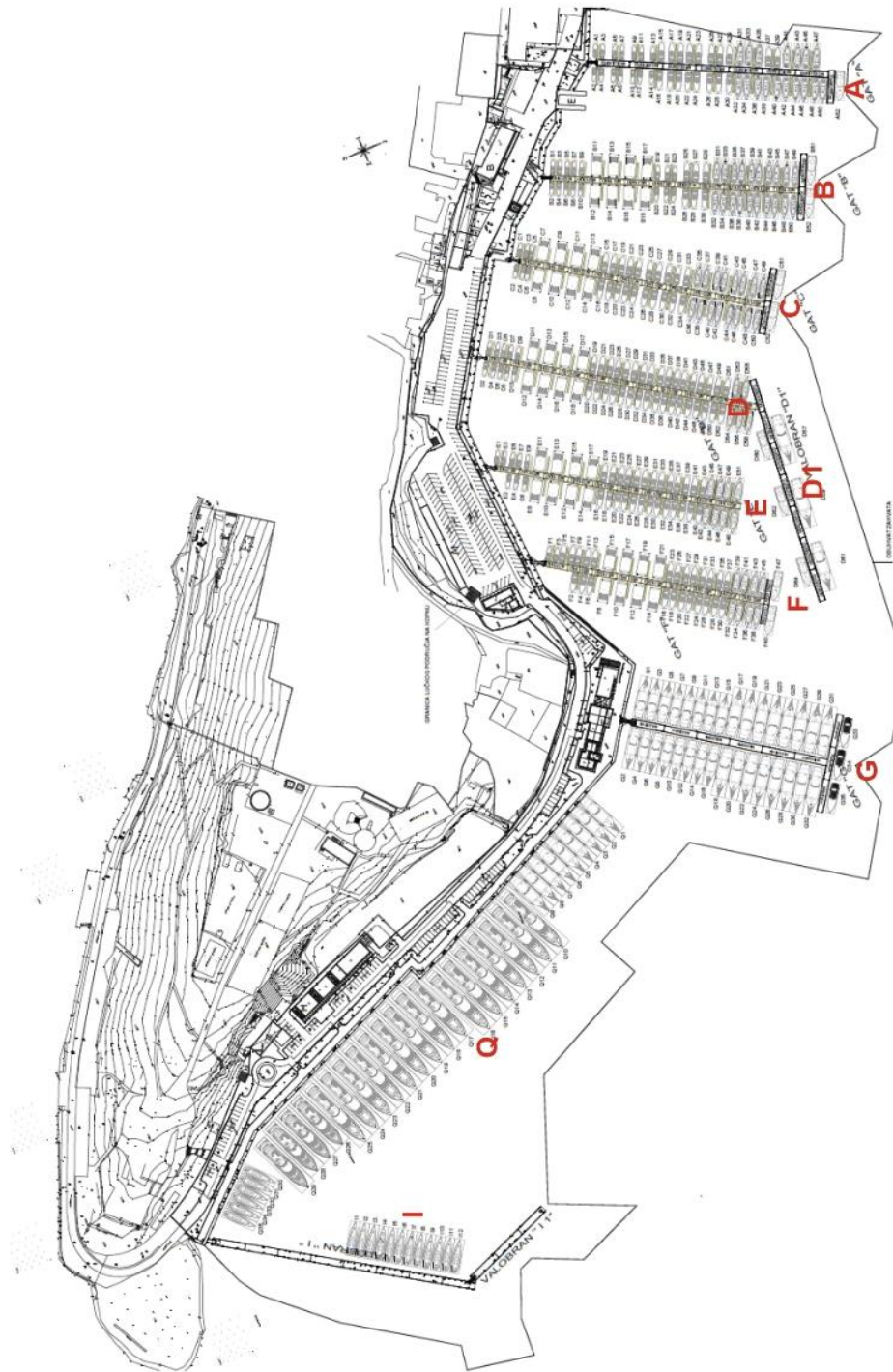
Article 29

The following facilities are located within the landside area of the Marina:

1. Marina reception facility — 378.83 m²;
2. sanitary facilities with laundry — 364.70 m²;
3. catering facility — 228.58 m²;
4. business premises, maintenance work area and chandlery — 1,729.72 m²; and
5. remaining external areas, including parking areas, accessways and terraces — 27,243.84 m²;

All facilities and areas are intended for the provision of services to Marina users.

