

SAILING CLUB USKOK

ORDINANCE IN A PORT OF SPECIAL PURPOSE –
SPORTS PORT "VITRENJAK"

Zadar, March 2025.

Based on the provisions of Article 163, paragraph 3 of the Law on Maritime Domain and Sea Ports (NN 83/23) and the provisions of Article 9, paragraph 2 of the Ordinance on the conditions and manner of maintaining ordinance in ports and other parts of internal sea waters and the territorial sea of the Republic of Croatia (NN 72/21) and the Contract on the concession on the maritime domain for the purpose of using the special purpose port – sports port "Vitrenjak" in Zadar from April 28, 2011, concession holder Sailing Club Uskok, on March 31, 2025. brings:

ORDINANCE AND CONDITIONS OF USE OF A PORT OF SPECIAL PURPOSE – SPORTS
PORT "VITRENJAK"

GENERAL PROVISIONS

Article 1

With this Ordinance, the user of the concession Sailing Club "Uskok" (hereinafter the user of the concession) prescribes the purpose of the sports port "Vitrenjak" (hereinafter: the Port), the method of entering, docking, mooring and leaving of the vessels, safety and environmental protection measures with procedures in case of danger or maritime accidents, and the method of control over the performance of these actions.

Article 2

The area of the port includes the land and sea part as stated in the Contract on the concession of maritime property for the purpose of using the special purpose port – the "Vitrenjak" sports port in Zadar dated April 28, 2011.

Article 3

The provisions of this Ordinance apply to all vessels and all skippers, as well as persons who work or stay in the area of the sports port (hereinafter referred to as Users).

Article 4

- (a) Ordinance in the port is carried out by the concession holder as the authority that manages the port.
- (b) Supervision over the enforcement of ordinance in the port is carried out by the competent Port Captain.

Article 5

The terms used in this Ordinance, which have a gender meaning, are used neutrally and refer equally to men and women.

Certain expressions in this Ordinance have the following meaning:

1. **Boat** is a vessel intended for sea navigation that is authorized to transport a maximum of 12 passengers, whose hull length is greater than 2.5 meters and less than or equal to 15 meters, or the total power of propulsion devices is greater than 5 kW,

2. **The length of the vessel** in the sense of this Ordinance, it means length over all (LOA – length over all);
3. **Port Authority** is Zadar Port Authority;
4. **Port area** is the area of the sea port, which includes one or more sea and land areas (port basin), which is used for carrying out port activities, and which is managed by the concession holder;
5. **Port**, is sea and land area directly connected to the sea with constructed shores, breakwaters, devices, plants and other facilities intended for berthing, anchoring of boats, loading and unloading of passengers and goods, managed, maintained and used by the concession holder;
6. **Ministry** is the competent ministry of the Republic of Croatia for maritime affairs;
7. **Berth plan (Vessel deployment plan)** is a plan that determines and specifies the berth location of vessels in the port of "Vitrenjak";
8. **Vessel** is a maritime vessel intended for sea navigation. A vessel can be a ship, a warship, a yacht or a small boat;
9. **Maritime facility** is an object intended for sea navigation (vessel), or an object permanently moored or anchored at sea (floating object), or an object completely or partially buried in the seabed or laid on the seabed (immovable offshore object);
10. **Authority** which manages the port is SK "Uskok", i.e. the holder of the concession for the special purpose port – sports port "Vitrenjak", represented by the executive board;
11. **Skipper** is the person who navigates the boat.

PURPOSE OF A PARTICULAR PARTS OF THE PORT AREA OF THE VITRENJAK SPORTS PORT

Article 6

The sports port is intended for the accommodation and mooring of boats, for personal needs in accordance with Article 142, paragraph 1 of the Law on Maritime Domain and Sea Ports (NN 83/23), intended for sport and leisure, registered in the Croatian Register of Boats, owned by concessionaires and members of JK Uskok, at sea and on land, and does not make a profit in the performance of its activities.

Article 7

The area of the sports port "Vitrenjak" consists of the total area of 109,977 m², of which the land part has an area of 32,293 m² and sea area 77,684 m². The area includes land parcels marked: 1709/2, 1710/3, 9321/2, 9321/3, 10814, 10815, 19816, 10817, 10818, 10819, 10820, 10821, 10822, 10823 and 10813 such as shown in Annex 1 of the Ordinance – Presentation of the concession area.

