



# The guide to selected ports of the Polish coast



THE REPUBLIC OF POLAND

THE HYDROGRAPHIC OFFICE OF THE POLISH NAVY

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542

Gdynia 2024

THE REPUBLIC OF POLAND

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THE HYDROGRAPHIC OFFICE OF THE POLISH NAVY

542

# The guide to selected ports of the Polish coast



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GDYNIA

2024

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*We would like to express our sincere thanks to the representatives of the Maritime Offices in Gdynia and Szczecin, the Hydrographic Support Squadron of the PN, the Border Guard in Gdańsk, the Maritime Search and Rescue Service and the crews of the aircraft of the Maritime Border Guard Branch and the Maritime Office in Gdynia, the Maritime Cartography Department and the Oceanographic and Meteorological Branch of the HOPN for the materials and photos that contributed to the enrichment of this publication.*

*We would like to thank all those who have provided help and advice during the editing process.*

*Editorial Team*

Editors:

Department of Nautical Information HOPN

Translation:

Wasiak Sp. z o.o.

Computer composition and cover design:

Piotr Pasztelan

Piotr Dudo

Pictures:

HOPN

Hydrographic Support Sqn of the PN

Border Guard

MO Gdynia

MO Szczecin

Consultant:

Andrzej Kowalski

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## INTRODUCTION

In order to meet the expectations of people associated with the sea, a decision was made to issue "The guide to selected ports of the Polish coast" in English. The first edition of publication no. 542 refers to the information included in the "Baltic Pilot. The Polish Coast", the eleventh edition, including the corrections contained in the "Notices to Mariners" to book no. 25 of 21 June 2024, inclusive.

The guide presents basic regulations, navigational information and data about the infrastructure of ports and marinas located along the Polish shore. We hope that the information will be useful for sailors and seafarers, increasing their safety at sea.

In connection with the above, all information about the detected navigational hazards, noticed changes in the functioning of fixed and floating marks, devices and discrepancies between the content of the publications of the Hydrographic Office of the Polish Navy and the actual state, in accordance with the principles described on page 14, please send to the following address:

Biuro Hydrograficzne Marynarki  
Wojennej 81-301 GDYNIA 1  
ul. Jana z Kolna 8 B

Phones: +48 261 266 208 (H24)  
          +48 723 651 713 (H24)  
Fax:     +48 261 266 203 (H24)  
e-mail:  bhmw.msi@ron.mil.pl

Chief of the  
Hydrographic Office of the Polish Navy



CAPT(N) Dariusz Kolator



## LIST OF AMENDMENTS

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## ABBREVIATIONS

### Units

B, Bft	Beaufort scale
DWT	Deadweight tonnage
GRT	gross registered tonne
°C	Celsius
h	hour
hPa	hectopascal
cbl	cable (0.1 nautical mile)
kHz	kilohertz
km	kilometer
M	International Nautical mile(s)
m	metre
mb	millibar
MHz	megahertz
min	minute
Ppm	concentration index in volume units (part per million)
s	second

### Source materials

JoL	Journal of Laws
OJ	Official Journal
MARPOL	The International Convention for the Prevention of Pollution from Ships 73/78
IAMSAR	International Aeronautical and Maritime Search and Rescue Manual
ICS	International Code of Signal
COLREGs	Convention on the International Regulations for Preventing Collisions at Sea
SOLAS	The International Convention for the Safety of Life at Sea
LNRS	List of Nautical Radio Stations
LNLS	List of Navigation Lights and Signals
NtM	Notices to Mariners

### Offices – Organizations

HOPN	Hydrographic Office of the Polish Navy
IALA	International Association of Navigation Signing and Lighthouse Services, Paris

IHO	International Hydrographic Organization, Monaco
IMGW-PIB	Institute of Meteorology and Water Management, National Research Institute Poland
IMO	International Maritime Organization
MSRS (SAR)	Maritime Search and Rescue Service
EU	European Union

### Miscellaneous

art	article
long.	longitude
GMDSS	Global Maritime Distress and Safety System
NSCP	National Single Contact Point
dir.	Direction
NMSS	National Maritime Safety System
max.	Maximum
MRSC	Maritime Rescue Sub-Centre
MRCC	Maritime Rescue Coordination Centre
e.g.	for example
No. no.	number
approx.	approximately
s.	see
pt.	point
i.e.	id est
it.	item
PoD	print on demand
PRCiP	Company of Drainage and Underwater Works
ed.	editor's note
SafeSeaNet	European Maritime Information Exchange System
latit.	latitude
avg.	average
ph.	phone
TSS	Traffic Separation Scheme
VHF	very high frequency
MO	Maritime Office
par.	paragraph
acc.	according to
am	aforementioned

## INFORMATION

**When using the Guide**, you should always consult its content with Supplement (if any) and HOPN publications:

1. "List of Lights and Navigation Signals" refers to navigation lights and fog signals, which were omitted in publication.
2. "List of Nautical Radio Stations" regarding seashore radio stations, radio issues related to the pilot service, static traffic supervision, seashore radio navigational devices or radio meteorological service, which were only briefly signalled in the Guide.
3. "Notices to Mariners" published on a weekly basis in the form of a PDF file on the official HOPN website, regarding changes affecting navigation safety.
4. "International Code of Signal " for signals in rescue operations, international icebreaker signals, as well as international flag signals.
5. Publication No 553 - the Polish translation of "IALA Maritime Buoyage System" and recommendations on the use of reflective materials on the navigational marks of the system.

**Buooyages** were described in detail only in those cases where it was of particular importance for navigation, or where the scale of the appropriate chart was too small to clearly provide all the details.

**Wrecks** are listed only those are of particular importance for the safety of navigation and anchoring.

**Courses and bearings** given in the text are real, counted from 000° (N) to 360° clockwise. The bearings are given from the side of the sea (observer).

**Current directions** given in the compass points indicate the direction in which the current flows (from the compass).

**Wind directions** given in the compass points indicate the direction from which the wind blows (to the compass).

**Current speeds** are given in knots and refer to the average value.

**Distances** are expressed in nautical miles (1M = 1852m) or in cables (1 cbl = approx. 185m), and exceptionally in kilometres or meters.

**Depths and heights** are given in meters and referred to the Baltic Sea Datum 2000 geodetic reference system.

**Latitudes and longitudes** given in the text are approximate. The geographical coordinates of the limits of restricted and hazardous zones, as well as other areas – are given with the accuracy presented in the source documents.

**Time** was expressed by a four-digit number in a 24-hour counting system. The beginning of the count was assumed to be midnight (0000 hours) Central European time (UTC+1 hour; in the summer season UTC+2 hours).

**Regulations.** Abstracts or extracts from regulations should be taken as preliminary information, requiring clarification in the relevant source materials (any mistakes may not constitute a basis for making claims).

**Discrepancies.** In the event of discrepancies or inconsistencies between the content of the Guide and the content of charts and other navigational publications, navigation should be carried out with particular caution, assuming less favourable data for the ship when assessing the situation. If possible, the Hydrographic Office of the Polish Navy should be contacted immediately.



# PART ONE

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## Nautical publications of the HOPN

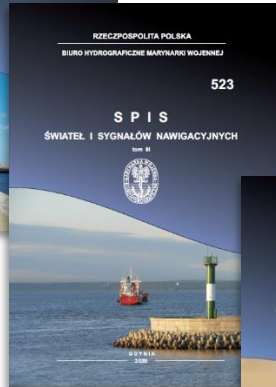


"Notices to Mariners"

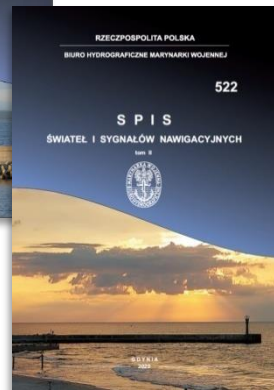


"List of Nautical Lights and Signals"

Volume I



Volume II



Volume III



"List of Nautical Radio Stations"



"Symbols, abbreviations, terminology used on charts issued by the HOPN"



"Catalogue of nautical publications and charts of the HOPN"



"IALA Maritime Buoyage System"

## NAUTICAL CHARTS AND PUBLICATIONS

### General

#### 1.01

Navigation charts and publications of the Hydrographic Office of the Polish Navy are official nautical documents. The content is up-to-date to the date indicated on them, and then updated with "Notices to Mariners" and "Supplement". The list of navigational charts and publications is included in the "Catalogue of Sea Charts and Nautical Publications of the HOPN" (No. 552).

#### 1.02

The Polish ships, depending on the area of sailing, must have a minimum set of publications listed in the regulations of Directors of Maritime Offices. Publications should be available to persons performing certain functions on board the ship and the updating of the set is the responsibility of the shipowners.

### Navigational charts

#### 1.03

The information on the charts is presented by means of symbols and abbreviations included in the publication "Symbols, abbreviations, terminology used on charts issued by the HOPN" (No. 551).

#### 1.04

**Types.** Navigational charts differ in content and scale, which is related to the size of the presented area. Scale range from 1:10.000 to 1:500.000. General charts (scale 1:500.000 or less) are used for general acquaintance with the conditions of navigation and for approximate navigation calculations during the planning of the voyage. They can be used to conduct navigation at a great distance from the coast.

**Seashore and approach charts** (scales from 1:500.000 to 1:25.000) are intended for sailing along the coast, during sea-to-shore approach and in areas limited in terms of navigation.

**Port charts** (scale 1:25.000 and larger) are used to navigate when approaching roadstead, accessing ports or when sailing in narrow passage.

#### 1.05

**Dimensions.** Each charts sheet has the dimensions of the inner frame given in millimetres (bottom right corner).

#### 1.06

**Depths and heights** are given in meters and referred to the Baltic Sea Chart Date 2000 (BSCD 2000) geodetic reference system in accordance with the national altitude system PL-EVRF 2007 – NH. The absolute heights are represented by vertical digits and the depths by inclined digits. The digits in the brackets indicate the measured heights or depths presented outside their actual position.

#### 1.07

**Basic parallel** on large-scale charts, port plans and approaches passes through the centre of the worksheet. If covering the entire area required covering with two or more chart sheets on the same scale, a basic parallel passing through the centre of the area is adopted. This allows you to connect charts based on a contact or overlap. The chart scale always relates to the basic parallel of the chart.

#### 1.08

**Bathymetric situation.** Isobaths are plotted with solid lines, and where there was no data to plot a solid line, there is a gap. In doubtful and ambiguous cases, the depth contours were simplified, using a generalization emphasizing the danger. For the keeping clarity of the chart, not all measured depths are marked in some areas, but only rough measurements are given to be able to reproduce the course of depth changes.

In the areas of frequent changes in depth, the inscription "variable depths" or "depths are constantly changing" is provided.

Only the following depth contours were applied: 2-, 5-, 6-, 10-, 15-, 20-, 40-, 50-, 100-, 200- and 500-metres. The digital marking of the depth in relation to the zero of the chart is presented with the accuracy of:

- ☐ from 0 to 21 m – 0.1 m;
- ☐ from 21 to 31 m – 0.5 m;
- ☐ above 31 m – 1.0 m.

#### 1.09

**Wrecks** were basically marked only on large and medium scale charts. On some small-scale charts, wrecks lying outside the waterways close to each other were omitted. Where several wrecks lie in the close vicinity, they are marked on one averaged position. In places with a high density of wrecks, where the scale of the charts did not allow for individual marking with symbols, only the inscription "numerous wrecks" was placed.

#### 1.10

**Buoyage system** shows the situation in the summer season. Information about the expected changes in the winter period is given in the "Notices to Mariners".

#### 1.11

**Magnetic declination.** Navigational charts show the value of declination for a specific year and the amount of its annual change. As a rule, magnetic declination information is not included in the port plans. In the areas of magnetic disturbances, the inscription "Area of magnetic disturbances" is placed.

#### 1.12

**Land.** Some of the charts, especially large-scale ones, contain plans of ports, approaches and passages on scales larger than the scale of the main chart and are located on its surface preceding the land.

#### 1.13

**Range limit.** Navigational charts indicate the limits of the range of adjacent charts on similar or larger scales, covering the area covered by a given chart. The numbers of these charts are given in the corners of their range limits. The extent limits of an adjacent chart on a similar scale can be replaced by information placed along the inner frame of the chart on the outer side.

#### 1.14

**Updating.** The Hydrographic Office of the Polish Navy updates the charts with:

- ☐ a new edition, which is an edition of the existing chart, including changes to the previous edition, included in the "Notices to Mariners", and other additional information updating the content of the chart. The new edition of the chart causes the withdrawal of the previous one;

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- renewal, which is the development of the last edition of the chart containing the mandatory corrections, previously published in the "Notices to Mariners";
- inset showing a reproduction of the part of the chart to which the correction relates. It can contain not only new information, but also omitted previous information. As a rule, it is placed in the "Notices to Mariners".

Users make a handwritten correction on the basis of the information contained in the "Notices to Mariners".

### Notices to Mariners

#### 1.15

The "Notices to Mariners" weekly contains information: about changes in buoyage system marking (display or removal of buoys, changes in the characteristics of lights and the appearance of navigational marks); about the current wreck situation; about the temporary limitation of navigation; about changes in the borders of maritime areas, etc. In addition, there are notices about new HOPN publications and the cancellation of old editions, as well as other messages that may be useful for navigation.

#### 1.16

The information contained in the NtM is the basis for carrying out a manual correction of charts and some nautical publications. The scope of information is conditioned by the area covered by charts and the HOPN publications, and the selection of messages ensures their correctness and keeping them up to date.

#### 1.17

The source materials for the development of "Notices to Mariners" include the HOPN data and information as well as statements of maritime administration and institutions whose results have an impact on the safety of navigation.

#### 1.18

Weekly volumes, sequentially numbered from the beginning of the year, appear every Friday. Individual information also has another numbering from the beginning of the year. Each message has a specific character:

- permanent – marked only with a number;
- temporary – a number with the letter (T);
- planned – a number with the letter (P).

For each message, the content, which results in the necessity of making a change, are given the numbers of the charts or navigational publications to which it applies.

The number of the last message that applies to this chart is given at each permanent message, next to the chart number shown for correction.

#### 1.19

In the first week of each quarter, there is a "Summary list of Permanent Notices". On the last week of each month, the "Summary List of temporary and planned notices" is given.

An integral part of the NtM are leaflets containing corrections of publications and insets with corrections of charts.

### Baltic Pilot

#### 1.20

The publication contains information that could not be presented on navigational charts. The content is structured in three parts:

1. General information;
2. Natural conditions;
3. Seashore and ports.

#### 1.21

**Updating.** The information is up-to-date to the issue of the "Notices to Mariners" volume, given in the introduction. The volumes of the "Notices to Mariners" and "Supplement to the Pilot" published by the HOPN are the basis for the correction of the content of the pilotage. The "Supplement to the Pilot" volumes are issued irregularly, as an appropriate number of necessary corrections and additions resulting from changes in the navigation and hydrographic situation accumulate. Each subsequent "Supplement" repeats the current information from the previous ones and contains new changes and corrections.

### List of Navigation Lights and Signals

#### 1.22

The publication contains information on the latest details of known navigational marks with lighting devices, presented on Polish charts.

#### 1.23

**Numbering system.** Each "light" has an assigned serial number according to the system adopted by the HOPN.

With all fixed lights and with buoyages which height of light is greater than 8 m, the number of this light, under which it appears in the list of lights of the British Admiralty, is given. This number, known internationally, has a literal designation of the volume of the Admiralty inventory of lights and a number indicating its number in this volume. A list of international numbers and the corresponding the HOPN numbers can be found in each volume of the List.

#### 1.24

**Updating.** The information is up-to-date to the issue of the "Notices to Mariners" volume, given in the introduction. The basis for correcting the publication are the inserts with corrections and changes, published in the "Notices to Mariners" weekly.

### List of Nautical Radio Stations

#### 1.25

The publication contains information about both coastal and marine radio-navigation and radio-communication devices in terms of their use for the safety of navigation.

#### 1.26

**Updating.** The information is up-to-date to the issue of the "Notices to Mariners" volume, given in the introduction. The basis for correcting the content of the List are the inserts with corrections and changes, published in the "Notices to Mariners" weekly.

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### Other publications of the HOPN

#### 1.27

1. "Symbols, abbreviations, terminology used on the charts issued by the HOPN" (551);
2. "Catalogue of maritime charts and nautical publications of the HOPN" (No. 552) – available as a PDF file at: <https://bhmw.gov.pl> (tab: nautical publications)
3. Publication No. 553 – IALA buoyage system.

### NAVIGATION DEVICES AND SYSTEMS

#### Navigation and radio devices

##### 1.28

For the purposes of navigation and sailing in the area covered by this volume, there are: lighthouses, racons; leading line systems (on the Świnoujście – Szczecin fairway and on the approach fairway to the port of Gdańsk Nowy Port); floating marks (IALA Region A system); RC beacons; racons (on the approach fairways to the ports of Świnoujście and Gdańsk Port Północny); seashore radio station – Polish Rescue Radio; port radio stations of port service and pilot service.

Detailed information about the above is provided in LNLS and LNRS

### BUOYAGE SYSTEM

#### Scope of application

##### 1.29

The rules and methods of navigational marking of Polish Maritime Areas are governed by Regulation of the Minister of Transport, Construction and Maritime Economy of December 4, 2012. (the Journal of Laws of 2013, item 57).

IALA Maritime Buoyage System (Region A) is used in Polish waters. The system applies to all fixed and floating marks, used to indicate:

- ☐ lateral boundaries of the fairway or canals;
- ☐ navigational obstructions, in particular dangerous wrecks;
- ☐ navigational obstructions obstacles described as "new dangers";
- ☐ special areas, including areas where navigation may be regulated by specific rules; other facilities important for the safety of navigation, including in particular bridges, drilling moulds and offshore wind farms.

#### Types of marks

##### 1.30

The IALA Region A system provides for six types of marks that can be used in different combinations:

1. Lateral marks;
2. Cardinal marks;
3. Isolated Danger marks;
4. Safe Water mark;
5. Special marks;
6. Emergency Wreck mark.

### Characteristics of the marks

#### 1.31

The purpose of the sign is determined by one or more of the following:

- ☐ at night: colour and rhythm of light;
- ☐ during the day: colour, shape, topmark,
- ☐ AIS, RACON

### Lateral marks

#### 1.32

**Direction of marking.** The adopted direction of marking is indicated in the relevant nautical documents. It must be determined in one of two ways:

- ☐ the main direction of the road leading from the sea to a harbour, estuary or other waterway;
- ☐ it is determined by the buoyage authorities.

As a rule, it should be in accordance with the clockwise direction - around the land masses.

For marking the starboard side of the fairway, green colour is used during the day and at night, and for the port side of the fairway - red colour is used.

**Shape.** Lateral marks should be of cylindrical, conical, pillar or spar shape. Port hand marks are red with cylindrical topmarks and starboard hand marks are green with conical topmarks (if any).

**Numbering or lettering.** If marks at the sides of a channel are numbered or lettered, the numbering or lettering shall follow the conventional direction of buoyage.

**Fairway divides.** At the point where a channel divides, when proceeding in the conventional direction of buoyage, a preferred channel may be indicated by a modified port or starboard lateral mark.

### Cardinal marks

#### 1.33

Determination of quadrants and characters. The four quadrants (north, east, south and west) are bounded by the true bearings NW-NE, NE-SE, SE-SW, SW-NW, taken from the point of interest.

The Cardinal marks take their names from the quadrant in which they are placed. The type of Cardinal mark indicates which side of the mark it should be passed by.

**Use of Cardinal marks.** The Cardinal marks may be used:

- ☐ To indicate where the deepest water in that area can be found.
- ☐ To indicate the safe side on which to pass a danger.
- ☐ To draw attention to a feature in a channel such as a bend, a junction, a bifurcation, or the end of a shoal.

**Topmark.** The double cone topmark is a very important feature of every Cardinal mark by day and should be used wherever practicable and be as large as possible with a clear separation between the cones.

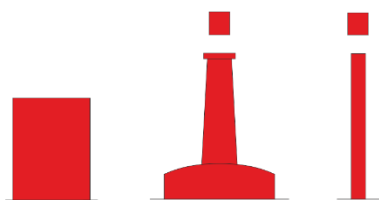


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### LATERAL MARKS

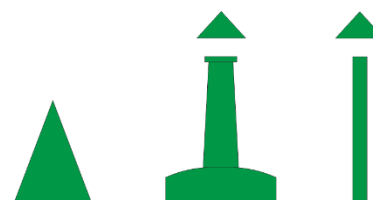
#### Port Hand marks

Colour: red  
Shape (buoy): cylindrical, pillar or spar  
Topmark: single red cylinder  
(if any)  
Light: red  
(if any)  
Rhythm: any, other than for fairway divides  
Supplementary: AIS, Racon  
(if any)



#### Starboard Hand marks

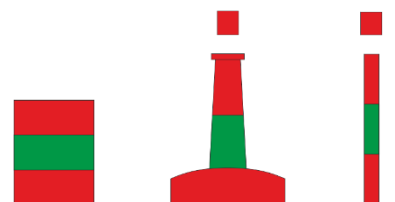
Colour: green  
Shape (buoy): conical, pillar or spar  
Topmark: Single green cone, point upward  
(if any)  
Light: green  
(if any)  
Rhythm: any, other than for fairway divides  
Supplementary: AIS, Racon  
(if any)



### FAIRWAY DIVIDES

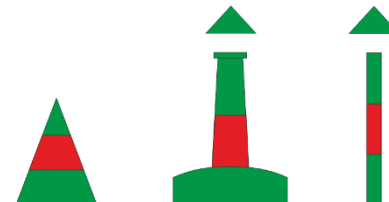
#### Preferred Channel to Starboard

Colour: red with one broad green horizontal band  
Shape (buoy): cylindrical, pillar or spar  
Topmark: single red cylinder  
(if any)  
Light: red  
(if any)  
Rhythm: Composite group flashing (2+1)  
Supplementary: AIS, Racon  
(if any)



#### Preferred Channel to Port

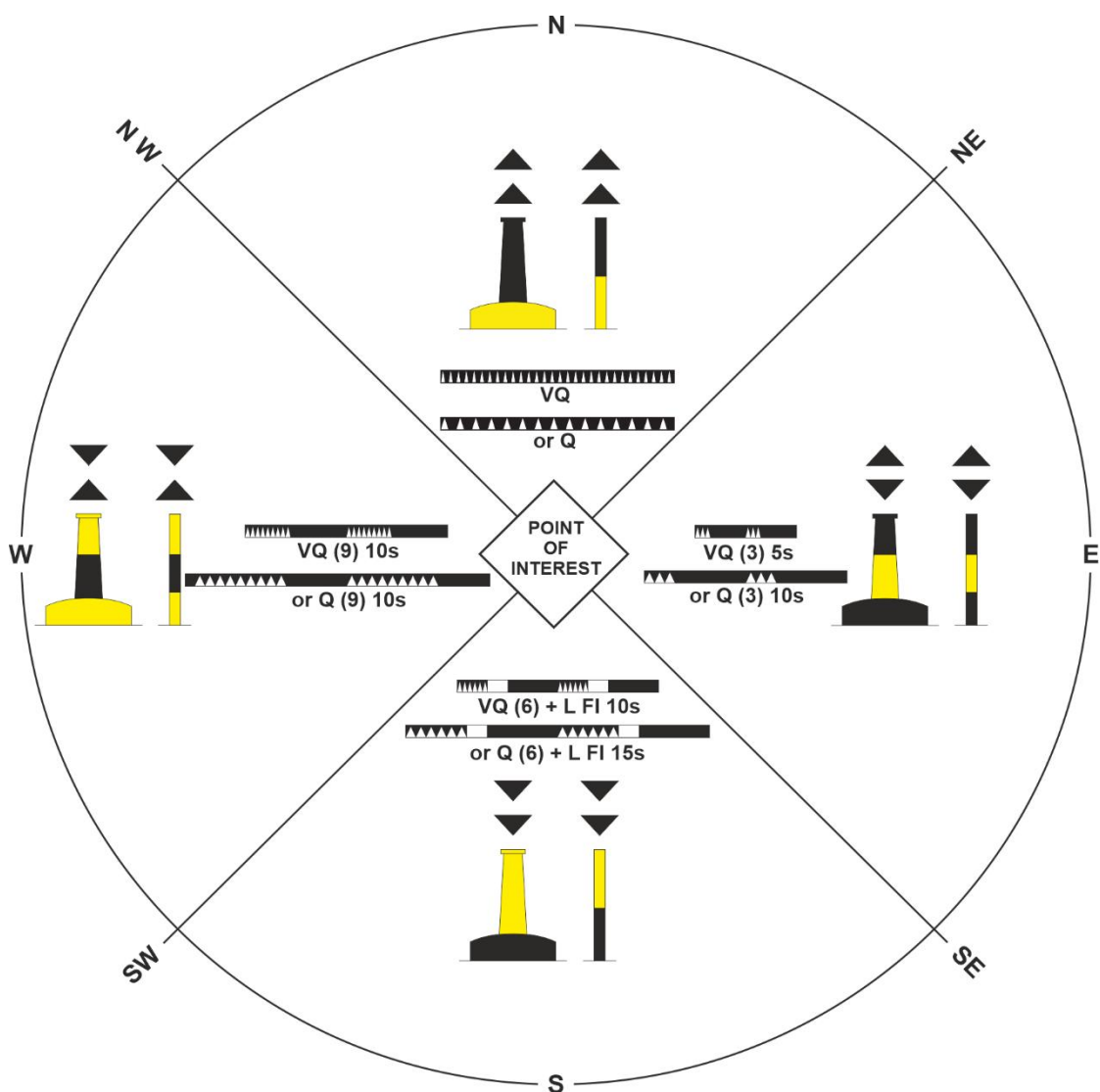
Colour: green with one broad red horizontal band  
Shape (buoy): conical, pillar or spar  
Topmark: Single green cone, point upward  
(if any)  
Light: green  
(if any)  
Rhythm: Composite group flashing (2+1)  
Supplementary: AIS, Racon  
(if any)



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### CARDINAL MARKS

Quadrant name:	<b>NORTHERN</b>	<b>EASTERN</b>	<b>SOUTHERN</b>	<b>WESTERN</b>
Colour:	Black above yellow	black with a single broad horizontal yellow band	yellow above black	yellow with a single broad horizontal black band
Shape:	Pillar or spar	Pillar or spar	Pillar or spar	Pillar or spar
Topmark:	two black cones, one above the other, points upward	two black cones, one above the other, base to base	two black cones, one above the other, points downward	two black cones, one above the other, point to point
Light: (if any)	white	white	white	white
Rhythm:	VQ or Q	VQ(3) 5s or Q(3) 10s	VQ(6)+LFI.10s or Q(6)+LFI.15s	VQ(9) 10s or Q
Supplementary: (if any)	AIS, Racon	AIS, Racon	AIS, Racon	AIS, Racon



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### ISOLATED DANGER MARK

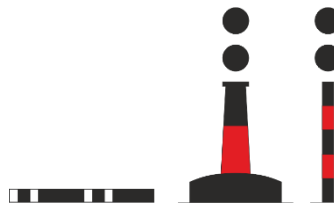
Colour: black with one or more broad horizontal red bands

Shape: optional, but not conflicting with lateral marks, pillar or spar preferred

Topmark<sup>1</sup>: two black spheres one above the other

Light (if any):  
colour: white  
rhythm: group flashing (2)

Supplementary (if any): AIS, Racon



<sup>1</sup>The double sphere topmark is a very important feature of every Isolated Danger Mark by day and should be used wherever practicable and be as large as possible with a clear separation between the spheres.

### SAFE WATER MARK

Colour: red and white vertical stripes

Shape: spherical, pillar or spar with a spherical

Topmark (if any): single red sphere

Light (if any):  
colour: white  
rhythm: isophasic, intermittent, one long flash every 10s or A of the Morse code

Supplementary (if any): AIS, Racon



### SPECIAL SIGNS MARKS

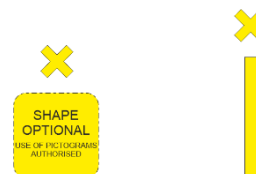
Colour: yellow

Shape: optional, but not conflicting with lateral marks

Topmark (if any): single yellow "X" shape

Light (if any):  
colour: yellow  
rhythm: any but different from 1.33, 1.34, 1.35

Supplementary (if any): AIS, Racon



### EMERGENCY WRECK MARK

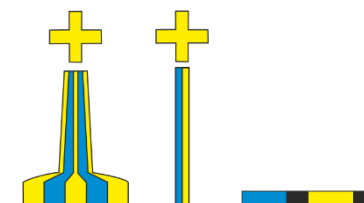
Colour: blue-yellow vertical stripes in equal number dimensions (from 4 to 8 stripes)

Shape: Pillar or spar

Topmark (if any): vertical/perpendicular yellow cross

Light:  
colour: changing yellow and blue colour,  
rhythm: AL. Oc. BuY. 3s with a nominal range of 4 nautical miles

Supplementary (if any): AIS, Racon



## 1. NAVIGATION - SAILING - SERVICES

### Isolated Danger mark

#### 1.34

The Isolated Danger mark is placed on or near to a danger that has navigable water all around it.

The double sphere topmark is a very important feature of every Isolated Danger mark by day and should be used wherever practicable and be as large as possible with a clear separation between the spheres.

### Safe Water mark

#### 1.35

The Safe Water mark has navigable water all around it and does not mark a danger. Safe Water marks can be used, for example, as fairway, mid-channel, or landfall marks.

### Special marks

#### 1.36

Special marks are used to indicate a special area or feature whose nature may be apparent from reference to a chart or other nautical publication.

Some examples of uses of Special marks:

1. Ocean Data Acquisition Systems (ODAS) marks;
2. Traffic separation marks where use of conventional channel marking may cause confusion;
3. Spoil Ground marks;
4. Military exercise zone marks;
5. Cable or pipeline marks;
6. Recreation zone marks;
7. Boundaries of anchorage areas;
8. Man-made structures;
9. Aquaculture;
10. Mooring buoys;
11. Moving object / hazard.

Their shape will not conflict with that of other navigational marks. This means, for example, that special marks located on the port side of a channel may be cylindrical but will not be conical.

### New Dangers

#### 1.37

New Dangers are newly discovered hazards, natural or man-made, that may not yet be shown in nautical documents and publications. They will remain a hazard until the competent authority is satisfied that the danger has been removed, or until the hazard information is sufficiently promulgated.

New Dangers should be appropriately marked using Lateral, Cardinal, Isolated Danger marks or by using an Emergency Wreck mark. If the competent authority considers the risk to navigation to be especially high, at least one of the marks should be duplicated.

#### 1.38

##### Duplicated marks:

- If using a Lateral lighted mark for this purpose a VQ or Q light character shall be used.
- Any duplicate mark shall be identical to its partner in all respects.

- In addition it may be marked by a Racon, coded Morse "D" ( – • • ) In addition, it may be marked by other electronic means, such as automatic identification system (AIS AtoN).

### Emergency Wreck mark

#### 1.39

The Emergency Wreck mark is designed to provide high visual and radio aid to navigational recognition. It is placed as close to the wreck as possible, or in a pattern around the wreck, and within any other marks that may be subsequently deployed. The Emergency Wreck mark is maintained in position until:

- the wreck is well known and has been promulgated in nautical publications;
- the wreck has been fully surveyed and exact details such as position and least depth above the wreck are known;
- a permanent form of marking of the wreck has been carried out.

### Reflective materials on the navigational marks of the IALA Maritime Buoyage System

#### 1.40

There are two recommended sets of marking with reflective materials: Standard code and Comprehensive code.

##### Standard code

1. Green Lateral marks – one green band or green shape/figure; i.e. a triangle in the Buoyage system Region A.
2. Red Lateral marks – one red band or red shape/figure; i.e. a square in the Buoyage System Region A.
3. Yellow Special marks – one yellow band or yellow X cross, or yellow symbol/sign.
4. Safe Water marks, Isolated Danger marks and the Cardinal marks – white bands, letters, numbers or symbol.

##### Comprehensive code

The green and red lateral marks and the yellow special marks are the same as those in the Standard code.

1. Safe Water marks – a combination of red and white horizontal bands or stripes. At least one band or strip for each colour.
2. Individual Danger marks, black blue and red horizontal band or stripes. At least one band or strip for each colour.
3. North Cardinal marks – a horizontal blue band on the black part of the sign and horizontal yellow band on the yellow part of the mark.
4. East Cardinal marks – two horizontal blue bands on the upper black part of the mark.
5. South Cardinal marks – a horizontal yellow band on the yellow part of the mark and horizontal blue band on the black part of the mark.
6. West Cardinal marks – two horizontal yellow bands on the upper yellow part of the mark.

**Note.** Details see "IALA Maritime Buoyage System".

## 1. NAVIGATION - SAILING - SERVICES

### MARITIME SAFETY INFORMATION

#### Reporting

##### 1.41

Information on detected navigational hazards observed in the Polish maritime areas, in accordance with the rules of pt. 1.47, should be sent via the shore radio station Polish Rescue Radio (SPL), Harbour Master's Offices (Boatswain's Offices) or a shipowner to the following address:

Biuro Hydrograficzne Marynarki Wojennej,  
81- 301 Gdynia Poland  
Phone: +48 261 266 208 (H24)  
+48 723 651 713 (H24)  
Fax: +48 261 266 203 (H24)  
E- mail: [bhmw.msi@ron.mil.pl](mailto:bhmw.msi@ron.mil.pl)

**Note.** Each "Notices to Mariners" volume contains a diagram – "Information about the detected navigational hazards" on page 4.

#### Distribution

##### 1.42

The texts of navigational warnings developed by the duty operator of National Navigational Warnings System are distributed by the shore radio station Polish Rescue Radio (SPL), which is a component the National SafeSeaNet System. On the other hand, warnings concerning international shipping are distributed in the NAVTEX network of the BALTICO subregion (in English). Details see LNRS.

##### 1.43

Local navigational warnings in Polish are distributed by the Harbour Master's Offices and Boatswain's Offices of the ports by placing them on information boards near the building.

Local warnings in Polish and English are provided by:

1. VTS Gulf of Gdańsk;
  2. VTS Słupska Bank;
  3. VTS Szczecin and VTS Świnoujście.
- Details see LRNS.

##### 1.44

Distribution of warnings by radio is continued as long as the information is valid. If a longer period of validity is foreseen, it is also published in the "Notices to Mariners". Each warning has its own consecutive number in given the calendar year. At the end of the validity period, the warning is cancelled by a special message.

##### 1.45

The content of radio navigational warnings may concern, inter alia:

- ☐ objects located on the seabed, in underwater or on the surface of water that are dangerous for navigation;
- ☐ natural obstructions;
- ☐ damaged, drifted or malfunctioning navigational marking devices, radio navigation and electronic systems;
- ☐ dangerous natural phenomena;
- ☐ ice covering;
- ☐ search and rescue areas;
- ☐ cable, pipe laying activities, offshore structures or other underwater operations constituting a potential danger on or near shipping lanes;

- ☐ towing operations in congested waters;
- ☐ unexpected alteration or suspension of established routes;
- ☐ special operations which might affect the safety of shipping, e.g. naval exercises, artillery and missile firings.

### Worldwide radio navigational warning system

#### 1.46

The system was established jointly by the IHO and the IMO. The whole world is divided into 21 geographical maritime areas (Navarea), marked with Roman numbers. Each region has a designated coordinator (country), whose task is to collect, analyse and publish information from its Navarea, received from national coordinators.