Image 3: Layout Plan of the Marina Showing Berths, Facilities and Areas



IV. Location, Scope and Performance of Port Operations

Location and Scope of Operations

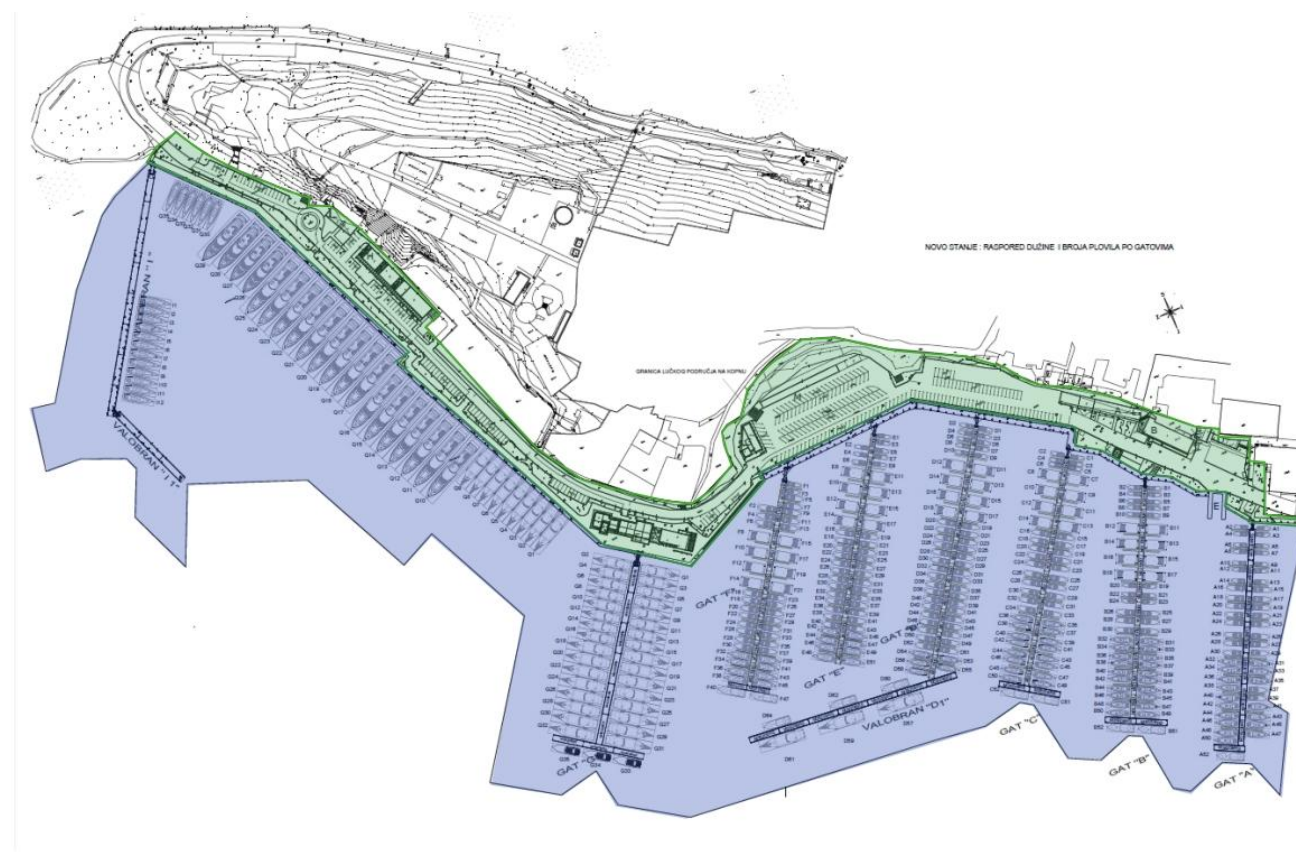
Article 30

The Marina area is defined by the Concession Agreement dated 4 January 2008 and Amendment No. 2 to the Maritime Domain Concession Agreement dated 24 July 2018, and consists of both landside and maritime areas.

Article II of the Decision Amending the Decision on the Granting of a Maritime Domain Concession for the Construction and Commercial Operation of Marina Mandalina–Kuline dated 27 June 2018 established a revised total maritime domain area of 167,456 m², comprising:

- a landside area of 30,059 m²;
- a maritime area of 137,397 m².

Image 4: Marina Mandalina–Kuline, concession area boundary



Article 31

The concession holder, MARINA ŠIBENIK, provides yacht and boat berthing services and maintains order within the Marina in accordance with these Regulations, the Maritime Code (Official Gazette Nos. 181/04, 76/07, 146/08, 61/11, 56/13, 26/15 and 17/19), the Maritime Domain and Seaports Act (Official Gazette No. 83/23), and the associated secondary legislation.

In addition to yacht and boat berthing services, the principal services provided by the Marina include the storage of vessels ashore, launching and lifting operations, and other services as described in the section entitled Other Services within the Marina Area (Articles 48 to 54 of these Regulations).

Article 32

Berths within the Marina shall be used pursuant to a berthing agreement concluded with the Marina.

The agreement shall be executed in writing and shall contain all essential terms, including the allocation of responsibilities between the contracting parties, in accordance with the applicable provisions of the Maritime Code, and shall incorporate the General Terms and Conditions as an integral part thereof.

During periods when the berth user's vessel is absent, the Marina shall be entitled to make temporary use of the berth for another vessel. The berth user shall notify the Marina at least 24 hours prior to the return of the vessel to the berth by telephone or via VHF radio on Channel 17.

Allocation of Responsibilities

Article 33

The allocation of responsibilities between the Management Board and the berth user using a berth pursuant to the agreement referred to in Article 32, paragraphs 2 and 3 of these Regulations shall be governed by the applicable provisions of the Maritime Code and the Civil Obligations Act, as amended, together with other applicable legislation and the General Terms and Conditions of Business.

Article 34

The Master shall be responsible for the safe berthing of the vessel, including the proper condition of the vessel's anchoring and mooring systems and the provision of a sufficient number of mooring lines of appropriate specification having regard to the characteristics of the vessel.

The owner and Master shall exercise due care in safeguarding the vessel and its equipment in accordance with the standard of a "reasonably competent seafarer".

The owner and Master shall be responsible for the conduct of all persons embarked on the vessel.

The owner and Master shall be liable for any damage caused by the vessel to other vessels, quays, Marina equipment, installations or facilities.