Article 8

A special purpose port, a sports port, includes the following facilities, the use of which is subject to the provisions of this Ordinance:

- moorings in the sea;

- areas for the accommodation of boats on land;
- boat maintenance areas with a crane;
- a building with social rooms, catering facility and secretariat,
- two hangars for storing sailboats and sports equipment.

Article 9

Moorings in the sea are divided into two groups:

1st group: moorings along the coast;

2nd group: berths on pontoons.

Article 10

- a) The capacity of the berths in the sea is: 650, and on land 40 dry berths. At piers 1, 2, 3, 4, 8, 12, 14 and 15 mooring of vessels between 12 and 15 meters in length is provided using mooring ropes fixed to the seabed.
- b) Moorings in the sea are laid according to mooring plan. The mooring plan is adopted and changed by the executive committee, and is available in the club premises.

(b) The operational shoreline is determined in the area in front of the crane in a length of 20 meters, and at the head of pier 10 on a 10-meter-long pontoon. The dedicated operational shore is used for the mooring of vessels that use a crane, and for the mooring of club vessels registered for commercial purposes for the sports and educational services of the sailing school.

Article 11

(a) The permission to use moorings for members of the Club is governed by the agreement on the use of mooring. A regular member of the Club who is the owner of the boat has the right to use only one (1) mooring, except in exceptional cases according to the decision of the Executive Board, if the spatial possibilities in the port allow it and according to the special berth fee determined by the Executive Board.

(b) The contract on the use of moorings, with the presentation of valid documents on the ownership and characteristics of the boat, is signed by the owner of the vessel and the president of the Club.

Article 12

(a) The contract of mooring usage refers to the vessel (with its characteristics and registration) and to the owner of the vessel, which means that the holder of the contract is the vessel and the owner. In the event of a change of ownership (whether of the vessel and/or owner), the Mooring Agreement automatically terminates and any obligation of the club towards the new and/or previous owner of the vessel and/or the new or previous vessel ceases.

(b) If the mooring user does not implement the final decision of the Executive Committee on the schedule and/or relocation of the boat, the Executive Committee will make a decision on the forced relocation of the boat at the expense and risk of the owner of the boat and initiate disciplinary proceedings against the owner of the boat in accordance with the Club's Disciplinary Regulations.

Article 13

The right to use the mooring cannot be sold, assigned or exchanged in any way. The allocation of moorings for temporary use is proposed by the responsible person, and it is determined by the Decision on the right to temporary use of moorings issued by the Executive Board.

Article 14

During the regatta organized by the Club, the responsible person has the right to move the vessels within the port in order to maintain order and the safety of maritime traffic.

Article 15

(a) The right to use the mooring ends upon termination of membership in the Club, irregular fulfillment of contractual and financial obligations according to the Club's Statute and other Regulations, expiry of the agreed term of use, sale of the vessel and on the basis of a disciplinary measure adopted by the Disciplinary Committee on the basis of the provisions of the Club's regulations.

(b) In case of sale of the vessel, the owner is obliged to properly return the mooring spot and hand it over to the Club at its disposal, which means that the further obligation of the Club to secure a new mooring to the owner of the sold vessel does not exist, nor is the Agreement automatically transferred to the new owner of the vessel.

Article 16

(a) Berths are equipped with the following means of mooring:

- mooring lines in the sea, two (2) for each mooring;
- means of mooring on land (ropes, cleats and/or rings).

(b) Sea berths in the port are designated by numbers, which are assigned under the Berth Agreement. The mooring user cannot cede the assigned mooring to a another person or vessel.

Article 17

(a) The means of mooring from Article 17 of this Ordinance are the property of the Club and may not be moved without the consent of the person responsible. The costs of repairing or replacing damaged or destroyed moorings shall be borne by the user of the moorings.

(b) It is forbidden to install a new or additional mooring line and/or buoy, or to undertake any work in order to secure a new mooring to a specific vessel without the approval of the responsible person.

(c) Ropes for the mooring of vessels must be correct and undamaged, of sufficient breaking strength and must not interfere with the navigation of other vessels. The operator of the mooring is responsible for the correctness of the mooring lines.

Article 18

(a) Berth users' vessels must be securely moored in their places with a sufficient number of fenders of appropriate quality and size installed. Damage to moorings and neighboring vessels caused by careless and superficial mooring is the sole responsibility of the mooring user.

(b) Anchoring of vessels is prohibited in the port. Exceptionally, the port manager can allow temporary anchoring, if there is a justified reason for this.

Article 19

For the use of moorings in the sea, a fee is paid in accordance with the price list of services for the current year adopted by the Executive Board.