Navarea warnings provide information for ships using major sailing routes away from shores and to plan sailing. The messages are provided in English. The coordinator of Navarea I is the United Kingdom. The Baltic Sea area is a subdivision of Navarea I and is known as BALTICO.

#### 1.47

Rules for providing information about the detected navigational hazard and the discrepancy between the content of the HOPN publication and the actual state of affairs.

#### **Navigational Warning Note.**

Mariners are requested to immediately send information about any danger to navigation encountered in the Polish exclusive - economic zone, contiguous zone, territorial sea or internal waters to the Polish National Coordinator of Navigational Warnings (OD-KSON). In doing so, please use the following contact data:

E-mail: [bhmw.msi@ron.mil.pl](mailto:bhmw.msi@ron.mil.pl)  
Phone: +48 261 266 208 (H24/7) or  
Phone: +48 723 651 713

Please include in your message at least:

- ☐ date and time (UTC);
- ☐ character of the danger to navigation;
- ☐ position of the danger to navigation (Latitude and Longitude as DD-MM, mm);
- ☐ contact (sender/ship's name, phone, e-mail, etc.);
- ☐ supplementary details.

#### **Information about content discrepancies encountered in HOPN charts and nautical publications.**

Any discrepancy encountered in the content of the HOPN charts, either paper or ENCs, and nautical publications covering the Polish exclusive economic zone, contiguous zone, territorial sea or internal waters should be provided to the publisher. Please use this email address: [bhmw.uwagi@ron.mil.pl](mailto:bhmw.uwagi@ron.mil.pl).

When the discrepancy is considered to affect the safety of navigation, send your message to the Polish National Coordinator of Navigational Warnings (OD-KSON). Please use these contact details:

E-mail: [bhmw.msi@ron.mil.pl](mailto:bhmw.msi@ron.mil.pl),  
Phone: +48 261 266 208 (H24/7) or  
Phone: +48 723 651 713.



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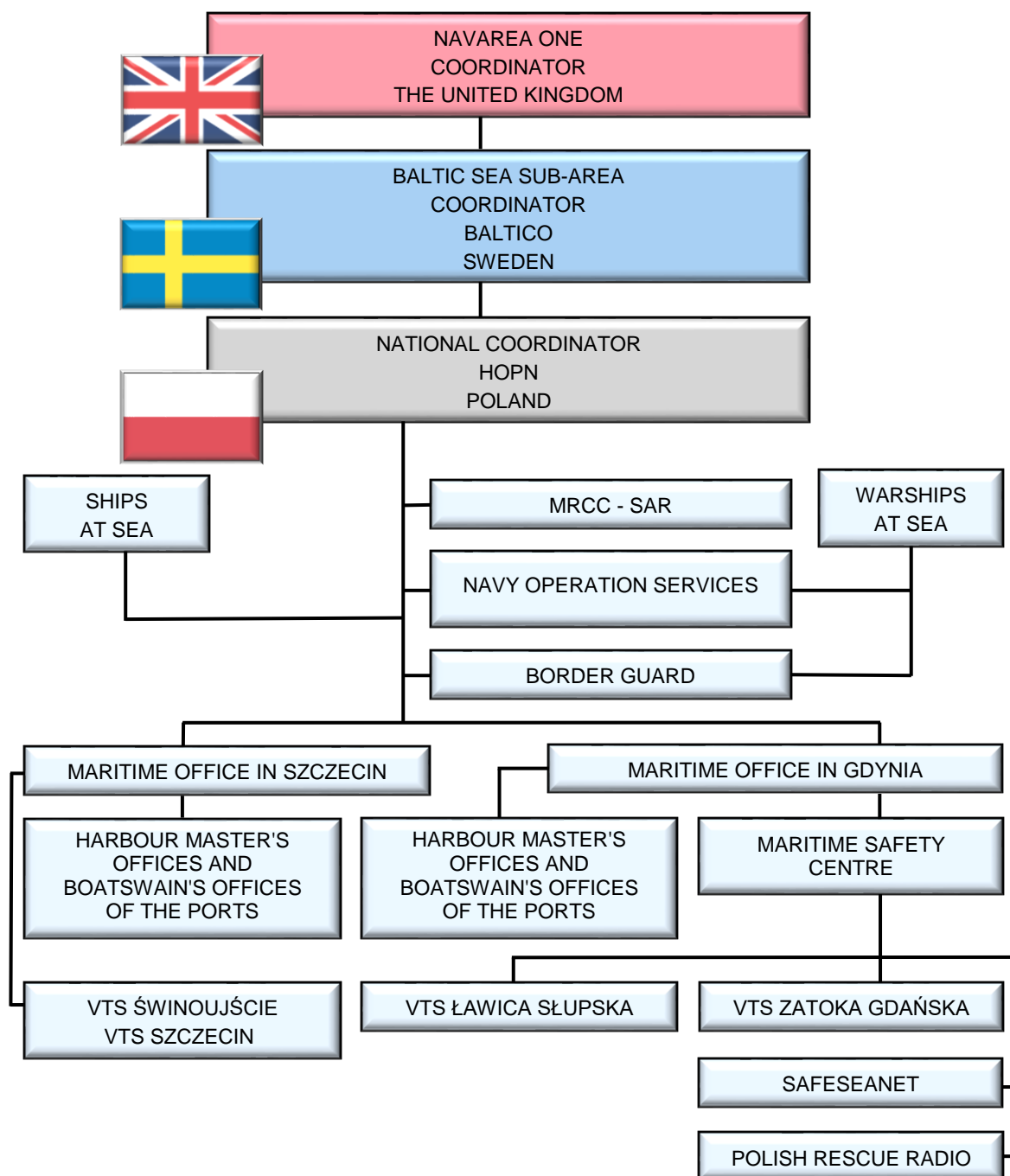


Fig. 1. Navigational warnings system diagram

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### Baltic Radio Navigational Warning System (BALTICO)

#### 1.48

All Baltic countries participate in the system. The coordination centre is in Norrköping (Sweden).

The Baltic area was divided into national zones of responsibility (regions), and these into subregions, depending on the number of radio stations of the region. Each of the dedicated radio stations transmits either shore warnings or local warnings.

### NAVTEX radio and telex information service

#### 1.49

At the initiative of the IMO, the radio and telex information service operates in some areas of Navarea. Messages are received and printed by the Navtex receiver switched on for continuous operation. The message may include:

- ☐ navigation warnings,
- ☐ storm warnings,
- ☐ ice warnings (reports),
- ☐ preliminary information about danger,
- ☐ weather forecasts,
- ☐ pilot service reports,
- ☐ information on operation of navigational systems,
- ☐ search and rescue information.

#### 1.50

In the Baltic Sea, the following radio stations operate in this system: Tallinn, Gislövshammar, Bjuröklubb, Grimeton and Jeloya on the 518 kHz broadcasting frequency. Each of them has assigned: a letter recognition signal (identifier), service area and permanent broadcasting hours. Information content is in English.

## WEATHER FORECAST SERVICE

### Preparation

#### 1.51

Institute of Meteorology and Water Management - National Research Institute (IMGW-PIB) provide the following types of weather messages.

Office of Maritime Meteorological Forecasts in Gdynia:

1. Forecasts for maritime navigation on the Baltic area;
2. Forecasts for fishing in the area of the southern, south-eastern and the Polish shore zones along with the Gulf of Gdańsk, Pomeranian Bight and the Vistula Lagoon;
3. Warnings for the Polish shore zone about dangerous meteorological phenomena (east part).

Office of Maritime Meteorological Forecasts, Department in Szczecin:

1. Forecasts for the Szczecin Lagoon and the Szczecin – Świnoujście port area;
2. Warnings for the Polish shore zone about dangerous meteorological phenomena (western part).

Office of Hydrological Forecasts in Gdynia:

1. Warnings for the Polish shore zone about dangerous hydrological phenomena (dangerous increasing sea level);

2. Messages about ice charts of the Baltic Sea (in the winter season).

### Promulgation

#### 1.52

Messages prepared by the Office of Forecasts of the Maritime Department of IMGW-PIB are provided by:

1. Centre of VTS Gulf of Gdańsk;
2. Centre of VTS Słupska Bank ;
3. local radio stations in Gdańsk and Szczecin;
4. in the 1st program of the Polish Radio; on the website: [baltyk.imgw.pl](http://baltyk.imgw.pl); directly by telephone - on demand.

**Costal warnings** come from the coordinator of the relevant country and contain information valid only within its region.

They also include Navarea I information in English and the national language.

**Local warnings** usually come from the port or the pilot authorities. They contain information necessary for ships entering or leaving ports. The message content is provided in the national language.

Details see LRNS.

#### 1.53

Validity of forecasts – 12 hours, starting from the provision time. Each detailed forecast is followed by an indicative wind forecast valid for the next 12 hours.

## RESTRICTED ZONES

### National parks

#### 1.54

The Słowiński National Park and the Wolin National Park are classified as the so-called ESSA areas (ENVIRONMENTALLY SENSITIVE SEA AREA). On these areas, in accordance with Article 15.1 of the Nature Conservation Act of April 16, 2004 (the Journal of Laws of 2022, item 916,1726), it is not allowed to fish and catch other aquatic organisms, except for places designated in the protection plan or protective tasks as well as use motor boats and other motor equipment, practice water and motor sports, sail, except for areas or fairways designated by the director of the national park. The restrictions in force in the maritime areas of the National Parks do not apply to situations in which human life or health is at risk. Details of charts and official websites of national parks: <https://lowin-skipn.pl>, <https://wolinpn.pl>

### Zones dangerous for sailing and fishing

#### 1.55

Zones outside Polish internal and territorial sea can be declared dangerous for navigation and fishing in order to carry out activities in accordance with the international law that can threaten the safety of maritime and air navigation. In particular, such activities may include missile and artillery firing, antisubmarine exercises, naval exercises, civil aviation tests and others that pose threat to the lawful use of the sea and airspace above it.

In accordance with the rules, ships and craft, although they are not obliged to remain outside the danger zone for navigation and fishing, should refrain from activities that would interfere in any way with the activities carried out in this zone by authorized state authorities. In the event of a disruption of the activities

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carried out, the competent state authorities can take reasonable measures, including the proportionate use of force, to protect against disruptive activities.

### General

#### 1.56

In the territorial and internal waters of the Republic of Poland, permanently closed zones for navigation and fishing as well as temporarily closed zones for navigation and fishing have been established. The conditions and procedure for obtaining permission to cross the closed zone are specified in the Regulation of the Minister of National Defence on closed zones on internal waters and in the territorial sea of the Republic of Poland (the Journal of Laws 2021 item 1030, as amended). Ships not authorized to be present in these zones are obliged to leave them immediately.

#### 1.57

The borders of the zones are marked on the Polish charts, and their list is published annually in the first issue of "Notices to Mariners".

#### 1.58

In the vicinity of zones closed or dangerous for navigation and fishing, special care should be taken, careful attention should be paid to marks, lights and signals shown on exercising and support units and their instructions must be obeyed.

#### 1.59

##### Signals and lights of ships

Submarines exercises:

- ☐ during the day: "NE2" according to the ICS;
- ☐ at night: 3 blue lights on the mast placed one above the other, independently of other lights compatible with the COLREGs.

Firing:

- ☐ during the day: "B" signal according to the ICS;
- ☐ at night: a red all-round light placed on the mast above the white light specified in Rule 23a) (i) of the COLREGs (regardless of other recommended lights).

Mine clearance operations:

- ☐ regardless of the lights recommended in Rule 23a) (i) (ii) (iv) of the COLREGs, lights and signs in accordance with Rule 27f) of the COLREGs.

A group of ships:

- ☐ on the way or anchored, one or several of the ships can show (regardless of the recommended lights) one white all-round light, placed on the top of the mast.

A group of ships anchored:

- ☐ one or several ships can show (irrespective of the recommended lights) one blue all-round light, placed on the mast.

Mast light:

- ☐ ships with a length of more than 50m may not show the second light specified in Rule 23a) (ii) of the COLREGs.

##### List of zones

#### 1.60

A. Permanently closed zones (all year round) for

navigation and fishing delimited by the following positions:

<b>S-8</b>	54°24.980'N	018°39.570'E
	54°24.980'N	018°40.549'E
	54°24.525'N	018°40.549'E
	54°24.600'N	018°40.190'E
	54°24.800'N	018°39.690'E

<b>S-9</b>	54°27.200'N	019°38.850'E
	54°26.540'N	019°48.240'E
	54°26.280'N	019°47.870'E
	54°26.910'N	019°38.410'E

<b>S-15</b>	54°33.110'N	018°33.570'E
	54°33.110'N	018°34.640'E
	54°32.810'N	018°34.640'E
	54°32.810'N	018°33.630'E
	54°32.950'N	018°33.630'E

**S-GDW** zone in the Westerplatte basin in the port of Gdańsk delimited by the following positions:

54°24.513'N	018°39.828'E
54°24.586'N	018°39.757'E

**Naval Base** - any port or those parts of a port which are intended solely for use by the naval armed forces, effectively defended and protected, serving to safeguard the daily and combat activities of the naval forces (NO-01-A010).

The borders of the naval base (NB) are the geodetic lines connecting consecutively numbered points. The list of coordinates of border points is specified in the Annex to the Regulation of the Minister of National Defence on the borders of a particular port.

Internal waters of naval bases:

- ☐ NB Gdynia (the Journal of Laws 2020 item 304),
- ☐ NB Hel-Zachód (the Journal of Laws 2020 item 302),
- ☐ NB Ustka (the Journal of Laws 2020 item 301),
- ☐ NB Kołobrzeg (the Journal of Laws 2020 item 1097),
- ☐ NB Dziwnów (the Journal of Laws 2020 item 1089),
- ☐ NB Świnoujście (the Journal of Laws 2020 item 303).

**B. Zones permanently closed for fishing:**

<b>S-3</b>	54°32.810'N	018°33.660'E
	54°32.810'N	018°35.082'E
	54°32.310'N	018°35.082'E
	54°32.310'N	018°33.762'E
	54°32.410'N	018°33.735'E

<b>S-7</b>	54°32.990'N	018°34.000'E
	54°33.250'N	018°36.640'E
	54°33.750'N	018°37.500'E
	54°33.250'N	018°38.360'E
	54°32.750'N	018°37.500'E
	54°33.130'N	018°36.850'E
	54°32.870'N	018°34.060'E

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**S-14** 54°36.790'N 018°46.790'E  
54°36.400'N 018°47.630'E  
54°35.210'N 018°46.540'E  
54°35.210'N 018°44.540'E  
54°36.110'N 018°44.340'E

**S-6a** 54°34.209'N 016°41.860'E  
54°35.900'N 016°41.860'E  
54°35.900'N 016°44.860'E  
54°34.183'N 016°44.860'E  
54°34.180'N 016°44.637'E

**C.** Zones closed for sailing and fishing for a specified period of time:

**S-1a** 54°26.130'N 019°01.500'E  
54°27.910'N 019°02.840'E  
54°27.910'N 019°22.940'E  
54°23.910'N 019°21.440'E  
54°23.910'N 019°14.060'E

**S-1b** 54°27.910'N 019°02.840'E  
54°32.910'N 019°06.640'E  
54°32.910'N 019°23.140'E  
54°27.910'N 019°22.940'E

**S-1c** 54°32.910'N 019°06.640'E  
54°39.000'N 019°11.420'E  
54°39.000'N 019°15.610'E  
54°33.910'N 019°23.130'E  
54°32.910'N 019°23.140'E

**S-2** 54°33.110'N 018°33.740'E  
54°33.210'N 018°33.740'E  
54°37.310'N 018°35.640'E  
54°37.210'N 018°36.640'E  
54°33.110'N 018°34.640'E

**S-4** 54°40.328'N 018°43.370'E  
54°39.600'N 018°41.600'E  
54°37.700'N 018°44.300'E  
54°38.390'N 018°45.680'E

**S-5** 54°36.110'N 018°44.340'E  
54°38.410'N 018°40.940'E  
54°40.010'N 018°41.040'E  
54°36.810'N 018°45.740'E

**S-6** 54°32.663'N 016°32.637'E  
54°40.750'N 016°16.950'E  
54°47.040'N 016°46.380'E  
54°35.408'N 016°50.649'E  
54°35.227'N 016°50.006'E  
54°35.031'N 016°49.427'E  
54°34.702'N 016°47.647'E  
54°34.387'N 016°46.835'E  
54°34.197'N 016°45.972'E  
54°34.180'N 016°44.637'E  
54°34.213'N 016°41.388'E  
54°33.970'N 016°39.535'E  
54°33.653'N 016°37.013'E  
54°33.478'N 016°35.927'E  
54°33.113'N 016°34.403'E  
54°32.908'N 016°33.817'E

**S-6b** 54°28.996'N 016°25.623'E  
54°35.400'N 016°08.770'E  
54°40.750'N 016°16.950'E  
54°32.663'N 016°32.637'E  
54°32.551'N 016°32.100'E  
54°32.622'N 016°31.851'E  
54°32.442'N 016°31.351'E  
54°32.257'N 016°31.253'E  
54°31.658'N 016°30.303'E  
54°31.368'N 016°29.597'E  
54°31.030'N 016°28.825'E  
54°30.872'N 016°28.507'E  
54°30.478'N 016°27.812'E  
54°30.070'N 016°27.137'E  
54°29.282'N 016°25.927'E

**S-6c** 54°32.916'N 016°33.840'E  
54°36.084'N 016°33.840'E  
54°36.500'N 016°38.872'E  
54°36.500'N 016°40.750'E  
54°34.130'N 016°40.750'E  
54°33.970'N 016°39.535'E  
54°33.653'N 016°37.013'E  
54°33.478'N 016°35.927'E  
54°33.113'N 016°34.403'E

**S-10** 54°47.400'N 018°27.200'E  
54°55.210'N 018°36.000'E  
54°51.920'N 018°43.370'E  
54°44.360'N 018°35.290'E

**S-11** 54°44.360'N 018°35.290'E  
54°51.920'N 018°43.370'E  
54°45.510'N 018°57.840'E  
54°38.910'N 018°49.840'E

**S-12** 54°02.011'N 014°46.619'E  
54°05.710'N 014°44.380'E  
54°07.110'N 014°50.680'E  
54°03.198'N 014°52.929'E  
54°02.193'N 014°47.448'E

**S-13** 54°00.510'N 014°27.880'E  
54°03.730'N 014°27.880'E  
54°06.410'N 014°36.380'E  
54°02.810'N 014°36.380'E

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### NOTE:

The Hydrographic Office of the Polish Navy announces the closure dates of zones S-1a, S-1b, S-1c, S-2, S-4, S-5, S-6, S-6a, S-6b, S-6c, S-10, S-11, S-12, S-13 in the navigational warning system at least five days in advance.

The HOPN informs about the deadlines for the closure of zones in the nautical publication, "Notices to Mariners", published in the week preceding the closure period.

In the event of the need to conduct search and rescue activities in the closed zone or to remove oil or chemical pollution, the HOPN informs about the activities carried out in the navigational warning system.

A consent to pass through the closed zone of rescue units should be issued immediately after confirming that the actions causing the closure of a given zone will not affect the safety of rescue units and persons on-board.

1. A consent to cross a closed zone is provided by:

- ☐ Commander of the Central Air Force Training Ground – for zones no. S-6, S-6a, S-6b and S-6c;
- ☐ Commander of the Maritime Operations Centre – the Maritime Component Command – for zones S-1a, S-1b, S-1c, S-2, S-4, S-5, S-10, S-11, S-12 and S-13;
- ☐ Commander of the Special Forces Component – for zones S-8 and S-15;
- ☐ Commander of the 3rd Ship Flotilla – for the internal waters of the Naval Base in Gdynia, Hel-Zachód, Ustka;
- ☐ Commander of the 8th Coastal Defense Flotilla – for the internal waters of the Naval Base in Kołobrzeg, Dziwnów, Świnoujście;
- ☐ Commander of the Maritime Department of the Border Guard – for zones S-9 and S-GDW.

Contact details to institutions providing permission to pass through the restricted zone are published in "Notices to Mariners" volumes.

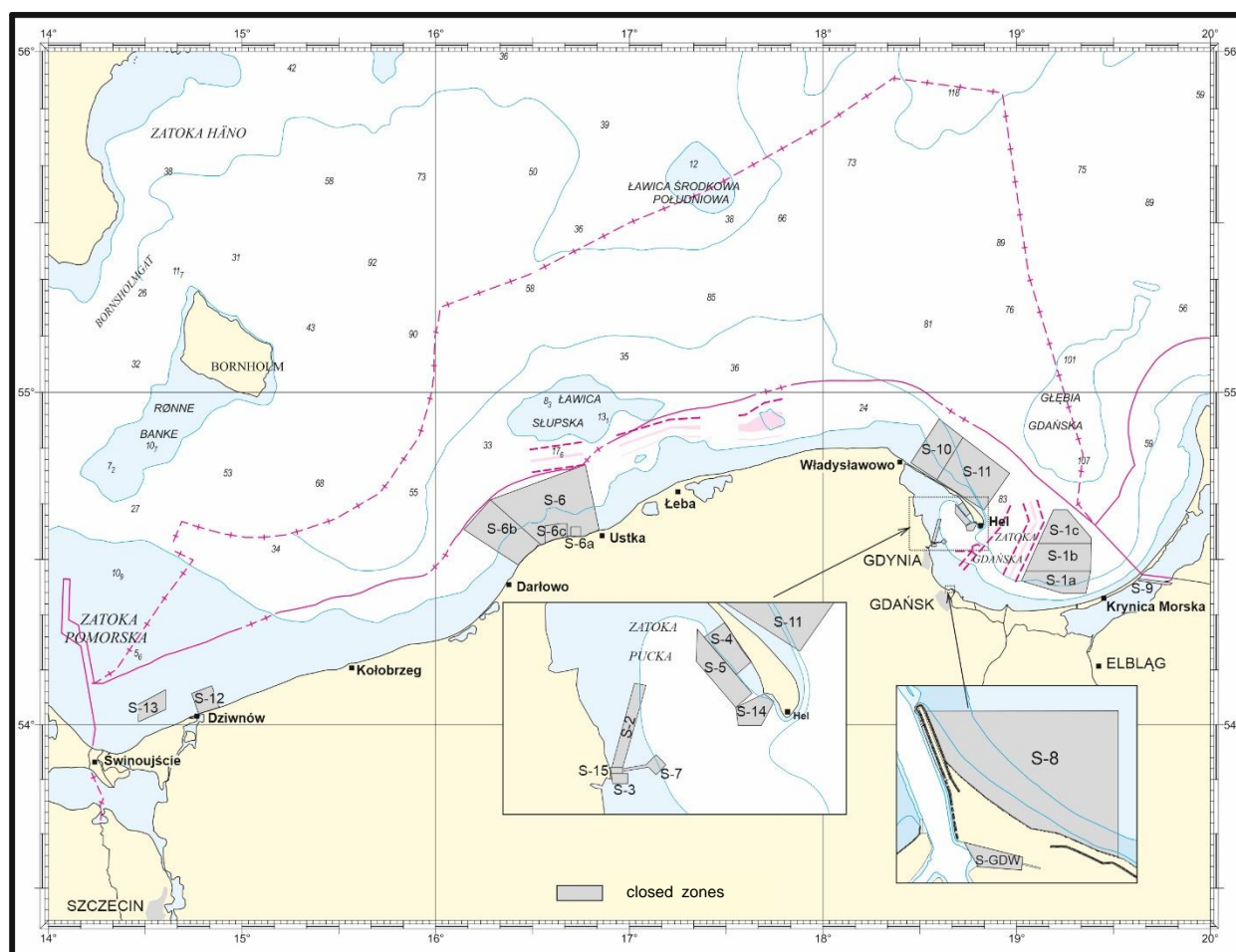


Fig. 2. Zones closed for sailing and fishing in the Polish maritime areas



## 1. NAVIGATION - SAILING - SERVICES

### TRAFFIC SAFETY

#### Traffic Separation Schemes

##### 1.61

In the VTS area of the Gulf of Gdańsk and in the VTS area of Słupska Bank appropriately the Traffic Separation Scheme "Gulf of Gdańsk" and "Słupska Bank" were established. The systems were adopted in accordance with Regulation 10 of Chapter V of the SOLAS Convention by the International Maritime Organization (IMO).

The following are applied:

**Traffic Separation Scheme (TSS) "EAST"** – it is used by vessels heading from the Baltic Sea to Gdańsk Port Północny and in the opposite direction.

**Traffic Separation Scheme (TSS) "WEST"** – it is used by vessels heading from the Baltic Sea to Gdańsk Nowy Port and Gdynia and in the opposite direction.

**Traffic Separation Scheme (TSS) "SŁUPSKA BANK"** – it is used by vessels passing along the Polish coast from west to east and in the opposite direction.

**Note.** The TSS systems were marked on the Polish nautical charts no.: 44(INT 1289), 53, 54, 71, 73(INT1288), 151(INT1291), 152(INT1292), 153(INT1293), 251(INT1218), 252(INT1219), 500(INT1021), 1020.

Vessels in the traffic separation scheme are obliged to apply rule 10 of the COLREGs. Detailed information – see the Port Regulations and LNRS.

#### Reporting systems

##### 1.62

In order to increase the safety of navigation and to protect the shores and waters of the Gulf of Gdańsk, the Pomeranian Bight and the Szczecin Lagoon, two-way ship reporting systems have been introduced in accordance with the requirements of ship traffic control and supervision systems: VTS Gulf of Gdańsk, VTS Słupska Bank, VTS Świnoujście and VTS Szczecin. Detailed information see the Port Regulations and LNRS.

#### Vessel Traffic Control System

##### 1.63

In the Polish maritime areas, the Vessel Traffic Control Service (VTS Service), acts as the Maritime Assistance Service (MAS) in accordance with the requirements of IMO Resolution A.950(23).

1. The ship's captain located in the Polish maritime areas is obliged to immediately inform the nearest shore radio station or the VTS Service about all decisions that:

- a. affect the safety of the ship, such as: collisions, stranding, damage or malfunction of the ship's equipment, flooding or shifting of the cargo, damage to the hull or structural elements of the ship;
- b. endanger maritime safety, such as: damage to equipment that may affect manoeuvrability or the ability to navigation of the ship, including those affecting the propulsion system, steering equipment, power generation system, navigational equipment or means of communication.

2. The information referred to in point 1 should include:

- ☐ ship name;
- ☐ IMO identification number (if any);
- ☐ position;
- ☐ departure port;
- ☐ destination port;
- ☐ address at which information on dangerous or polluting goods is available, if they are carried on board;
- ☐ total number of persons on board;
- ☐ details and other information necessary to conduct rescue operations in accordance with the requirements established by the International Maritime Organization (IMO).

3. The ship's captain to which the provisions on the management of safe operation apply, resulting from the International Management Safe Code (ISM Code), specified in Chapter IX of the SOLAS Convention, in accordance with this Code, informs the shipowner about each event referred to in point 1. The shipowner, after obtaining such information, is obliged to immediately contact the relevant VTS Service and, if necessary, remain at its disposal.

4. Ships:

- a. which, in the course of their voyage:
  - ☐ participated in the events at sea referred to in point 1,
  - ☐ were involved in an accident or an event causing a threat of pollution of the maritime environment or causing pollution of the maritime environment,
- b. whose shipowner or captain, respectively, failed to fulfil its obligations:
  - ☐ report or provide information specified in point 1b) and reporting or providing information related to the ship's entry into the Polish port,
  - ☐ report or provide information on dangerous and polluting loads,
  - ☐ comply with the rules of ship traffic in the designated ship traffic delimitation systems and sailing routes,
  - ☐ submit appropriate reports required by mandatory ship reporting systems in force in the Polish maritime areas,
  - ☐ obey the orders, warnings, instructions and recommendations of the VTS Service,
- c. in relation to which there is evidence or reasonable suspicion of a violation of the rules of protection of the maritime environment, are considered to be ships posing a potential danger to navigation or a threat to maritime safety, human safety or the maritime environment.

The ship's captain should provide the above information to the relevant VTS Service using the following contact details:

#### VTS Gulf of Gdańsk:

Phone: +48 (58) 355 36 10

+48 (58) 355 36 11

+48 (58) 621 61 62

Fax: +48 (58) 620 53 63

+48 (58) 620 53 28

Mob: +48 601 991 331

MMSI: 002611400

Inmarsat BGAN:

Phone/fax: +870772265042

E-mail: [vts@umgd.gov.pl](mailto:vts@umgd.gov.pl)

## 1. NAVIGATION - SAILING - SERVICES

Radio listening on VHF channels: 71, 66, 16, 70 (DSC)

Address: ul. Polska 2, 81-339 Gdynia

### **VTS ŚWINOUJŚCIE:**

Phone: +48 (91) 440 33 90

+48 (91) 440 33 98

Fax: +48 (91) 321 67 70

MMSI: 002610800

E-mail: [swinoujscietraffic@ums.gov.pl](mailto:swinoujscietraffic@ums.gov.pl)

Address: ul. Ku Morzu 1, 72-600 Świnoujście

Radio listening on VHF channels: 12, 16, 70 (DSC) or via the Polish Rescue Radio shore station.

### **VTS ŚLUPSKA BANK:**

Phone: +48 (59) 814 48 89

+48 (59) 814 62 04

Fax: +48 (59) 814 62 04

Mob: +48 784 778 876

MMSI: 002610500

E-mail: [vtslawica@umgdy.gov.pl](mailto:vtslawica@umgdy.gov.pl)

Radio listening on channels: 73, 67, 16, 70 (DSC)

**Note.** Detailed information see the Port Rules and LNRS.

## **PILOTAGE**

### **Pilotage obligation**

#### **1.64**

Ships with a length of 40 m or more are obliged to use the services of a pilot, except for ships exempted from this rule. The harbour master can order any ship to use the services of a pilot if he/she deems it necessary.

The obligation to use the services of a pilot, regardless of the capacity DWT (tonnage) of the ship, applies to:

- ☐ ships transporting hazardous materials class 1, 2, 3 according to the IMDG code;
- ☐ ships having leaks or on which a fire occurred;
- ☐ ships that are overloaded, overdeveloped or are dangerously inclined;
- ☐ ships that, due to the damage suffered, can cause water pollution.

### **Pilotage suspension or cancellation**

#### **1.65**

If the performance of the pilotage service poses a danger to the ship, port, shipyard or the safety of navigation, the pilot is obliged to notify the harbour master's office and can suspend the pilotage activities pending the instructions.

### **Types of pilotage**

#### **1.66**

Port pilotage includes piloting ships and other floating objects:

- a. in sea ports and on their roadsteads, and in relation to ports with designated roadsteads, piloting in ports and on their anchorages and between the port and its anchoring areas;
- b. in shipyard areas occupied by ships and in areas adjacent to ports specified by the Harbour Master's Office.

Route pilotage includes piloting ships and other floating objects on:

- a. internal waters and in the territorial sea outside the area covered by the port pilotage;
- b. anchoring areas located outside the internal waters and the territorial sea;

- c. fairways connecting anchoring areas with territorial and internal waters.

The sea-going pilotage includes piloting ships in other areas of the Baltic Sea or in other sea areas where the right to pilot results from international agreements.

### **Signals and rules**

#### **1.67**

In order to call the pilot, international signals included in the ICS should be used. Detailed information on the pilotage to the Polish seaports is included in the Port Rules.

## **ICEBREAKER ASSISTANCE**

### **Ice service**

#### **1.68**

For the winter season, the so-called "ice action" is organized aiming at ensuring safety and free navigation on approach to ports and on port aquatics. The managers of the action are the harbour master of Gdynia (for the eastern region up to and including Kołobrzeg) and Szczecin (for the western region – the Bay of Pomeranian, the roadstead and the port of Świnoujście, the Świnoujście-Szczecin fairway and the port of Szczecin). Instructions developed by them as well as notifications about the start and end of the action are sent to the interested shipowners and institutions. Ice inspection is carried out using airplanes and helicopters. Maintaining the navigable condition of port aquatories, roadstead and approach fairways is carried out by separate tugs adapted to breaking ice.

### **Signals**

#### **1.69**

Between the icebreaker and the ship or ships in a convoy, acoustic, light signals and commands via the VHF radio are used. The duration of the sound or flash corresponds to the provisions of the COLREGs.

International signals for communication between the icebreaker and the ships going with its assistance, included in the ICS, apply.

Execution of manoeuvring commands received from the icebreaker does not exempt any ship from compliance with the COLREGs.

### **Recommendations**

#### **1.70**

Immediately follow all commands received from the icebreaker.

1. Pay special attention to the accurate reception of signals from the icebreaker and other ships in a convoy; keep constant listening on the designated VHF channel.
2. Do not overtake other ships in a convoy without the express permission of the icebreaker manager.
3. The towed ship can use the main engine only at the command of the icebreaker manager; keep the main engine in constant readiness to quickly perform the manoeuvre.
4. Maintain constant readiness to fasten or tow the ship; the icebreaker manager decides on towing the ship.
5. Report leaks or other damage to the icebreaker manager immediately.

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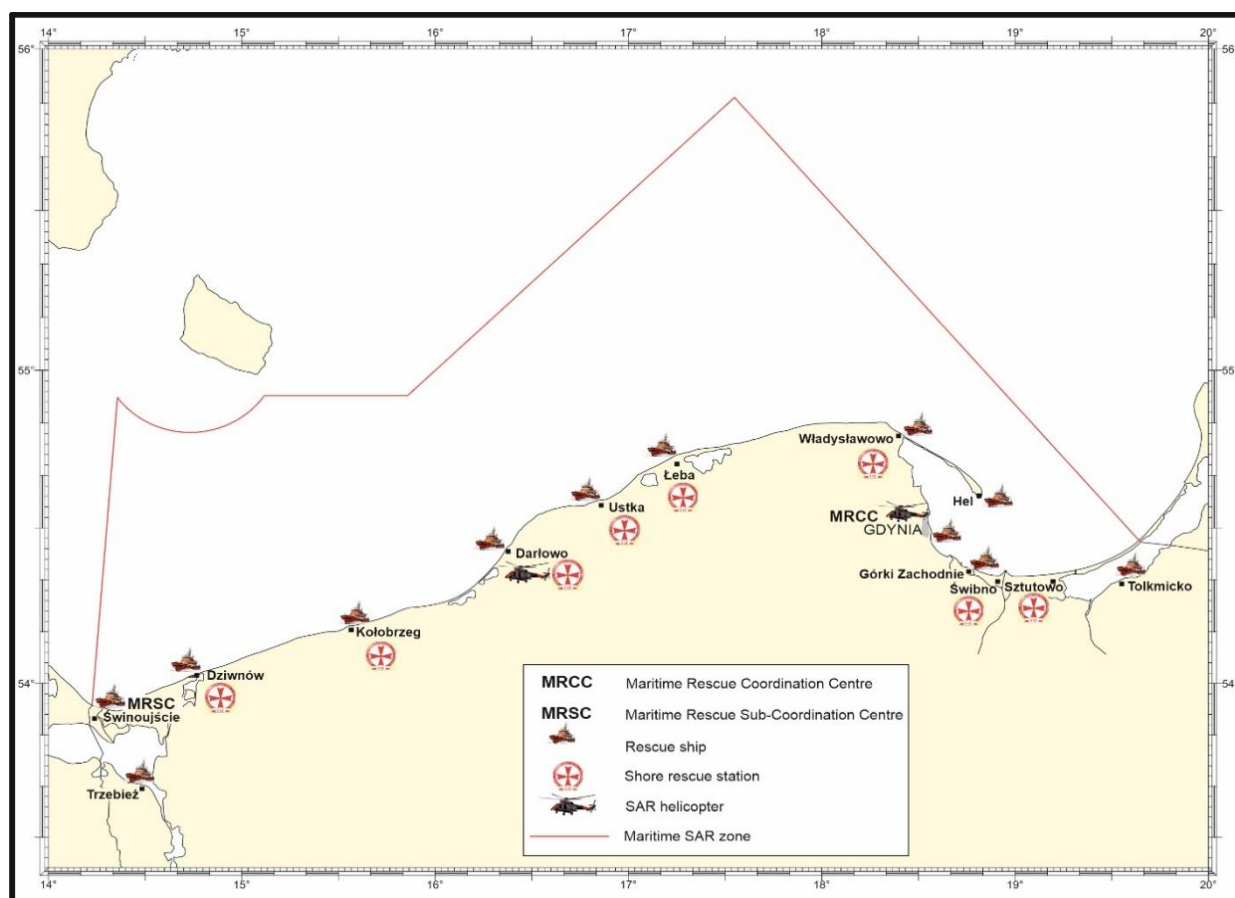


Fig. 3. The location of the maritime search and rescue service station

### MARITIME SEARCH AND RESCUE SERVICE

#### Organization

##### 1.71

In the Polish maritime areas and in the Polish area of SAR responsibility, tasks related to searching for, saving lives at sea and removing pollution of the maritime environment are carried out by the Maritime Search and Rescue Service (MSRS), hereinafter referred to as the SAR service.