The owner and Master shall ensure that all persons and equipment on board are adequately protected during adverse weather conditions.

Where the owner or Master leaves the vessel within the Marina for an extended period, all reasonable measures shall be taken prior to departure to protect the vessel and its equipment from adverse weather and other environmental effects.

The vessel shall be adequately protected against water ingress and all associated systems shall be properly maintained, including valves, discharge systems, engine and generator cooling systems, seawater intake valves, bilge pumps, alarm systems and all related equipment.

The owner of the vessel shall:

- take all necessary measures to avoid and/or mitigate damage and the consequences of damage affecting the vessel;
- report any defect and any circumstance known, or which ought reasonably to have been known, which may be material to risk assessment;
- report any change in the condition of the vessel; and
- take all necessary precautions against loss, damage or theft of equipment and property from the vessel.

The Master shall, immediately upon becoming aware of the same and without delay, notify the Management Board of any loss of or damage to vessel equipment occurring during the vessel's stay within the Marina, and of any damage whatsoever to Marina quays, equipment or installations, providing all available and accurate information relating to the incident, the damage and the equipment concerned.

Article 35

The responsibilities of the Management Board shall be governed by the applicable provisions of the Maritime Code (Articles 673.j to 673.v), the berthing agreement and the General Terms and Conditions incorporated therein.

Within the Marina, the Management Board undertakes to:

- monitor the condition of vessels and berths and notify berth users of any defects observed;
- provide, maintain and, where necessary, replace two bow mooring lines (being the lines securing the bow of the vessel to the anchoring system) together with the mooring lines connecting the anchoring system to the shore);
- provide vessels with shore power, subject to network capacity, and ensure the proper functioning of sockets on the utility pedestals;
- inspect and maintain utility pedestals;
- provide vessels with a potable water supply and ensure the proper functioning of water connections on the utility pedestals;
- take all necessary measures to safeguard vessels and Marina property in the event of visible water ingress and/or fire, at the berth user's expense;
- compensate for damage to a vessel or other property belonging to Marina users where such damage results from the acts or omissions of Marina personnel, in accordance with the applicable insurance policy and up to the value recognised by the insurer;

- inspect the vessel's moorings to ensure that the vessel is secured in accordance with the instructions of Marina personnel, maintained at a safe distance from the pier, and properly fitted with fenders along the sides and stern;
- provide and maintain mooring lines for securing vessels to the piers; and
- carry out visual monitoring of vessels and vehicles within the Marina area where the owner or Master has secured the same during an absence exceeding 24 hours and deposited the keys at the Marina reception desk.

The Management Board shall organise and maintain continuous supervision of vessels berthed within the Marina in accordance with the applicable regulations and the highest professional standards.

Where Marina personnel determine that an owner or Master is not exercising the standard of care of a reasonably competent seafarer in relation to the vessel or property, they may take such measures as are necessary to preserve property at the owner's expense where required for the safe berthing of the vessel or the safety of nearby vessels.

Article 36

The Management Board shall not be liable for:

- any damage to vessels within the Marina area, or any related consequences, arising from non-compliance with these Regulations, applicable laws or secondary legislation by the owner or Master, crew members, or visitors to the damaged vessel;
- any damage which may occur to vehicles while using parking facilities within the Marina;
- the supervision of vessels after keys and departure documentation have been handed over to the owner or Master, irrespective of whether the vessel remains berthed or departs the Marina; or
- the loss, theft or damage of items and property which the owner or Master was required to secure and protect pursuant to Article 34, paragraph 7, indent 4.

The Management Board shall notify the Šibenik Harbour Master's Office and the Šibenik Maritime Police Station in the event of damage to a vessel caused by another vessel and/or third parties where no agreement is reached between the injured party and the party responsible for the damage. or where the responsible party is unknown.

The Management Board shall instruct the owners or Masters of damaged vessels to report the marine casualty accordingly.

Stay within the Marina

Article 37

Boats flying the Croatian flag entering the Marina shall be entered in the appropriate register and carry a valid Certificate of Registration.

Yachts under 24 metres in length flying the Croatian flag entering the Marina shall be entered in the Register of Ships and hold a valid Yacht Certificate of Seaworthiness together with a Yacht Tonnage Certificate.

Yachts with a hull length exceeding 24 metres flying the Croatian flag entering the Marina shall be entered in the Register of Ships and hold a valid Yacht Certificate of Seaworthiness and Yacht Tonnage Certificate and, depending on the yacht's gross tonnage, such additional certificates as prescribed in Table 3.1.5-1 of Annex 11 to the Ordinance on Boats, Craft and Yachts (Official Gazette Nos. 13/20 and 52/20).

Foreign yachts and boats shall carry equivalent documentation demonstrating the seaworthiness of the vessel together with proof of payment of the prescribed charges in accordance with the applicable regulations.

The Master and crew of a vessel shall hold valid certificates of competency, namely a valid yacht master's certificate in the case of yachts, or an appropriate Boat Operator Certificate of Competency corresponding to the relevant category in the case of boats.

Navigation services within the Marina may only be carried out by persons holding a valid yacht master's certificate or Boat Operator Certificate of Competency.

All vessels, irrespective of flag, shall carry valid third-party liability insurance.

Vessels, auxiliary craft exceeding 2.5 metres in length or fitted with propulsion machinery exceeding 5 kW, trailers and other vehicles shall display valid registration markings.

