



THE RULES AND REGULATIONS OF THE PORT MARINE KAŠTELA d.o.o.

AREA OF APPLICA-
TION:

MARINE KAŠTELA d.o.o.

PREPARED BY:
AUTHORISED BY
APPROVED BY:

Ivona Smoljić, dipl.iur

Split Port Captaincy

Pursuant to Article 84, paragraph 1 and 2 of the Maritime Demesne and Seaports Act (consolidated text, Official Gazette "Narodne novine", No. 158/03, 100/04, 141/06, 38/09), and Article 3, paragraph 2, 3 and 4, of the provisions of the Regulation on the conditions and methods of maintaining order in ports and other parts of internal waters and territorial sea of the Republic of Croatia and borders for boats sailing out of the port (Official Gazette "Narodne novine", No. 90/05, 10/08, 155/08, 127/10), the Management of MARINA KAŠTELA d.o.o., F.Tuđmana 213, Kaštel Gomilica, OIB.91193992241, issues these Rules and Regulations.

1. BASIC PROVISIONS

- 1.1. These Rules and Regulations determine the conditions and methods of maintaining order in the special purpose nautical tourism port, Marina Kaštela d.o.o., hereinafter referred to as the Marina.

These Rules and Regulations are applicable to the entire area of the Marina (land and sea) in accordance with the Contract for granting concession on the maritime demesne for the purpose of constructing and using the special purpose port/ nautical tourism port Marina Kaštela, Class 350-05/11-01/305, File Number 530-03-1-13-49, concluded with the government of the Republic of Croatia, represented by the Minister of Maritime Affairs, Transport and Infrastructure, dr.sc. Siniša Hajdaš Dončić, as Concession Grantor, on 23 December 2013.

- 1.2. Order at the Marina is maintained by the concession beneficiary, that is to say, the management of Marina Kaštela d.o.o.

2. DESIGNATION OF MOORING LOCATION

- 2.1. The Marina features a mooring location (hereinafter referred to as berth) for boats, yachts and ships (hereinafter referred to as vessels). Specifically, quays and pontoons from A1-A60, B1-B60, C1-C60, D1-D60, E1-E60, F1-F60, LUA1-24, LUB1-72 and LUC1-25.
- 2.2. The pontoons from B1-F60, LUA1-24 and LUC1-25 are the berthing location for vessels in transit and charter vessels.
- 2.3. Permanent berths are designated by the Marina's receptionist, with the port captain's approval.
- 2.4. A permanent berth at the Marina is legally designated by a contract with the owner or user of the vessel in question, according to the General Terms and Conditions of Marina Kaštela.



- 2.5. Berths for vessels used for business purposes (charter) are designated by a person authorized by the management of the Marina (port captain), after all the appropriate documentation regarding the business in question has been reviewed and after it has been determined that the business in question is in accordance with the law.
- 2.6. Berths for vessels in transit that do not have designated permanent berths at the Marina are designated by the port captain.
- 2.7. Dry docks are designated according to the area, that is: areas from KOP-1 to KOP-160.
- 2.8. All vessels in the port have to be tied in an appropriate and correct manner (tied appropriately to mooring rings and other holding points)
- 2.9. Current weather forecasts from the Croatian Meteorological and Hydrological Service are available at the reception of the Marina.

3. ENTERING INTO THE MARINA

- 3.1. The speed of vessels entering the Marina must not exceed 2 knots.
- 3.2. It is obligatory to contact on-duty officer through VHF ch.17 or by phone upon entering the Marina.
- 3.3. The captain of any given vessel has to have a valid cruising permit and ship's manifest authenticated by the Port Captaincy.
- 3.4. The captain of any given vessel is obligated to report to the reception immediately upon arrival and present all permits and identification documents of all persons listed on the ship's manifest (with the exception of the captain who has a permanent berth contract with the Marina).
- 3.5. The captain of any given vessel is obligated to store waste oils and other garbage until his arrival to the port. Upon arrival the mentioned waste and garbage have to be delivered to the appropriate persons at the port for disposal.
- 3.6. If anything out of the ordinary or potentially hazardous occur on any given vessel, that is to say, should anything that could adversely affect the persons aboard the vessel and/or the structure, equipment or cargo of the vessel or should there exist an environmental hazard, the person steering the vessel is obligated to notify the Marina of any such occurrence.
- 3.7. Should there occur a polluting event the environmental protection department shall, upon receiving notification of the event, take all necessary measures to contain and repair the damage. The said department is equipped with all the necessary and modern means to successfully deal with any situation in relation to sea pollution.
- 3.8. All vessels entering and leaving the port have to reduce their speed so as not to create waves which could adversely affect other vessels in the port and all the other features of the port.

4. BERTHING AND ANCHORING



- 4.1. Vessels in the Marina have to be moored according to the instructions from the staff (port captain and sailors). Mooring of the vessels must be executed in a safe manner using functional ropes of appropriate sizes. The ropes must not obstruct other vessels.
- 4.2. Anchoring is not permitted in the Marina.
- 4.3. A vessel may be connected to the Marina's electrical and plumbing installations only if the vessel has installations compatible with such connections.