The SAR service includes:

1. **Maritime Rescue Coordination Centre (MRCC)** in Gdynia organizing and coordinating search and rescue operations;
2. **Maritime Rescue Sub-Centre (MRSC)** in Świnoujście supporting the activities of the MRCC on the west coast;
3. SAR units;
4. coastal rescue stations, which include volunteer rescue teams.

Communication in terms of distress at sea is maintained by the Polish Rescue Radio (listening on the international safety frequencies 2182 kHz and 156.8 MHz and listening on DSC frequencies).

Phone: +48 58 355 36 70

Fax: +48 58 620 53 63

+48 58 620 53 28

E-mail: [gmdss@umgdy.gov.pl](mailto:gmdss@umgdy.gov.pl)

##### 1.72

#### **Maritime Rescue Coordination Centre (MRCC) Gdynia:**

Call sign: POLRATOK 1

VHF: 11 (SAR operational communication), 16

Phone: +48 58 661 01 97,

mob. +48 505 050 969

Details see LNRS.

##### 1.73

#### **Maritime Rescue Sub-Centre (MRSC) Świnoujście:**

Call sign: POLRATOK 2

VHF: 11 (SAR operational communication), 16

Phone: +48 91 321 49 17,

mob. +48 505 050 969

For details on other components of the SAR system, see LNRS.

##### 1.74

The entire area of responsibility of the rescue service coincides with the Polish Area of Responsibility of the Aviation Area (FIR).

##### 1.75

In terms of saving lives at sea, the SAR Service has:

- a. rescue ships based in the ports of: Tolkmicko, Górk Zachodnie, Gdynia, Hel,

## 1. NAVIGATION - SAILING - SERVICES

Władysławowo, Łeba, Ustka, Darłowo, Kołobrzeg, Dziwnów, Świnoujście and Trzebież – they are a 24-hour emergency service, being on 15-minute alert; and

- b. shore rescue units equipped with land rescue vehicles, pneumatic motor boats and line throwers and rope equipment. They are based in the following towns: Sztutowo, Świbno, Władysławowo, Łeba, Ustka, Darłowo, Kołobrzeg and Dziwnów, in 30-minute alert.

### Distress and safety communications

#### 1.76

Distress call and message:

- a. directly to the MRCC Gdynia or MRSC Świnoujście;
- b. indirectly to sea rescue ships or shore rescue stations, performing rescue services in the aforementioned ports and towns, maintaining full-day listening on VHF channel 16;
- c. to any other authorities such as the Polish Rescue Radio, Harbour Master's Office and Boatswain's Office of ports; they are obliged to immediately transmit the received signals for assistance to the SAR Maritime Service.

#### 1.77

Pursuant to the Maritime Safety Act of August 18, 2011 (the Journal of Laws 2022, item 515, as amended) and the "SAR Plan", the Maritime Rescue Coordination Centres (MRCC) have at their disposal in rescue operations the means of maritime rescue of the Polish Navy, maintained in 24-hour alert.

### Obligation to provide help

#### 1.78

"Every captain is obliged to come to the aid of any person, even an enemy, who is at sea in danger of life, if he can do so without serious danger to his ship, his crew, or his passengers". (Article 11 of the Brussels Convention of 1910).

"The master of a ship at sea, on receiving a signal from any source that a ship or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress informing them if possible that he is doing so. If he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, he must enter in the logbook the reason for failing to proceed to the assistance of the persons in distress" (SOLAS-74 Convention, Annex 1, Chapter V, Regulation 33).

### GMDSS System

#### 1.79

The Global Maritime Distress and Safety System (GMDSS) can ensure the improvement of the safety of human life at sea through an improved procedure and communication in the event of a distress call, using the existing maritime rescue structure, maritime satellite systems and selective call techniques.

1. GMDSS Zone A1 – VHF DSC: channel 70 (H24); phonia, VHF listening: channel 16 (H24)
2. GMDSS Zone A2 (range 150M) – MF DSC listening: 2187.5KHz (H24), MF Radiotelex listening: 2174.5KHz (H24), MF phonia, listening: 2182KHz (H24).

Details see LNRS.

#### 1.80

For the purposes of the GMDSS, it is planned to equip ships with appropriate radio communication equipment depending on the sailing region. These will be: selective call receivers with a decoder (VHF frequencies, medium and short waves); coding devices for the selective call system; telex; VHF audio devices with the ability to transmit signals for radio tracking; a radio station with a range of medium and short waves with the ability to cooperate with long-distance and to send signals to the radio measurement; INMARSAT satellite telephone and telex communication devices with the ability to receive distress signals; NAVTEX receiver for receiving navigational warnings, meteorological communications; a radio direction finder with VHF frequencies and indirect target tracking; EPIRB (Emergency Position Indication Radio Beacon) operating on the frequency of INMARSAT satellites with automatic positioning, operating in the COSPAS-SARSAT system.

The NAVTEX device is to ensure the continuous delivery of navigational and meteorological warnings, search and rescue (SAR) messages and meteorological messages to the ship.

General operating concept of the COSPAS-SAR-SAT is to equip all ships with EPIRB satellite rescue radios. Their purpose is to alert the system's ground stations via satellite, and through them the Maritime Rescue Coordination Centre (MRCC). The location of the accident site is indicated by the position updated manually or automatically by connecting the transmitter to the ship's radio navigation systems. The MRCC, having modern equipment for detecting ships located in its area, organises appropriate means for help.

#### 1.81

The area covered by the system is divided into four sailing areas:

1. Area A1: within the range of shore radios operating on VHF frequencies (approx. 20-30 nautical miles);
2. Area A2: within the range of shore radio stations operating on intermediate frequencies (approx. 100 nautical miles, but without Area A1);
3. Area A3: the area from 70°N to 70°S covered by the INMARSAT system, but without areas A1 and A2;
4. Area A4: polar areas not covered by the INMARSAT system.



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### Distress signals

#### 1.82

Distress signals are contained in Annex IV to the COLREGs. They can be shown together or individually. The use or showing of these signals for any purpose other than to indicate danger and the need for help, and the use of other signals that could be confused with them, is prohibited.

Attention should also be paid to the relevant sections of the ISC and IAMSAR Volume III.

### Rescue signals

#### 1.83

The signals described in Volume III of the IAMSAR Handbook, as well as illustrated in the ISC, together with the relevant measures in accordance with Resolution A. 80 (IV), are used by:

1. shore rescue stations;
2. naval rescue units when communicating with ships or people in danger;
3. ships or people in danger when communicating with rescue stations and sea rescue units;
4. aircraft engaged in search and rescue operations.

These signals are:

1. the response of rescue stations or sea rescue units to distress signals given by a ship or person;
2. landing signals designed to guide small boats with crews or people in danger;
3. signals to be used using shore rescue station equipment;
4. signals used by aircraft engaged in search and rescue, used to guide ships to an aircraft, ship or persons in danger;
5. an illustrated board describing these signals should be on each ship and be constantly available to watch officers.

### Distress alert

#### 1.84

A ship in danger with a flammable load warns approaching other ships or rescue ships against launching a dart rocket in their direction, by raising the "B" flag according to the ISC on the day, and by lighting a red light on the top of the mast at night. It can also emit the "GU" signal, while the ship providing help should emit the "GU" and "RQ" signals.

Ships on a dangerous course or approaching danger are warned with "U" or "NF" and "NE" signals issued by the ISC flags or with light or sound.

## CUSTOMS

### General

#### 1.85

The rules for the import and export of goods to the customs territory of the Community after the accession of Poland to the European Union are governed by:

- Regulation no. 952/2013 of the European Parliament and of the Council of October 9, 2013, laying down the Union Customs Code;
- Commission Regulation (EC) no. 1186/2009 of November 16, 2009, laying down the Community Duty Relief Scheme (the Official Gazette of EU L 324 of December 10, 2009).

**Note.** The unified texts of the aforementioned legal acts can be found on the website of the Ministry of Finance – National Revenue Administration (NRA): [www.gov.pl/web/kas](http://www.gov.pl/web/kas) and the Committee for European Affairs: [www.gov.pl/web/dyplomacja/komitet-do-spraw-europejskich](http://www.gov.pl/web/dyplomacja/komitet-do-spraw-europejskich).

At the same time, the Community provisions of customs law are supplemented in detail by the provisions of the national law:

- The act of March 19, 2004, Customs Law (the Journal of Laws of 2022, item 2073);
- The Act of November 16, 2016, on the National Revenue Administration (the Journal of Laws 2022, item 813, as amended);
- a number of other executive regulations issued on their basis.

#### 1.86

The Polish customs territory is the land and sea territory of the Republic of Poland.

#### 1.87

The local authorities of the Border Guard are also authorized to perform certain activities within the competence of the customs authorities on the basis of the Regulation of the Minister of Finance of March 31, 2010, on authorizing other government administration bodies to perform certain tasks of the customs authorities (the Journal of Laws 2017, item 1963).

The tasks listed in §1 of the aforementioned Regulation are performed by these authorities when entering and taking goods into the customs territory of the Community, including in connection with sport sailing and sea fishing at the following border crossing points, fishing ports and fishing marinas:

1. Sea border crossing points: Dziwnów, Gdańsk-Górki Zachodnie, Hel, Jastarnia, Łeba, Mrzeżyno.
2. Fishing ports: Dźwirzyno, Nowa Karczma, Rowy.
3. Fishing marinas:

Brzeźno	Krynica Morska
Chałupy	Kuźnica
Chłapowo	Międzyzdroje
Chłopy	Mikoszewo
Dąbki	Niechorze
Dębek	Oksywie
Grzybowo	Orłowo
Jantar	Ostrowo
Jarosławiec	Sopot
Jastrzębia Góra	Stegna
Jelitkowo	Sztutowo
Karwia	Unieście
Kąty Rybackie	Ustronie Morskie
	Witowo

### Ships of the Customs and Tax Service

#### 1.88

##### Authorisations

Pursuant to the Act on the National Revenue Administration (the Journal of Laws 2022, item 813, as amended).

The commander of a ship operating on internal maritime waters and territorial sea has the right to:

## 1. NAVIGATION - SAILING - SERVICES

- ☐ call the ship to reduce the flow rate, stop for inspection, and follow the indicated course of sailing;
- ☐ stop the ship, board it, check the ship and cargo documents, identify the ship's crew and passengers, examine the cargo and search the ship's premises, as well as detain a person suspected of committing a crime;
- ☐ force the ship to enter the designated port if the master does not comply with the instructions given.

The right to take the above actions is granted to the commander of the ship, in particular when the ship:

- ☐ allows boarding or disembarking contrary to applicable regulations or performs loading or unloading of goods outside of designated areas;
- ☐ leaves the port without control;
- ☐ there is a concern that it is communicating with the shore for purposes contrary to the provisions of criminal law;
- ☐ anchors outside the place used for this purpose.

### 1.89

In order to stop the vessel, the commander of the ship emits a visual and acoustic signal recommending holding the stop from a distance enabling the signal to be received.

If reliable information indicating the possibility of the ship not stopping or the possibility of firing or the threat of seizure of the ship has been obtained before the inspection activities, the competent head of the customs and tax office may request the ship to be assisted by the Border Guard ship.

### 1.90

The provisions (activities) referred to in 1.87 do not apply to the ships specified in the regulations issued on the basis of Article 6 (3) of the Act of March 21, 1991, on maritime areas of the Republic of Poland and maritime administration (the Journal of Laws 2023, item 960) and in the case of activities performed by the head of the customs and tax office, in accordance with the provisions issued on the basis of Article 12.

### 1.91

**Recognising signs** (the Journal of Laws 2017, item 903). During the performance of tasks, floating units of the National Revenue Administration raise as a flag the state flag with the emblem of the Republic of Poland and, for the purpose of identification, the flag of NRA specified in the regulations issued on the basis of Article 9 (3) of the Act of January 31, 1980, on the emblem, colours and anthem of the Republic of Poland and on state seals (the Journal of Laws of 2019, item 1509).

Additional recognising signs are:

- ☐ the inscription: "CUSTOMS AND TAX SERVICES" placed on the warning light beacon and on both sides of the floating unit above the upper edge of the changing draught strip or on the cabin of the floating unit - in green;
- ☐ additionally, the inscription "CUSTOMS", placed on the cabin on both sides of the ship, below the inscription "CUSTOMS AND TAX SERVICES" – in green;
- ☐ green – the aquatic outer part of the hull, with a width of not less than 20% of the height of the side of the ship from the upper edge of the variable draught strip, extending in the middle along the hull;
- ☐ in white – the cabin.

The ship sign includes its name, which consists of the "SCS" letters separated by a horizontal line from the two-digit number of the ship.

The recognising signs used by the ships of the Customs and Tax Service during the performance of official tasks at night and in conditions of limited visibility are the lights specified in international agreements and separate regulations on sailing safety and prevention of collisions at sea. The ships of the Customs and Tax Service, which for structural reasons do not meet the requirements set out in international agreements and separate regulations on sailing safety and prevention of collisions at sea, are marked with one pulsating blue light, visible around the horizon from a distance of at least 2 M.

## 2. MISCELLANEOUS

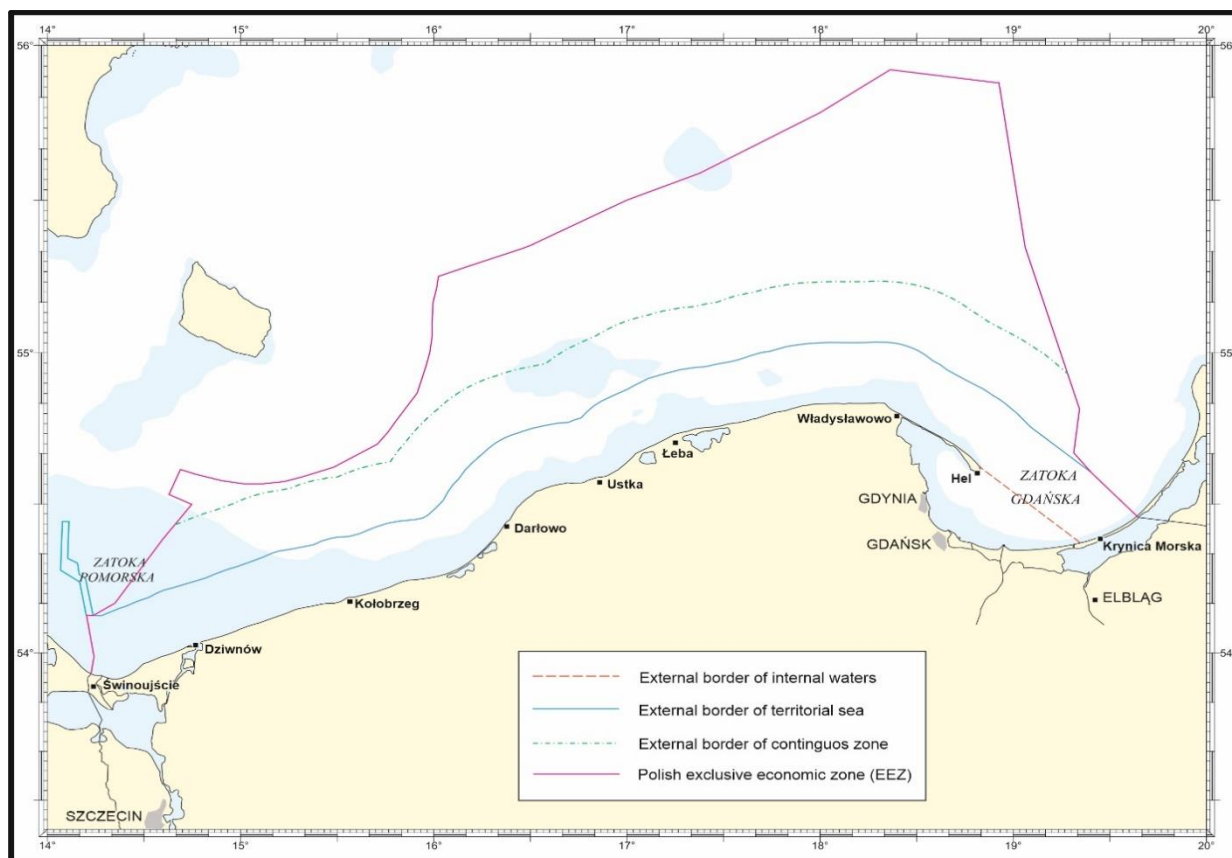


Fig. 4. Location of the Polish maritime areas

### POLISH MARITIME AREAS

#### General

##### 2.01

The legal position of the Polish maritime areas is determined by the Act of March 21, 1991 (the Journal of Laws 2023, item 960). The provisions of the Act do not apply if the agreement to which Poland is a party provides otherwise.

The Polish maritime areas are: internal waters, territorial sea, contiguous zone and exclusive economic zone. The internal waters and the territorial sea are parts of the territory of Poland. The detailed route of the baseline, the external border of the territorial sea and the external border of the contiguous zone are specified in the Regulation of the Council of Ministers of January 13, 2017 (the Journal of Laws 2017, item 183).

The territorial sovereignty of Poland over the internal waters and the territorial sea extends to the waters, the airspace above them, the seabed itself, as well as the interior of the seabed.

#### Internal waters

##### 2.02

The Polish internal waters include:

1. Part of the Nowowarpieńskie Lake and part of the Szczecin Lagoon, located east of the state border between Poland and Germany, along with the Świna and Dziwna straits and the Kamieński Lagoon, and the Odra River between the Szczecin Lagoon and the waters of the port of Szczecin;

2. part of the Gulf of Gdańsk closed with the baseline, starting from the point of 54°37.5'N and 18°49.13'E (on the Hel Spit) to the point of 54°22.11'N and 19°20.83'E (on the Vistula Split);
3. part of the Vistula Lagoon, located south-west of the state border between Poland and Russia on this Lagoon;
4. port waters defined from the sea side by a line connecting the outermost permanent port facilities, which are integral parts of the port system

#### Territorial sea

##### 2.03

The Polish territorial sea is a part of maritime areas with a width of 12 M, calculated from the baseline of the Baltic. The outer border of the territorial sea is a line, each point of which is 12 M away from the nearest point of the baseline.

Roadsteads intended to reload, unload and anchor ships, located wholly or partially outside the territorial sea, are included in the territorial sea.

The side borders of the Polish territorial sea are defined by international agreements concluded by Poland with neighbouring countries.

##### 2.04

Approach to the ports of Świnoujście and Szczecin was governed (the Journal of Laws 1989, item 233) as follows:

1. the northern approach fairway to these ports, throughout its course, and anchoring areas are located in the Polish territorial sea or on the open sea;



## 2. MISCELLANEOUS

2. the section of the northern approach fairway located to the east of the external border of the German territorial sea, as well as anchoring area no. 3 do not constitute the German continental shelf, fishing zone and the only exclusive economic zone;
3. sailing on the fairways to the ports of Szczecin and Świnoujście, which are located in the German territorial sea east of Rügen, is carried out based on the rules generally accepted in international law of the sea. The consent of the German side is not required for the passage of warships and state ships with the Polish flag. Polish sport boats can use the passage with the consent of the German party granted in the appropriate manner.

### 2.05

Foreign ships exercising the right of innocent passage through Polish territorial sea are obliged to comply with Polish law and international regulations concerning the prevention of collisions at sea and the protection of the marine environment. In addition, sailing on designated fairways, using designated traffic separation systems and participation in position reporting systems are mandatory.

### 2.06

Innocent passage means sailing through the territorial waters for the purpose of:

- ☐ passing through them without entering internal waters or without mooring at port facilities or roadsteads located outside internal waters, entering or leaving internal waters,
- ☐ mooring or departing from the port or roadstead facilities mentioned above.

Sailing should be uninterrupted and fast. Stopping or anchoring is permitted only if it is connected with regular navigation or is necessary due to force majeure or other danger or to render assistance to people, ship or aircraft in danger. During the passage, foreign fishing ships are obliged to remove fishing equipment from the deck or store it in a way that excludes its use.

Passage is considered to be a threat to peace, public order or security of the Republic of Poland if a foreign ship or warship undertakes actions in the territorial sea consisting in:

1. the threat or use of force against the sovereignty, territorial integrity or political independence of the Republic of Poland or any other violation of the principles of international law contained in the Charter of the United Nations,
2. exercise or use of weapons of any kind;
3. collecting information to the detriment of the defense or security of the Republic of Poland;
4. propaganda aimed at weakening the defense or security of the Republic of Poland;
5. taking off, landing or boarding any aircraft;
6. taking off, landing or boarding any military device;
7. loading or unloading goods, currencies or accepting people on board or disembarking from a ship in violation of customs, fiscal, immigration or sanitary regulations of the Republic of Poland;

8. deliberate pollution of the sea;
9. fishing;
10. conducting research or hydrographic activities;
11. interfering with the communication system or other devices and installations of the Republic of Poland;
12. any other activities not directly related to the flow

### Contiguous zone

#### 2.07

The Polish contiguous zone is the maritime area adjacent to the territorial sea of the Republic of Poland. The external border of the contiguous zone is a line, each point of which is no more than 24 M from the nearest point of the baseline.

### Exclusive economic zone

#### 2.08

The Polish exclusive economic zone is located outside and adjacent to the territorial sea. It includes the waters, the seabed and the ground beneath. Its borders are defined by international agreements between Poland and the former Union of Soviet Socialist Republics, Sweden, Denmark and the former German Democratic Republic.

The Polish law on environmental protection applies in the exclusive economic zone. Foreign countries enjoy freedom of navigation and other uses of the sea in accordance with international law in this zone. The borders of the Polish exclusive economic zone are marked on navigational charts issued by the HOPN after 1990.

### Polish Maritime Areas Administration

#### 2.09

Maritime administration bodies are:

1. the minister responsible for maritime economy - as the chief authority of maritime administration;
2. directors of maritime offices - as local maritime administration bodies.

#### 2.10

The territorial scope of operation of the directors of maritime offices includes:

- ☐ Director of the Maritime Office in Gdynia - internal waters, territorial sea and exclusive economic zone from the eastern border of the state to the border with the Zachodniopomorskie Voivodeship, sea ports and marinas and a technical lane within the borders of the Warmińsko-Mazurskie and Pomorskie Voivodships;
- ☐ Director of the Maritime Office in Szczecin - internal waters, territorial sea and exclusive economic zone from the border with the Pomorskie Voivodeship to the western border of the state, sea ports and marinas and a technical lane within the borders of the Zachodniopomorskie Voivodeship.

#### 2.11

##### Applicable orders - Port rules.

Current orders and rules are posted on the website of the Maritime Office in Gdynia - [www.umgdy.gov.pl](http://www.umgdy.gov.pl) and on the website of the Maritime Office in Szczecin - [www.ums.gov.pl](http://www.ums.gov.pl).

## 2. MISCELLANEOUS

### 2.12

#### Application and obligation to possess the rules:

- port rules apply to ships, seaplanes, users and natural persons located in the areas referred to in the rules.
- the text of port rules should be constantly kept on the Polish ships staying in ports. This does not apply to deckless boats. The captains of foreign flag ships are informed about port rules by contracted agencies.

#### Border with inland waters

### 2.13

The borders between internal waters and territorial sea are determined by Regulation of the Council of Ministers of June 13, 2018 (the Journal of Laws 2018, item 1138).

### 2.14

#### Movement and stay of foreign warships

##### § 1

1. Regulation of the Minister of National Defence of May 27, 2008 (the Journal of Laws of 2022, item 21) states:
  - 1) rules for the movement of foreign warships through the Polish territorial sea;
  - 2) conditions for the entry of foreign warships into the Polish internal waters.
2. Foreign warships use ports and marinas that are not navy bases on the terms set out in separate regulations.

##### § 2

1. Foreign warships have the right of innocent passage through the territorial sea in accordance with the principles set out in the provisions of international law and Polish law, in particular in Articles 6–9 of the Act of March 21, 1991, on the maritime areas and the maritime administration of the Republic of Poland.
2. The provisions of the Regulation do not apply to foreign warships participating in military exercises conducted jointly with the Polish Navy.

##### § 3

Foreign warships may enter the Polish internal waters with the permission of the Operational Commander of the Armed Forces. The Operational Commander of the Armed Forces notifies the maritime administration body competent for the area covered by the permit and the Commander of the Border Guard Maritime Branch about each permit issued.

##### § 4

1. The application for the permit referred to in § 3 is submitted through the Polish diplomatic representation in the country whose warship intends to enter, or through the diplomatic mission of a country accredited in Poland, at least thirty days before the date of intended entry.
2. The application to issue permit referred to in § 3 is submitted by the authority commanding the naval forces of the country whose ship will use the permit.
3. The application must include:
  - 1) purpose of entry;
  - 2) date, time and position of entry;
  - 3) indication of the port of destination;
  - 4) number, classes and names of ships;
  - 5) displacement, length, width and draught of ships;

- 6) military rank and the name and surname of the commander of the ship (group of ships);
- 7) the number of officers, non-commissioned officers and seamen and the passenger name list;
- 8) power and frequency of radio-communication devices.

4. The response to the application referred to in paragraph 1 is provided not later than seven days before the date of the intended entry, through the Polish diplomatic representation to which the application was submitted, or through the Ministry of Foreign Affairs, to the diplomatic mission of a given country in Poland.
5. The permit referred to in § 3 should state that the members of the crew or passengers of a foreign ship may disembark during its berth at port facilities on the terms set out in international agreements to which the Republic of Poland is a party and the provisions of Polish law regarding the crossing of the state border.

##### § 5

Permit to enter the Polish internal waters also entitles to sail through the Polish territorial sea on the route necessary to enter the Polish internal waters.

##### § 6

1. The permit referred to in § 3 is not required for foreign warships:
  - 1) on whose decks there are representatives of foreign countries making official visits to the Republic of Poland;
  - 2) constituting an honorary escort of the ships listed in point 1);
  - 3) entering the Polish internal waters, necessary due to force majeure or other danger or in order to provide assistance to people or ships or aircraft in danger.
2. The warship referred to in paragraph 1, before entering the Polish internal waters, and if this is not possible – immediately after entering them, should establish communication with the Ship Traffic Control Service, providing:
  - 1) nationality;
  - 2) class and name the warship;
  - 3) military rank and name of its commander;
  - 4) reason for entering the Polish internal maritime waters;
  - 5) type of assistance they needs and follow the instructions given to them by the Ship Traffic Control Service Representative.
3. The warship referred to in paragraph 1 (3) is obliged to respond to any call from Polish Navy ship or a Border Guard ship.

### 2.15

**Foreign fishing ships** in the Polish exclusive economic zone, on the basis of an international agreement or permit, are obliged to hoist the flag of nationality and maintain the ship identification inscriptions in a proper condition so that they can be read from the inspection ship or aircraft at any time.

Foreign fishing ships may not fish with base ships or connecting ships.

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Entry into the area of the Polish exclusive economic zone for the purpose of fishing and exit from this zone should be reported to the competent maritime office by radio via Polish seashore radio stations.

Foreign fishing ships staying in the Polish exclusive economic zone might be subject to inspection in order to check their compliance with applicable regulations. The intention to carry out the inspection is announced by sending "L" signal according to the ICS. A fishing ship called to stop should comply with the command and, in accordance with good maritime practice, create safe conditions for the entry of an inspector or a representative of the Border Guard.

Foreign fishing ships going to the port of Gdynia should use the southern entrance.

### **Tourism, water sports and fishing on border waters**

#### **2.16**

Regulation of the Minister of Internal Affairs and Administration of April 21, 2008 (the Journal of Laws 2008, item 481) defines the conditions for tourism, sport, fishing in the border zone.

### **Border Guard**

#### **2.17**

Authorizations of the Border Guard (the Journal of Laws 2022, item 1061, as amended).

In the event that the defense of the country or the inviolability of the country border so requires, the commanders of the Border Guard ships on internal waters and territorial waters have the right to:

1. call the ship to reduce speed, stop for inspection, and follow the indicated course;
2. stop the ship, check the ship and cargo documents, identify the ship's crew and passengers, examine the cargo and search the ship's premises, as well as detain a person suspected of committing a crime;
3. force the ship to enter the designated port if the master does not comply with the instructions given.

They also have the right to take the aforementioned actions when a ship on internal waters, territorial sea or in the exclusive - economic zone:

1. takes people on board or allows them to leave contrary to the applicable regulations;
2. loads or unloads goods outside the places designated for this purpose;
3. leaves the port without border control;
4. establishes communication with the seashore for criminal purposes;
5. catches fish or otherwise exploits the waters and the seabed contrary to the applicable regulations;
6. affects the area of the zone temporarily closed for sailing and fishing;
7. anchors outside the place used for this purpose;
8. violates the regulations on the safety of sailing and transport;
9. violates sanitary or environmental protection regulations.

#### **2.18**

The authorisations listed in 2.17 are vested in the

commanders of ships of the Border Guard also in relation to ships on board of which an offence was committed during the passage through the territorial sea, if:

1. the effects of the crime extend to the territory of the Republic of Poland;
2. the offence violates public order in the territorial waters;
3. it is necessary to combat illicit trafficking of drugs or psychotropic substances;
4. the captain of the ship, a diplomatic representative or a consular officer of the country to which the ship belongs, calls for the assistance of the commander of the ship of the Border Guard.

#### **2.19**

In the event of a reasonable suspicion that the ship, during its stay on the internal waters or on the territorial sea, violated the provisions in force on the territory of the Republic of Poland and, despite the request for stop or after stopping it, escapes, the commander of the ship of the Border Guard may, in order to detain the ship, order the initiation of a chase. The chase at sea is carried out by ships and aircraft of the Border Guard performing tasks in the protection of the country border. Before the chase begins, a visual and audible signal is given to stop the ship.

#### **2.20**

The ships of the Border Guard, in order to stop ships, use the ICS signals with the simultaneous firing of two green flares and the lighting of two green lights on the mast at night. Aircraft fire two green-coloured flares in front of the bow of the ship.

#### **2.21**

If, despite the call, the ship does not stop and refrain from actions violating the regulations in force on internal waters or on the territorial sea, a warning shot is fired into the air from the ship of the Border Guard, and then – a shot in front of the prow and behind the stern of the ship. If, nevertheless, the ship does not comply with the request, a fire is opened on the ship. The same rules apply on the high seas. In the case of firing on the ship of the Border Guard, weapons are used without warning.

#### **2.22**

Identification signs (the Journal of Laws 2011, item 463). The ships of the Border Guard carried the country flag with the emblem of the Republic of Poland. During the performance of the tasks specified in the Act, regardless of the flag, they raise the flag of the Border Guard.

An additional identification mark of the Border Guard ship is a diagonal, red stripe with a yellow rim, placed in 1/3 of the length of both sides (counting from the prow), tilted forward, and a side number placed on the side in the fore and aft part, consisting of "SG" letters, a horizontal bar and three numbers. In addition, the inscription "POLISH BORDER GUARD" is placed on both sides.

1. On the ships of the Border Guard, at night and in conditions of limited visibility, while performing official tasks, regardless of the lights provided for in the COLREGs, the Border Guard shows two green lights visible all around, placed on the mast, vertically one above the other, at a distance of not less than 1 m. The lower light is placed not less than

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0.5 m below the mast light.

2. On the ships of the Border Guard, on which, for construction reasons, the conditions stated to in point 1 do not refer to, the Border Guard uses one omnidirectional pulsating green light.

### Border crossing points

#### 2.23

Crossing the country border is allowed through designated border crossing points open to border traffic on the basis of documents authorizing its crossing (the Act on State Border Protection, the Journal of Laws 2022, item 295).

On the maritime part of the country border, the maritime border crossing points are open 24 hours a day and can be found in the following ports:

Darłowo:

- passenger traffic;
- freight traffic.

Dziwnów:

- passenger traffic (by sea sport ships);
- freight traffic (fishing ships of the Polish origin, engaged in sea fishing).

Elbląg:

- passenger traffic;
- freight traffic.

Frombork:

- passenger traffic;
- freight traffic.

Górki Zachodnie:

- passenger traffic (by sea sport ships);
- freight traffic (fishing ships of the Polish origin, engaged in sea fishing).

Gdańsk – Port:

- passenger traffic;
- freight traffic.

Gdynia:

- passenger traffic;
- freight traffic.

Hel:

- passenger traffic;
- freight traffic.

Jastarnia:

- passenger traffic (by sea sport ships);
- freight traffic (fishing ships of the Polish origin, engaged in sea fishing).

Kołobrzeg:

- passenger traffic;
- freight traffic.

Łeba:

- freight traffic (fishing ships of the Polish origin, engaged in sea fishing);
- passenger traffic (by sea sport ships).

Mrzeżyno:

- freight traffic (fishing ships of the Polish origin, engaged in sea fishing).

Nowe Warpno:

- passenger traffic.

Nowy Świat

- passenger traffic;
- freight traffic.

Szczecin:

- passenger traffic;
- freight traffic.

Świnoujście:

- passenger traffic;
- freight traffic.

Trzebież:

- passenger traffic.

Ustka:

- passenger traffic;
- freight traffic.

Władysławowo:

- passenger traffic;
- freight traffic.

#### 2.24

The border crossing point is intended for crossing the country border on the basis of passports and other entitling documents.

Goods border traffic is the movement of goods across country borders in trade with foreign countries. Trade in goods is subject to customs supervision and control.

Personal border traffic consists in the crossing the country border by natural persons on the basis of passports and other entitling documents.

## OFFSHORE INSTALLATIONS AND STRUCTURES

### Underwater cables

#### 2.25

The routes of underwater cables are plotted on the Polish charts. The international convention of the protection of cables outside the territorial sea (the Journal of Laws 1935, item 97) is in force.

In ports and marinas, the places of underwater cables are marked with warning signs set on the seashore.

#### 2.26

In case of accidental hooking of the cable, it must not be cut.

All ships should keep the distance of 1 M from ships engaged in laying or maintaining submarine cables; ships engaged in such works show appropriate signals described in the COLREGs.

Fishing equipment and nets should be removed and kept no closer than 1 M from the ships showing such signals. However, fishing ships are entitled to a 24-hour period for compliance with the call, starting from the moment the signal is noticed for the first time.

The buoys marking the cables should be passed at a distance of 0.25 M. The fishing equipment and nets should be kept at the same distance from the buoys.