The marina attendant providing arrival and berthing assistance shall welcome arriving guests and direct the Master to the Marina reception desk in order to complete arrival formalities.

Following instructions from the marina attendant, the Master shall report to the Marina reception desk immediately upon arrival.

Arrival formalities shall consist of presenting to the reception personnel the Certificate of Registration or the certificates referred to in paragraphs 1, 2, 3 and 4 of this Article, as applicable to the relevant category of vessel, together with the Crew List and Passenger List where passengers are carried on board.

Where arrival at the Marina takes place by land, the owner or Master shall immediately report to the Marina reception desk and present the original documents referred to in paragraphs 1 to 5 of this Article, as applicable to the relevant vessel. The owner or Master shall notify the Marina of the status of the vessel, including any pending customs formalities, charges or customs clearance documentation where applicable.

The Master shall prepare an inventory list of all equipment, devices and property on board the vessel. All equipment, property and devices listed in the inventory shall be secured and locked whenever the Master or crew members are absent from the vessel.

Where a vessel enters the Marina outside reception opening hours, arrival formalities shall be completed immediately upon the reopening of the reception desk.

Reception opening hours are prescribed in Article 9 of these Regulations.

Upon completion of arrival formalities, the Management Board shall issue the vessel with authorisation to remain within the Marina.

Article 38

Where the Master does not possess the Certificate of Registration or the certificates prescribed for the relevant category of vessel as referred to in Article 35, the reception personnel may, in the case of vessels flying the Croatian flag, request verification through the Šibenik Harbour Master's Office.

Masters of foreign vessels shall produce the prescribed certificates, or equivalent proof that the vessel is seaworthy, together with proof of ownership or authorisation for the use of the vessel.

Reception personnel shall not retain original documents and shall only inspect the same.

The Management Board shall refuse permission for a vessel to remain within the Marina where:

- the Master of a Croatian vessel fails to produce the mandatory documents referred to in Article 37, paragraphs 1, 2 and 3 of these Regulations and the reception personnel are unable to locate the vessel details in the Public Register Search of Ships of the Republic of Croatia; or
- the Master of a foreign vessel fails to produce the mandatory documents referred to in Article 37, paragraph 4 of these Regulations.

Article 39

Where the Management Board or Marina personnel suspect that the Certificate of Registration or mandatory certificates of a Croatian vessel are invalid due to discrepancies between the actual characteristics of the vessel and the particulars recorded in the documentation, the Management Board shall request verification from the Šibenik Harbour Master's Office.

Where such verification confirms discrepancies between the vessel documentation and the actual condition or characteristics of the vessel, the vessel shall be refused permission to remain within the Marina and the Šibenik Harbour Master's Office shall be notified accordingly.

Where the Management Board or Marina personnel suspect that the documentation of a foreign vessel is invalid due to discrepancies between the actual characteristics of the vessel and the particulars recorded in the documentation, the Management Board shall refuse permission for the vessel to remain within the Marina.

Where discrepancies are identified in the Crew List and/or Passenger List, or where the submitted lists do not correspond to the actual persons on board, the Management Board shall require the Master to reconcile the lists with the actual number of persons on board within a period not exceeding one hour.

Should the Master fail to provide corrected crew or passenger lists within one hour, the vessel shall be refused permission to remain within the Marina.

The Management Board shall notify the Šibenik Harbour Master's Office of any suspected irregularities or discrepancies relating to vessel documentation, Crew Lists or Passenger Lists.

Article 40

The owner or Master shall equip the vessel with suitable extension cables and hoses in order to enable connection, upon arrival, to the Marina utility pedestals supplying electrical power, water, telephone and television services.

Article 41

Personal property such as auxiliary craft, additional vessel equipment, bicycles, platforms, tents, trailers, personal belongings and similar items shall not be left on quays or within lifting and launching areas and shall instead be kept on board the vessel.

Throughout the vessel's stay within the Marina, the edge area of the quay shall remain unobstructed and freely passable for a minimum distance of 1 m from the quay edge.

No equipment, property or personal belongings from vessels shall be left in locations where they may obstruct the normal flow of pedestrian or vehicular movement.

The Marina provides storage facilities in which property and equipment may be stored where necessary. Storage space shall be allocated by Marina personnel upon request by the Master.

By way of exception, Marina personnel may grant permission for the temporary placing of property outside designated storage areas during the loading of items onto a vessel or unloading and transfer to a storage facility.

Items left outside designated storage areas without the permission of Marina personnel may be removed to storage by Marina personnel and the owner or Master charged the applicable storage fee.

Auxiliary craft belonging to vessels berthed within the Marina may only remain in the water with the prior approval of Marina personnel.

All sails and lines shall be secured to the vessel in such a manner as not to obstruct the free flow of traffic within the Marina.

Article 42

Where the owner or Master intends, or is required, to leave a vessel berthed within the Marina unattended, the Marina reception desk shall be notified and provided with contact details, including an address and telephone number at which the owner or Master may be readily contacted.

The vessel key shall be deposited with the Marina reception personnel and the owner or Master shall be issued with a receipt confirming key storage.

Marina personnel shall not release vessel keys to third parties unless such persons produce written authorisation signed by the owner or Master.

Crew members may access and move within the Marina area on the basis of the submitted Crew List and shall use the main entrance when entering or leaving the Marina.