THE PROCEDURE OF PORT ENTERING, LEAVING, MOORING AND UNMOORING

Article 20

(a) When entering the port, the user is obliged to follow a prominent sign, i.e. a published warning for speed reduction, to sail with due care in relation to other vessels, on the shortest route, without holding back, on the right side of the waterway and with a speed of up to 3 knots, i.e. not higher than the minimum possible speed for the given type of vessel, i.e. all vessels when entering/leaving and sailing in the port must reduce speed so that the waves caused by their other navigation do not cause damage vessels and devices in the port.

(b) In accordance with the Ordinance on the system of marking waterways and navigation safety facilities, the concession holder will apply a visible warning (black letters): "Speed limit 3 knots" at the head of the breakwater.

Article 21

Damage caused by a vessel or a user to mooring equipment and other vessels in the port, as well as damage in the case of sea pollution, are charged from the offender according to the invoice issued by SK "Uskok".

Article 22

Swimming and underwater activities are prohibited in the port area. It is forbidden to discharge liquid waste, waste oil, solid organic and inorganic waste, solid and liquid

waste, oily water, feces and cargo residues from ships, as well as all other substances that pollute marine environment. The discharge of impurities, oil and waste by members of the Club is prohibited, and the responsible person will charge them the damage caused to the Club and other members of the Club. In case of major pollution, the responsible person will inform the Port Authority. All waste must be disposed of at designated locations in accordance with the Waste Acceptance and Handling Plan.

Article 23

The club is not responsible for possible damages, thefts, injuries or accidents of vessel owners and other persons during the use of moorings in the sea.

Article 24

(a) When the vessel leaves the port, the skipper is obliged to disconnect all moorings from the shore installation and leave the mooring correct, tidy and clean.

(b) The skipper of the vessel is obliged to close all the valves on the openings located on the underwater part of the vessel, except for the suction of the engine cooling.

Article 25

If the vessel for which there is a contract on the use of mooring leaves the port for more than seven (7) days, the mooring user is obliged to report to the port manager or the sailors the period for which he will be absent, so that the Club can temporarily use the mooring. If he leaves the association permanently, he is obliged to cancel the association in writing to the Club secretariat.

Article 26

If a berth that is temporarily free, in accordance with Article 27 of this Ordinance, is used at the behest of the Club, the same berth must be freed and made available to the assigned user upon the announcement of the return to the port.

ORDER IN THE PORT AREA

Stay of vessels at the mooring

Article 27

The vessel owner, i.e. the contractual user of the moorings, is responsible for the correctness, safety and seaworthiness of the vessel for the entire time of its stay in the port.

Article 28

The owner or manager of the vessel is responsible for all damages in the port that may occur on boats, whether due to storms, bad moorings, faulty mooring lines, impact or

collision of a vessel, burglary or theft, intrusion of the sea, sinking or disappearance of the boat.

Article 29

The Club with the Mooring Agreement provides the user with a safe place to place the vessel in the sea with the correct mooring devices. The operator of the vessel, i.e. the contractual user of the moorings, must take care of the correctness of the mooring devices and the safety of the moorings.

Article 30

During its stay in the port, the vessel must be marked with a registration mark in a visible place. Any change of the vessel's name or registration number must be reported to the Club's secretariat, while a change of the owner of the boat or a change in the characteristics of the boat automatically means the termination of the connection contract.

Article 31

The skipper can connect the boat to the port's electrical and water installations only if the boat has correct installations adapted to the Croatian standard and if there is one of the crew members on the boat. During the time when there is no crew on the boat, all connections to the installations must be turned off or they will be turned off by Club staff without the prior consent of the boat manager.

Article 32

No work is allowed on a boat that is on a sea mooring. The prohibition of works particularly refers to the type of work that can damage neighboring vessels (sanding, removing paint and/or antifouling coating, painting, washing with a high-pressure pump, etc.).

Stay of vessels on land

Article 33

(a) Free open areas in the port can be used for accommodation, repair and preparation of vessels belonging to members of the Club, as well as for accommodation, repair and equipment of boats vessels by the Club.

(b) The executive board, on the proposal of the port manager, determines the areas that can be used for long-term stay on land and the areas that are used for short-term stay for the purpose of repairing and preparing boats.

(c) Surfaces that are primarily used for short-term stay on land for the purpose of repairing and preparing boats can be used for long-term stay on dry land during the winter

Article 34

(a) Short-term stays on dry land for the purpose of repairing and preparing the boat cannot last longer than five (5) days, with the fact that the stay can be extended for each day when it rained.