**Notes.** In the case of power cables, no information about the voltage value is provided on the charts.

The cable route marked on the chart does not always correspond to the actual situation, due to sea currents and waves. The deviation from the one shown on the chart can be: approx. 1 cable near the seashore and more than 5 cables in areas up to 100 M from the seashore.

In the vicinity of power cables, there can be disruption in the magnetic compass indications up to 70°. Pass over the cable as fast as possible, at right angle and with the autopilot switched off.

### Power cables

#### 2.27

The locations of overhead cable are marked on the Polish charts. The numerical value given here means the height of the actual clearance from the



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water table to the lowest point of the cables. The numerical value in the symbol on the chart, shown in magenta, indicates the known, safe, vertical clearance, determined by the competent authorities.

Ships which announce their intention to move around the port's aquarium should each time obtain information from the Harbour Master's Office or Boatswain's Office about the safe clearance under power cables. If the height of the unobstructed clearance is known, it must be reported in the Pilot.

### 2.28

**Caution.** The actual clearance under the transport of transmission power cables is not always a safe clearance. Under certain atmospheric conditions, e.g. an increase in humidity, an electric arc can be created between the cables and the ship, with dangerous consequences for persons and equipment of the ship. Due to this phenomenon, a safe reserve, which can range from 2 m to 6 m and more, should be considered.

### 2.29

**Disturbances.** The electric field generated by high-voltage current in transmission lines may cause disturbances in the operation of on-board radio-navigation and electron-navigation devices. After passing the ship under such a line, the operation of these devices should be checked.

### 2.30

**Echo from overhead power cables** always appears on the radar screen in a direction perpendicular to the course of the cable, regardless of the ship's course. If the ship does not change its course, the measured heading angle does not change either, and the observer has the impression that he/she is dealing with the echo of the ship approaching the collision course. In an attempt to avoid a collision, the echo will remain in a fixed bearing, moving in the same direction as the ship changing course.

## Artificial islands, structures and devices

### 2.31

Information on the construction of artificial islands, the setting up of structures and devices, the establishment of safety zones around them, their total or partial removal, as well as the procedure applicable to vessels located nearby, is published in the weekly "Notices to Mariners" or as navigational warnings.

### 2.32

**Safety zones** established around artificial islands, structures and devices on the Polish maritime areas may extend not further than 500 m from each point of their outer edge or may have the range allowed by standards of international law or recommended by a competent international organization.

Information about the creation of safety zones is included in the "Notices to Mariners" or announced as navigational warnings. Even if there was no such notification, it should always be expected that such a zone exists. Safety zones should be respected by ships of all flags.

### 2.33

**Recommendations of the IMO.** Resolution A. 671 (16) of 1989 applies to ships that pass close to installations or devices at sea:

- ☐ navigate with caution, giving due consideration to safe speed and safe passing distances taking into account the prevailing

weather conditions and the presence of other vessels or dangers;

- ☐ where appropriate, take early and substantial avoiding action when approaching such installation or structure to facilitate the installation's or structure's awareness of the vessel's closest point of approach and provide information on any possible safety concerns, particularly where the offshore installation or structure may be used as an aid to navigation;
- ☐ use any routing systems established in the area;
- ☐ maintain a continuous listening watch on the navigating bridge on VHF channel 16 or other appropriate radio frequencies.

## Locks

### 2.34

There are two locks on the Gdańsk-Elbląg inland fairway: in Przegalina and Gdańska Głowa. Passage through locks is regulated by "Shipping rules on inland fairways" (the Journal of Laws 2003, item 2072, appendix).

**On the approach and entrance.** When approaching the lock, ships should reduce their speed. On the approach and in the area of the lock, any overtaking is forbidden. The radiotelephone should be switched on - on the channel specified for the lock. In the area of the lock and in the chamber, the anchors should be completely raised if they are not used there. When entering, the speed should be reduced to avoid collisions with closures or other lock devices or ships already in the chamber.

The lock is entered in the order of arrival of ships in the lock area. The right to pass through the lock out of turn is exercised by the following ships:

1. inland offices;
2. fairway administration;
3. fire brigades;
4. Border Guard,
5. the Police;
6. the National Fishing Guard;
7. customs authorities and ships that obtained the permission of the director of the office for such a passage and which show a red, triangular pennant in the fore part of the ship and want to take advantage of this priority.

Other ships should, as far as possible, facilitate their entry into the lock.

In the locks ships should moor without crossing lines marked on the walls of the chamber.

Small ships should maintain a safe distance from other ships.

During the filling and emptying of the lock chamber, until the exit permit is obtained, ships should be moored.

The walls of the chamber and the hull of ships should be protected with the obligatory use of unsinkable bumpers.

It is forbidden to discharge water from ships to other ships or the berths of the lock and to use the propulsion from the moment of mooring until permission to exit the lock is obtained.

To ensure safety, order, correct and efficient locking and the greatest use of the lock chamber capacity, the lock operator may issue additional commands.

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### FISHING

#### General Fisheries Inspectorate

##### 2.35

The registered offices and the territories of responsibility:

1. The General Fisheries Inspectorate in Słupsk: the territorial sea and Exclusive Economic Zone (EEZ) of the Republic of Poland (area between meridians 17°40.50'E and 15°23.23'E).
2. Branch office of the General Fisheries Inspectorate in Gdynia: the territorial sea and EEZ from the eastern border of the country to the meridian of 17°40.50'E;
3. Branch office of the General Fisheries Inspectorate in Szczecin:
  - a. the territorial sea and EEZ from the meridian 15°23.23'E to the western border of the country,
  - b. Polish fishing vessels, engaged in fishing outside the Polish maritime areas.

#### General

##### 2.36

Along the Polish coast, fishing takes place mainly throughout the year, but it is the most intensive from March to October. Within the territorial sea, various types of permanent and drifting tools are used, appropriately marked. Units in the shore strip must exercise extreme caution.

##### 2.37

The vessels engaged in trawling show signs and lights assigned by Regulation 26 of the COLREGs. In order to draw attention or to warn the ships in the vicinity, they may raise appropriate flag signals or emit acoustic signals included in Chapter V of the ICS.

**Marking of fishing equipment within the Polish maritime areas** (excluding internal waters and the territorial sea).

##### 2.38

Sets of passive fishing gear should be marked with:

1. at the end of the set in the western sector there should be a spar buoy equipped with two flags and two stripes of reflective tape;
2. at the end of the set in the eastern sector there should be a spar buoy with one flag and one strip of reflective tape;
3. the set exposed near the surface should not have red flags, and the set exposed at the bottom – black flags;
4. the set exposed near the surface should additionally have a spherical topmark with one strip of reflective tape or a spherical radar reflector on the top, and in the night time:
  - a. the spar buoy in the western sector should be equipped with two lights;
  - b. the spar buoy in the eastern sector should be equipped with one light.
5. a set, the length of which exceeds 1 M, should additionally have buoys, placed seven and should be provided with one white flag and one strip of reflective tape; in the case of a set exposed to the surface at night – with one light;

6. the drifting set should have a spar buoy at both ends with one red flag and one strip of reflective tape, and at night – with one light. If the set is fixed with one end to the ship drifting with the set, marking of this end is unnecessary.

**Marking of fishing gear used for fishing in the 3 M zone from the shoreline**

##### 2.39

The seines are marked as follows:

1. seine bunt:
  - a. in the daytime – a red colour floater with a diameter of not less than 30 cm;
  - b. in poor visibility and at night - with a buoy with a white light placed at a height of at least 30 cm above the water surface.
2. seine wings:
  - a. in the daytime – a red colour floater with a diameter of not less than 30 cm;
  - b. in poor visibility and at night – with a buoy with a white light placed at a height of at least 30 cm above the water surface;
  - c. preceding – placed in the mid-length of the wings.

##### 2.40

**Catching, entangling, trapping and hooking tools** are marked as follows:

1. at the end of the set in the western sector, from the south through west and covering the north, it is appropriate to affix spar buoy equipped with two flags and two stripes of reflective tape;
2. at the end of the set in the eastern sector, from the north through the east and covering the south, it is appropriate to affix spare buoy with a flag and strip of reflective tape;
3. in the case of a set exposed at the surface of the water, a topmark with a reflective tape strip or a radar reflector should be additionally attached to the buoy pole;
4. in the case of a set exposed at the surface of the water at night, excluding herring bunts, on a buoy pole attached to:
  - a. the western sector of the set – two lanterns should be additionally attached,
  - b. the eastern sector of the set – a lantern should be additionally attached.
5. to the set, the length of which exceeds 1 M - indirect spar buoys equipped with a flag and a reflective tape strip should be additionally attached, at equal intervals, not exceeding 1 M; in the case of a set exposed at the surface of water, at night, a light should be additionally attached to the indirect poles;
6. the set exposed at the bottom in small-depth waters should be marked in the manner specified for the set exposed at the surface of water;
7. to each set of driftnets or longlines a spar buoy equipped with a flag, a strip of reflective tape and, at night, a light should be attached; where a set of driftnets or longlines is attached at one end to a fishing ship drifting with the set, marking of that end is not mandatory;
8. at each end of the set of hook ropes, a spar buoy equipped with two flags should be

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attached, and in addition, to the set should be attached, at distances of 500 hooks, indirect spar buoys with a flag;

9. to each end of the beacon herring seine and on both sides of it, at distances of not less than 75 m, spar buoys equipped with three flags, 2 stripes of reflective tape and a radar reflector should be attached.

### 2.41

**Elements of the marking of fishing gear (2.39)** should meet the following conditions:

1. the flags are rectangular with a side length of not less than 40 cm;
2. the flags are attached to the buoy pole with the longer side;
3. the flags are attached to the buoy pole at a distance of not less than 80 cm from the water surface;
4. the flags are attached to the buoy pole, maintaining a distance of not less than 20 cm between them – if 2 flags are to be attached to the buoy pole;
5. the flags used to mark this set have the same dimensions;
6. the flags used to mark the ends of the same set are of the same colour;
7. the flags of buoys attached to the set placed at the water surface are red;
8. the flags of buoys attached to the set at the bottom are black;
9. the flags of indirect buoys referred to in (2.39) point 5 are white;
10. width of the reflective tape strip is at least 6 cm;
11. the topmark and the radar reflector are in the shape of a sphere with a diameter of at least 25 cm;
12. buoys and topmark must not be red and green;
13. the length of the rope with which the buoy is attached to the set placed at the bottom must not exceed 1.5 times the depth of the water at the place where the fishing gear is placed;
14. the rope referred to in point 13 is made of self-cutting plastic or is loaded;
15. the lights - yellow, rhythm (FI Y 5s), which is visible from a distance of not less than 2 M;
16. echo of the radar reflector is received from a distance of not less than 2 M.

**Marking of fishing gear for internal waters and the territorial sea within the territorial jurisdiction of the General Fisheries Inspectorate in Słupsk.**

### 2.42

**Fishing gear exposed in water** should be marked as follows:

1. beacon fishing gear, bottom and near-bottom, like all kinds of hook ropes, nets, bunts, and others, should have a buoy at both ends of the set with a pole protruding above the water to a height of not less than 1.5 m, equipped with two rectangular flags at the top: the top in black, the bottom in any colour. In addition, at a distance of every 500 hooks by the ropes and every 5 nets and not more than 300 m, indirect buoys should be

placed with a pole of the above dimension, equipped with only one rectangular black flag;

2. drifting fishing gear, like all driftnets, salmon longlines and near-surface beacon nets, should have a buoy at both ends of the set with a pole not less than 1.5 m high, covered at the top with two rectangular flags: the upper one in red, the lower one in any colour. Moreover, driftnets should have salmon longlines every 100 hooks every 20 driftnets, and near-surface beacon nets should have an indirect buoy with a spar equipped with one red flag at a distance of every 5 net;
3. at night, driftnets should have a buoy at both ends of the set and every 40 driftnets with a white all-round light placed on it at a height of not less than 2 m. Salmon longlines should be marked at night like driftnets, except that lanterns lighting with white light should be placed every 200 hooks. If the driftnets are fixed at one end to the ship, placing buoys at this end of the set is unnecessary;
4. near-bottom gear placed on low depth waters should be marked in the manner provided for near-surface equipment;
5. flags used to mark fishing gear should have dimensions of 25 x 35 cm. In the case of the obligation to use two flags, they should be placed at a distance of 10 cm above each other. Flags should be fixed to the pole with the longer side.

**Marking of fishing gear for internal waters (without the Vistula Lagoon and the Gulf of Gdańsk region) and in the territorial sea within the territorial jurisdiction of the branch office of the General Fisheries Inspectorate in Gdynia.**

### 2.43

**Fishing gear exposed in water** should be marked as follows:

1. beacon fishing gear, bottom and near-bottom, like all kinds of hook ropes, nets, bunts, and others, should have a buoy at both ends of the set with a pole protruding above the water to a height of not less than 1.5 m, equipped with two rectangular flags at the top: the top in black, the bottom in any colour. In addition, at a distance of every 500 hooks by the ropes and every 5 nets and not more than 300 m, indirect buoys should be placed with a pole of the above dimension, equipped with only one rectangular black flag;
2. drifting fishing gear, like all driftnets, salmon longlines and near-surface beacon nets, should have a buoy at both ends of the set with a pole not less than 1.5 m high, covered at the top with two rectangular flags: the upper one in red, the lower one in any colour. Moreover, driftnets should have salmon longlines every 100 hooks every 20 driftnets, and near-surface beacon nets should have an indirect buoy with a spar equipped with one red flag at a distance of every 5 net;
3. at night, driftnets should have a buoy at both ends of the set and every 40 driftnets with a white all-round light placed on it at a height



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of not less than 2 m. Salmon longlines should be marked at night like driftnets, except that lanterns lighting with white light should be placed every 200 hooks. If the driftnets are fixed at one end to the ship, placing buoys at this end of the set is unnecessary;

4. near-bottom gear placed on low depth waters should be marked in the manner provided for near-surface equipment;
5. flags used to mark fishing gear should have dimensions of 25 x 35 cm. In the case of the obligation to use two flags, they should be placed at a distance of 10 cm above each other. Flags should be fixed to the pole with the longer side.

**Marking of fishing gear for internal waters (without the Szczecin Lagoon) and the territorial sea within the limits of the territorial jurisdiction of the branch office of the General Fisheries Inspectorate in Szczecin.**

### 2.44

**Tools used in the 4 M strip from the seashore** should be marked:

1. towed seines and trawls should be marked with a snare, during the day with a red float with a diameter of not less than 30 cm, and in the case of poor visibility and at night, a lighted buoy with a white light placed at least 30 cm above the water surface. Seine wings at mid-length shall be marked in the same way;
2. sets of nets and sets of wontons, placed in the water in such a way that the distance of the headline from the surface of the water will be greater than 3 m, should have a buoy with a pole equipped with one black flag at the end from the land side, and at the end from the land side from the sea, a buoy with a pole equipped with two black flags;
3. sets of wontons, placed in the water in such a way that the distance of the headline from the surface will be less than 3 m, shall have a buoy at the landward end with a single red or orange flag, and a strip of reflective tape above the flag, and finally, on the seaward side, a buoy with a pole equipped with two red or orange flags and a strip of reflective tape above the flags. A set exceeding the length of 200 m should additionally have an orange float with a diameter of not less than 15 cm at equal intervals of not more than 100 m;
4. sets of longline fishing nets should have a buoy with a pole at the end on the east side, equipped with one red or orange flag and a strip of reflective tape above the flag, and at the end on the west side - a buoy with a pole equipped with two red or orange flags and a strip of reflective tape above the flags;
5. beacon herring seines should have at both ends and on both sides, at intervals of not more than 75 m, a buoy with a pole equipped with three red or orange flags and two strips of reflective tape between the flags. In addition, at both ends and in the middle of the seines on both sides, spherical radar reflectors with a diameter of at least 25 cm

should be placed on buoy poles at a height of not less than 2.5 m above the water surface;

6. the flags used to mark the sets of beacon tools should be rectangular in shape with a side length of not less than 40 cm and they should be attached to the buoy pole with the longer side, maintaining a distance of at least 20 cm between two flags. The distance between a single flag and the water level may not be less than 140 cm, while for double and triple flags the distance may not be less than 100 cm;
7. the strip of reflective tape should be at least 10 cm wide;
8. buoy poles should protrude at least 190 cm above the water level;
9. lines connecting the fishing gear with buoys should be made of self-sinking material or should be weighted.

### 2.45

**Fishing gear sets placed more than 4 M from the shore** should be marked with:

1. at the end of the set in the west sector, starting from the south through the west and covering the north, there should be a buoy with a pole equipped with two flags and two strips of reflective tape. Tools placed close to the surface should be additionally marked with two lights at night;
2. at the end of the set in the east sector, starting from the north through the east and covering the south, there should be a buoy with a pole, equipped with one flag and one strip of reflective tape. Tools placed close to the surface should be additionally marked with one light at night;
3. the set exposed near the surface should not have red flags, and the set exposed at the bottom – black flags;
4. the set exposed near the surface should additionally have a spherical sign with one strip of reflective tape or a spherical radar reflector on the pole of the buoy;
5. the set, the length of which exceeds 1 M, should additionally have indirect buoys placed at regular intervals, not more than 1 M, and the buoy poles should be equipped with one white flag and one strip of reflective tape. Tools placed close to the surface should be additionally marked with one light at night;
6. a set of drifting tools should have a buoy at both ends with a pole equipped with one red flag, a strip of reflective tape and one light at night. If set is attached at one end to the ship drifting with the set, there is no need to mark that end;
7. the flags used for marking should be rectangular in shape with a side of not less than 40 cm and they should be attached to the buoy pole with the longer side, maintaining a distance of at least 20 cm between two flags. The distance between the water surface and the flag may not be less than 140 cm. Flags used to mark the same set shall be of the same size;
8. the topmark and the reflector should be of

## 2. MISCELLANEOUS

- spherical shape with a diameter of at least 25 cm;
9. buoy poles should protrude at least 1.9 m above the water level;
  10. buoys and topmarks may not be red and green;
  11. lines connecting the fishing gear with buoys should be made of self-sinking material or should be weighted;
  12. the strip of reflective tape should be at least 10 cm wide;
  13. the light should be yellow with rhythm (FI Y 5s), and should be visible from a distance of not less than 2 M;
  14. the echo (reflection) of the radar reflector should be received from a distance of not less than 2 M;
  15. a set of hooks (longlines) placed in a strip 12 M from the shore should have a buoy with a pole equipped with two black flags at both ends; moreover, at a distance of every 500 hooks, buoys with spars (indirect), equipped with one black flag, should be placed. The provisions of point 7, 9, 11 are applied.

### PREVENTING POLLUTION OF THE SEA

#### General

##### 2.46

Ships navigating in the Polish maritime areas are obliged to comply with the requirements of the MARPOL 73/78, HEL 92 and DUMPING 72 conventions and the Polish regulations and orders issued on their basis. Violations will be severely punished.

Authorized inspectors have the right to carry out inspections in terms of compliance with the requirements of the aforementioned conventions and Polish regulations by foreign ships staying in ports or in the Polish maritime areas.

The area of the Polish exclusive economic zone is patrolled by planes, helicopters and Border Guard units equipped with devices to detect any contamination.

#### Reporting obligation

##### 2.47

The ship's captain is obliged to notify the Information Centre of the territorially competent Maritime Office on any circumstances that may cause or have caused maritime pollution. It also applies to the submission of a report in the event of pollution. The report should include:

- ☐ name and position;
- ☐ place (position) of emergency or catastrophic spill, or relatively observed pollution;
- ☐ size of the spill (amount of spilled substance, size of the stain);
- ☐ type of polluting substance;
- ☐ meteorological conditions at the spill place;
- ☐ direction and speed of movement of the pollution stain.

##### 2.48

Ships going to ports in the Gulf of Gdańsk, the Bay of Pomeranian and the Szczecin Lagoon are required to participate in the reporting systems.

#### Reception facilities

##### 2.49

Oily waters (contaminated water from bilges and tank washing), oil residues and sewage without cargo contamination are received by reception facilities in ports and terminals.

#### MARPOL 73/78 Convention

##### 2.50

The MARPOL Convention is the basic document on the protection of the marine environment against pollution from ships in all seas and oceans, adopted in 1973 by the International Conference on Maritime Pollution. In 1978, at the conference on the safety of tankers and environmental protection, the Protocol was adopted, which, by a resolution of the IMO Assembly, was incorporated into the MARPOL 73 Convention, changing its name to MARPOL 73/78.

The Convention contains requirements and regulations concerning the construction of tankers hulls, the size of tanks, equipment with devices, installations and systems for controlling and limiting the amount of oil and oil mixtures entering the water, as well as collecting installations in ports and shipyards. The relevant annexes to the Convention also contain regulations and prohibitions for the disposal of oil, oily water, oil residues (sludges), harmful liquids carried in bulk, sewage and garbage during the operation of tankers and other ships. The supplements to the annexes contain forms of international certificates for the prevention of pollution by ships and ships' record book forms.

The countries were obliged to cooperate in pollution control by developing methods of detection, environmental monitoring and methods of collecting and recording evidence of violations. The Convention also provides for the refusal to grant permission to enter or leave a port if the ship does not comply with the provisions of the Convention or with the inspection of the ship.

##### 2.51

**Obligation to register.** Pursuant to Protocol I of the Convention, it is obligatory to submit a report if harmful substances were discharged:

- ☐ exceeding the acceptable requirements of MARPOL 73/78;
- ☐ conditioned by the need to ensure the safety of the ship, save lives or as a result of a damage to the ship or its equipment;
- ☐ to eradicate a specific pollution incident, or to carry out legitimate scientific research related to pollution or control, or if one of the foregoing possibilities is likely.

##### 2.52

In specific areas, which the Convention includes, inter alia, the Baltic Sea, it is allowed to discharge harmful substances into the sea only in exceptional circumstances, e.g. in situations threatening the safety of the ship or saving life, or damaging the ship or its equipment.

**Oil or oily mixtures** (Annex I - Regulation 10) may not be discharged in the Baltic Sea by oil tankers and ships of 400 GRT and more. Oil residues should be retained on board or discharged to port facilities.

Ships of less than 400 GRT, other than oil tankers,

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may discharge oil or oily mixtures if the concentration of oil in the discharge without dilution does not exceed 15 ppm and all of the following conditions are met:

- ☐ the ship is sailing on a certain course;
- ☐ the oil concentration in the discharge is less than 100 ppm;
- ☐ removal occurs no closer than 12 M from the nearest land.

This does not apply to the removal of clean or separated ballast. All of the following requirements are met when removing treated bilge water from the engine room:

- ☐ bilge water does not come from the bilges of the cargo pump room;
- ☐ bilge water is not mixed with oil cargo residues;
- ☐ the ship is sailing with a certain course;
- ☐ the oil concentration does not exceed 15 ppm;
- ☐ the ship has an active oil filtration device, equipped with a stop device that automatically interrupts discharge in the event that the oil concentration exceeds 15 ppm.

Any substance discharged into the sea should not contain chemicals or other substances in quantities or concentrations that are hazardous to the maritime environment, or chemicals or other substances introduced to circumvent the conditions of disposal.

**Harmful liquids** (Annex II – Regulation 5). Disposal of substances of categories A, B, C or temporarily assigned to these categories, ballast water and tank washing water as well as other residues or mixtures containing such substances is not allowed in the Baltic Sea. Residues from tank washing after the transport of such substances must be removed to the collection facilities. Water with a substance diluted to a certain concentration can be discharged into the sea when all of the following conditions are met:

- ☐ the ship is underway and at a speed of at least 7 knots for propelled ships or at least 4 knots for non propelled ships;
- ☐ discharge is made below the waterline, paying attention to the location of seawater intakes;
- ☐ the removal is made at a distance of at least 12 Nm from the nearest land at a water depth of not less than 25 m;
- ☐ the concentration and rate of removal of water containing substances of categories B, C are such that their concentration in the wake astern of the ship does not exceed 1 ppm.

**Rubbish** (Appendix V – Regulation 5). In the Baltic Sea area, it is forbidden to remove any plastics and other rubbish (paper products, rags, glass, metal, bottles, crockery, dunnage, carpeting and packaging). Food products should be disposed of as far from land as possible, but in no case closer than 12 M from the nearest land.

The prohibition does not apply to the accidental loss of synthetic fishing nets, provided that all reasonable measures were taken to prevent such an accident.

### Helsinki Convention 92

#### 2.53

The introduction of the concept of "special areas" into the MARPOL Convention initiated the creation of regional conventions. At the conference of representatives of the Baltic countries in Helsinki (9 April 1992), the text of the Convention "On the Protection of the Marine Environment of the Baltic Sea Area" was adopted and signed.

By the meaning of the Convention, the "Baltic Sea area" includes the Baltic Sea its left and the entrance to the Baltic Sea, limited by the parallel 57°44.43'N, passing through the Skaw River in Skagerrak including internal waters.

The HELSINKI 92 Convention contains additional, in relation to the MARPOL 73/78 Convention, regulations and precautions against:

- ☐ pollution from ships, in particular against harmful substances in packaging and sewage;
- ☐ pollution introduced from land or the atmosphere, especially by rivers;

#### 2.54

**Sewage** (Annex IV - Regulation 7). The regulation applies only to ships larger than 200 GRT and ships authorized to carry more than 10 persons. It is forbidden to discharge of sewage into the sea, except when:

- ☐ the ship discharges comminuted and disinfected sewage using a system approved by the Administration at a distance of more than 4 M from the nearest land, or sewage that is not comminuted and disinfected at a distance of more than 12 M from the nearest land, provided that the sewage that was in sewage tanks, will be removed not suddenly, but successively, when the ship is sailing at a speed of not less than 4 knots;
- ☐ the ship has operating facilities approved by the Administration and the discharge from the facilities does not introduce visible floating solids into the surrounding water or cause a change in its colour.

This provision does not apply to situations where the discharge of sewage is necessary to ensure the safety of the ship and persons on board, or as a result of damage to the ship or its equipment, if before and after the occurrence of the damage, all possible precautions have been taken to prevent the discharge or reduce it to minimum.

### Reporting systems

#### 2.55

Ships carrying cargoes that pose a risk to the maritime environment should participate in the Danish SHIPPOS reporting system and the Swedish reporting system (s. LNRS).

### Tanker Check List

#### 2.56

Captains of oil tankers of 1,600 GRT and greater, fully or partially loaded with oil, gas or chemicals, as well as unloaded with uncleaned tanks, are required to fill out a question and answer form accurately and legibly before entering ports (Tanker Check List) and present it for inspection by the pilot before the commencement of their duties, as well as authorized representatives of sailing authorities.

## PART TWO

### SEASHORE AND PORTS

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### 3. GULF OF GDAŃSK

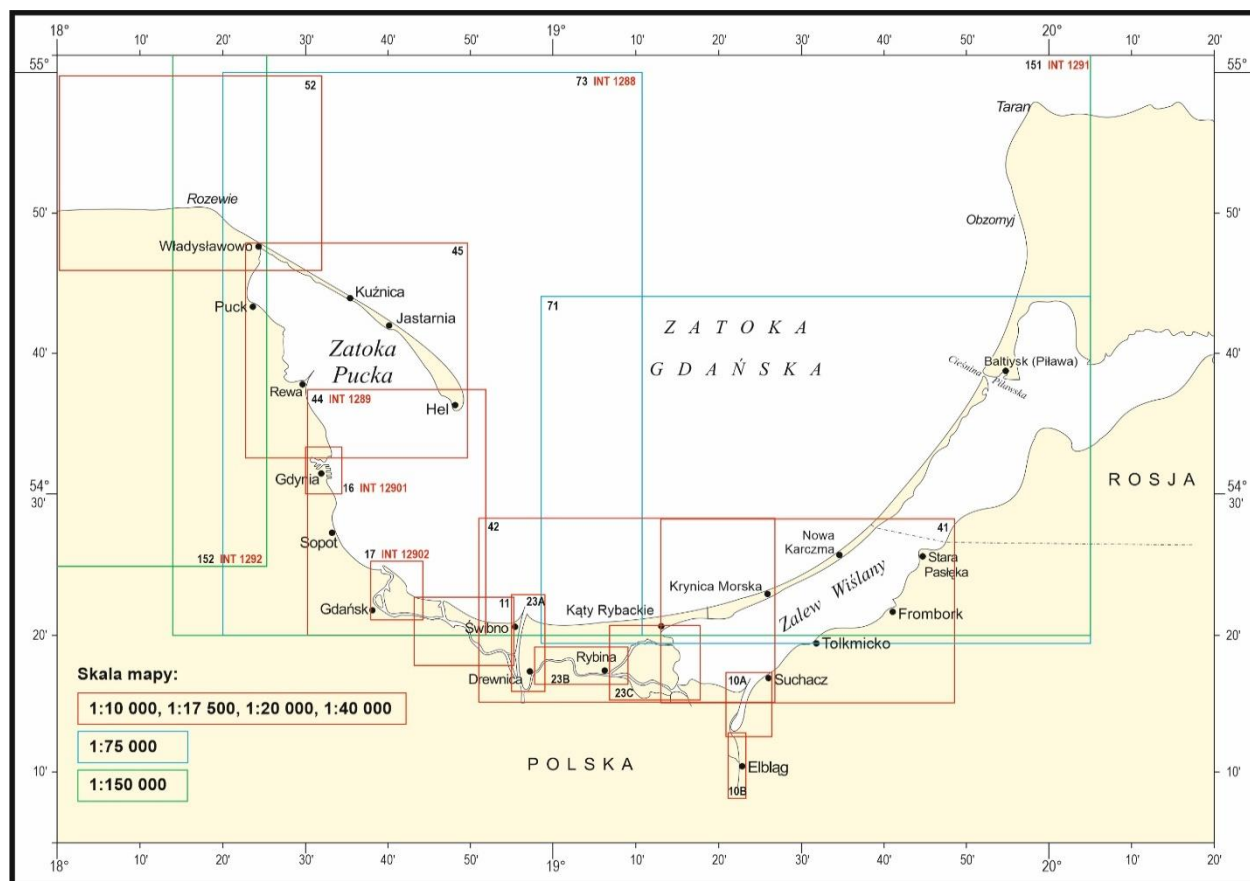


Fig. 5. The Gulf of Gdańsk – HOPN charts coverage

#### GENERAL INFORMATION

##### Coast

###### 3.01

The Gulf of Gdańsk with a semi-circular shape, cutting into the south coast of the Baltic Sea between the Taran Cape (54°58.0'N 19°59.0'E) and the Rozewie Cape (54°50.0'N 18°20.0'E). The width of the entrance is 58 M, and the depth indentation into the land – 36 M. In the south-east part of the gulf, behind the Vistula Spit, there is the Vistula Lagoon, connecting directly with the waters of the bay through the Piławska Strait. The north-west part of the Gulf of Gdańsk, limited from the north-east by the Hel Spit, is called the Bay of Puck.

The coast of the Sambiski Peninsula, steep, rugged, sometimes wooded, gradually descends south towards the Baltiysk port (Piława). The section of the Vistula Spit between the Piławska Strait and the Vistula Canal is a chain of forested dunes. In the area of the Vistula delta, the bank is low, duned, forested, intersected by the mouths of the Vistula River with the names: the Vistula Canal and Wisła Śmiała. From the north of Gdańsk, chains of forested hills gradually approach from the hinterland, which in the vicinity of Orłowo descend steeply into the bay, forming a cliff coast up to Kamienna Góra.

The west edge of the bay, north of Gdynia to the base of the Hel Spit, is formed by cliffs stretching along the east edges of the mounds: Oksywska, Pucka and Swarzevska, interrupted by sections of low peat banks. The Hel Spit is a long (approx. 34 km) sandy,

forested embankment in the extension of the banks of Swarzevska Kępa, the Gulf of Gdańsk extending towards the south-east.

##### Sea level

###### 3.02

Fluctuations in the sea level in the Gulf of Gdańsk depend on the direction and strength of the wind and can reach up to 1.0 m. Strong inland winds from the south sector cause a decrease, and winds from the north sector increase the sea level. The lowest sea levels along the entire west coast of the bay occur from May to August, and the highest in December and January. The semi-circular shape of the gulf causes that with the same wind direction in different regions there are different states of the sea. The strongest waves are caused by strong winds from the west through the north to the north-east, and at the Hel Peninsula – also winds from the south-east, south and south-west directions.

##### Currents

###### 3.03

The direction and speed of currents depend largely on the direction and strength of the wind, and in the areas of the Vistula outlets – from currents in its branches. Significant current speed is served on the approach to the port of Baltiysk (Piława), slightly weaker in the area of the port of Gdańsk. During windless weather, there is a weak seashore current along the coasts in a north-west direction.



### 3. GULF OF GDAŃSK

#### Depth and soil

##### 3.04

In the north part of the bay, the depths reach approx. 100–108 m (the Gdańsk Deep). They decrease evenly towards the edges so that the distribution of isobaths is regular and their course is approximately parallel to the coast. The 50 m isobath is away by 4–10 M from the coast, the 20 m isobath - by 1–3 M, and the 10 m isobath - by approx. 5 cbl. The above data does not apply to the vicinity of Taran Cape, approach to the ports: Baltiysk (Piława), Gdańsk Port Północny, Gdańsk Nowy Port and the Bay of Puck as well as the Hel Spit, where numerous shallows occur. In the area of the Baltiysk Port (Piława), Gdańsk Port Północny and Gdańsk Nowy Port, the 20 m isobath is away from the seashore by 3–6 M, and the 50 m isobath – by approx. 9 M. At the Hel Peninsula, depths of 40 and 50 m approach directly to the coast.

The seabed in the gulf between the coast and the 50 m isobath is mostly clay, clay with sand and silt; sand prevails near the coast. Outside the 50 m isobath, grey clay is the main type of the bottom.

#### Ice condition

##### 3.05

The ice in the bay appears in the second half of November or later and disappears in March. The strongest ice covering is observed in February. The predominant type of ice is floe. The earliest ice cover forms at the coast. The main areas of formation of the permanent seashore ice cover are: the Bay of Puck, the estuary of the Vistula River and the Baltiysk Trough. Seashore solid ice rarely reaches further into the open sea, but ice fields, formed from broken or compacted floes, can sometimes make sailing difficult. South, south-west and north-west winds quickly clear the bay of drifting ice fields. During exceptionally harsh winters, with the prevailing north, east and south-east winds, wandering ice fields make it difficult for ships unsuited to sailing in ice to sail.

#### Border of the country

##### 3.06

The extension of the Polish - Russian country border line towards the sea is determined by the lighted beacons dir. 136°34'. Border marking is provided in the Vistula Lagoon.

#### Approach

##### 3.07

Strong radar echoes can be obtained from Rozewie Cape, the Hel Peninsula and from the high coast of the Sambijski Peninsula.

##### 3.08

Conspicuous landmarks are: the sandy shore of the Rozewie Cape and the rugged shore to the south of Taran Cape.

#### Traffic

##### 3.09

Ships sailing internationally should only move on designated and marked fairways and follow the sailing instructions. Shortening the fairways is unacceptable. The obligation and conditions of using the services of a pilot by ships in the area of the territorial jurisdiction of the Director of the Maritime Office (DMO) in Gdynia

are specified in the Port Regulations. From the mandatory pilotage in the aforementioned area, Navy, Border Guard, Police, Customs Service and SAR as well as ships of the maritime administration are exempted. In other cases, the rules for exemption from compulsory pilotage are specified by the relevant Regulation of the DMO in Gdynia.