Article 43

Except for cooking purposes or normal circumstances requiring lighting within a vessel, the use of open flames or naked lights within the Marina is prohibited.

Article 44

Where it is suspected that a person on board a vessel entering the Marina is suffering from a contagious disease requiring isolation, the Management Board shall immediately notify the Port Master's Office and the competent health authority.

Persons on board a vessel in respect of which circumstances referred to in paragraph 1 of this Article are suspected shall not be permitted to go ashore until an examination has been carried out by the competent health authority.

Article 45

The maximum permitted speed for vehicles entering the Marina area shall be 20 km/h.

Vehicles within the Marina shall be parked only within designated parking spaces.

Improperly parked vehicles may be removed by Marina personnel at the owner's expense.

With the prior approval of Marina personnel, vehicles may access the technical area of the Marina and maintenance work areas for the purpose of loading or unloading equipment and supplies. Such parking outside designated parking areas shall not exceed 5 minutes.

Article 46

Where the owner, Master or crew of a vessel leave the Marina while leaving a vehicle within the Marina parking area, the vehicle keys shall be deposited at the Marina reception desk.

Article 47

The owner or Master shall notify the Marina of any absence of the vessel from its berth. Any absence of the vessel from the Marina shall not give rise to any reduction in berth charges.

Other Services within the Marina Area

Article 48

Vessels may make use of the following services:

- shore power connection services;
- water supply services;
- facilities for vessel maintenance and repair works;
- vessel lifting and launching services;
- waste collection services for vessels; and
- exceptionally, fuel supply services.

Article 49

Vessels using the Marina shore power supply shall ensure that their electrical installations comply with generally accepted international standards and are installed in a safe manner. All connecting cables shall be appropriately rated for the intended electrical load of the vessel.

Only dedicated marina connection cables approved for use with the Marina electrical outlets may be used, in accordance with instructions issued by Marina personnel. Any electrical cable deemed unsuitable by Marina personnel shall not be used.

The owner or Master shall disconnect all electrical power supplies and electrical equipment on board prior to leaving the vessel and, in the case of vessels stored ashore, whenever no person remains on board.

Where Marina personnel observe that electrical equipment has not been switched off, they may disconnect the shore power supply without prior notice.

The owner or Master shall ensure that the vessel is fitted with suitable earthing arrangements before commencing any works on board the vessel.

The Management Board shall not be liable for irregular voltage, interruptions in power supply, frequency fluctuations, or any damage to equipment or devices on board the vessel arising from such irregularities.

Article 50

Works on a vessel which do not affect the vessel's seaworthiness and which may be carried out while the vessel remains berthed (such as internal cleaning, replacement of cabin equipment, replacement or repair of appliances, replacement of sails and similar works) may be undertaken only with the prior approval of the Management Board.

Within the Marina it is prohibited to clean, scrape or paint the above-water or underwater parts of a vessel's hull, carry out repairs or modifications to the hull, deck, equipment or machinery beyond routine works, or change oil outside areas designated for maintenance works.

The Master or owner of the vessel shall request approval from the Management Board at least 48 hours prior to the commencement of any works.

Any request for approval under paragraph 2 of this Article shall include a description and scope of the proposed works, the anticipated duration of the works, and details of the contractor carrying out the works.

The Management Board shall determine whether the works may be carried out at the allocated berth or whether the vessel shall be relocated to an area designated for vessel maintenance works.

The Master shall be responsible for ensuring that all mandatory safety and protective measures applicable to the works are implemented.

For the performance of technical works on a vessel, the Master may engage approved contractors with whom the Management Board has concluded service agreements.

Details of companies authorised to carry out technical works and provide services within the Marina may be obtained from the Management Board.

Companies which do not hold a service agreement with, or are not otherwise authorised by, the Management Board shall, prior to carrying out any works and/or providing services within the Marina:

- demonstrate compliance with the rules and regulations applicable within the Marina;
- hold appropriate liability insurance and third-party liability insurance acceptable to the Marina covering potential damage; and
- be prepared to provide guarantees in respect of works carried out and materials used in order to obtain approval for the relevant works.

For the purposes of carrying out works on a vessel, the owner or Master shall make available technical documentation containing instructions for the proper execution of the relevant technical works.

Article 51

Where the owner or Master requires vessel lifting or launching services, such services shall be requested at least 48 hours in advance.

The Management Board shall notify the Šibenik Harbour Master's Office in due time of each lifting from or launching into the sea of a large yacht.

Particular attention shall be paid to equipment located on the underwater section of the vessel during lifting and launching operations.

The owner or Master shall provide Marina personnel with accurate details regarding the location of the equipment referred to in paragraph 3 of this Article.

The securing and supporting of vessels by means of suitable chocks and supports may only be carried out by authorised Marina personnel.

Article 52

The Marina provides waste collection services for vessels.

Waste shall be collected in accordance with the applicable Waste Reception and Handling Plan for Marina Mandalina-Kuline.

Marina personnel shall keep the port free from waste liable to endanger navigational safety or pollute the sea.

Any owner or Master carrying out works on a vessel within the Marina in accordance with Article 49 of these Regulations shall, upon completion of the works, clean the area used for such works and restore it to its original condition.

Article 53

The bunkering of vessels and the loading of cargo classified as dangerous goods shall be prohibited within the Marina area.

By way of exception to paragraph 1 of this Article, bunkering may be permitted upon request by the owner or Master where necessary for the continuation of the voyage.