(c) The date of raising the vessel for a short-term stay is agreed with the crane operator.

(c) Before lifting the vessel itself, a work order is opened, during which it is necessary to indicate which works will be performed and to attach the documents of the vessel (which are returned after payment and closure of the work order).

(d) As an exception to the provisions of paragraph (a) of this article, in the period from November 1 of the current year to March 1 of the following year, the repair may last longer with prior agreement with the Club secretary.

Article 35

(a) Sanding or removing paint and/or antifouling coating, sanding plastic and/or painting is not allowed without complete protection of the vessel (nylon covering, vacuum cleaner). When washing the boat with a high-pressure pump, it is necessary to install screens in order not to pollute the surrounding boats.

(b) All damage caused to neighboring vessels due to work on one's own vessel in the entire area of the port (sea or land) is borne by the owner of the vessel or the perpetrator of the damage. The club is not responsible for the mentioned damages.

(c) After the completion of work on the vessel, the user or owner is obliged to clean all the contaminated space under and around the vessel. Before launching the vessel into the sea, it is necessary to close the work order and settle all obligations.

Article 36

At any time, whether on land or at sea, especially in case of doubts about the declared characteristics of the vessel and regardless of the consent of the owner of the vessel, the Club has the right to measure the boat and possibly correct the Agreement on the connection. Objecting to the measurement of the vessel means the termination and termination of the validity of the Mooring Agreement.

Article 37

(a) For staying on land, a fee is paid according to the price list adopted by the Executive Board. For the extension of the stay on land after the end of the contracted term, a special fee is paid according to the price list.

(b) Due to operational reasons, the responsible person has the right to move the vessels to the land berth. If the owner of the vessel opposes the decision of the responsible person on the transfer, the Executive Committee will make a decision on the forced transfer of

the vessel at the expense and risk of the vessel owner and initiate disciplinary proceedings against the owner of the vessel in accordance with the Disciplinary Rules of the Club.

(c) Vessels in long-term land berth must be placed on their own trailer or stand with proper wheels, in running condition.

Article 38

(a) Users of the space for the accommodation of vessels on land are obliged to keep the area under and around their boats clean and tidy.

(b) The owner of the vessel is responsible for the proper positioning and securing of the boat on land, and for all damages that may arise from the movement or falling of the vessel.

(c) The club removes any kind of responsibility for possible damage and theft on the vessel, injuries or accidents to the owner of the vessel and other persons related to the stay of the vessel on land or at sea.

(d) If there is enough free space for this, trailers of passing guests can be stored on open areas, for which a fee is paid according to the price list adopted by the Executive Committee.

Crane

Article 39

The crane may only be operated and used by a qualified person of the Club authorized by the responsible person. Crane services are provided based on a decision and a work order. Fees are paid for these services according to the price list adopted by the Executive Board. As an exception to the provision of the previous paragraph, vessels can be lifted by crane even without the decision of the responsible person in cases of emergency.

Article 40

(a) The work order for the crane is issued in two (2) copies, one (1) of which goes to the user, and one remains to the Club. Neither the crane operator nor the customer of the service can undertake interventions on the vessel that are not defined in the work order. In case it is necessary to perform works that are not in the work order, the executor and the client ensure that the work order is corrected with new items.

(b) Work with the crane may not be started without an orderly work order and delivered vessel documents.

(c) The club secretariat keeps records of work orders in the work order book, and the crane operator is obliged to act in accordance with the issued work order.

Hangars

Article 41

There are hangars in the port intended for accommodation, repairs and maintenance primarily of competitive small-class sailboats, associated equipment and sails. If there is enough free space in the hangars, they can be used to house auxiliary boats, equipment, etc. owned by the members of the Club, for which a fee is paid according to the price list adopted by the Executive Board.

Article 42

The sports coaches are responsible for the proper use of the hangars in which the competitive sailboats and equipment are located, maintaining order and safety. The order and safety in the hangars with the equipment of the Club members are taken care of by authorized persons. All hangars must be closed and securely locked at all times except when in use in the presence of an authorized person.

Special services

Article 43

Members can use running water in the harbor in reasonable quantities for filling tanks, washing boats, sails, showering, etc. It is recommended to use water hoses with a nozzle at the end so that the water is not wasted. In the event that the secretary estimates that the members/owners of the boats are using excessive amounts of water, they will be charged a flat rate for water in accordance with the price list.