#### Vessel Traffic Control System

##### 3.10

In order to increase the level of safety and security of sailing, maritime traffic efficiency and environmental protection, a ship traffic control service (VTS service) was established, performing tasks in the field of ship traffic control and monitoring and information transmission, offering ships in the VTS area an information service, traffic organization service and navigational assistance service, operating on the basis of the guidelines of Resolution A. 857(20) of the International Maritime Organization (IMO).

VTS Centre, the Gulf of Gdańsk, ul. Polska 2, 81–339 Gdynia

- ☐ VHF channels: 71, 66, 16, 70
  - ☐ Call: VTS Bay
  - ☐ Phone: + 48 58 621 61 62;  
+ 48 58 355 36 10 - 11;
  - ☐ Fax: + 48 58 620 53 63,  
+ 48 58 620 53 28
  - ☐ Mob: + 48 601 991 331
  - ☐ Email: [vtscentrum@umgdy.gov.pl](mailto:vtscentrum@umgdy.gov.pl)
  - ☐ INMARSAT BGAN:
  - ☐ Phone/Fax: + 870 772 265 042
- Open: H24

The area of operation of the VTS is limited by the land and the GDANREP notification line, defined by the geographical coordinates:

54°45.00'N 18°32.56'E  
54°45.00'N 19°06.10'E  
54°36.20'N 19°24.20'E  
54°27.49'N 19°38.30'E

The area of territorial jurisdiction of the Director of the Maritime Office in Gdynia is determined by the Polish maritime areas from the eastern border of the State to the meridian of 16° 41.95'E.

#### NOTE:

- ☐ all ships in the VTS area are obliged to comply with the VTS Regulations;
- ☐ VTS service provides ships with navigational information service, navigational assistance service and traffic organization service s. 3.11 and LNRS;
- ☐ The transmission time of the messages of the permanent information service and weather forecasts s. 3.11 and LNRS;
- ☐ the working languages of the VTS system are English and Polish.

#### Vessel Reporting Systems

##### 3.11

Mandatory Vessel Reporting System on Approaches to Polish Ports on the Gulf of Gdańsk – "GDANREP"

The "GDANREP" system was established by Resolution MSC.249 (83) of the International Maritime Organization on approaches to Polish ports in the waters of the Gulf of Gdańsk, as applicable in the VTS

### 3. GULF OF GDAŃSK

area and adopted in accordance with Regulation 11 of Chapter V of the SOLAS Convention by the International Maritime Organization (IMO). It applies to:

1. Notified ships – all passenger ships, all ships busy with towing and cargo ships with a gross tonnage of 150 or more.
2. Special ships – any of the following:
  - ☐ Carrying dangerous goods of class I according to the IMDG Code;
  - ☐ Carrying dangerous liquid substances as defined in Chapter 17 of the IBC Code;
  - ☐ Carrying liquid gases as defined in Chapter 19 of the IGC Code;
  - ☐ Carrying contaminants in bulk;
  - ☐ Carrying more than 5000 tonnes of fuel;
  - ☐ all other ships that the VTS service considers dangerous due to the special nature of the transported cargo.
3. Ships posing a threat – a ship that poses a direct and serious threat to the security of the port or other users of the waters of the VTS area due to:
  - ☐ immediate and serious risk of loss of buoyancy, sinking or stranding;
  - ☐ restrictions in her ability to manoeuvre or defective propulsion or steering device;
  - ☐ being damaged that has caused or may cause dangerous trim, submersion or tilting;
  - ☐ tilt above 5 degrees or lack of stability;
  - ☐ highly stowed board cargo, which dangerously limits visibility from the place of control of the ship;
  - ☐ defective navigational devices;
  - ☐ defective anchor winch or anchors;
  - ☐ causing spillage or creating an immediate risk of spillage of dangerous or polluting substances;
  - ☐ causing flammable or poisonous gases or vapours to escape into the atmosphere;
  - ☐ fire;
  - ☐ loaded over the permissible load line.

Reports should be made by voice, by radio on the VHF working channel of the VTS Centre "Gulf of Gdańsk" service. Due to the confidentiality of the data, the ship may decide to provide, in accordance with the relevant national regulations, the part of the notification that specifies information about the cargo, by non-verbal means before entering the area of operation of the notification system (see the reporting table in LNRS).

#### **Other mandatory notifications of Ships in the Polish internal waters in the Gulf of Gdańsk.**

In accordance with port regulations and VTS regulations, all ships located in the Polish internal waters on the Gulf of Gdańsk are obliged to submit notifications (see the reporting table in LNRS).

Reports should be made by voice, by radio on the VHF working channel of the traffic service of the relevant Harbour Master's Office or VTS service, respectively.

Due to the confidentiality of the data, the ship may decide to provide, in accordance with the relevant

national regulations, the part of the notification that specifies information about the cargo, by non-verbal means before entering the area of operation of the notification system.

#### **Duties of the ship captains:**

1. The ship's captain is responsible for compliance with VTS regulations by the ship.
2. In the scope of collision prevention in the VTS area, the COLREGs regulations apply.
3. Each ship's captain present in the VTS area is obliged to ensure that the ship is manned with sufficient crew with appropriate qualifications, in accordance with the requirements of the ship's flag administration, as stated in the certificate of safe service (or safety card, as appropriate), so as to ensure:
  - ☐ safety of navigation, safety of the ship at berth or at anchor;
  - ☐ obey the orders, warnings, instructions and recommendations of the VTS service;
  - ☐ ability to react to possible dangers and accidents.
4. In order to collision, the VTS service is authorized to inform and warn about the collisional situations or excessive proximity, and to recommend appropriate preventive measures. Such recommendations can relate to course and/or speed changes. Regardless of the information and recommendations provided, the responsibility for the implementation of effective action is covered by the ship's captain.
5. The ship's captain is not allowed to operate the ship in the VTS area being under the influence of alcohol, drugs or other substances limiting the personal control over the safety and operation of the ship.
6. When the ship leaves the VTS area and enters the reed or port area, the port regulations apply.
7. Communication with the VTS service conducted in English. If it is not possible to communicate in English, the Polish language is used.
8. The ships of the Navy, Border Guard, Maritime Office, Maritime Search and Rescue Service, Police and Customs Office, while performing their official duties, are excluded from compliance with these regulations to the extent necessary to perform these duties. These services should each time notify the VTS service about the scope of their exemptions.

#### **Seaworthiness and navigational equipment:**

1. The captain of each notified ship should make sure that before entering the VTS area, their ship is seaworthy in all respects for the entire sea voyage, and her navigational equipment is fully operational, in accordance with the requirements of the ship's flag state and international or Polish regulations on maritime safety.
2. The ship's captain in the VTS area is obliged



### 3. GULF OF GDAŃSK

to ensure that their ship has a safe clearance under the keel at any time while in the VTS area: while the ship is under way, at anchor or moored.

3. The ship's captain is obliged to immediately inform the VTS service if the ship is incapable of safe navigation by means of own propulsion.
4. The ship's captain navigating in a VTS area ensures that a competent crew member carries out maneuvering instructions given by him/her during navigation and that the automatic steering device is not used unless under the supervision of a competent person, and at any time it is possible to switch to manual control without delay.
5. Before entering the VTS area, the ship's captain is obliged to check whether the main, auxiliary and emergency steering devices are operational and comply with the requirements of the flag state administration, and to make an entry in the logbook of the results of such tests.
6. All ships required under the SOLAS 74 Convention to have a shipboard AIS device, located in the territorial jurisdiction of the Director of the Maritime Office in Gdynia, should maintain this system in continuous operation, except in cases where international agreements, regulations or IMO requirements provide for the protection of navigational information.
7. The information provided by the ship through the AIS should meet the IMO requirements, be complete and up-to-date.
8. If the ship's captain decides to turn off the ship AIS device, he/she is obliged to immediately notify the VTS service about it using available means of communication, stating the reason for the shutdown.
9. The notified ship's captain, before entering the VTS area, should have prepared an appropriate sailing plan, from the reporting line to the port's quay and back, hereinafter referred to as the VTS Sailing Plan. The VTS Sailing Plan should be a continuation and an integral part of the Ship Maritime Sailing Plan and consider the analysis of potential navigational hazards and adhere to:
  - ☐ the Traffic Separation Schemes "Gulf of Gdańsk";
  - ☐ the GDANREP system;
  - ☐ recommendations on shipping in the area of the Gulf of Gdańsk for ships sailing to Polish ports;
  - ☐ rules for reporting ships to traffic control service of the competent port master's office.
10. The VTS Sailing Plan must be orally approved by the VTS service during the registration of entry into the VTS area. Such approval is a condition for granting a permit for the ship to operate in the VTS area. The implementation of the approved VTS Sailing Plan should be constantly monitored by the ship's captain and the VTS service.

#### **Communication and listening procedures, lights, day signs and acoustic signals:**

- ☐ The VTS operating channel is the VHF channel 71, the backup channel is the VHF channel 66.
- ☐ Communication and listening procedures (s. LNRS).
- ☐ The lights, signs and acoustic signals of ships, hovercraft and seaplanes in the VTS area should comply with the COLREGs regulations and the guidelines of the International Code of Signals (ICS).
- ☐ The SAR service ships can use blue flashing lights visible around the horizon when conducting search and rescue operations.

#### **Ship traffic rules in the VTS area**

In the VTS area, the Traffic Separation Schemes "Gulf of Gdańsk" are established, adopted in accordance with Regulation 10 of Chapter V of the SOLAS Convention by the International Maritime Organization (IMO) (details: Traffic Separation Schemes 1.61, 3.12).

#### **Limited visibility:**

1. In the event of limited visibility, below 0.5 M, the VTS service issues a warning about the current visibility conditions, requires the application of the provisions of Regulations 19 and 35 of the COLREGs by all ships in the VTS area and informs about the possibility of using the navigational assistance service;
2. No ship required by the SOLAS 74 Convention to have radar may navigate in the VTS area in conditions of limited visibility below 0.5 M if it does not have a fully operational radar, unless it obtains the approval of the VTS service.

#### **Specific ships and ships posing a threat:**

1. The VTS service is authorized to change the traffic organization or stop the movement of special ships and ships posing a threat and direct these ships to designated stop positions or anchorage positions in the event of refusal to accept ships posing a threat by the port authority or the creation of conditions hindering safe navigation. Conditions hindering safe navigation mean:
  - ☐ visibility limitation below 0.5 M;
  - ☐ threat to the safety of other ships or port facilities.
2. The captain of each ship is obliged to report immediately to the VTS service, in accordance with the information (see the reporting table in LNRS), on all facts known to him/her that can cause the ship to be considered a hazard;
3. The captain of each ship discharging out of control dangerous or polluting cargo in any form will:
  - ☐ immediately report this fact to the VTS service on the VTS working channel or any other available means of communication;
  - ☐ immediately stop the ship in a safe position;

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- ☐ until the action to remove pollution is taken by specialized services, the ship should block by all available means the possibility of substances or cargo escaping overboard;
  - ☐ take action in accordance with the Ship's Oil Spill Prevention Plan or Ship's Dangerous Substances Spill Prevention Plan (if any);
  - ☐ use chemicals overboard only after obtaining an explicit permit granted by the leader of the anti-pollution action.
4. It is forbidden to degas tankers, chemical tankers and gas tankers in the VTS area without the consent of the VTS service.

#### **Anchoring, piloting, towing in the VTS area:**

1. It is forbidden to anchor ships under notice in places other than designated anchorages, except in emergency situations to avoid: collision, stranding, damage to another ship, navigational mark, land facility or any other offshore or onshore installation.
2. In emergency situations, the ship should anchor as far away as possible from traffic separation schemes or fairways and notify the VTS service as soon as possible of the place and activity of the anchorage, and issue appropriate lights and navigational signs in accordance with the provisions of the COLREGs. When the problem is solved, the ship should leave the place of emergency anchorage as soon as possible and notify the VTS service of this fact.
3. By agreeing on the VTS Sailing Plan, the notified ship informs about the place of arrival:
  - ☐ the VTS service – for ships arriving at the ports of the Gulf of Gdańsk;
  - ☐ traffic service of the port master's office – for statuses leaving the ports of the Gulf of Gdańsk.
4. The provisions of points 1 and 2 do not apply to ships engaged in hydrographic, underwater and hydrotechnical works, research, dredging, cables and pipe laying activities or navigational markings in the VTS area. Such ships can, after obtaining the consent of the VTS service to carry out the aforementioned works, remain at anchor until the completion of activities related to these works. The VTS service should always be informed by such ships about their position, the position of the anchors and the progress of work until their completion.
5. Each ship notified and listed in point 4 in the case of anchoring in the VTS area should:
  - ☐ notify the VTS service after anchoring;
  - ☐ maintain listening on the VTS working channel while remaining at anchor;
  - ☐ obtain the consent of the VTS service for weighing anchor and joining the traffic;
  - ☐ notify the VTS service at the time of unanchoring.
6. All ships obliged to use or intending to use the services of a pilot should, at the time of submitting the report on entering the VTS

- area, confirm the request of the pilot of the VTS service.
7. By agreeing on the VTS Sailing Plan, the VTS service provides ships going to ports with instructions on the place and time of picking up the pilot.
  8. Informing the captain of a ship located in the VTS area about changing the time or place of the pilot transfer can only be made on the VTS operating channel, via the VTS service. The above does not apply to communication between the ship and pilot boat during the transfer.
  9. Specific conditions for port pilot are set out in separate regulations.
  10. The VTS service can order the vessel to use a pilot in the VTS area outside the port, if required for safety reasons, and in particular when such ship poses a threat.
  11. The ship using the service of a full sea pilot should report this fact to the VTS service when reporting before entering the VTS area.
  12. The ship's captain using a pilot in the VTS area is not exempt from compliance with VTS regulations.
  13. Any towing set should receive permission from the VTS service to enter the VTS area, additionally informing about the type of towed unit, the type and length of the tow.
  14. If the characteristics of the towing set result in its limited maneuverability, the towing ship's captain should report this fact to the VTS service when reporting before entering the VTS area.
  15. The towing ship's captain ensures that appropriate towing devices and equipment are on board at all times during towing operations for safe manoeuvring, mooring and unmooring, considering the manoeuvring characteristics of the towing set and weather conditions.
  16. Leaving the towed unit by the towing ship before it is safely moored or handed over to another towing ship is prohibited.

#### **Ships arrival (ETA):**

1. The shipowner, agent or captain of each notified ship heading to the port within the territorial jurisdiction of the Director of the Maritime Office in Gdynia is obliged to report to the VTS Centre information in accordance with points 2 and 3:
  - ☐ at least 24 hours before arrival (72 hours for tankers with dangerous goods or non-gas after their transport, 48 hours for degassed tankers), or
  - ☐ at the latest when the ship leaves the previous port if the voyage takes less than 24 hours, or
  - ☐ if the arrival port is unknown or changes during the journey occur, as soon as this information is available.
2. The notification of the expected arrival of the ship (ETA) submitted in accordance with point 1 should contain all the information specified in the annexes: A, G, I, P, T, U, W, X according to the code table (s. LNRS). In

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addition, it should be transferred via the NSCP (electronic form included in the National SafeSeaNet System, ensuring the possibility of fulfilling the reporting obligations by ships by electronic means) or in the event of its unavailability by e-mail, fax or telephone.

3. For a ship obliged under the SOLAS Convention to comply with the provisions of the ISPS Code, it is necessary to provide additional information in the field of ship security pursuant to point 1, through the NSCP or in the event of its unavailability by e-mail, fax or telephone.
4. The shipowner, agent or captain of the notified ship is obliged to notify the VTS service about changes in the expected time of arrival of the ship by more than 2 hours or cancellation of the ship's entry into port.
5. Making a notification to the Harbour Master's Office using the NSCP to the extent consistent with the content of points 1-3 meets the above requirements.

#### Notification of dangerous or polluting goods:

1. The shipowner, agent or captain of the ship carrying dangerous or polluting goods, leaving a port located in the territorial jurisdiction of the Director of the Maritime Office in Gdynia, is obliged to report to the VTS Centre the information referred to in point 3, at the latest at the time of departure of the ship from the port.
2. The shipowner, agent or captain of the ship carrying dangerous or polluting goods, heading to a port or anchorage located in the area of territorial jurisdiction of the Director of the Maritime Office in Gdynia, is obliged to provide the VTS Centre with necessary information, at the latest at the moment the ship leaves the port of loading of such goods.
3. The notification of dangerous or polluting goods should contain all of the following information:
  - general data:
    - ☐ ship identification data (name, call sign, IMO identification number, MMSI number);
    - ☐ the nationality of the ship;
    - ☐ name of the destination port;
    - ☐ name of the port in which the dangerous or polluting goods were loaded;
    - ☐ estimated time of departure from the port of departure (ETD) and estimated time of arrival at the port of destination (ETA local time);
    - ☐ plan of the intended voyage;
    - ☐ number of all persons on board;
  - data on the goods and the shipowner:
    - ☐ correct technical name of the transported goods;
    - ☐ identification number of the UN goods (United Nations Organization), if any;
    - ☐ harmfulness class of the goods determined according to the classification adopted by the IMO

regulations;

- ☐ class of ship as defined by IMO according to the INF Code;
  - ☐ harmfulness category of the substance determined in accordance with Annexes II and III to MARPOL 1973/78;
  - ☐ quantity of goods and their location on the ship, and if these goods are transported in cargo transport units – the identification marks of these packages;
  - ☐ a statement that the ship has a list or manifest, or an appropriate loading plan, specifying the details of the quantity and location of dangerous or polluting goods transported on the ship;
  - ☐ data about the shipowner and/or the entity operating the ship, such as: its name, registered office, address, telephone, fax, e-mail;
  - ☐ address of the entity where more detailed information about the ship and the transported goods can be obtained.
4. Notification of dangerous or polluting goods should be submitted via the NSCP or in the event of its unavailability by e-mail, fax or telephone.
  5. The Director of the Maritime Office may exempt from the obligation to report dangerous or polluting goods each time, if the ship performs regular cruises on the same route between ports located in Polish maritime areas and for each cruise the information specified in point 3 is available immediately to the VTS service at its request, 24 hours a day.
  6. Making a notification to the Harbour Master's Office using the NSCP to the extent consistent with the content of points 1-4 meets the above requirements.

#### Ships traffic reports and traffic permit reports:

1. All ships entering the VTS area or located in the VTS area are obliged to submit appropriate reports in accordance with the tables of the reporting system (s. LNRS).
2. At the time of entry into the VTS area, the captain of each notified ship is obliged to submit, in accordance with the GDANREP system, a report (SP) to the VTS Centre and a statement that the vessel has seaworthiness for the entire voyage in the VTS area, her navigational equipment is fully operational and the VTS Sailing Plan has been prepared in accordance with the rules (s. Seaworthiness and navigational equipment). Then the notified ship is obliged to submit positional reports (PR). Positions of reporting points and VHF working channels for reporting are specified on sea charts, and changes will be published in "Notices to Mariners".
3. The ship prior to entering the port by means of the NSCP and equipped with the AIS device (see Seaworthiness and navigational equipment), can, at the time of entry, make a short report containing the name of the ship, IMO number, call sign, position of the

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- ship, maximum draught, number of all persons on board and the presence on board of dangerous or other goods required by the VTS service.
4. Notified ships are obliged to report to the VTS service immediately after leaving the marina or port other than Gdynia or Gdańsk, providing information in accordance with the registration table of s. LNRS.
  5. Notwithstanding the obligation described in points 1-4, before entering the port area or before unmooring from the berth in the port/unanchoring from the port anchorage, each ship is obliged to report to the traffic service of the competent Harbour Master's Office/Boatswain's Office and obtain a traffic permit in accordance with port regulations.
  6. All non-notified ships equipped with VHF communication devices intending to cross the fairway or enter the fairway of Traffic Separation Systems are obliged to obtain permission from the VTS operator for such a manoeuvre.
  7. The ships mentioned in point from 1 to 4 below are not permitted to enter the VTS area or leave the mooring or anchorage in the VTS area without a traffic permit issued by the VTS service. These are:
    - ☐ notified ships;
    - ☐ ships posing a threat;
    - ☐ ships not allowed to enter the ports of states - parties to the Paris Memorandum, by decision of the port state inspection authority;
    - ☐ ships that have not received permission from the harbour master's office to enter the port, the roadstead or stay at the port anchorage.
  8. It is forbidden to perform the following special activities without the permission of the VTS service traffic:
    - ☐ bunkering ships or discharge of waste from ships;
    - ☐ exporting and disposing to the sea of dredged material;
    - ☐ sinking any materials;
    - ☐ recovering sunken or floating property;
    - ☐ exploitation of mineral resources;
    - ☐ displaying or removing any navigational marks;
    - ☐ carrying out ship trials;
    - ☐ launching boats from ships;
    - ☐ conducting rescue exercises and removing spills;
    - ☐ reloading of goods and transferring people from ships outside the places designated for this purpose;
    - ☐ organizing mass sport or sailing events;
    - ☐ hydro-technical works;
    - ☐ construction of artificial islands, structures and devices;
    - ☐ dredging and hydrographic works;
    - ☐ scientific research of the sea and the seabed;
    - ☐ recreational diving;
    - ☐ searching for shipwrecks;
    - ☐ underwater works;
    - ☐ laying cables, pipelines;
    - ☐ removal of oil substances from the water surface.
  9. Each ship or, in the case of a group of ships the coordinating ships (or the shore coordinator, as appropriate) before taking the actions listed in point 8 and after their completion, is obliged to submit a special report (SR) to the VTS Centre in accordance with the attachment (s. LNRS), specifying their identification as well as the type of work and the place of their performance, and keep continuous listening on the VTS working channel during these activities.
  10. The rules for granting permits by maritime authority to perform special activities in point 8 are defined by separate regulations.
  11. All non-notified ships can participate in the voluntary reporting system by reporting to the VTS Centre on the VTS working channel:
    - name, call sign;
    - total number of people on board;
    - port of destination.
- Navy ships and ships of the Border Guard and Police are not obliged to provide reports containing detailed information about the unit, but only its affiliation and identification to facilitate the VTS service call to ensure the safety of navigation in the VTS system area. If such ship is unable to establish communication with the VTS service on the VTS operating channel due to the nature of the task performed, the above information can be provided by the operational officer of the relevant service.

#### Emergency procedures and reports

The provisions of this subchapter apply to all ships in the area of territorial jurisdiction of the Director of the Maritime Office in Gdynia, excluding seaport areas.

1. In the above area, the VTS service provides sea assistance in accordance with the guidelines of the IMO Resolution A.950(23), including – in accordance with separate regulations – a service related to the implementation of tasks aimed at providing ships with a place of shelter.
2. The ship's captain should immediately inform the Director of the Maritime Office in Gdynia via the VTS service about any incident or accident that can affect the safety of human life, the safety and security of navigation, the protection of the environment or the organization of sea traffic.

In particular, the captain of the ship that:

  - ☐ has suffered a threat to the security of the ship or to which a terrorist attack, piracy, or serious violation of law occurred;
  - ☐ had a collision with another ship, land object or navigational marks;
  - ☐ has stranded or touched the seabed;
  - ☐ has suffered a breakdown or damage that has caused or can cause her to be a ship posing a threat within the meaning of these regulations;
  - ☐ has lost dangerous goods in packaging overboard, including cargo transport units containing dangerous goods, or



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- ☐ where such loss is unavoidable;
  - ☐ has spilled oil (Annex I of MARPOL 73/78) or harmful substances transported in bulk (Annex II of MARPOL 73/78), and when such spilling is not avoided;
  - ☐ has released harmful substances in packaging overboard, including with cargo transport units containing substances that are harmful to the sea environment under the IMDG Code (Annex III to MARPOL 73/78), or such a release is not avoided;
  - ☐ noticed pollution drifting containers or other materials at sea should as soon as possible inform the VTS service on the VTS working channel or in any other way about the aforementioned event, providing information in accordance with the provisions of resolution of the International Maritime Organization A851(20).
3. In the event of pollution or threat of environmental pollution in the area of territorial jurisdiction of the Director of the Maritime Office in Gdynia, excluding seaports, the VTS service may, on the order of the Director of the Maritime Office in Gdynia, instruct the master of the vessel posing such a threat ordering:
- ☐ to leave the Polish maritime areas;
  - ☐ to limit the movement of the ship or to direct her to a specific course – this requirement does not affect the responsibility of the captain for the safe navigation of the ship;
  - ☐ to conduct towing, rescuing the ship or carrying out the necessary repairs;
  - ☐ to proceed to the place of shelter;
  - ☐ to unload polluting substations in the indicated place.
4. The operator, the shipowner, the master of the ship and the owner of dangerous or polluting cargo transporting on board the ship remain in contact with the VTS service at its request, in order to minimize the risk of an accident or disaster at sea.
5. The owner of each passenger ship in the event of any accident or threat to passengers is obliged to immediately provide VTS service at its request with information covered by registration in the passenger registration system belonging to such a shipowner.
6. Each person conducting or coordinating a search and rescue operation is obliged to immediately inform the Director of the Maritime Office in Gdynia, through the VTS service, about any accident related to the threat or loss of human life, and then submit appropriate situational reports about the event until the end of the action.
7. Any person conducting or coordinating an action to removing oil spills or polluting substances is obliged to immediately inform the Director of the Maritime Office in Gdynia through the VTS service about the details of

- such an event, and then submit relevant situational reports until the end of the action.
8. In the event that the damage suffered or the failure of the ship has or may have an impact on the seaworthiness, the master of such ship may not undertake further navigation without the consent of the Director of the Maritime Office in Gdynia, except for leaving traffic control systems and anchoring to ensure the safety of people and the ship.
9. The captain of the ship that has suffered a breakdown should comply with the instructions of the VTS service as to the course, the speed, the passage routes, the place of stopping or anchoring and any additional commands specified by the special circumstances of the event.
10. In the event of danger of sinking the ship, the master should direct the ship, if possible, outside the fairway to shallower water.
11. The captain of the ship that has lost its anchor chain, steel rope, propeller or any object with dimensions or characteristics that may affect the safety of traffic and anchoring of statues, should provide the VTS service with: the position of the lost object and its characteristics. The above items should be recovered without delay by the ship or persons who have lost them.
12. The captain of each ship should immediately report to the VTS service any detected or observed failures or defects in navigational markings in the VTS area, and any observed navigational hazards, such as: drifting ice, wrecks or other objects; strong ice covering of the ship, wind with a force of 10 on the Beaufort scale and above, not covered by the warning, or visibility limited below 0.5 M, not reported in the VTS service.

#### **Information service, navigational assistance, traffic organization**

**A. The information service** is provided by the VTS service in order to ensure that relevant information is available on time to system users and used to support the decision-making process on the ship in the matters of navigation safety in the VTS area.

1. The information made available on the information service may relate in particular to:
- ☐ position, intentions, manoeuvres, identification of ships;
  - ☐ area of congestion of ships;
  - ☐ movement of ships posing a threat and limited by their draught;
  - ☐ the recommended route for passage and the status of areas periodically closed to shipping and fishing;
  - ☐ places and waters where works affecting the safety of navigation are carried out;
  - ☐ closure of waters and ports;
  - ☐ safety and security of navigation;
  - ☐ navigational warnings;
  - ☐ condition of aids to navigation;
  - ☐ weather forecasts, real conditions and hydrometeorological warnings;

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- ☐ ice conditions;
  - ☐ suspend the pilotage service or the VTS service;
  - ☐ changes and additions to the services provided by VTS.
2. The information service is provided on the VTS working channel or on the backup VTS channel, after the announcement on the working channel.
  3. Hours of transmission of messages of the permanent information service navigational warnings and weather forecasts are available in nautical publications. Other information of the information service provided by the VTS service depending on the navigational situation in the VTS area and at the request of users.
  4. Transmissions of information are preceded by an announcement on VHF channel 16 specifying the working channel on which they will be transmitted. All ships navigating in the VTS area should listen to the announced transmissions.

**B. Navigational assistance service** is a consulting service provided by the VTS service in order to support the decision-making process on the ship in the safety of navigation and control of the effects of the decisions made on the ship.

1. Navigational assistance is provided through VHF communication on the basis of radar information in a situation where:
  - ☐ the VTS service considers it necessary to ensure the safety of navigation and environmental protection in the VTS area;
  - ☐ at the request of the captain of the ship notified in the event of particularly bad weather conditions, limited visibility, changes in the pilotage service;
  - ☐ at the request of the captain of each ship in the event of danger to the ship.
2. Navigational assistance will only be provided to ships if are clearly identified on the VTS radar screen and the continuity of tracking of the ship is kept throughout the navigational assistance process.
3. Providing navigational assistance to a ship is not a pilotage service and does not relieve the captain of their personal responsibility to navigate the ship safely.
4. The beginning and end of navigational assistance should be clearly announced on the communication channel on which it is provided by the ship requesting assistance or VTS service, and confirmed by the other party.
5. Navigational information provided to the ship during navigational assistance by the VTS service may relate to:
  - ☐ the course and the speed of the ship;
  - ☐ position in relation to the separation line or separation zone of the traffic separation scheme, in relation to the recommended route or fixed navigational points;
  - ☐ position, intent and identification of other

ships in the vicinity; warnings for individual ships regarding their dangerous traffic parameters.

6. The captain of each ship, after receiving information or warning regarding the ship's movement parameters, should immediately compare the course, speed and position of their ship with those received in the information or warning.
7. Navigational assistance provided by the VTS service is free of charge.

**C. Traffic organization service** is a service provided by the VTS service in order to prevent situations of excessive congestion of maritime traffic and to ensure safe and effective traffic of ships in the VTS area.

1. The transmission of any instructions concerning the organization of the movement of ships overlooked in the VTS area is allowed only on the VTS working channel, via the VTS service.
2. The captain of each ship notified in the VTS area is obliged to carry out traffic organization instructions for their ship, received from the VTS service. Such instructions will indicate the results of the actions to be taken by the ship, leaving the decision as to how they are to be carried out to the captain of the ship. Such instructions may include commands to limit the ship's speed in order to reach the designated waypoints for a specified period of time, as well as may relate to restrictions on the passage of specific ships and permission to join the traffic.
3. The traffic organization service is based on the prior traffic planning of notified ships, based on:
  - ☐ mandatory reporting system of statuses on lines and at reporting points;
  - ☐ mandatory ship notification on ETA and ETD;
  - ☐ allocation to the traffic route in the VTS area that the ship should follow;
  - ☐ allocation to anchorages or berthing places;
  - ☐ authorization for joining the traffic line.

#### Port and sailing security:

1. The VTS service performs the role of the Regional Contact Point within the meaning of the provisions of the ISPS Code in the area of the territorial competence of the Director of the Maritime Office in Gdynia, performing the following tasks:
  - ☐ accepting preliminary applications in terms of information on ship protection in accordance with the notification of ETA;
  - ☐ informing ships about the current level of security in port facilities;
  - ☐ informing about ways of contacting security officers in port facilities;
  - ☐ provide security advice to ships.
2. At the time of submitting the entry report into the VTS area, the ship should inform the VTS service about the current level of protection



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of the ship and receive information about the current level of protection of the port facility for which the ship is heading.

3. If the security level of the ship is lower than the security level of the port facility, the ship should adjust her security level in force.
4. The shipowner whose ship has suffered a security threat is obliged to immediately notify the VTS service, stating all the circumstances of such an event, and then be in contact with the VTS service at its request.

#### **Actions in case of particularly bad weather conditions:**

1. The VTS service may give the ship permission to anchor in order to shelter on the VTS area, in the event of particularly bad weather conditions that may have a negative impact on the safety of the ship's navigation.
2. If the Director of the Maritime Office in Gdynia considers that in the event of particularly bad weather conditions or the state of the sea, the ship may cause a serious threat to the safety of human life or the pollution of shipping areas or the shore zone, he may, through the VTS service:
  - ☐ notify the captain of the ship located in a given area of the port and intending to enter or leave this port, about the sea and weather conditions and, if necessary and possible, the risks they may pose to the ship, cargo, crew and passengers;
  - ☐ without prejudice to the obligation to carry ships in distress, may take any other appropriate measures, including a recommendation or prohibition to enter the VTS area, issued for an individual ship or ships in general, until it is established that there is no longer a risk to human life or the environment.
3. The captain of the ship should inform the shipowner about the appropriate measures or recommendations referred to in paragraph 2. However, they do not affect the captain's decision based on his professional judgement according to the provisions of the SOLAS 74 Convention. In the event that the decision taken by the captain of the ship does not comply with the measures referred to in paragraph 2, he/she will inform the VTS service of their decision.
4. Appropriate actions or recommendations referred to in paragraph 2 will be based on the sea condition and weather forecasts provided by a qualified meteorological information service.
5. Before starting navigation in the VTS area, the captains of ships are obliged to familiarize themselves with the current weather conditions and the forecast for the nearest period, promulgated by radio.
6. The captains of ships referred to in paragraph 5 decide to start navigation in the VTS area on the basis of the conditions listed in the documents of ship security and weather conditions.

#### **Traffic Separation Scheme**

##### **3.12**

**TRAFFIC SEPARATION SCHEME (TSS) "EAST"** consists of:

1. two directional fairways with a width of 1 M each;
2. one central traffic separation zone with a width of 0.5 M divided into two parts: north-east and south-west;
3. one separation line, connecting the two parts of the central traffic separation zone.

The real sailing directions are:

1. fairway in the direction of the port, 163° from the border of the traffic separation zone on the open sea to the turning point determined by "ZN" lighted buoy, then 206° to the southern border of the zone, marked by "ZS" lighted buoy to the north-east from the position of taking the pilot to the North Port of Gdańsk.
2. fairway in the direction of the open sea, 026° up to the turning point determined by "ZN" lighted buoy; then 343° to the border of the open sea.

**TRAFFIC SEPARATION SCHEME (TSS) "WEST"** consists of:

1. two directional fairways with a width of 0.75 M (north-east part of the TSS), divided by the traffic separation line;
2. two 0.5 M wide directional fairways separated by a traffic separation line and divided into two parts (south-west and west);
3. one area of increased attention;
4. one adjacent shore traffic zone.

The real sailing directions are:

1. fairway direction of the port, 205° from the border of the traffic separation zone on the open sea to the turning point determined by "HEL" lighted buoy (north-east part of the TSS), then 221° to the turning point at "GN" lighted buoy in the area of increased attention, and from this position:
  - ☐ 221° to the south-western border of the zone system marked with "NP" lighted buoy to the north-east of the position of taking a pilot to the port of Gdańsk New Port; or
  - ☐ 272° to the west border of the traffic separation zone system marked with "GD" lighted buoy to the east of the position of taking the pilot to the port of Gdynia.
2. fairway towards the open sea, 041° (south-west part of the TSS for ships leaving Gdańsk Nowy Port) or 092° (west part of the TSS for ships leaving the port of Gdynia) to the turning point marked with "GN" lighted buoy in the area of increased attention, then 041° to the turning point at "HEL" lighted buoy, then 025° to the system border on the open sea.

**Note.** Ships approaching the area of increased attention (near "GN" lighted buoy) and sailing inside this area should be especially careful, navigating in accordance with the recommended direction of traffic.