The Master shall request approval from the Management Board for fuel delivery at least 24 hours in advance.

The Management Board shall immediately notify the Šibenik Harbour Master's Office of the granting of such approval or provide reasons for refusing the request.

Fuel supply under paragraph 2 of this Article shall be carried out by road tanker vehicles entering the Marina area, transferring fuel directly alongside the vessel which ordered the fuel, and departing the Marina immediately upon completion of the transfer operation.

Fuel transfer operations shall be carried out at a location designated by the Management Board with the approval of the Šibenik Harbour Master's Office.

The Master shall notify the Šibenik Harbour Master's Office of the commencement and completion of fuel bunkering operations.

During fuel transfer operations, all safety and protective measures prescribed by the applicable regulations governing the handling and transport of dangerous goods in maritime traffic and by the Regulations prescribing special safety, security and protective measures relating to the handling of dangerous substances within Marina Mandalina-Kuline shall be strictly observed, including all fire safety measures and measures preventing fuel spillage into the sea or onto the shore.

Any vessel taking on fuel shall display a red flag during bunkering operations.

Fuel bunkering operations during the hours of darkness shall not be permitted.

Article 54

The following facilities and services are available within the Marina: restaurant facilities, yacht club facilities, hotel accommodation, a spa and wellness centre, a chandlery, sanitary facilities, laundry facilities and parking areas.

Other Activities within the Marina Area

Article 55

Any activities within the Marina area not connected with the Marina's primary operations and designated purpose, and which do not affect the safety of persons, vessels or operations within the Marina, may only be carried out with the approval of the Management Board.

The Management Board shall obtain the prior approval of the Šibenik Harbour Master's Office for all activities affecting safety, including diving operations for seabed cleaning within the Marina.

Any approval referred to in paragraph 2 of this Article shall specify the conditions governing such activities together with the navigational safety and operational safety measures to be observed within the Marina area.

Such activities shall not in any way prejudice the safe accommodation of vessels within the Marina or interfere with the performance of Marina operations.

Prohibited Activities during Stay within the Marina

Article 56

During a vessel's stay within the Marina, the following shall be prohibited:

- endangering human life;
- causing fire;
- polluting the sea or marine environment;
- causing damage to other vessels berthed within the Marina or to Marina equipment, installations or facilities;
- endangering the general safety of persons or property;
- obstructing the safe and orderly movement of traffic within the Marina or otherwise endangering navigational safety;
- disturbing public order or peace in any manner whatsoever;
- navigating within the Marina under sail;
- obstructing access to mooring equipment;
- relocating, altering or removing the moorings, anchors or equipment of another vessel except where necessary to prevent immediate and obvious damage or where required for berthing manoeuvres;
- securing vessels or floating objects to navigational aids, installations or equipment not intended for mooring purposes, or moving upon the same;
- unauthorised placing, relocation, alteration, removal or damage of navigational marks or mooring equipment;
- damaging quays through the use of heavy vehicles, placing excessive loads exceeding permitted load limits, or carrying out any activity causing damage to quays (including driving wedges, removing stones from quay walls and similar acts) or to Marina equipment and facilities;
- taking on fuel other than in accordance with Article 53 of these Regulations;
- lighting fires, using charcoal barbecues, bringing explosive materials onto vessels, using candles or torches within the Marina, or otherwise creating a fire hazard;
- disposing of or discharging solid, liquid or gaseous substances causing pollution to the marine or landside areas of the Marina;
- polluting the air through the discharge of dust, smoke or other emissions exceeding the limits prescribed by applicable regulations;
- swimming, diving, planning, fishing, windsurfing, towing or teaching water skiing, or operating *jet skis*;
- cleaning or scraping the above-water or underwater parts of a vessel's hull or carrying out works on a vessel without the approval of the Management Board;
- carrying out repair or maintenance works capable of polluting the environment, creating a fire risk, or causing nuisance to neighbouring vessels within the Marina;
- altering the position of supports or chocks installed by authorised Marina personnel, such actions being both prohibited and highly dangerous;
- securing winter covers to supports or attaching similar securing weights to supports for safety reasons;
- washing clothes, dishes or vehicles on quays or elsewhere within the Marina except in specifically designated areas where sails, covers, inflatable boats and similar items may be washed and dried;
- engaging third parties to carry out maintenance or works on a vessel without the approval of the Management Board or without complying with the requirements prescribed by these Regulations;
- endangering navigational safety, human life or the environment in any manner whatsoever;

- operating vehicles within the Marina at speeds exceeding the limit prescribed in Article 45, paragraph 1 of these Regulations;
- using parking areas or other parts of the Marina for camping in motor caravans or connecting motor caravans to the Marina shore power supply;
- playing loud music after 22:00; and
- unauthorised persons remaining within or moving through the operational areas of the Marina.

V. Supervision of Marina Operations

Supervision by the Management Board

Article 57

Order within Marina Mandalina-Kuline shall be maintained and continuously supervised by the Management Board in accordance with these Regulations, the Maritime Code (Official Gazette Nos. 181/04, 76/07, 146/08, 61/11, 56/13, 26/15 and 17/19), the Maritime Domain and Seaports Act (Official Gazette No. 83/23), and the associated secondary legislation.

Article 58

All persons within the Marina area shall comply with these Regulations and the applicable legislation of the Republic of Croatia and shall refrain from any act which may endanger human life, maritime safety or the environment.