Article 44

Members can use electricity in the port free of charge for battery charging, minor repairs, etc. If electricity is needed for permanent power supply of the boat, long-term repairs and similar usage, the connection must be determined by a work order and a fee must be paid according to the price list.

Article 45

In the port, third parties may work in the construction, repair and equipping of boats and equipment in the organization of the vessel owner. The owner of the vessel is obliged to report such activity to the secretary.

Article 46

If the User who operates the vessel notices that there are objects in the port that threaten the safety of navigation or that can damage other vessels, port facilities, devices, and facilities or pollute the sea, he is obliged to immediately inform the Port Authority and the person in charge.

PROHIBITIONS IN THE PORT AREA

Article 47

It is forbidden to carry out activities that may endanger human life, cause a fire, pollute the sea or cause damage to other vessels, the coast, port devices, devices and facilities on a boat staying in the port.

Article 48

(a) It is prohibited in the port:

- 1) for unemployed persons to cross the port channel either for walking or swimming, parking cars for more than 30 minutes, boat trailers, campers, buses, trailers, motorcycles, bicycles and other means of transport, as well as camping and lighting fires and disrupting ongoing business;
- 2) threaten the safety of navigation, human lives and the environment in any way;
- 3) disable access to mooring devices;
- 4) move, change and remove moorings and devices of another vessel, except when it is necessary to prevent immediate and obvious damage or when it is necessary due to the arrival or departure of the vessel;
- 5) moor the vessels to navigational and other markings, devices and devices that are not intended for mooring and move on them;
- 6) place, move, change, remove or damage navigational and other markings or mooring devices without authorization;
- 7) keeping auxiliary vessels (boats, dinghies, boards) moored to boats;
- 8) damage the moorings and the operational shore with heavy vehicles, placing heavy objects beyond the permissible load, driving wedges, beams, etc. and perform any other action that causes damage to berths and the operational coast;
- 9) welding, lighting fires in the open on the shore or on the vessel and on the mooring devices, leaving open containers with flammable or explosive materials on the vessel or next to the vessel, or causing a fire hazard in any other way;
- 10) burn waste on boats;
- 11) pollute the air by releasing dust, smoke and other gases in excess of the permitted amounts established by special regulations;
- 12) keep the vessel's thruster running, except for performing the necessary maneuver of the vessel;
- 13) leave engines running and have gas or electricity-powered technical devices turned on or have rechargeable batteries turned on when there is no crew on the vessel;
- 14) swimming, diving, fishing, sailing, windsurfing, water skiing and windsurfing;
- 15) enter the port, moor in the port and stay in the port without the approval of the responsible person;
- 16) sail at speeds greater than 3 knots;
- 17) throw, deposit or release solid, liquid or gaseous substances that pollute the port;
- 18) perform washing, cleaning, dyeing, polishing and the like using chemical agents (detergents, solvents, dyes) that could reach the sea and cause environmental pollution;
- 19) post signs, advertisements and other messages;
- 20) let the pet go without a leash and owner's supervision. Pet owners are obliged to keep the port's environment clean;

- 21) leave equipment from vessels on piers and shores;
- 22) move vessels to another berth without the consent of the responsible person;
- 23) use the vessel's toilet and empty fecal tanks and bilges into the sea;
- 24) anchor vessels with their own anchor inside the harbor;
- 25) keeping private trailers, racks, equipment for vessels or devices for transporting vessels;
- 26) making noise, creating noise and disturbing the peace;
- 27) drive faster than 10 km/h on roads in the port;
- 28) access to piers by persons who are not authorized to do so.

(b) Provisions from part (a) of this article, boat numbers 1, 7, 19, 21, 24, 25, 26, 28 can be allowed with the special approval of the responsible person of the Club.

(c) Access to the boat is allowed with mooring owner car, provided that after loading or unloading the belongings, the car is parked in the arranged parking lot of the Club.

ENVIRONMENTAL PROTECTION

Article 49

(a) The user of the vessel, if there is waste oil, fuel and lubricants on the vessel, as well as solid and liquid substances, fecal matter, is obliged to keep them until they enter the port, and to report and hand them over in accordance with the "Plan for the reception and handling of waste from the vessels of the special purpose port – sports port "Vitrenjak" at the place (or outside) where there are devices for receiving these things.

(b) Before leaving the port, the user of the vessel must hand over all the waste from the vessel to the reception facilities of the port.

Article 50

(a) A stranded, unusable or sunken vessel or a sunken object may only be in the port based on the approval of the responsible person and with the consent of the Port Authority.