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#### Notes on traffic rules in the VTS area:

1. Ships on sea trials in the VTS area should avoid entering TSSs and manoeuvre in the place indicated by the VTS service.
2. Ships engaged in fishing should not obstruct the passage of any ship following the course of the TSS. Ships are not allowed to deploy fishing gear within TSS and at a distance of less than 150 m from the borders of TSS, fairways, roadsteads or anchorages. All fishing gear laid out in the VTS area must be marked in accordance with separate regulations.
3. A ship with restricted manoeuvrability, when engaged in hydrographic, research, underwater hydrotechnical works, dredging, laying, handling or lifting of cables, pipelines or navigational markings within TSS, is exempted from compliance with the above traffic regulations to the extent necessary to carry out these activities. Such a ship is obliged to submit additional appropriate special reports (SR) in accordance with the reporting table (s. LNRS).
4. Any operations related to splash down, manoeuvring or take-off of seaplanes in the VTS area may take place only after prior permission issued by the VTS service.
5. It is not allowed for any ship to enter the zones closed to shipping and fishing.
6. The periods of closure of zones closed to navigational and fishing are announced in the navigational warnings broadcast in the VTS information service and at the request of users.
7. The borders of the zones temporarily closed to shipping and fishing are marked on charts.
8. Notwithstanding the above regulations, in the event of a serious marine accident or in order to ensure the safety and security of navigation, safety of life at sea or environmental protection, the VTS service may temporarily change the organization of traffic specified in these regulations and announce any zone in the VTS area as a Navigation Exclusion Zone.
9. Each ship that was within the Zone at the time of announcement of the Navigation Exclusion Zone and is not involved in the action related to the accident is obliged to immediately leave the Navigation Exclusion Zone at the request of the VTS service.
10. The exclusion of the area for the navigation of ships is carried out by announcement by the VTS service on the VTS working channel and if no time limits have been announced, it is valid until further notice.

#### Coastal traffic zone

##### 3.13

The coastal traffic zone (s. charts) is established in the waters between the border of the north-east and west parts of the traffic separation scheme "WEST" and the adjacent Polish coast and is limited by:

1. from the north by a line connecting geographical positions:  
54°40.32'N 18°55.84'E

2. from the west by a line connecting geographical positions:  
54°32.54'N 18°41.13'E  
54°41.66'N 18°41.13'E

The coastal traffic zone may be used by: sailing ships, ships engaged in fishing, ships on their way to or from a port or anchorage within the shore traffic zone, and ships less than 20 metres in length.

#### Directional fairways and recommended courses

##### 3.14

Ships in international voyage from Gdynia (port, roadstead) to Gdańsk Nowy Port (port, roadstead) or in the opposite direction should follow the recommended fairway 343°-163°, established between "GD" and "NP" lighted buoys, or sail along proper directional fairways between "GD", "GN" and "NP" lighted buoys.

Ships in international voyage from Gdańsk Port Północny to Gdańsk Nowy Port (port, roadstead) or to Gdynia (port, roadstead) should, having the pilot boarded by "PP" lighted buoy, sail in the north direction. After passing anchorage no. 5 for tankers, they should turn to a course of 314° and steer towards "GN" lighted buoy, exhibited in the area of increased attention, make a turn at this buoy and continue along the proper fairway.

Ships in international voyage from Gdańsk Nowy Port (port, roadstead) or from Gdynia (port, roadstead) to Gdańsk Port Północny should follow the proper directional fairway to the area of increased attention, established around "GN" lighted buoy, then turn to a course of 134° and follow the recommended fairway towards "ZS" lighted buoy. After passing anchorage no. 5 for tankers, they should change their course to the south in the direction of the pilot pick-up position, marked with "PP" lighted buoy.

#### Closed zones

##### 3.15

In the Gulf of Gdańsk there are zones closed for shipping and fishing a definite period (S-1a, S-1b, S-1c, S-2, S-4, S-5, S-10, S-11) and zones permanently closed for shipping and fishing (S-8 and S-9 on the Vistula Lagoon, S-15, S-GDW, internal waters of naval bases, S-3, S-7, S-14).

#### Safety zone

##### 3.16

In the waters of the Gulf of Gdańsk, a safety zone was established around the deep-water collector. In this zone, anchoring, fishing and all underwater work are prohibited. The zone is determined by the following coordinates:

54°36.84'N 18°30.72'E  
54°37.20'N 18°32.80'E  
54°36.92'N 18°33.22'E  
54°36.71'N 18°30.79'E

#### Facility protection area

##### 3.17

In order to protect the facility, it is not allowed to bathe, swim and practice water sports by unauthorized persons within the area marked with yellow buoys and determined by the following coordinates:

54°40.13'N 18°43.62'E  
54°39.93'N 18°43.12'E

### 3. GULF OF GDAŃSK

54°39.03'N 18°44.15'E

54°39.22'N 18°44.63'E

**Note.** Navigation in the waters adjacent to the area should be carried out with extreme caution, considering the periodically closed S-4 zone.

#### Property protection area

##### 3.18

Fishing, tourism and water sports are not allowed within the area determined by the following coordinates:

54°24.50'N 18°41.00'E

54°24.40'N 18°41.50'E

54°24.25'N 18°41.50'E

54°24.40'N 18°41.00'E

#### Protection area

##### 3.19

In order to prevent any damage to the value of historical monuments it is not allowed to anchor within a radius of 300 m from the position:

54°29.00'N 18°39.90'E

#### Measured mile

##### 3.20

The area for speed tests in the Bay of Puck is closed to navigation and fishing. Commercial ships may use it after prior agreement with the Operational Duty of the Maritime Operations Centre phone 261 263 444, 261 260 501, fax 58 620 20 56.

Information about entry and exit from the area should be transmitted on channels 12 and 16 of the VHF. Conducting tests by more than one ship is unacceptable.

The testing units will show:

- ☐ during the day: "SM" signal according to the ICS;
- ☐ at night: red light, with white light below, both omnidirectional.

The depth in this area vary from 39 m to 42 m; distance between buoys "A" and "C" is 2 M, and its direction 320°–140°. The route line is marked by "A", "B" and "C" unlit buoys, exposed on the extension of the limiting leading line of 1-mile sections. Topmarks of leading line marks:

1. east limiting leading line mark
  - ☐ front beacon: triangle pointing down;
  - ☐ rear beacon: triangle apex up;
2. centre leading line mark
  - ☐ front beacon set: rhomb;
  - ☐ rear beacon: sphere;
3. west limiting leading line mark
  - ☐ front beacon set: triangle apex up;
  - ☐ rear beacon: triangle apex down.

#### Deviation of magnetic compass

##### 3.21

The area for carrying out compensation and determining deviation is located at the Hel Peninsula. The leading lines with directions are shown on charts 45 and 73 (INT1288).

##### 3.22

Determination and compensation of deviation of the magnetic compass is carried out by the certified specialists.

#### Pilotage

##### 3.23

Ships heading to the ports of the Gulf of Gdańsk are obliged to use the service of a pilot. Further information (s. Port Regulations and LNRS).

#### Rescue

##### 3.24

The Gulf of Gdańsk lies in the area of responsibility of the Gdynia Maritime Rescue Coordination Centre, which is equipped with SAR ships and shore rescue units.

#### Fishing

##### 3.25

The coastal waters of the Gulf of Gdańsk are an area intensively exploited by fishermen. The basin nets and longlines are set at different distances from the coast. Units navigating outside the fairways should pay attention to the displayed fishing gear marked in accordance with the regulations. Between the entrance to Gdańsk Nowy Port and the south entrance to the port of Gdynia, there is a shore fishing protection zone, where small sport boats are also trained. It is not allowed to cross the border of the zone in the west direction. Ships heading for and coming from the Sopot passenger pier should enter and exit the zone at 54°27.61'N 18°36.54'E.

#### FROM THE COUNTRY BORDER TO WISŁA ŚMIAŁA

#### The Vistula Spit

##### 3.26

The spit consists of a strip of sand and dunes stretching for about 50 km from Baltiysk (Piława) to Gdańsk. It is separated from the port of Baltiysk (Piława) by the Pilawska Strait. In the west part, the spit is interrupted three times by the mouths of the Vistula: The Vistula Canal (near Świbno), Wisła Śmiała and Wisła Martwa (in the area of the port of Gdańsk Nowy Port). The maximum width of the spit is 2000 m (at the latitude of Przebrno), and the smallest is 600 m (east of Krynica Morska). From the side of the bay, behind a strip of fine sandy beach, the terrain rises, turning into a row of dunes covered with a mixed forest with a predominance of pine. From a greater distance, the mainland (Elbląg Upland) is visible behind the spit.

#### Nowy Świat. Port

##### 3.27

The Gulf of Gdańsk is connected with the Vistula Lagoon by a canal located 8.5 km west of Krynica Morska. It enables navigation of ships up to 100 m long, up to 20 m wide and with a draft of up to 4.5 m (Pic. 1, Pic. 2).

##### 3.28

From the side of the Gulf of Gdańsk, in front of the entrance to the canal, there is a protective port, consisting of: the main breakwater (east), a breakwater with a groyne (west), shoreline support in the form of a wave breaker and berths with parking spaces in the west part of the entrance to the sailing canal. The total length of the canal is 1536 m and includes three main sections: from the protective port to the - lock (701 m), the lock (269 m) and the section

### 3. GULF OF GDAŃSK

from the lock to the exit to the Vistula Lagoon (566 m). Depths in the outer port are 5 m, except for the rip-rap zone along the breakwaters the approximate range of which is marked with yellow lighted buoys.

#### Approach

##### 3.29

From the Gulf of Gdańsk to the canal there is an approach fairway. The starting point of the approach to the protective port is marked by "NS" lighted buoy, set approx. 1 nautical mile before the entrance to the port. After passing "NS" buoy, steer a course of 107°, keeping the directional light Dir WRG centrally between the breakwaters heads. The centre of the white directional light sector determines the axis of the

approach fairway. The directional light is a navigational aid only to the entrance to the protective port. The breakwater heads should be passed at a safe distance due to the underwater stones. After entering the outer port, steer gently to the right, observing the layout of the wharves of the canal. The entrance to the canal is marked with green and red lighted buoys.

##### 3.30

The rules for using the lock are set out in the Port Regulations (available on the website of the Maritime Office in Gdynia in the tab: Legal acts).

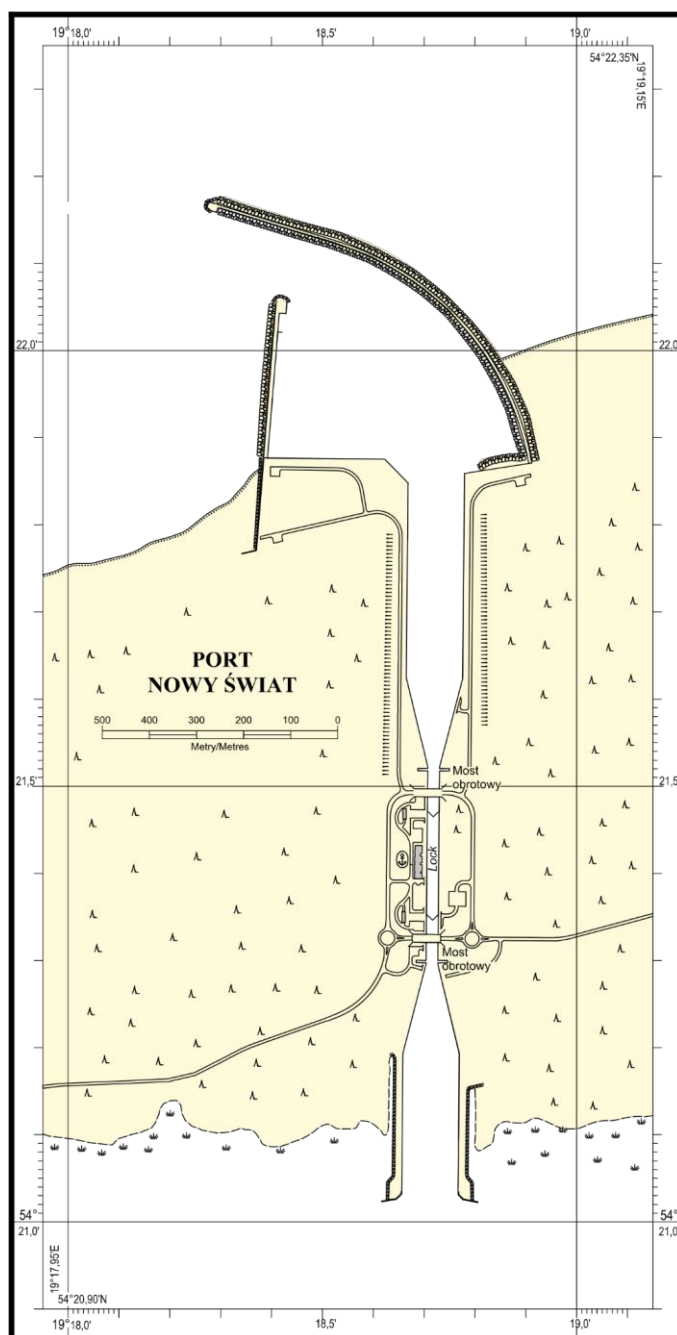
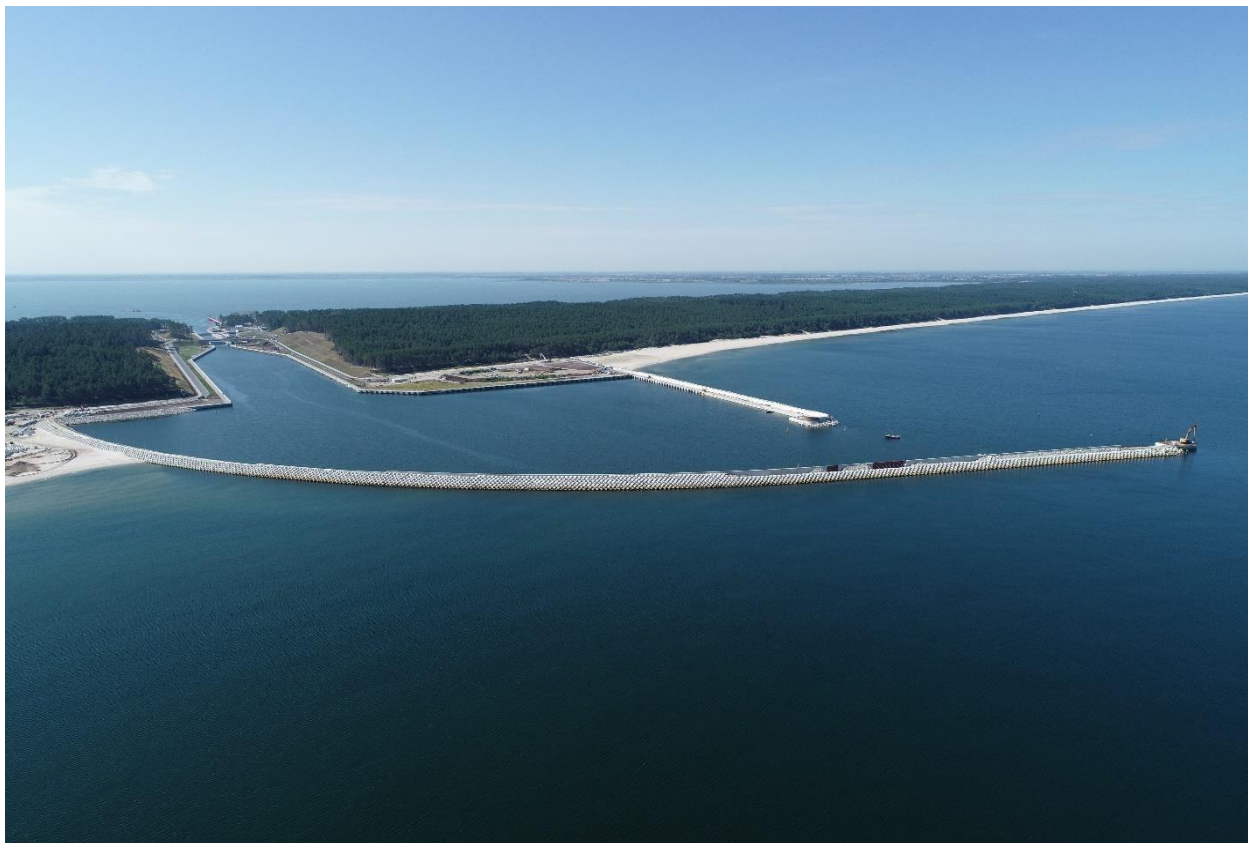


Fig. 6. Plan of the Nowy Świat Port



### 3. GULF OF GDAŃSK



Pic. 1. Nowy Świat - protective port, view from the Gulf of Gdańsk



Pic. 2. Nowy Świat - port, view from the Vistula Lagoon



### 3. GULF OF GDAŃSK

#### Nowy Świat Harbour Master's Office

##### 3.31

The traffic of units within the Vistula Spit Canal is supervised by the Nowy Świat Harbour Master's Office, Skowronki 16, 82–110 Sztutowo

E-mail: [kpns@umgdy.gov.pl](mailto:kpns@umgdy.gov.pl)

Radio communication: VHF 68

Phone (on-call duty): (0630-1830)

- duty officer: +48 58 347 3972;  
mob.: +48 662 186 934
- Boatswain's Office: +48 58 347 3973;  
mob.: +48 608 308 555
- secretariat (0700-1500): +48 58 3473950;  
+48 58 3473951

#### The Vistula Canal

##### 3.32

An artificial mouth of the Vistula River with a length of 3 M and a width of 450 m has been dug through the dunes near Świbno. The banks are extended with two stone piers running out into the bay. A river bringing sand masses settles them in the estuary and around it, creating partially drying shoals. Depths and the direction of the canal leading from the sea to the estuary of the river are subject to frequent changes. The main stream of the river, especially in the estuary itself, runs along its eastern bank.

**Caution.** One is allowed to enter the Vistula Canal only with a good knowledge of the local navigational conditions. The approach direction changes frequently due to variable depths in the area of the shoal on the right side of the entrance. Particular attention should be paid to shallowing below 2.5 m, extending on both sides of the access between "SWB" buoy and the entrance to the Canal.

**ŚWIBNO** – 54°20.1'N 18°56.2'E

##### 3.34

Port at the estuary of the Vistula Canal. Connection with the city centre of Gdańsk is possible by public transport.

**The port basin** has two berths for fishing boats and a small slip. From the east shore of the basin, small wooden piers stretch out to the north-west direction. The average depth in the basin is 2.3 m with a predominance of depths close to 2.0 m or less.

The passenger-car ferry connects Świbno (on the western bank of the Vistula Canal) with the village of Mikoszewo (on the east bank). When approaching the ferry crossing, you should make one prolonged blast and wait, until the rope is lowered. Caution advised when passing over it. When the ferry is moving, do not pass over the rope.



Pic. 3. The Vistula Canal

##### 3.33

**Approach.** When entering the Vistula Canal from the side of the Gulf of Gdańsk, special care should be taken, because the depths change often, especially in the case of long-term winds from one direction and after storms. Position of "SBW" lighted buoy is also changing. On the approach to the Canal, there are large, partially drying shoals.

**Navigation instruction.** "SBW" lighted buoy should be approached from the west directions. After passing it, continue with the course of 108° towards the eastern pier fender of the Vistula Canal. The depths from the lighted buoy to the pier fender are variable, numerous shoals on both sides of the approach, the safe depth is 1.5 m.

##### 3.35

**Rescue service.** The seashore rescue station equipped with a vehicle with rescue equipment performs a 24-hour listening on channels 11 and 16 VHF.

Phone +48 58 308 05 23.

**PRZEGALINA** – 54°18.6'N 18°55.4'E

##### 3.36

Przegalina is the base of icebreakers operating in the area of the lower Vistula. There is a sluice and a sailing marina.

### 3. GULF OF GDAŃSK

Information on current navigational and hydrological conditions is provided by the Water Supervision in Przegalina - phone/fax: +48 58 308 05 17 or mobile: +48 506 129 588.

#### 3.37

The North Przegalina Sluice. The depth on the approach to the east and west gates is 3.0 m on average. The total length of the sluice is 214.83 m.



Pic. 4. Przegalina Sluice (drawbridge)



Pic. 5. Przegalina Sluice – approach from Gdańsk



Pic. 6. Gdańsk Head Sluice



### 3. GULF OF GDAŃSK

Usable chamber dimensions: length 188.37 m, width 11.91 m. The depth of the lowest navigable water above the upper and lower threshold is 3.28 m. The sluice is open all year round (closed during ice and high water phenomena). The opening hours of the sluice and other information are announced on the website: <https://www.gov.pl/web/wody-polskie-gdansk> (tab: news – navigational information).

A drawn road bridge runs over the east gate of the chamber. The bridge is opened by the sluice operator. The North Przegalina Sluice has been decommissioned.

#### **GDAŃSK HEAD – 54°16.0'N 18°57.1'E** **3.38**

The sluice on the east bank of the Vistula River (Pic. 6), approx. 2.5 M south of the Przegalina Sluice, connects the Vistula River with the Szkarpawa River. Dimensions of the chamber: length 61.0 m, width 12.5 m, depth of the lowest navigable water depth above the upper and lower threshold is 2.75 m.

The sluice is open all year round (closed if ice, high water or the backwater of the Lagoon appear). The opening hours of the sluice and other information related to the operation of the sluice are announced on the website: <https://www.gov.pl/web/wody-polskie-gdansk> (tab: news – navigational information).

The road bridge in front of the sluice from the side of the Vistula River is opened by the sluice operators.

#### **Martwa Wisła River** **3.39**

The Martwa Wisła River is a section of the navigable route from the Vistula, the Vistula Lagoon and Elbląg to Gdańsk. The east entrance to the Martwa Wisła River leads through the sluice in Przegalina. The length of the route from the sluice to the Motława River is 22.5 km. The section to the west of the line connecting the south end of the fishing marina in Górki Wschodnie with the south end of the fishing marina in Płonia Wielka belongs to internal waters.

only during the day and in favourable hydrological and meteorological conditions. For the winter period, the floating aids to navigation are removed without replacement.

One should consider the possibility of limiting navigation due to the time of day and hydrological and meteorological conditions, as well as the limitation of draft of ships. Information about the above is published in "Notices to Mariners".

**Navigational instruction.** Ships should strictly adhere to the fairway marked by buoys leading through the deepest sections of the current. The smallest depth of the track is 5 m, and its width is about 50 m. Buoys should be passed with the right or left side, respectively, at a distance of approx. 10 m.

**Note:** Before entering the Martwa Wisła, you should always request for information from the Port of Gdańsk Authority (phone +48 58 343 07 10, VHF channel 14) about the current navigational conditions and water level.

#### **3.41**

**Marking.** The section of the Martwa Wisła River from the "Vistula" shipyard to the railway bridge near Przeróbki is marked with lighted buoys according to the IALA Region A system. To the east of the "Vistula" shipyard in the direction of Sobieszewo, the navigable current of the Martwa Wisła River is marked according to the inland navigational system.

#### **3.42**

**Bridges.** In Sobieszewo, there is a drawbridge with a total length of spans of 59.50 m. The length of the whole structure is 173 m, the length of the structure with the wings - 181.50 m. The horizontal clearance of the navigable span, including guides, is 50 m. The vertical clearance below the span without opening is 4 m above the level of high navigable water and 5 m above the level of average water. The opening time of both spans is 150 seconds.

The bridge is opened from dawn to dusk at specified times, for professional shipping units after notifying the staff about the need to cross.



Pic. 7. Sobieszewo - drawbridge

#### **3.40**

**Approach** In the section from the Płonia Canal to the cable-stayed bridge, the fairway is 7 m deep and 60 m wide. Between the cable-stayed bridge and the railway bridge, the fairway is 50 m wide and 5 m deep. There is 210 m wide turning circle with a depth of 7.0 m at The Gdańsk Refinery. Navigation can take place

Communication with the drawbridge service on 09 VHF. Telephone number for the drawbridge service: +48 507 433 264.

John Paul II Bridge (Pic. 8) on the Martwa Wisła River – cable stayed, road bridge, vertical clearance 9.1 m, horizontal clearance 60 m.

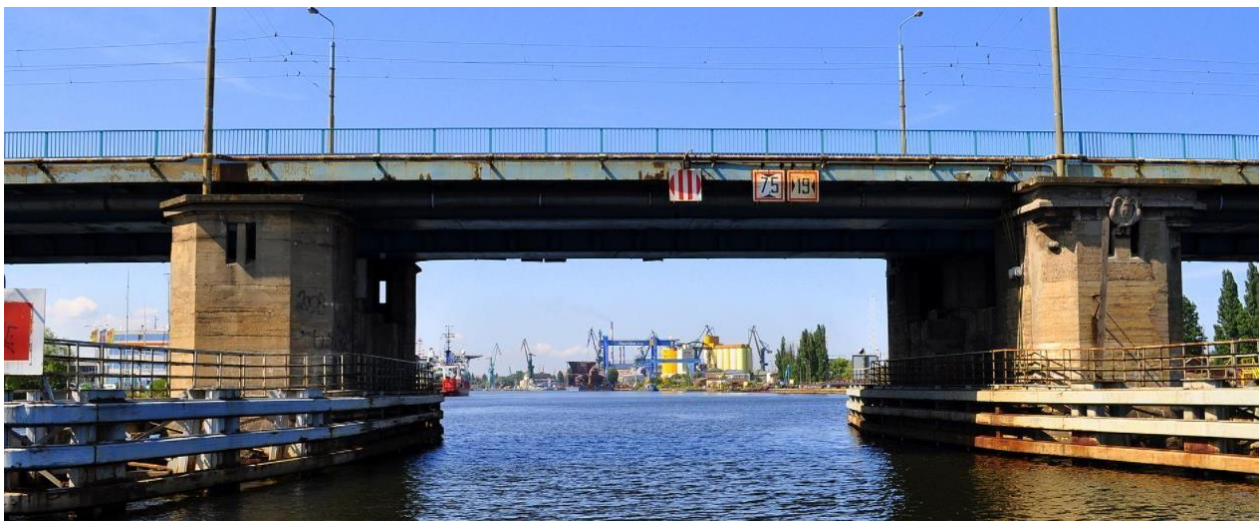
### 3. GULF OF GDAŃSK



Pic. 8. John Paul II Bridge



Pic. 9. The railway bridge



Pic. 10. Siennicki Bridge



### 3. GULF OF GDAŃSK

The railway bridge (Pic. 9) near Przeróbka has a horizontal clearance of 50 m wide. The height of the vertical clearance in the navigation passage under the bridge is 8 m. Above the bridge, at a height of approx. 10.6 m from the water level at the highest state, high voltage overhead traction lines are installed.

The Siennicki Bridge (Pic. 10), connecting the Sienna Causeway with Przeróbka is a single span - road bridge with the height of the vertical clearance of 7.5 m under the bridge.

**Note.** The navigational spans of the bridges were marked in accordance with the IALA Maritime Buoyage System (Region A).

**SOBIESZEWO** – 54°20.6'N 18°49.5'E

#### 3.43

Gdańsk estate district in Sobieszewo Island, on the north bank of the Martwa Wisła River. Nadwiślańska Marina situated in the western part of Sobieszewo, can accommodate sailing boats with its 73 mooring places. Fresh water and electricity are available as well as a slip for boats' launching (Pic. 11).

**GÓRKI WSCHODNIE** – 54°21.0'N 18°47.7'E

#### 3.44

Gdańsk estate in the west of Sobieszewo Island. Approach from the sea by the Wisła Śmiała River.

**PŁONIA** – 54°21.0'N 18°47.0'E

#### 3.45

Gdańsk estate in Rudniki district on the north bank of the Martwa Wisła River. To the north of it, in the fork of the Martwa Wisła River and the Wisła Śmiała River, there is the "Vistula" shipyard, which builds auxiliary ships and small ships. To the south of the former flood gate, a navigable canal was dug, 51–60 m wide and up to 7 m deep, leading from the Martwa Wisła River to the Wisła Śmiała River.

**GÓRKI ZACHODNIE** – 54°21.2'N 18°46.0'E

#### 3.46

Gdańsk estate on the north bank of the Martwa Wisła River. Approach from the Wisła Śmiała River through the canal to the south from the former flood gate in Płonia.

#### 3.47

The **Boatswain's Office** is open on weekdays from 07.00 to 15.00. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Connection via channels 14, 16 VHF. Phone +48 58 307 39 01. Details s. LNRS.

**Rescue service.** Rescue base – phone +48 58 307 31 12. Rescue ship listens 24 hours a day on channels 11 and 16 VHF.

**The Wisła Śmiała River**

#### 3.48

The Wisła Śmiała River is the middle one from the mouths of the Vistula River delta to the Gulf of Gdańsk. The entrance to the river is protected by: from the east – a breakwater with a length of 520 m, the extension of which in the south is a dike separating the backwaters (Ptasi Raj Lake) on the east side of the river, and from the west – a groyne with a length of 160 m. In the middle of the entrance, a fairway was created, marked with buoys.

On the section from the entrance to the Martwa Wisła River, the fairway width is 60-70 m, depth up to 7.0 m with a 210 m turning circle with a depth of 7.0 m, at the entrance to the Plonie Canal. There are local shallows at the estuary of the Wisła Śmiała and obstructions on the approach fairway, limiting the permissible draught of ships up to 5.40 m.

#### 3.49

**Approach.** Units with a draught of over 5.0 m, entering the estuary of the Wisła Śmiała, should approach "GW" buoy from the north, after passing the buoy, head for the right entrance head in Górki Zachodnie. The approach direction from "GW" buoy is 185°. Then move along the fairway marked with lighted buoys, which in the period from 01.11 to 31.03 are replaced by unlit buoys.

**Note.** Sport units with a draught of over 2.5 m, heading to the marina on the Wisła Śmiała, should always seek information about the current depths in the marinas at the Boatswain's Offices.

**Limitations.** Units with a draught above 4.0 m may move (throughout the year) only with the consent of the Gdańsk Port Authority (channel 14 VHF). During the period of ice navigation may be restricted.

#### 3.50

On the western bank of Wisła Śmiała there are seven sailing marinas located south of the entrance from the Gulf of Gdańsk to Wisła Śmiała.

**National Sailing Center.** The Marina of the Academy of Physical Education in Gdańsk. The marina has sports and recreational facilities and has a quay, a pier and floating piers with 100 mooring places for yachts. Yachts can be supplied with water and electricity at the piers. In the marina there is a crane with a capacity of 6.3 tons intended for launching yachts (Pic.12).

**AZS Marina** is a sports and hotel facility. The marina borders the National Sailing Center. It has a quay with floating piers with 80 mooring places for yachts. Yachts can be supplied with water and electricity at the piers and quay. It is possible to do minor repairs (Pic.12).

**The Academic Maritime Club** is located next to the AZS marina towards the south. It has a quay with floating piers for approximately 56 yachts. Yachts can be supplied with water and electricity at the piers and quay (Pic.12).

**Conrad's Yacht Club** is divided into two parts. The northern part belongs to the Conrad Yacht Club and the southern part to Marina Przełom. The Yacht Club has a pier on the north side with 60 mooring places for yachts. Yachts can be supplied with water and electricity at the piers (Pic. 13).

**Przełom Marina.** On the north side, it borders the Conrad Yacht Club. The marina has 58 mooring places for yachts with a length of 8.5-15 m located along the 123 m long floating pier. Yachts can be supplied with water and electricity at the piers (Pic. 13).

**Górki Zachodnie Yacht Marina** (Gdańsk Sports Center). From the north it borders with Marina Przełom. The marina has 186 mooring places for yachts. Yachts can be supplied with water and electricity at the piers (Pic. 13).



### 3. GULF OF GDAŃSK

**Yacht Club Neptun.** It is located on a headland at the fork of the Martwa Wisła and the Wisła Śmiała. It has approximately 90 mooring places. Mooring takes place at the eastern and western quays to the

floating piers. Yachts can be supplied with water and electricity at the piers (Pic. 14).



Pic. 11. Sobieszewo – Nadwiślańska Marina

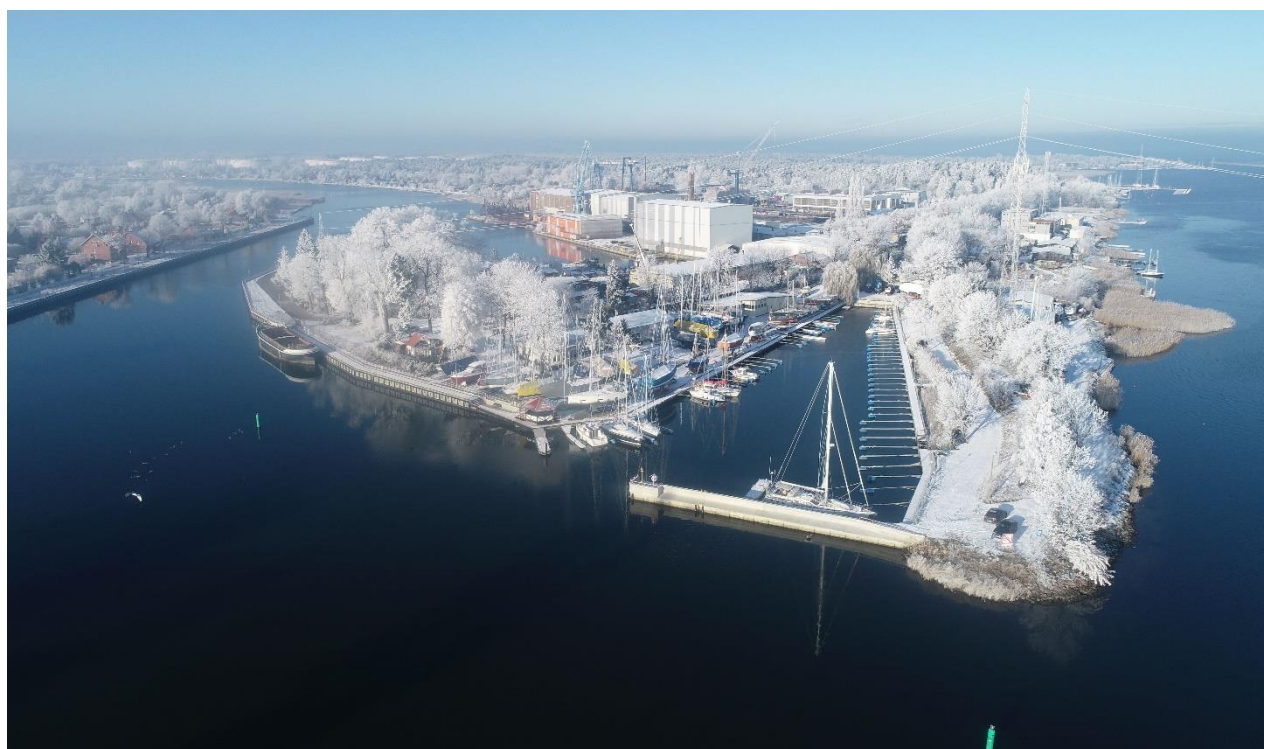


Pic. 12. National Sailing Center, AZS Marina, Academic Maritime Club

### 3. GULF OF GDAŃSK



Pic. 13. Conrad's Yacht Club, Przełom Marina, Górki Zachodnie Yacht Marina



Pic. 14. Yacht Club Neptun



#### THE VISTULA LAGOON

##### General

###### 3.51

The Vistula Lagoon is an extensive water basin separated from the Gulf of Gdańsk by the Vistula Spit Canal. The Polish-Russian border divides the lagoon into the north-east part (Kaliningradskiy Zaliv) and the south-west part (Vistula Lagoon). The Vistula Lagoon receives the main mass of fresh water from the Vistula River through its eastern leg – Nogat and from the Pregoła River flowing into the Kaliningrad Lagoon. In addition, smaller rivers flow into the Polish part of the lagoon: Pasłęka, Bauda, Elbląg, Szarpawa and Wisła Królewiecka. It connects the Piławska Strait, the Vistula Spit - Nowy Świat and the connection leading to the Vistula Spit Canal by the Szarpawa River to the Gulf of Gdańsk.