In the event of any breach or non-compliance with these Regulations, the Management Board shall notify the Šibenik Harbour Master's Office, which shall carry out an inspection and determine whether a maritime offence has been committed.

Where a maritime offence has been committed, further action shall be taken by the Harbour Master's Office in accordance with its statutory powers and the applicable regulations.

Where non-compliance with these Regulations does not constitute a maritime offence, the Management Board shall be entitled to:

- issue the Master with a warning specifying the measures required as a condition for remaining within the Marina; or
- order the vessel to leave the Marina.

The decision of the Management Board shall depend on the nature and extent of the conduct by the crew constituting a breach of these Regulations, and it shall remain within the sole discretion of the Management Board whether a warning or removal from the Marina shall be imposed.

Regulatory Inspection

Article 59

Regulatory inspections relating to harbour order and navigational safety shall be carried out by the Šibenik Harbour Master's Office, either upon request by the Management Board or on its own initiative.

VI. Safety and Environmental Protection Measures

Hazards and Marine Casualties

Article 60

For the purposes of these Regulations, hazards and marine casualties which may occur within the Marina area include:

- fire and/or explosion;
- collision or impact;
- sinking, capsizing or listing;
- person overboard incidents (unrelated to other hazards or casualties);
- damage caused by severe weather; and
- damage arising from the acts or omissions of crew members or Marina personnel.

The consequences of such hazards, marine casualties or accidents may include:

- injury to or death of persons;
- significant damage to one or more vessels;
- significant damage to the property of MARINA ŠIBENIK d.o.o.; and
- pollution of the sea and/or marine environment.

In the event of damage to vessels or Company property, irrespective of the cause, the extent and consequences of the damage shall be assessed solely for the purpose of determining the initial measures to be taken.

Article 61

Any vessel manoeuvring or berthed within the Marina area which becomes aware of a danger may sound the vessel's whistle in order to provide an immediate warning of danger without delay.

Article 62

In the event of emergency or dangerous situations within the Marina area, owners, Masters and crews of vessels shall comply with all instructions and directions issued by Marina personnel and shall be prepared to render assistance within the limits of their capabilities.

Procedures in the Event of Danger or Casualty

Article 63

Any person who first becomes aware of an injured person or a person overboard incident shall immediately notify:

- the emergency medical services by calling **112** or directly **194**;
- during reception opening hours, the Marina reception desk on **+385 (0)22 460 800**; or
- outside reception opening hours, the duty marina attendant on **+385 (0)91 3917 516**.

First aid procedures may be commenced by any person within the Marina area.

Initial first aid procedures for an injured person shall include:

- checking vital signs, level of consciousness, breathing and pulse;
- where the person is unconscious but has a pulse, placing the person in the recovery position;
- where the person has no pulse, commencing resuscitation measures;
- where bleeding is present, attempting to stop the bleeding by applying pressure to the wound; and
- where a spinal injury is suspected, refraining from moving the person and immobilising the casualty.

Marina personnel shall ensure that access routes to the injured person are kept clear so that emergency vehicles may approach as closely as possible.

Initial rescue procedures for a person in the water shall include:

- throwing a lifebuoy with a line attached or another floating object;
- where the person is unconscious, another person shall enter the water and approach the casualty from behind in such a manner as to prevent the casualty from grasping the rescuer;
- where the person remains conscious, instructing the person to hold onto the lifebuoy and pulling the person towards the shore; and
- assisting in recovering the person from the water by persons present ashore.

In the event of a fatality, the police shall also be notified by calling **112** or directly **192**, in addition to the emergency medical services.

Article 64

Any person discovering a fire shall immediately notify:

- the emergency medical services by calling **112** or directly **193**;
- during reception opening hours, the Marina reception desk on **+385 (0)22 460 800**; or
- outside reception opening hours, the duty marina attendant on **+385 (0)91 3917 516**.

Any person present at the location of the fire, whether a member of Marina personnel or a Marina user, shall take immediate action to extinguish an incipient fire using the nearest available firefighting equipment.

Where wind conditions are present, firefighting operations shall be approached from the windward side.

Initial procedures in the event of fire shall include:

- removing all persons not involved in firefighting operations, with the saving of life taking priority over firefighting;
- stopping all other activities within the Marina area;
- removing dangerous substances (including gas cylinders, open or sealed containers of paints and varnishes, and fuel containers);
- isolating electrical power supplies, gas supplies and fuel supply lines; and
- where the fire spreads, withdrawing to a place of safety.

In the event of fire or explosion, and pending the arrival of the fire brigade, procedures shall be carried out in accordance with the applicable Fire Safety and Technological Explosion Prevention Plan governing the buildings and premises used by MARINA ŠIBENIK d.o.o. Šibenik, under which duties are assigned to Marina personnel and standardised firefighting equipment signage is installed throughout the Marina area.

The owner or Master shall take all fire safety measures on board the vessel necessary to prevent the outbreak of fire.

The vessel shall be equipped with firefighting appliances as required by the applicable regulations and standards governing vessel equipment, and such appliances shall be maintained in accordance with the applicable fire safety regulations.

Article 65

In the event that the Marina area must be evacuated urgently, the applicable Evacuation Plan shall apply.

Escape routes and assembly points shall be marked by standard signage displayed prominently throughout the Marina area.