5. VESSELS IN PORT

5.1. The following is not allowed in the port:

- 1) obstructing mooring facilities in any way;
- 2) relocating, changing and removing berths, anchors and equipment belonging to any other vessel except when there exists immediate and present danger or when there are other vessels in the process of entering or leaving;
- 3) mooring vessels to any object or sign or equipment that is not intended for such use;
- 4) unauthorized placement, removal, relocation, change of signs or mooring facilities;
- 5) damaging the Marina's facilities through placing objects (antennae, plastic containers, carpets etc.) , changing in any way, shape or form the architectural layout of any given Marina feature or engaging in any other activity potentially damaging to the Marina's facilities;
- 6) welding or starting a fire on vessels or at any other location in the Marina;
- 7) cleaning, scraping and painting of above-water or underwater hull plating;
- 8) polluting the air by releasing dust, smoke and other gases in concentrations above those prescribed as allowed and safe;
- 9) keeping the ship propeller running, except when making necessary manoeuvres;
- 10) doing any extraordinary service, maintenance and reconstruction work on the vessel's hull plating, deck, equipment and machinery;
- 11) burning waste on vessels;
- 12) endangering in any way, shape or form, other vessels, persons and the environment;
- 13) engaging in any activity on the vessel that can put at risk human life, cause fires, pollute the sea or damage other vessels and the Marina's facilities;
- 14) having a 220V cable plugged in while the crew is not aboard the vessel. If the crew leave the vessel without plugging out the cable, the Marina's staff shall board the vessel and unplug the cable, except if otherwise agreed with the Marina in the context of the Boat care service;
- 15) swimming, diving, surfing, skiing on water or driving motorboats;
- 16) using the vessel's toilet.

5.2. The following is permitted in the port;



- 1) loading of fuel in the port in accordance with the Ordinance on handling dangerous goods, conditions and method of performing carriage in maritime transport, loading and unloading of dangerous goods, bulk and other cargoes in ports, and methods for preventing the spreading of oil spills (Official Gazette "Narodne novine", No. 51/05, 127/10 and 34/13). The port captain shall designate the berth for the above mentioned operation.

Vessels can get their fuel supplies at two locations in the port;

Location 1 – the root of the outer breakwater of the Marina Kaštela port

Location 2 – south-west section of the Marina Kaštela port service base (south of the travel lift)

6. ARRIVAL OF VESSELS BY LAND

Should a vessel arrive by land, the captain of the vessel is obligated to report his arrival at the Marina's service base reception.

If a vessel arrives by land, and the vessel is only in transit, the captain of the vessel has to present the crew's identification documents at the Marina's service base reception so that the crew members can be registered as guests. Following that, the captain has to open a work order for lowering the vessel into the sea and for parking the vehicle and the trailer.

The captain of the vessel is obligated to present at the service base reception all the necessary documentation pertaining to the vessel and obtain a prepaid card for entering and leaving the Marina.

The captain of the vessel, having opened a work order, is given back the identification documents. The receptionist is also obligated to give the captain the guest registration form for each person in question.

If a vessel arrives by land the captain of the vessel is obligated to present the receptionist with his identification documents and the documents pertaining to the vessel – single administrative document – and follow the instructions of the staff regarding the subsequent customs procedure.

If the captain has an Annual berthing contract with the Marina, the captain is obligated to report his arrival at the reception and present the identification documents of the crew so that the crew members could be registered as guests.

7. LEAVING THE MARINA

When leaving the Marina the captain has to disconnect the vessels from the Marina's electrical, gas and plumbing installations.

When leaving the Marina the captain is obligated to leave the mooring in a functional state and good condition. If the vessel is left berthed at the Marina as per annual contract the captain is obligated to hand the keys of the vessel along with the valid documentation pertaining to the vessel (cruising permit with the accompanying documents) to the receptionist. The captain is given the documents and the keys upon his return. The Marina is not responsible for those



vessels whose keys are not in the Marina's possession during the absence of the captains of such vessels.

If a vessel in transit leaves the Marina by land, all operations in relation to lifting and loading of the vessel are done through the service base reception.

If a vessel for which there existed a berthing contract permanently leaves the Marina the captain is obligated to notify the reception of the Marina and cancel the contract in writing.

If a vessel for which there existed a berthing contract leaves the Marina by land all operations in relation to lifting and loading of the vessel are done through the service base reception.

8. WASTE ACCEPTANCE AND UNLOADING OF CARGO

The procedures for waste acceptance at the Marina are conducted according to the Plan for acceptance and handling waste from vessels and other cargo from vessels.

9. CONTROL

The application of these Rules and Regulations is controlled by the management or authorized person, that is to say, the port captain.

The port captain is responsible for controlling the manoeuvring, mooring, berthing and anchoring of vessels in the Marina. If the port captain is not available, the shift supervisor is responsible for the above mentioned actions.

9.3. Marine safety inspectors and other authorised employees of Split Port Captaincy are responsible for safety and order in the port.

9.4. The controlling activity from the second paragraph of this article is conducted 24 hours a day by visual inspection, through VHF and video surveillance (not yet installed).

10. FINAL PROVISIONS

10.1. The provisions of the Regulation on the conditions and methods of maintaining order in ports and other parts of internal waters and territorial sea of the Republic of Croatia and borders for boats sailing out of the port of the special purpose port/ nautical tourism port MARINA KAŠTELA d.o.o. enter into force on the effective date of these Rules and Regulations.

10.2. The Rules and Regulations become valid upon being approved by Split Port Captaincy.

10.3. Split Port Captaincy approves the Rules and Regulations by this act:

Class:

File Number:

PORT CAPTAIN:

Capt. Davor Vidan, dipl.ing.

MARINE KAŠTELA d.o.o.

Director



Marija Bojić

Issued on:

Valid from:

Klasa : 342-21/15-02/35
Ur.broj: 530-04-4-6-2-15-2
Split, 19.11.2015.

LUČKI KAPETAN :
kap. Davor Vidan, dipl.ing.

MARINE KAŠTELA d.o.o.
Direktor
Marija Bojić

Objavljen dana :

Stupio na snagu :