The length of the Lagoon from the north-east to the south-west is approx. 40 M, and the width from 3.2 to 5.8 M.

**Note.** The area is intensively exploited by fishermen. From March to November, a lot of fishing traps and gillnets are used. Sailing should take place only on fairways with extreme caution.

##### Sea level

###### 3.52

The sea level on the Lagoon is variable and depends mainly on the prevailing winds. In the period of long-term north-west winds, the sea level in the south-west part of the lagoon and water level on the Nogat, Elbląg and Szarpawa rivers may increase by 0.7-0.9 m. With south-east winds, it decreases below normal in this area.

##### Depth and ground

###### 3.53

The average depths of the lagoon range from 2.5 m (in the south-west part) to 4.7 m in the north-east part. Along the coasts, in a strip of 6–8 cbl. there are shoals with a hard substrate, covered with a layer of silt. The depths above them reach 1.0 m. The most important shoals are: Tolkmicka to the west of the port of Tolkmicko; Krynica in the area of the port of Krynica Morska; Przebrno – between Krynica Morska and Kąty Rybackie. The bottom of the lagoon is mostly covered with grey sand and silt; in places at a considerable distance from the shore - hard sand and pebbles. There are often large stones on the shallows and beyond them. Some coastal areas, especially adjacent to the north meadows, are overgrown with reeds and rushes. The bottom of the Elbląg Lagoon is entirely covered with soft clay.

##### Ice condition

###### 3.54

Ice phenomena occur every winter, as a rule. Depending on the ice conditions, the Elbląg Harbour Master's Office decides on the suspension or activation of navigation on the Lagoon.

The first ice may appear in the first decade of December. After severe winters, ice can stay till the second decade of April.

##### Landmarks

###### 3.55

Conspicuous landmarks in the area of the lagoon are: Krynica Morska Lighthouse tower, buildings in Różaniec, a lattice tower with AREO light, a radar tower in the vicinity of the state border on the Polish side, a cathedral in Frombork, a church tower and a characteristic blue building in Tolkmicko, a brickworks chimney in Kadyny.

At night lights of Krynica Morska Lighthouse, Elbląg lighted beacon and Krynica Morska, Frombork and Piaski leading lights are available.

##### Fishing

###### 3.56

The waters of the Vistula Lagoon are an area heavily explored by fishermen. In order not to damage the fishing gear, sailing should be carried out only on the designated directional fairways with special caution, especially when visibility is poor.

Fishing gear should be marked as follows:

1. gillnets should have a buoy at each end with a pole protruding 1.5 m above the water surface, equipped with two rectangular flags measuring 25 × 35 cm, fixed on the pole with a long side at a distance of 10 cm from each other: the upper one in red, the lower one in any colour. In the middle part of the set, it should have a buoy with a pole protruding 1.0 m above the water surface and a flag with dimensions of 25 × 35 cm of any colour;
2. longlines should be marked like static nets, but flags should be used: upper black, lower in any colour.

##### Border of the country

###### 3.57

The Polish-Russian border is marked on Polish sea charts. It runs through the Lagoon and connects points with coordinates of 54°26.27'N 19°48.30'E (north-east of Pasłęka) and 54°27.09'N 19°38.42'E (on the Vistula Spit).

At the listed positions, the beacons of the border markers are exposed. The front beacon of each is a metal pole with the triangle pointing upwards, and the rear beacon is a concrete block. The border markers are placed on the axis of forest clearings with a width of approx. 50 m.

The state border on the water is marked by 18 buoys. They have painted numbers from "1" to "18", increasing from east to west, and below each number the border symbol is placed. For the winter period, all border buoys are replaced with perches in a colour depending on the used maintenance agent. "10" border lighted buoy marks the east end of the main fairway leading through the Polish part of the Lagoon. Along the border there is a zone S-9 permanently closed to shipping and fishing.

##### Traffic

###### 3.58

Extract from Ordinance No. 12 of November 12, 2003. in Gdynia, on defining the principles of facilitating sailing on the Vistula Lagoon (the Official Gazette of Pomeranian Voivodeship 2003, item 2623, as amended).

### 3. GULF OF GDAŃSK

#### § 2

1. Shipping takes place only on designated fairways.
2. The size of ships entering the Lagoon cannot exceed 85 m in length, 15 m in width, 2.0 m in draft.
3. Stopping and berthing of ships is allowed only at marked anchorages and stopping points, after prior agreement with the traffic service of the Elbląg Harbour Master's Office.
4. Entering the Vistula Lagoon and leaving the Vistula Lagoon requires the ship to report by radio channel 10 VHF or by phone to the Elbląg Harbour Master's Office in - tel. +48 55 234 77 11.

#### § 3

The captain of the ship during navigation on the Vistula Lagoon is obliged to comply with:

- ☐ COLREGs regulations;
- ☐ regulations issued by the maritime administration;
- ☐ regulations of the maritime environmental protection;
- ☐ applicable sanitary, customs and border regulations.

#### § 4

1. The following is not allowed:
  - ☐ remove all contaminants from the ship;
  - ☐ placing fishing equipment at a distance of less than 100 m from the axis of the fairway;
  - ☐ unjustified approach to the fishing equipment at a distance of less than 100 m outside the fairway;
  - ☐ entering ships into areas closed to navigation.
2. It is not allowed in places not designated for this purpose:
  - ☐ approaching ships to the shore, except in cases where the ship is in danger;
  - ☐ receiving and disembarking people on and from the ship;
  - ☐ loading and unloading goods and luggage on the fairway;
  - ☐ conducting marine measurements except
  - ☐ for those necessary for the navigation safety.

#### § 7

1. Ships entering the Vistula Lagoon from the Kaliningrad Lagoon direction are obliged – 12 hours in advance – to agree on entry conditions with the Elbląg Harbour Master's Office.
2. 24/7 communication with the Elbląg Harbour Master's Office takes place by phone (+48 55 234 77 11, fax +48 55 232 52 42) and on channel 10, 16 VHF.
  - ☐ Boatswain's Office of the Vistula Lagoon: Frombork, Tolkmicko and Krynica Morska from May 1 to September 30, from 07.00 to 19.00, and from 1 October to 30 April, from 07.00 to 15.00, takes place by phone and on VHF, and with the Boatswain's Office of the Kały Rybackie Port - every year from 07.00 to 15.00.
  - ☐ Boatswain's Office of the Frombork Port – phone and fax +48 55 243 72 19 and on channels 10, 16 VHF.
  - ☐ Boatswain's Office of the Tolkmicko Port – phone and fax +48 55 243 66 14 and on channels 10, 16 VHF.

- ☐ Boatswain's Office of the Krynica Morska Port – phone and fax +48 55 247 60 76 and on channels 10, 16 VHF.

- ☐ Boatswain's Office of the Kały Rybackie Port – phone and fax +48 55 247 87 19 and on channels 10, 16 VHF.

3. The arrangements referred to in paragraph 1 do not apply to passenger ships engaged on regular voyages in accordance with the timetable previously agreed with the competent authorities.

#### § 8

1. Border and customs clearance takes place in the Elbląg and Frombork ports.
2. The application for the border and customs clearance referred to in paragraph 1 should be made through the Elbląg Harbour Master's Office of the Port or the Frombork Boatswain's Office of the Port.

#### § 9

1. Rescue tasks are performed by the station of the Maritime Search and Rescue Service (SAR), which is located in the Tolkmicko Port.
2. 24- hour communication with the station referred to in paragraph 1, takes place on channels 11 and 16 VHF.
3. Radio communication between ships sailing in the Vistula Lagoon with land services takes place on VHF channels:
  - ☐ 16 – calling;
  - ☐ 10 – traffic service of the Maritime Office in Gdynia;
  - ☐ 11 – Maritime Search and Rescue Service (SAR).
4. Emergency services units participating in search and rescue operations report their entry into the territorial sea or internal waters of the other party on the VHF, using the "Impuls" call sign, and notify the Harbour Master's Office in Elbląg.

#### 3.59

##### Areas excluded from shipping and fishing

In the Vistula Lagoon, in order to protect life, health and property, sailing and fishing in waters with coordinates are not allowed:

1. Ordinance no. 4 of the DMO in Gdynia of May 8, 2020
  - 54°20.60'N 19°19.60'E
  - 54°19.50'N 19°23.20'E
  - 54°19.90'N 19°24.10'E
  - 54°20.70'N 19°22.60'E
  - 54°20.30'N 19°20.90'E
  - 54°20.80'N 19°19.40'E
2. S-9
  - 54°27.20'N 19°38.85'E
  - 54°26.54'N 19°48.24'E
  - 54°26.28'N 19°47.87'E
  - 54°26.91'N 19°38.41'E

#### Pilotage

##### 3.60

In the Vistula Lagoon and on the Elbląg River pilotage is obligatory for ships in accordance with the pilotage regulations contained in Regulation No. 9 of the Director of the Maritime Office in Gdynia - Port Regulations, the Vistula Lagoon and the Elbląg River. The pilotage is handled by the Pilot Gdańsk Station.

### 3. GULF OF GDAŃSK

#### Main fairway

##### 3.61

A fairway with a width of up to 200 m leads through the Lagoon from border lighted buoy "10" to the estuary of the Szkarpawa River at Osłonka. When using the fairway, you should strictly stick to the buoys marking it (despite small differences in depth on the fairway and the adjacent basin), because there is a probability of encountering wrecks and fishing gears (fyke nets). Depths on the fairway: at buoy "10" - over 4.6 m; at "PAS" buoy - 3.5 m; at "FRO" buoy - 3.0 m; at "TOL" buoy - 2.5 m; at Elbląg beacon - 2.5 m; at Gdańsk beacon - 2.0 m and at the estuary of the Szkarpawa River at Osłonka - 1.8 m.

Between Elbląg and Gdańsk beacons, the fairway is silted up and the depth on it does not exceed 2.5 m.

Elbląg beacon should be passed at a distance of not less than 50 m, and Gdańsk beacon at a distance of not less than 60 m.

The fairway is marked with Gdańsk beacon, Elbląg lighted beacon and "TOL", "FRO", "1", "4", "10" lighted buoys and lighted spar buoys. The section of the track leading from Gdańsk lighted beacon to the estuary of the Szkarpawa River near Osłonka should be passed through only during the day. The line of unlit buoys marks the left side of the fairway. In the estuary of the Nogat River closer to the casing, special attention should be paid, because between buoys "18 - lighted" and "24" there is a shoal adjoining the fairway (on its east side). At the entrance to the Nogat River, two inland buoys are placed - red and black (unlit). These buoys should be passed port side without changing direction.

For the winter period, buoys of the main fairway: "10" (border), "FRO", "TOL", "12" to "24", "KAT" and "K-4" approach buoys to Kąty Rybackie and "6/ELB" approach buoy to Elbląg, are replaced with perches.

#### Anchorage

##### 3.62

The borders of the anchorages are plotted on the charts. The smallest depths of anchorages are:

1. No. 1 "Gdańsk" - 2.1 m;
2. No. 2 "Elbląg" - 2.5 m;
3. No. 3 "Frombork" - 3.5 m.

#### NOWA PASŁĘKA – 54°26.0'N 19°46.0'E

##### 3.63

A fishing port on the south coast of the Vistula Lagoon (Pic. 15). Approx. 1 M east of the port, on the left bank of the Pasłęka River, there is the village of Nowa Pasłęka, opposite it, on the right bank, the village of Stara Pasłęka. They are connected with a bridge over the river. Small ships can reach Braniewo along the Pasłęka River. There is a fishing base in Nowa Pasłęka. At the base there is a concrete reloading platform and a slipway with a crane with a lifting capacity of 1 t.

To the west of the port (approx. 1 M), in the Ujście settlement, there is a fishing harbour for small boats (Pic. 15).

##### 3.64

**Approach.** The marked, approach fairway branches off at "PAS" lighted buoy from the main directional fairway through the Lagoon. The width of the fairway is 40 m, the depth is 1.2 m, the permissible draught of the units is 1.0 m, the course on the track is 134°.

##### 3.65

**Port.** Units up to 12 m long can enter the port. The port canal is approx. 30 m wide at the entrance and then narrows down. The depth at the entrance to the port canal is variable and amounts to approx. 1.0 m.

#### FROMBORK – 54°21.5'N 19°40.5'E

##### 3.66

A city and a fishing port on the south coast of the Vistula Lagoon. In the summer season water communication with Krynica Morska is open. In the city there are: a historic cathedral, a planetarium, a museum. The cathedral perched on a hill to the east of the port is a good navigational mark.

##### 3.67

**Approach.** The marked, approach directional, fairway branches off at "FRO" lighted buoy from the main directional fairway leading through the lagoon. The axis of the fairway is marked by Frombork leading line, formed by the front beacon and the church tower (Pic. 16). The light of the front beacon serves as an auxiliary light (dir. 147.5°). At a distance of approx. 800 m before the entrance to the port, a deepened trough begins, 60 m wide and 2.4 m deep.

**Caution.** At 185° and 100 m from the entrance light, there is an underwater obstacle in the form of two parallel stone embankments, stretching for 100 m at 245°. The depths above them are 0.5 m.

##### 3.68

**Port.** The width of the entrance is 16 m, and the width of the port basin - 45 m. The port can be entered by ships up to 20 m long and with a draught not exceeding 2.0 m (Pic. 16).

The entrance to the port is silted up at the east head. The south wharf is intended for state-owned units, and the eastern one for fishing boats. The west part of the port basin has been separated for to be used to sport boats, with approx. 50 m long section of the wharf. In the south-west part of the basin there is a slip for small units. In the port you can get potable water (at the east wharf) and connect to the electricity network.

##### 3.69

The **Boatswain's Office** of the port is open on weekdays from 07.15-15.15 (from 1 July to 31 August, from 07.00 to 19.00 on all days). It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Contact via channels 10, 16 VHF. Phone +48 55 243 72 19. Details see LNRS.



### 3. GULF OF GDAŃSK



Pic. 15. Stara, Nowa Pasłęka – general view of the port.  
Fishing marina - Ujście



Pic. 16. Frombork – general view of the port



### 3. GULF OF GDAŃSK

A city and a port on the south coast of the Vistula Lagoon. The tower of the local church is a good landmark.

#### 3.71

**Approach.** At "TOL" buoy, make a turn, apply course  $144^{\circ}$  and keep the unit in the centerline of the approach fairway determined by the buoys. Canal width - 40 m, depth - approx. 2.0 m (variable). The head of the East Breakwater should be passed at a distance of at least 15 m (Pic. 17).

**Caution.** Going beyond the border of the approach fairway may result in the unit being stranded on the shoals extending parallelly to the fairway edge.

#### 3.72

**Port.** Entrance width - 30 m, port basin width - approx. 60 m, length - 200 m, depth 2.5 m. Western wharf, with depths of 2.0-2.5m, is intended for passenger, cargo and sport ships. In the port you can get potable water (at the south wharf) and connect to the electricity network.

**Rescue service.** The rescue ship keeps a 24-hour watch on channel 16 VHF. Phone +48 55,231 61 55, mobile phone +48 505 050 995.

#### 3.73

The **Boatswain's Office** is open on weekdays from 07.00 to 15.00. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Contact - phone +48 55 231 66 14. Details see LNRS.



Pic. 17. Tolmicko - entrance to the port



Pic. 18. Suchacz Marina



### 3. GULF OF GDAŃSK

**KADYNY** – 54°18.0'N 19°28.0'E

**3.74**

A village on the south coast shore of the Vistula Lagoon. The 1.2 m deep small basin is not in operation.

**SUCHACZ** – 54°17.0'N 19°25.5'E

**3.75**

A marina on the south coast shore of the Vistula Lagoon (Pic. 18). Due to heavy silting, ships with a draught not exceeding 1.2 m at average water level can enter the port. Depth in the port basin -1.8 m. Entrance width - 16 m. On the approach fairway, the depth is 1.4 m.

**NADBRZEŻE** – 54°16.3'N 19°25.5'E

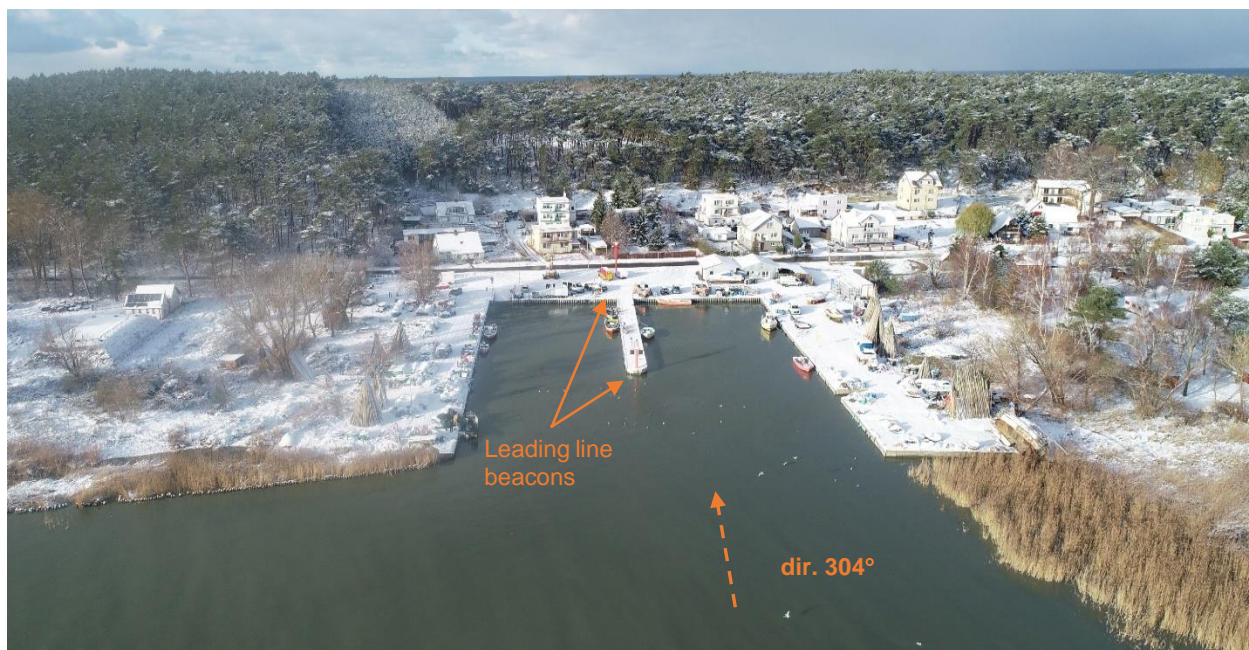
**3.76**

A marina on the south coast of the Vistula Lagoon. There are two yacht marinas located on the right and left side of the basin. The entrance to the marina from the north is limited by a breakwater made of stones, from the south by a strip of reeds. A characteristic landmark is the brick chimney located to the left of the entrance.

The approach is not marked. From "40" buoy, from the fairway to Elbląg, steer the course 124° to the middle of the entrance to the Nadbrzeże marina.



Pic. 19. Nadbrzeże Marina



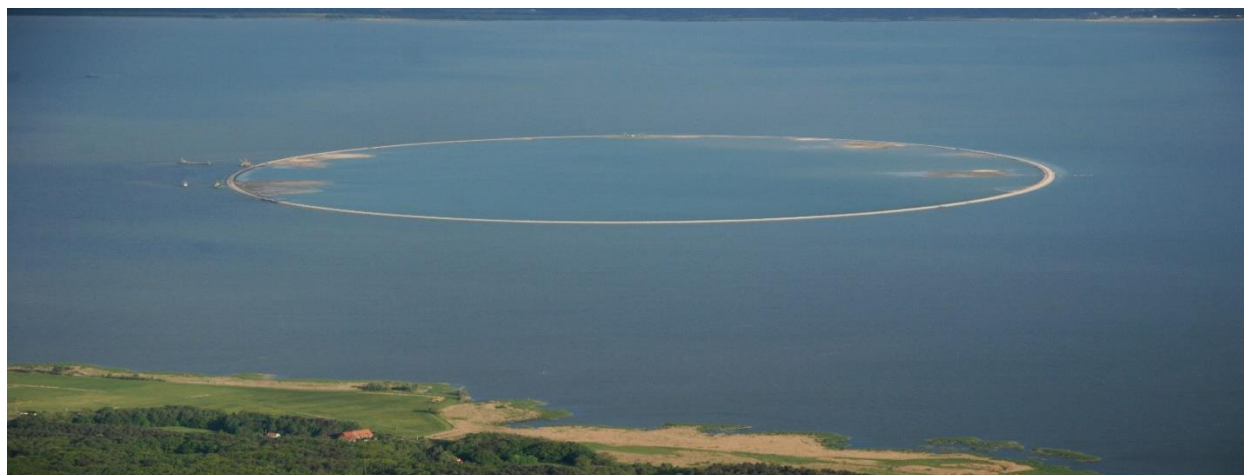
Pic. 20. Marina in Krynica Morska – Basin III – Nowa Karczma



### 3. GULF OF GDAŃSK



Pic. 21. Krynica Morska – approach to the port



Pic. 22. Artificial island in the Vistula Lagoon



Pic. 23. Kąty Rybackie – approach to the port

### 3. GULF OF GDAŃSK

#### KAMIENICA ELBLĄSKA – 54°15.7'N 19°24.3'E

##### 3.77

A fishing village and a small marina on the south coast of the Vistula Lagoon. The depth on the approach and in the deepened canal along the south-west wall of the pier (length 35 m) is 1.8 m. The depths in the canal can change. The marina is accessible for units with a length of up to 8.0 m and a draught of up to 1.2 m.

#### NOWA KARCZMA (PIASKI) – 54°25.7'N 19°36.0'E

##### 3.78

Part of Krynica Morska with a harbour - located on the Vistula Spit (Pic. 20).

##### 3.79

**Approach.** From the "PIA" lighted approach buoy to the marina, there is a 1.5 m deep fairway, 40 m wide, marked on the edges with unlit buoys. The track axis is determined by PIASKI leading line (dir. 304°).

##### 3.80

**Marina.** The basin of the marina in Krynica Morska – Basin III – Nowa Karczma with a width of 45 m is divided by a bridge (length 50 m, width 3.0 m) into the east and west parts.

The east wharf (concrete with a recess for slip), with a length of 100 m and depths of 0.8-1.0 m, is designated for berthing fishing vessels.

The west (slope) wharf, with a length of 100 m and depths of 0.5-0.8 m, is a parking space for small sport ships.

The north wharf (concrete with a recess for the slip), with a length of 45 m and depths of 0.8-1.0 m, is used for fish unloading. There is a fish warehouse on the wharf. You can get potable water and connect to the electricity network.

#### KRYNICA MORSKA – 54°22.7'N 19°26.5'E

##### 3.81

A town, a port and a summer resort on the Vistula Spit.

##### 3.82

**Krynicka Shoal** is extending for approx. 9 cbl. from the coast, marked. The approach fairway to the port leads through it.

##### 3.83

**Approach.** The approach to the east basin leads from "TOL" lighted buoy to "6/E" lighted buoy, and then in Krynica Morska – E leading line (dir. 307°) through a marked, deepened up to 2.0 m canal with a width of approx. 40 m (Pic. 21).

The approach to the west basin should be started from the main fairway at a distance of 6 cables to the north - east of Elbląg beacon, make a turn to a course of 358° and steer with this course for approx. 2 nautical miles. Continue to follow the marked fairway 1.5 m deep and 35 m wide. At night, the course of the approach 358° is indicated by the white sector of the DIR WRG directional light. Approx. 100 m in front of the lighted beacon, turn left to the middle of the basin.

##### 3.84

The **port** consists of two independent basins: east and west. The east basin is the passenger and cargo part of the port, while the west one (approx. 300 m to the west) is exploited by fishermen.

The east basin is divided by a 16 m wide pier. The length of the east wharf of the pier is 163 m, and the west wharf – 185 m. Depths at the edge of the pier are

variable and amount to approx. 1.5 m. The pier, designed for passenger ships and cargo barges, is illuminated at night. It gives the possibility to get potable water and connect to the electricity network.

To the east of the passenger wharf, there is the marina Krynica Morska – Basin II for yachts with three basins. There are three permanent piers and for summer additional floating piers are added. The marina is equipped with a slip. Potable water and the electricity networks are available on piers.

The west basin is 90 m long and 20 m wide. The depths at the concrete walls of the wharf are 1.2-1.5 m. Ships with a draught of up to 1.2 m can enter the basin. The basin is equipped with a 5.0 m wide slip.

##### 3.85

The **Boatswain's Office** is open on weekdays from 07.15-15.15 (from 1 July to 31 August, from 07.00 to 19:00 on all days). It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners" Regulations. Communication - channels 10 and 16 VHF. Phone +48 55 247 60 76.

Details see LNRS.

#### NOWY ŚWIAT – 54° 22.0'N 19°18.6'E

##### 3.86

Located on the Vistula Spit, the port with a sluice connecting the Vistula Lagoon with the Gulf of Gdańsk.

##### 3.87

The **Harbour Master's Office**, Skowronki 16 , 82–110 Sztutowo.

- ☐ E-mail: [kpns@umgdy.gov.pl](mailto:kpns@umgdy.gov.pl)
- ☐ Radio communication: VHF 68
- ☐ Phone numbers (On-call duty): (0630-1830)
- ☐ duty officer - +48 58 347 3972; mob.: +48 662 186 934
- ☐ Boatswain's Office - +48 58 347 3973; mob.: +48 608 308 555
- ☐ secretariat - +48 58 3473950; +48 58 347 3951 (0700-1500)

##### 3.88

The artificial island in the Vistula Lagoon was created during the construction of the Nowy Świat Port (Pic. 22).

#### KĄTY RYBACKIE – 54°20.5'N 19°14.2'E

##### 3.89

A summer resort and a fishing port at the base of the Vistula Spit. To the west of the port (approx. 0.4 M) there is a Kąty Rybackie III Marina for small boats.

##### 3.90

**Approach.** From Gdańsk lighted beacon, on the main directional fairway leading through the lagoon, it is necessary to direct to the course of 344° and control it to "KAŹ" lighted buoy. After reaching it, turn left to the course of 279° leading to "K-4" lighted buoy. At the buoy, turn right and steer the 329° course into the centre of the port basin entrance (Pic. 23).

Fairway width, on the section from "KAŹ" lighted buoy, to the entrance to the port basin is 40 m, and the depth ranges from 2.1 m (at "KAŹ" buoy) to 1.6-1.9 m at the lateral marks.

Ships heading to Kąty Rybackie from the Wisła Królewiecka River after leaving the river for the lagoon should move in the direction indicated by "2 – WK" and "1-WK" buoys. After passing "1-WK" buoy, they should



### 3. GULF OF GDAŃSK

turn left onto "KAŁ" lighted buoy and proceed as described above.

#### 3.91

**Port.** The port basin is 100 m long and 50 m wide. The depths in the basin are 1.8-2.5 m. The east wharf has a length of 100 m and a depth of 1.2-1.5 m; the north wharf – a length of 50 m, a depth of 1.5-1.8 m; the west wharf – a length of 80 m, a depth of 1.5-1.8 m; the south wharf – a length of 70 m, a depth of 2.0 m; the 60 m pier is for yachts. Potable water is available at the north wharf.

#### 3.92

The **Boatswain's Office** is open on weekdays from 07.00 to 15.00. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Connection via channels 10, 16 VHF. Phone +48 58 247 87 19. Details see LNRS.

#### Wisła Królewiecka River

#### 3.93

**Approach.** Ships heading from the Vistula Lagoon to the Królewiecka Vistula River should move along a fairway leading from the Gdańsk lighted beacon towards Kały Rybackie. At "K-2" buoy, turn to the course of 270° and continue in the direction indicated by "1-WK" and "2-WK" buoys. After passing "2-WK" buoy, steer to the middle of the river estuary. Depths in the estuary are changeable, special care is required.

#### SZTUTOWO – 54°19.6'N 19°11.0'E

#### 3.94

A village located in the area of Żuławy Wiślane. In the village there are: the Museum of Martyrology and a great monument of the former Nazi extermination camp - Stutthof.

**Rescue service.** The shorebase rescue station equipped with a vehicle with rescue equipment is 24-hour on-duty on channel 16 VHF, phone +48 55 247 80 54, mobile phone +48 505 050 976.

#### ELBLĄG – 54°10.0'N 19°23.4'E

#### 3.95

A large industrial city and a port in the extended riverbed of the Elbląg River. Connections by inland waterways: with Gdańsk (the Szkarpawa River and further the Martwa Wisła River), with the Vistula River above Tczew (via Nogat) and with Ostróda and Iława (via the Elbląg Canal and Drużno Lake; branch to Iława via Jeziorak Lake). Most of the city, along with the city centre, lies on the east bank of the river, opposite the Spichrzów Island, cut off from the mainland by an old defensive ditch. The Elbląg River, flowing into the south-west part of the Vistula River through the Elbląg Bay, is a natural connection between Elbląg and the lagoon.

#### 3.96

**Water level.** The water level on the river, as well as sea level in the Vistula Lagoon, depends on the winds direction. With north winds, the water level on the river can rise by approx. 1.8 m. With south winds, it can decrease by 0.8 m in relation to average level.

#### 3.97

**Depths.** The depth of the fairway between ELBLĄG beacon and the left entrance head (red light) is 2.4 m. On the section between "3/ELB"–"8/ELB" buoys and the right entrance head (green light), the depths decrease to 1.6 m. Care should be taken and underwater keel clearance should be controlled. On the section from the left entrance head to the port of Elbląg, the depth of the fairway varies from 2.5 to 4.5 m.

The size of ships entering the port of Elbląg must not exceed 85 m in length and 2.0 m in draught. The given amount of draught refers to average water level and can be subject to time restrictions. The Harbour Master, in justified cases, can allow ships with parameters higher than those specified above to enter the port. This will depend to a large extent on the current hydrometeorological situation. Units with a draught more than 1.8 m should each time seek information from the Harbour Master's Office on the current navigation and depth situation on the approach to the port.



Pic. 24. Port of Elbląg

### 3. GULF OF GDAŃSK

Pilotage of ships is operated by the Gdańsk Pilot Station. Communication – channel 10, 16 VHF, mobile phone +48 506 875 373, +48 510 707 198. Details see LNRS.

#### 3.99

**Approach.** From ELBLĄG lighted beacon (Pic. 25), which should be passed at a distance of not less than 50 m, follow a 50 m wide fairway, keeping to the port side of the red buoys. Then steer in the middle of the first gate of the entrance fairway, created by a pair of "1/ELB" and "6/ELB" lighted buoys. After passing the gate, formed by the lighted beacon on the head of the west breakwater and "10/ELB" lighted buoy, move along the breakwater, leaving the buoy of the fairway and the lighted beacon on the port side. Then go up the river to the swing bridge in Nowakowo (Pic. 27).

The **marking** of the approach fairway from the Lagoon and the Elbląg River is set in accordance with IALA system.

**Note.** When approaching the bridge, reduce the speed. The swing bridge is opened at: 07.30, 10.00, 12.00, 14.00, 15.30, 17.00, 19.00.

Ships with a height of no more than 8.0 m can pass under the railway bridge.

Approach to the port is under the process of modernization and adaptation for the movement of larger ships.

#### 3.100

The **port** in the extended (50–100 m) riverbed of the Elbląg River with a depth of 3.5–4.5 m has several basins. The length of the port wharves, without basins, is approx. 2.5 km. The port wharves are designed to accommodate ships up to 100 m long, transporting bulk and general cargo. The following are available:

1. international passenger terminal – on the east side of the river, with a ro-ro ramp, 220 m long wharf, passenger customs and border clearance terminal;
2. freight terminal (universal) – on the west bank of the Elbląg River towards the north of the EU bridge with an area of 3.5 hectares, with two wharves of 90 m each, separated by a ro-ro ramp.

The wharf of the ELZAM – ZAMECH company basin is equipped with two gantry cranes with a lifting capacity of 30 tons and 200 tons. The port has a grain elevator with a capacity of 14,000 m<sup>3</sup> on the wharf with a railway siding and lifting devices for handling bulk goods (conveyors, scales), the remaining wharves are served by mobile lifting devices. Numerous sport and tourist marinas are located on the bank of the river.

#### 3.101

**Turning circle.** In the port of Elbląg, there are two turning circles for ships up to 85 m long. Turning circle with a diameter of 110 m, at the entrance to the Jagiellonian Canal. Turning circle with a diameter of 120 m, at the ELZAM - ZAMECH wharf and turning circle at Radomska Street – 4 piles – currently serve as a support for turning ships.

**The river shipyard** can fully re-assemble small ships and barges of all types.

**High-voltage cables** and wires are placed across and over the river in many places. The places of cables and wires are marked with warning signs.

#### 3.102

The **Harbour Master's Office** is open 24 hours

a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners".

Communication – channel 10, 16 VHF, phone +48 55 234 77 11, +48 55 234 46 31

phone mobile: +48 797 700 039

e-mail: [kpelblag@umgdy.gov.pl](mailto:kpelblag@umgdy.gov.pl).

Details see LNRS.

**Pilot station.** The pilotage is handled by the Gdańsk Pilot Station. Communication s. LNRS.

### FROM WISŁA ŚMIAŁA TO OKSYWIE

#### 3.103

**Coast.** The coast between the estuaries of the Wiśła Śmiała River and Wiśła Martwa River is low, duned, covered with mixed forest with a predominance of conifers. From the estuary of the Wiśła Martwa River to the coast, located approx. 3 M to the north-west of Sopot, the coast is low, monotonous and almost fully covered with forests. At a distance of 1–2 M from the coastline, well visible hills rise in the hinterland. Between Sopot and Orłowo, the coast is hilly and covered with mixed forests. The area rises landward. To the north of Orłowo, there is the cliff coast of Redłowska Kępa, sometimes rugged and covered with vegetation. At the exit of the extensive valley between the mounds: Redłowska and Oksywska, the city and port of Gdynia are located.

#### 3.104

**Depth and ground.** The bottom in this section is even. The 10 m depth contour runs at a distance of 0.5–2 M from the coast. Between the estuary of Wiśła Śmiała and Sopot, the ground is loamy, covered with a layer of hard sand. There are numerous large stones along the coast between Sopot and Gdynia, especially in the area of the Redłowski Headland. Units passing through this area should proceed with great caution, because between the coastline and the 6.0 m isobath there are numerous shallows reducing the depth by approx. 2.5 m.

To the south of the Redłowski Headland, there is an underwater breakwater, above which the depth is approx. 0.3 m.

#### 3.105

**Landmarks.** During the day, in good visibility, the following objects stand out: a chain of hills to the east of the estuary of the Martwa Wiśła River and the Wiśła Śmiała River, the tower of the Gdańsk Harbour Master's Office, the high, dully cut tower of the St. Mary's Church, the Olivia Star building in Gdańsk, the high cliffs of the Redłowski and Oksywski headlands (they give good radar echoes), the chimney of the electro-heating plant and the Sea Towers building in Gdynia.