Initial evacuation procedures shall include:

- Marina personnel assembling all persons present within the Marina area into groups; and
- groups being escorted to the designated assembly point by two members of Marina personnel, one leading and the other following the group.

No person shall return to the scene of the incident or danger until the competent public authorities have confirmed that the danger has been eliminated or has ceased.

Article 66

In the event of collision, impact, capsizing, listing or other damage to a vessel (including fouling of the vessel's propeller), the extent of the damage shall be assessed, including whether the vessel has retained its seaworthiness and buoyancy.

Marina personnel shall inspect the damaged vessel together with the Master in order to determine whether there is water ingress, structural damage, damage to equipment or installations, or any other defect.

Marina personnel and the Master shall make an operational assessment of the extent of the damage solely for the purpose of deciding whether the vessel should be lifted from the water or remain at berth.

Where the vessel has sustained significant damage, it shall be lifted from the water and placed in an available location ashore.

Where the damage is minor and the vessel has retained its seaworthiness and buoyancy, the vessel may remain berthed provided that any water ingress into the hull has been stopped, or alternatively the vessel may be lifted from the water and placed in an available location ashore.

Article 67

During a vessel's stay within the Marina, objects from the vessel may fall into and sink in the sea, or the vessel itself may sink for any reason whatsoever.

Article 68

The owner of a vessel shall be responsible for arranging the removal from the sea of any sunken object or wreck where the sinking has occurred as a result of the acts or omissions of the Master, owner or crew of the vessel.

Where the owner fails or refuses to arrange the removal of a sunken object or wreck, the Management Board shall arrange such removal within the Marina area at the expense of the owner of the sunken object or wreck.

Article 69

The removal of any wreck or sunken object shall require the approval of the Šibenik Harbour Master's Office.

Article 70

In the event of pollution of the sea and/or the immediate marine environment, procedures shall be carried out in accordance with the Emergency Response Plan for Sudden Marine Pollution Incidents within Šibenik-Knin County, approved by the Ministry of Environmental Protection, Physical Planning and Construction under reference Class: 351-01/10-07/2, Ref. No.: 531-13-1-3-10-4.

Any person discovering marine pollution shall notify:

- the County Emergency Response Centre by calling **112** or the National Maritime Rescue Coordination Centre by calling **195**;
- the Šibenik Harbour Master's Office on **+385 (22) 217 216**;
- during reception opening hours, the Marina reception desk on **+385 (0)22 460 800**; or
- outside reception opening hours, the duty marina attendant on **+385 (0)91 3917 516**.

Initial response measures by Marina personnel shall include:

- stopping the discharge of oil or other hazardous/polluting liquids into the sea;
- deploying containment booms within the affected area in order to prevent the spread of pollution; and
- recovering pollutants using absorbent materials.

Equipment for responding to minor pollution incidents is located in a designated and clearly marked storage area within the Marina.

Article 71

In the event of damage caused by severe weather or operational failures resulting in damage to vessels or to the property of Brodogradilište i marina d.o.o., the extent of the damage and all visible damage shall be assessed and recorded.

Article 72

Where Marina personnel, during berthing operations or while a vessel remains at berth, identify defects on the vessel which may affect navigational safety or may result in pollution of the marine environment, and such defects were not reported by the Master upon arrival, this shall constitute a breach of these Regulations and Article 58 shall apply accordingly.

Article 73

The Šibenik Harbour Master's Office shall be notified of all marine casualties and accidents.

Irrespective of the nature of the casualty or accident, once rescue and response operations relating to persons, vessels, property and protection of the marine environment have been completed, the designated Marina representative shall prepare a report accompanied, where available, by photographic documentation and witness and participant statements.

Final Provisions

Article 74

The Management Board shall display, in a prominent location, the weather forecast issued by the Croatian Meteorological and Hydrological Service.

The Management Board shall make a Complaints Register available to all Marina users. Any user of Marina services may record comments or complaints therein.

The Complaints Register shall be kept at the Marina reception desk.

Article 75

Pending the adoption of the regulations referred to in Article 53 concerning the handling of dangerous substances and the related safety and protective measures, the applicable provisions of the Regulations on the Handling of Dangerous Substances, Maritime Transport, Loading and Unloading Operations in Ports, and Measures for the Prevention of Oil Spills (Official Gazette Nos. 51/05, 127/20, 34/13, 88/13, 79/15, 53/16, 41/17, 23/20 and 128/20) shall apply.

The Management Board shall adopt internal regulations relating to the handling of dangerous substances within a period not exceeding 30 days.

Article 76

Extracts of nautical charts used in these Regulations have been obtained from the website of MarineTraffic.com under subscription No. A-S00040166.

Article 77

Upon the entry into force of these Regulations, the Harbour Regulations – Marina Mandalina–Kuline adopted on [REDACTED] shall cease to have effect.

These Regulations shall enter into force upon obtaining the prior approval of the Šibenik Harbour Master's Office and following publication on the website and notice board of the concession holder, MARINA ŠIBENIK d.o.o. of Šibenik.

In Šibenik, ____ March 2024.

MARINA Šibenik d.o.o.

Josip Družijanić

Konrad Jan Tyrajski

Prior Approval

Prior approval for these Harbour Regulations – Marina Mandalina–Kuline was granted by the Šibenik Harbour Master's Office by Decision reference CLASS: _____, Ref. No.: _____, dated ____ 2024, which forms an integral part of these Regulations.

Šibenik Harbour Master's Office

Port Master