(b) If the vessel or the sunken object from paragraph (a) of this article threatens the safety of navigation or there is a risk of sea pollution, the user of the vessel or the sunken object is obliged within eight (8) days, at the request of the responsible person, to move the vessel or the sunken object from the port to a place determined by the responsible person.

(c) If the User of the vessel or sunken object does not comply with the request of the responsible person from paragraph (b) of this article, the responsible person will move the vessel or sunken object from the port to a place determined by the Port Authority, at the expense and risk of the owner of the vessel or sunken object.

Article 51

If an extraordinary event occurs on the vessel to persons, crew, equipment, machinery or if environmental pollution is noticed, the User of the vessel is obliged to report it without delay to the competent Port Authority and the responsible person of the port.

Article 52

The holder of the concession is obliged to clean the port of debris that endangers the safety of navigation and pollutes the sea.

MEASURES IN EXTRAORDINARY CIRCUMSTANCES

Article 53

(a) In the event of a maritime accident in the port (fire, sinking, collision, loss of mooring system, etc.), the user of the vessel is obliged to notify the responsible person immediately after the occurrence of the event and immediately call the emergency services if external assistance is needed.

(b) The responsible person is obliged to inform the Port Authority about the occurrence of a maritime accident.

Article 54

(a) The concessionaire is obliged to report without delay to the Port Authority about obvious irregularities on the vessel observed during regular duties, which may endanger the safety of the vessel 's navigation or pose a risk of pollution of the marine environment.

(b) The report from paragraph (a) of this article must contain:

- information about the vessel (name and registration of the vessel),
- a description of the obvious irregularities found on the vessel and a description of the actions taken with the aim of eliminating the observed irregularities

Article 55

(a) Members of the vessel 's crew are obliged to provide first aid to all persons injured on the vessel.

(b) In case of minor and/or serious injury to one or more persons on the vessel and in case of death of persons on the vessel, the owner or user of the vessel is obliged to inform the concessionaire and the Port Authority with a brief description of the event.

INSPECTION CONTROL

Article 56

(a) Supervision of the safety of maritime navigation and enforcement of order in the area of the concession is carried out by the Port Authority.

(b) Supervision of the implementation of the provisions of this Ordinance is performed by the concessionaire, navigation safety inspectors and other authorized employees of the competent Ministry and the Port Authority.

FINAL PROVISIONS

Article 57

(a) Failure to comply with the provisions of this Ordinance will result in termination of the Vessel Mooring Agreement. The port manager will immediately report to the club's secretariat, who will act according to the authority and, without seeking the owner's consent, place the vessel in dry berth at his expense until the vessel is removed from the concession area.

(b) If, after the intervention of the Club, according to provision (a) of this article, the owner does not remove the vessel from the concession area, the Club will report the case to the competent Court in order to reach a final solution and close the dispute.

Article 58

The Ordinance on the conditions and manner of maintaining order in ports and other parts of internal sea waters and the territorial sea of the Republic of Croatia, as well as other regulations relating to the safety of navigation, crossing the state border, customs, health, veterinary, sanitary and other procedures shall be applied appropriately to all issues not regulated by this Ordinance, which relate to the conditions and manner of maintaining order in the port area.

Article 59

(a) All amendments resulting from changes in legal regulations will be displayed on the Club's notice board and will form an integral part of these Regulations.

(b) In accordance with the regulations of the Republic of Croatia, the Assembly of the sailing club Uskok, as the body that manages the "Vitrenjak" sports port based on the concession contract, has fulfilled the obligation to prescribe order in the port by adopting this act.

(c) In case of any dispute due to possible ambiguities or unforeseen situations in the Regulations, the interpretation of the Regulations and the final decision on the order in the harbor are made by the Executive Board of the Club.

Article 60

This Ordinance, to which the Harbor Master's Office gave its prior approval by its act, enters into force on the eighth (8) day, counting from the day of publication on the notice board.

Article 61

Upon publication of this Ordinance, the previous Ordinance shall be repealed.

Entered into force: May 13, 2025.

Consent:

Ministry of the Sea, Transport and Infrastructure

Zadar Port Authority, Navigation Safety Service

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REPUBLIC OF CROATIA



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Lat. 44° 07,6' N Long. 015° 12,9' E



0 100 m 200 m 300 m

Kazalo:

- Operational shore
- Non operating shore
- Vessel dock area
- Port limits
- Moorings
- Waste disposal