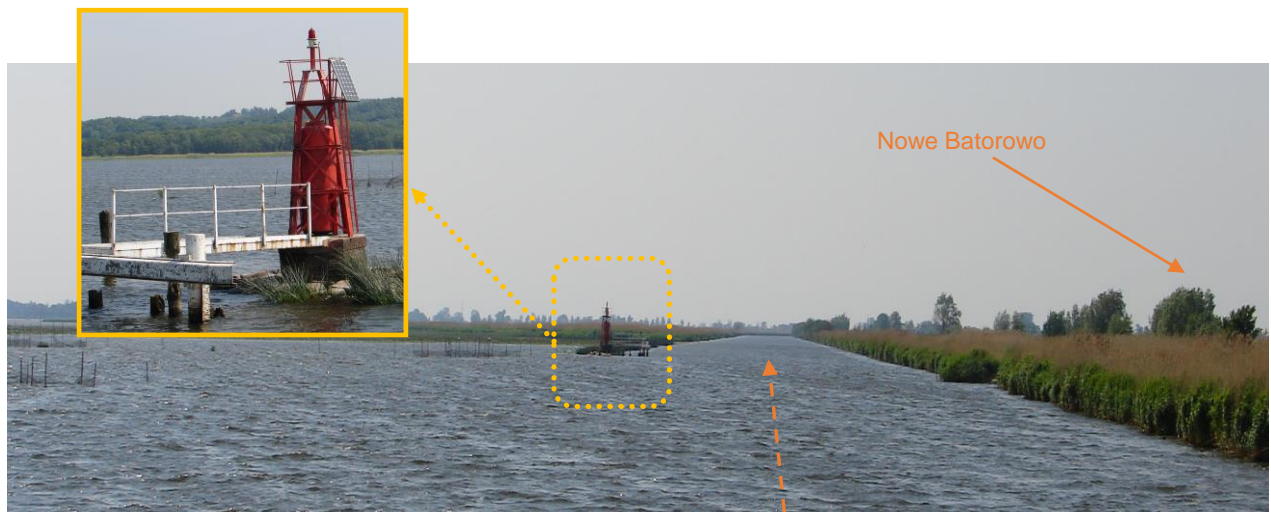
From a closer distance, the following are clearly visible: the monument of the Defenders of Westerplatte, the church tower in Nowy Port, Brzeźno leading line, the "Siarkopol" granulation tower, the high chimneys of heating plant (west of the island of Ostrów), the refinery chimney (east of the city centre of Gdańsk), the soaring tower of the church of Św. Jerzy in Sopot, the Grand Hotel building, a tall grain elevator inside the port of Gdynia, radio masts in Oksywie, a high chimney on the Redłowska Plate and a cross (73 m above sea level) on Kamienna Góra in Gdynia – illuminated at night. At night, the light of Gdańsk Lighthouse is clearly visible.



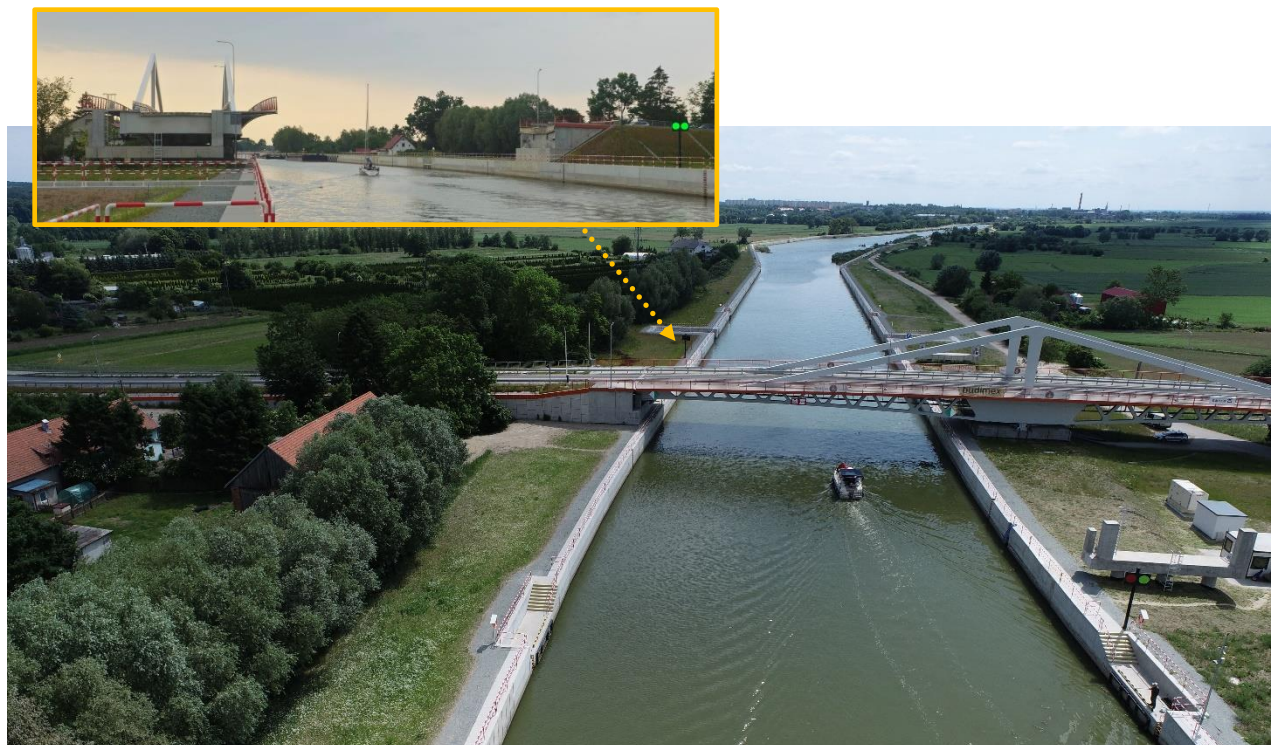
### 3. GULF OF GDAŃSK



Pic. 25. Approach to Elbląg – from Elbląg beacon to the western breakwater



Pic. 26. Approach to Elbląg – fairway on the Elbląg River near Nowe Batorowo



Pic. 27. Approach to Elbląg – Nowakowo. Swing bridge



### 3. GULF OF GDAŃSK

**GDAŃSK PORT PÓŁNOCNY** – 54°24.0'N 18°42.5'E

#### 3.106

The main purpose of the port is to handle large bulk carriers, oil tankers and container ships. It can host vessels with a load capacity of up to 150000 tons and a maximum draught of up to 15 m (at average water level). The port is equipped with devices for handling bulk, loose, liquid goods and containers (Area IV of the port of Gdańsk).

#### 3.110

**Anchorage.** The borders of the anchorages are plotted on the charts. The bottom is sandy.

Anchorage No. 4 (for bulk carriers) – the smallest depth is 16.1m.

Anchorage No. 5 (for tankers) – the smallest depth is 19.9 m.



Pic. 28. Gdańsk Port Północny

#### 3.107

**Sea level.** The highest observed sea level exceeds the average by 120 cm with strong north winds. The lowest observed sea level is 1.0 m lower than the average level and occurs during long-term south winds. Information on the sea level can be obtained by radio at the Gdańsk Harbour Master's Office, channel 14 VHF, phone +48 58 343 07 10, +48 58 347 38 70–71.

#### 3.108

**Current.** The strength and direction of the current at the entrance to the port depend on the strength and direction of wind. With east winds, the current has a western direction, and with west winds – an eastern direction, and reaches a speed of up to 1 knot. During a windless weather, it flows along the coast in the north-west direction, intensified by the inflow of the Vistula waters through the Vistula Canal and the Wisła Śmiała River. Attention is drawn, especially to large units, of the possibility of unexpected drift during the passage through the fairway, associated with currents, as well as with hydrodynamic phenomena occurring in the dredged part of the fairway.

#### 3.109

**Winds.** Strong north-east winds are the most unfavourable for the operation of the port. During or immediately after them, there can be strong waving preventing loading temporarily.

#### 3.111

**Pilotage.** Ships with a length of 100 m or more and, regardless of the length, ships listed in § 36.2 of the Port Regulations are obliged to use the services of a pilot. Details s. Port Regulations. Tankers with a length exceeding 200 m or a draught greater than 13 m carrying petroleum-derived or chemical loads, or liquefied gases are obliged to use the service of two pilots. It is not allowed to enter the entrance fairway without a pilot. The pilot station in the port of Gdańsk performs 24-hour service, conducting constant radio watch on channel 14 VHF. The ETA must be reported at least two hours before arrival at the roadstead. Ships at the exit are obliged to order a pilot at least three hours before leaving the port. Ships going to the port should receive a pilot about 4 cables west of "PP" buoy or go to anchorage No. 4 or No. 5 in accordance with the instructions of the Harbour Master's Office /VTS. Permission to enter and leave the port is obtained from the Harbour Master's Office by radio.

#### 3.112

**Approach.** Vessels heading to Gdańsk Port Północny should use the Traffic Separation Scheme (TSS) "East". After passing "ZS" lighted buoy, start turning right towards "PP" lighted buoy. After passing it, steer towards the port in the leading line (dir. 253.6°).

### 3. GULF OF GDAŃSK

There are two fairways leading to Gdańsk Port Północny - the main fairway and the eastern fairway. The main fairway is marked with lighted buoy numbered from "P-1" to "P-20". The fairway width is 600 m and the depth is 18 m. The fairway ends with western turning circle with a diameter of 750 m and a depth of 18 m. The eastern fairway begins after passing buoy "P-14" and turns left. The fairway is marked by lighted buoys numbered from "GTC-1" to "GTC-4", with a width of 320 m and a depth of 17.5 m. The fairway ends with eastern turning circle with a diameter of 700 m and a depth of 17.5 m. The decision on which fairway the ship should use on approach to the port is taken by the duty officer of the Harbour Master's Office.

**Notes.** The lighted buoys marking the port side of the two-way entrance fairway are located on the border of the dredged fairway. "P-9" and "P-13" lighted beacons marking the starboard side of the fairway are located on a slope, at a distance of approx. 25 m from the border of the dredged fairway. It is ended with a turning circle with a diameter of 750 m and a depth of 18 m. The entrance to the port is hindered by extensive shoals on both sides of the fairway. Tankers are let in at a visibility above 1 M. Two-way traffic and the rules of passing each other on the entrance fairway are specified by the duty officer of the Harbour Master's Office.

#### 3.113

The port has the following loading stations: Basins of NAFTOPORT Ltd the Liquid Fuel Transshipment Base – handling ships up to 350 m long and with an allowable draught of up to 15 m. The ships are positioned with the bow to the exit from the port. In basins No. 1, No. 2 and No. 3, there are fixed underwater spill barriers.

The barrier in basin No. 1 runs along the following position: 54°24.33'N 18°43.50'E

54°24.25'N 18°43.38'E

The barrier in basin No. 2 runs along the following position: 54°24.22'N 18°43.33'E

54°24.11'N 18°43.18'E

The barrier in basin No. 3 runs along the following position: 54°24.09'N 18°43.14'E

54°24.08'N 18°42.90'E

The barriers are steel structures built at a depth of 18 m, to which compressed air pipelines are attached. Due to the risk of damage to pipelines, it is not allowed to drop anchors and work with the main propellers in the 25 m zone on both sides of the barriers. Details see charts.

Węglowy Pier (764 m) – handling ships up to 280 m long and with a permissible draught of up to 15 m. Distance between the outmost mooring points – 347.5 m. The capacity of two loading devices is 50,000 tons per day.

Pier – Gdańsk Gas Terminal "GASPOL Ltd" – length of 294 m, intended for receiving and servicing LPG carriers with a length of 66 m to 200 m and a maximum draught of 9.5 m.

Rudowy Pier – a section with a length of 510 m is utilised – handling ships with a permissible draught of up to 15 m.

The DCT 1 Container Terminal with a total length of 670 m from the south-west ends with a ro-ro ramp and can accommodate ships with a maximum length of up to 400 m. It consists of a southern stand, an

inland stand for ships with a maximum draught of 11.50 m and a northern deep-water stand for ships with a maximum draught of 14.50 m. The permissible draughts of ships are given in the Atlas of Permissible Draughts of the Gdańsk Harbour Master's Office, available on the website of the Maritime Office in Gdynia.

The DCT 2 Container Terminal, located in the direction from the north-west to the south-east, has a mooring stand with a length of 571 m, is designed for mooring ships up to 425 m long with a maximum draught of 15.0 m.

The Inner Basin of Port Północny is surrounded by the wharves: Northern, Western and Southern. Sailing only during the daytime is allowed. The maximum draught at individual wharves should be checked in the Atlas of Permissible Draughts of the Gdańsk Harbour Master's, published on the website of the Maritime Office in Gdynia.

#### 3.114

**Turning circles.** In the port, there are:

- ☐ turning circle at the main entrance to the port – diameter 750 m;
- ☐ turning circle by fuel basins – diameter 670 m;
- ☐ turning circle between the Rudowy Pier and Gaspol Pier – diameter 670 m;
- ☐ turning circle on the approach to the DCT Container Pier – diameter 650 m.

#### 3.115

**Replenishment.** Fresh water, boiler water and provision can be provided on site. The required amount of fuel must be ordered at the entrance.

#### 3.116

The **Harbour Master's Office** is divided into two units. The office is located in Gdańsk - Nowy Port, Przemysłowa 4 street (phone: +48 58 347 38 70 - 71, +48 58 347 38 00, e-mail: [kpgdansk@umgd.gov.pl](mailto:kpgdansk@umgd.gov.pl)). It works from 07:15 to 15:15, Monday to Friday, except for public holidays. Duty Operation Center of the Harbour Master's Office is located in the Port Północny, Kapitana Pońca 1 street, kept 24/7. It deals with the organization and control of the movement of units throughout the port of Gdańsk. The tower accommodates the traffic control of the Harbour Master's Office. Possibility to obtain all navigational information as well as Port Regulations. Contact – channel 14, 16 VHF, phone +48 58 347 70 – 71, +48 58 347 50, e-mail: [kpgoficer@umgd.gov.pl](mailto:kpgoficer@umgd.gov.pl). Details see LNRS.

**GDAŃSK NOWY PORT** – 54°24.5'N 18°39.7'E

#### 3.117

Gdańsk – a voivodeship city and one of the oldest and largest Polish ports at the estuary of the Martwa Wisła River. The city is the home of authorities, maritime institutions and universities. The centre of the metal, shipbuilding and chemical industry. Rail and air connections to the domestic and international communication network. In the summer season, there is an open ferry service to Sopot, Gdynia and summer resorts on the Hel Spit. The deep and sheltered roadstead allows ships to safely stay at anchor. In winter, the port also has the most favourable shipping conditions in the Baltic Sea.



### 3. GULF OF GDAŃSK

Gdańsk Nowy Port is part of the Port of Gdańsk. The maximum length of ships entering the port is 225 m and the draught is 10.60 m.

#### 3.118

**Sea level.** The highest observed sea level exceeds the average by 120 cm with strong north winds and during a flood wave on the Vistula River. The lowest observed sea level is 1.0 m lower than the average and occurs with long-lasting south winds. Information is provided by radio and telephone by the Harbour Master's Office.

#### 3.121

**Anchorage.** The borders of the anchorages are plotted on the charts. At all anchorages, the bottom is sandy.

**Anchorage No. 1** - the smallest depth is 9.0 m and is intended for small ships.

**Anchorage No. 2** - the smallest depth is 10.3 m and is intended for medium-sized ships.

**Anchorage No. 3** - the smallest depth is 10.2 m and is intended for tankers.



Pic. 29. Gdańsk Nowy Port

#### 3.119

**Current.** The strength and direction of the current at the entrance to the port depend on the strength and direction of wind. With east winds, the current has a western direction, and with west winds – eastern direction and reaches a speed of up to 1 knot. During windless weather, it flows along the coast in a north-west direction. At the entrance to the port, in the port canal and on the Martwa Wisła, there is a weak current of the river, always directed towards the estuary, even during the strongest north-west winds. It reaches a speed of 0.1 to 0.5 knots and decreases with opposite winds.

#### 3.120

**Ice.** Due to location on the Vistula River and the current on the roadstead and in the bay, the port of Gdańsk and the approach to it remain almost completely free of ice. Even if flocks occur, the port is open during the harshest winters. Changes in the marking of the approach fairway from the roadstead may be caused by drifting ice.

Icebreakers can be ordered from the sea by radio or by phone, contacting the Harbour Master's Office. When ordering, provide a size and draught of a ship.

When approaching the roadstead, notify the Harbour Master's Office by radio, stating the size and draught of a ship. At the indicated anchorage, drop the anchor and provide the position.

#### 3.122

**Pilotage.** Ships with a length of 80 m and more are obliged to use pilot services, excluding areas specified in § 117 of the Port Regulations and regardless of the length ships listed in § 36.2 of the Port Regulations. The pilot station in the port of Gdańsk performs 24-hour service, conducting constant radio watch on channel 14 VHF. Details s. Port Regulations. The ETA must be reported at least two hours before arrival at the roadstead. Ships exiting are obliged to order a pilot at least three hours before the planned departure from the port. Ships heading to the port should board the pilot approx. 4 cables south-west of "NP" buoy. Ships changing the berth in the port must use the service of a pilot.

### 3. GULF OF GDAŃSK

#### 3.123

**Approach.** After passing the port side of "NP" buoy, steer the course of  $221.1^\circ$ , keep to the starboard side of the fairway marked by buoys up to Brzeźno leading line. Then, the port is approached on  $196^\circ$  and  $147.7^\circ$  courses, leading in Brzeźno and Westerplatte leading line.

**Notes.** It is not allowed to shorten the route or steer against the traffic flow. Attention should be paid to the marked shallowing with a depth of 8.4 m at a distance of 6 cbl. to the north-east from "N-2" lighted buoy.

The width of the fairway in Brzeźno leading line is 250 m, and the depth – 12 m. The width of the fairway in the leading line of Westerplatte is 150 m, and the depth – 1.9 m. On the west side of Westerplatte leading line, there is a shore shoal over which high breaking waves are formed during the north winds.

As a custom, all ships are expected to give a flag salute on the traverse of the monument of the Defenders of Westerplatte, standing on a high mound on the east side of the port.

#### 3.124

The **port** includes: port and shipyard canals, port and shipyard basins, the area of Ostrów Island, the west part of the Martwa Wisła River and the Motława River to the Zielony and Stągiewny bridges.

The basic imported goods are: general cargo, aggregate, chemicals, steel structures and coal, and exported are: general cargo, aggregate, coal, diesel, cereals, sugar and steel products.

The wharves are equipped with cranes with a lifting capacity of 3 to 16 tons. It is possible to connect to water and electricity on all wharves. The facility is equipped with warehouses, storage yards and elevators.

The port floating fleet includes: tugs, pushers, bunkers, garbage barges, port fire fighting units, oil catchers for purifying port waters and floating cranes.

Collection of oily water and sewage from ships is handled by bunkers serving all units calling at the port.

Table 2 provides information on the most important basins and wharves.



Pic. 30. Gdańsk Port - general view



### 3. GULF OF GDAŃSK



Pic. 31. Port Północny - approach. Main entrance



Pic. 32. Port Północny – east of the main entrance

### 3. GULF OF GDAŃSK



Pic. 33. Gdańsk Nowy Port – approach to the port



Pic. 34. Gdańsk Marina (on Nowa Motława)



### 3. GULF OF GDAŃSK



Fig. 7. Plan of the Port of Gdańsk

### 3. GULF OF GDAŃSK

Tab. 2. Major basins and wharves – Port of Gdańsk

Name of the area, basin, wharf	Length in meters	Max. allowable draught at the wharf in meters	Purpose
<b>Władysława IV Basin</b>			
Połączeniowe	94	7.40	for yacht clearance
WOC–1	566	7.20–8.50	general cargo handling, cooled
WOC–2	599	7.70–8.50	general cargo handling, ro-ro
Nabrzeże Zachodnie	60	4.50	berth of port handling ships
<b>Port Canal</b>			
Nabrzeże Kpt. Ziółkowskiego	305/440	9.50	passenger ships, sea yachts
Nabrzeże Oliwskie	793	8.40–10.60	handling of general cargo, bulk, grain
Nabrzeże Pięciu Gwizdków	450	8.20–8.40	handling of steel and general cargo
Nabrzeże Obrońców Westerplatte	1441	6.90–9.50	passenger ships, ferries, tugs
Nabrzeże Mew	112	7.20-10.20	berth
Nabrzeże Obrońców Poczty Polskiej	361.9	10.60	handling of bulk cargo and fuel
Nabrzeże Zbożowe	851.24	4.60–7.80	handling of general cargo (grain)
Nabrzeże Wiśloujście	408.9	6.80–10.60	berth
Nabrzeże Wiślane	1395	8.10–10.20	handling of general and bulk cargo
Nabrzeże Dworzec Drzewny	1220	2.80–10.60	handling of bulk, liquid, berth, yachts
Nabrzeże Szczecińskie	490	6.90–10.60	handling of bulk, general cargo, containers
<b>Górnicy Basin</b>			
Nabrzeże Węglowe	911.2	5.30–8.60	bulk handling (coal, coke, ore)
Nabrzeże Administracyjne	124.6	3.60–4.80	berth, fuels
Nabrzeże Rudowe	826	4.80–10.60	handling of general cargo, scrap
<b>Kaszubski Canal</b>			
Nabrzeże Chemików	246	7.60–10.40	handling of bulk, liquid, loose cargo
Nabrzeże Przemysłowe	981.8	3.00–9.00	handling of general and loose cargo
Nabrzeże Bytomskie	622.6	4.90–7.50	handling of general cargo (grain), scrap
<b>Martwa Wisła</b>			
Nabrzeże Krakowskie	140	2.10–4.00	Montex shipyard
Nabrzeże Krakowskie - PRCIP	557	2.30–4.20	CDUW base
Nabrzeże Flisaków 1	200	5.50–6.30	Lotos Petrobaltic
Nabrzeże Flisaków 2	170	0.40–5.30	berth
<b>Island of Ostrów</b>	The wharf and basins operated by shipbuilding companies.		
<b>Motława</b>	The wharf for small passenger ships, yachts, sport and recreational units from Polski Hak to the Zielony Bridge and the Stągiewny Bridge. Sienna Grobla marins – yacht parking spaces.		

#### 3.125

There are **turning circles** at the Władysława IV Basin – diameter 170 m; at the Górnicy Basin – diameter 180 m; at the Gdańsk Repair Shipyard – diameter 300 m; at Polski Hak – diameter 200 m; at the Martwa Wisła River at the refinery – diameter 210 m.

#### 3.126

**Tugs.** Ships are obliged to use towing services. The tugs are in constant readiness. The number of tugs and the conditions are regulated by the Port Regulations.

#### 3.127

**Mooring.** The use of mooring services is obligatory in the port. The conditions are regulated by the Port Regulations.

#### 3.128

**Repairs.** Possibility to perform the entire range of repairs of hulls, main engines and auxiliary devices.

Service is provided by numerous shipyard, located in the port area.

#### 3.129

**Replenishment.** Ships can be supplied with fuel, potable and bunker water, provisions and technical equipment of the ship. Orders can be placed at sourcing companies or through an agent.

#### 3.130

**Quarantine, deratization.** The quarantine place is designated by the Harbour Master's Office of the port together with the Sanitary and Epidemiological Station. Deratization or obtaining a certificate of exemption from it: the Sanitary-Epidemiological Station.

### 3. GULF OF GDAŃSK

#### 3.131

Footbridges on the Motława River for pedestrians:

- draw to Ołowianka Island;



Pic. 35. Draw footbridge to Ołowianka Island

- rotary footbridge to Spichrzów Island.



Pic. 36. Rotary footbridge to Spichrzów Island

The flow of ships through the line of footbridges conducted in accordance with the rules of defined in the Port Regulations (Schedule of drawing footbridges).

Communication with the operator of footbridges on channel 15 VHF (listening and calling on channel 14 VHF) or phone:

- footbridge to Ołowianka Island: +48 516 970 048;
- footbridge to Spichrzów Island +48 605 110 452.

The footbridge to Ołowianka Island is not opened during wind above 15 m/s.

The footbridge to Spichrzów Island is not opened during wind above 17 m/s.

#### 3.132

**Ferry crossings.** The car ferry between Zbożowe Wharf and Wisłoujście Wharf has been replaced since May 2016 by a road tunnel under the Martwa Wisła River. There is a railway ferry on the Kaszubski Canal.

#### 3.133

**Overhead cables.** Power transmission lines within the port run as follows:

1. Gdańsk II – Gdańsk Błonia and Gdańsk II Port Północny on the Martwa Wisła, Zbożowe Wharf, Wisłoujście Wharf – safe clearance – 52 m;
2. Gdańsk Błonia – Ostrów and Gdańsk Błonia – Basen Górniczy over the Martwa Wisła



### 3. GULF OF GDAŃSK

River between the cable-stayed bridge and the railway bridge – safe clearance – 25 m;

3. Gdańsk II – Gdańsk Błonia and Gdańsk Błonia – refinery – Górki Zachodnie over the Martwa Wisła River in front of the cable-stayed bridge at the height of the Mała Płonia refinery – safe clearance – 45 m;
4. Gdańsk II – Basen Górniczy and Gdańsk II – Ostrów, over Leniwna (heat and power plant) near an unopened bridge – safe clearance – 50 m;
5. Gdańsk II – Basen Górniczy and Gdańsk Błonia – Basen Górniczy, on the Kaszubski Canal – safe clearance – 55 m;
6. Nadwiślańska Line, Wisła Śmiała River in front of the turning circle – safe clearance – 26 m.

**Note:** Safe clearance is given in accordance with the vertical reference system of the chart and can vary depending on the sea level, overhead line load and ambient temperature. The given values of the clearance taking into account the safety margin of 6 m for lines with a voltage of 110 kV and 5 m for lines with a voltage of 15 kV.

**BRZEŻNO** – 54°24.5'N 18°38.0'E

#### 3.134

Lido area at a distance of approx. 1 M west of the entrance to Gdańsk Nowy Port. The beachfront building is a good landmark. Next to it, there is a pier with a length of 136 m.

#### 3.135

Brzeźno leading line (dir. 196°) determines the axis of the approach fairway to Gdańsk Nowy Port as far as the intersection with Westerplatte leading line (dir. 147.7°).

**SOPOT** – 54°26.8'N 18°34.4'E

#### 3.136

A city, a health resort and a lido area. In the summer season, there are sailing connections with Gdańsk, Gdynia, Hel and Jastarnia.

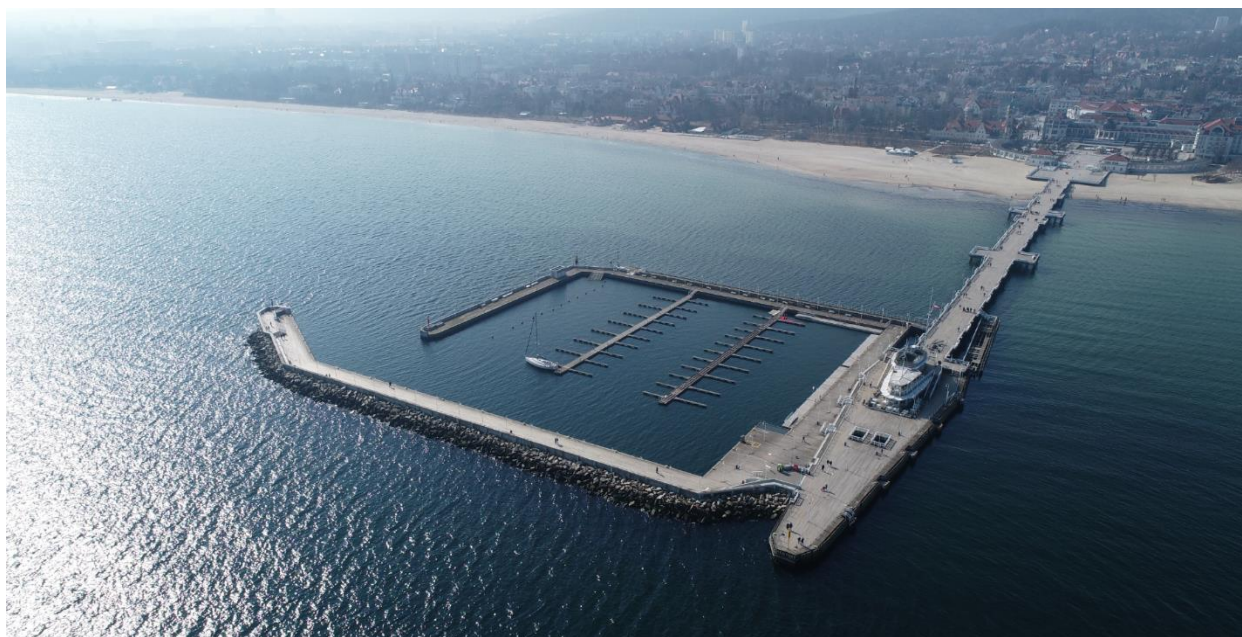
#### 3.137

The walking pier runs perpendicular to the coastline. The pier length is 515 m; the depth at its head is 6.0 m. The Sopot Yacht Marina is located on the south side of the pier. It consists of a basin covered with breakwaters and mooring piers for small ships up to 9 m long, west of the yacht basin. The depths in the yacht marina basin range from 3.5 m to 5.5 m. The depth of the manoeuvring basin at the mooring piers for small ships is 3.0 m along the entire length. The passenger marina is located on the north side of the main pier. In the summer season, the pier is illuminated by numerous lanterns, the light of which can be seen from a distance of approx. 6 M.

#### 3.138

**The approach** to the walking pier is free of navigational obstructions, however, ships heading to and leaving the marina should be especially careful due to the periodic movement of small fishing boats and sport ships in the adjacent water. Ships heading to and from the Sopot passenger marina can enter the protection zone of seashore fishing only at the point with coordinates 54°27.61'N 18°36.54'E.

Ships heading to the Sopot yacht marina, located on the south side of the Sopot Pier, after passing "SP" lighted buoy exposed approx. 1 cbl. south-east of the marina, should go to the entrance marked with navigational lights, located at the ends of the east breakwater and the south breakwater.



Pic. 37. Walking Pier and Sopot Marina

### 3. GULF OF GDAŃSK

Ships heading to the Sopot Yacht Marina – mooring piers for small units, after passing the "SP" lighted buoy, should be directed towards a pair of buoys defining the fairway, leading to the mooring piers, then – remaining at a safe distance from the starboard side, a warning light, marking the discharge collector and the western cardinal buoy, determining the direction of passing the collector – should enter the manoeuvring basin at the mooring piers. The safe water limit inside the manoeuvring basin is marked with two red lighted buoys. The floating piers and navigational buoys are used in the summer season, and dismantled for winter.

A characteristic element of the coastline infrastructure is the sector light (former lighthouse) of Sopot.

**ORŁOWO** – 54°28.8'N 18°33.8'E

#### 3.139

The south district of Gdynia, located in the narrow valley of the Kacza River at a distance of approx. 2 km north of Sopot. The wooden pier, approx. 180 m long, runs perpendicularly from the coast.

#### 3.140

**Obstructions.** To the south of the pier, numerous stones lie at the bottom reducing the safe depth to approx. 1m. Between the pier in Orłowo and the Redłowski Headland, an underwater breakwater with a length of approx. 330 m was placed along the coast, above which the depth is 0.3 m. A forbidden water basin has been created around the breakwater. This basin and clusters of large stones located at the height of the Redłowski Headland and Redłowo are marked with cardinal buoys.

**GDYNIA** – 54°32.0'N 18°33.4'E

#### 3.141

A city and a port on the west coast of the Gulf of Gdańsk. The headquarters of numerous institutions related to maritime economy and sailing. An important transport hub and industrial centre.

In the summer season, passenger sealines with Gdańsk, Sopot, Hel and Jastarnia are open.

#### 3.142

**Sea level.** Changes in the sea level in the port are caused almost exclusively by winds. High water occurs during north and west storms; with south winds, the sea level decreases. The highest differences occur in the autumn and spring storm season. The sea level can then be higher than a maximum by 1.37 m or lower by 0.97 m than the average.

#### 3.143

**Current.** There is a weak north current along the breakwaters and on the roadstead. During north and north-east winds, it changes its direction to south, sometimes reaching speeds of up to 2 knots.

#### 3.144

**Winds.** The most unfavourable are the north-east and east winds occurring in autumn and spring. East storm winds cause a high wave on the roadstead, hindering the acceptance of the pilot, both in the outer port and inside basins I, II and III – strong waving, which forces ships to put on additional mooring and drop anchor. Winds can also cause some manoeuvring difficulties for ships under ballast. In the

South Canal – movement of ships longer than 150 m is allowed if the following conditions are met:

- ☐ wind force from west to 5°B;
- ☐ wind force from east to 3°B.

#### 3.145

**Ice.** The port and roadstead are usually free of ice. North, east and south winds can cause movement through the roadstead of ice fields, creating a difficult shipping situation for small and medium-sized ships. In the period from January to March, ice covering can occur, which is not a major obstacle for ships with strong mechanical propulsion. Long-lasting landward winds can drive drifting floes from other areas. However, this happens once every several years. The approach fairway, canals and port basins are constantly kept navigable by icebreakers and tugs.

From the announcement of the ice action until its cancellation, increased port fees (pilot, towing, mooring) apply.

#### 3.146

**Ground.** On the approaches, on the roadstead and anchorages, the bottom is covered with fine sand that holds the anchor well.

#### 3.147

**Anchorage.** The borders of the anchorages are plotted on the charts. Anchorage No. 3 is designated for tankers. The lowest depth at anchorages, at average water level, is:

- ☐ at anchorage 1: 9.8 m;
- ☐ at anchorage 2: 13.6 m;
- ☐ at anchorage 3: 26.5 m.

#### 3.148

**Pilotage.** Ships with a length of 90 m or more are obliged to use the pilot service (details s. Port Regulations). Ships waiting at the roadstead (anchorage) board the pilot at the anchorage, and in the port – from the berth. Ships with dangerous cargo class 1, 2 and 3 according to the IMDG code and ships with a draught greater than 9 m embark and disembark the pilot at "GD" buoy. Ships with smaller draught are boarded by a pilot before reaching a pair of "G-1" – "G-2" buoys.

Ships changing the berth within the port, as well as moving around the yard are obliged to use the services of port pilots.

The pilot station is located in Basin II and is on duty 24 hours a day. Communication provided via channel 12 VHF. In the request for the pilot, ETA to the roadstead in Gdynia should be provided.

Captains of ships frequently visiting the port of Gdynia can apply for an exemption from the obligation to use pilot services. Exemption is granted by the Harbour Master after meeting the conditions specified in the fiat of the Director of the Maritime Office.

The port pilotage operates on the basis of the Pilot Station. The station is on duty 24 hours a day on channels 12 or 82 VHF.

"BALTIC PILOT" deals with seagoing (route) pilotage. The pilot can be ordered through the Maritime Agency in Gdynia (MAG) or the ship agent.

#### 3.149

**Approach.** Ships heading to the port of Gdynia should use the Traffic Separation Scheme (TSS) "WEST". After passing "GN" lighted buoy, head to the west border of the TSS, and after passing it, steer towards "GD" lighted buoy, passing it on the port side. After taking the pilot, enter the approach fairway,

### 3. GULF OF GDAŃSK

marked with "G-1", "G-2" lighted buoys and main entrance heads. Continue to steer 271.5° to the port entrance using the DIR WRG directional light, the axis of which (the centre of the white sector) determines the centre of the approach fairway (Pic. 38).

**Notes.** The DIR WRG directional light is a navigational aid only for the main entrance, it is not valid in the outer port. It is not allowed to shorten the route or steer against traffic flow. Ships should enter and exit the port through the main entrance. The width of the fairway from "G-1" and "G-2" buoys towards the port is 150 m, the depth on it – 14.3 m. It is not allowed for merchant ships to use the north entrance. Speed limit on the port area – s. Port Regulations.

#### 3.150

The **Port of Gdynia** is available for ships with a maximum allowable draught of 13 m. There are two entrances to the port:

1. the main entrance with a width of 150 m, for ships with a maximum allowable draught of 13.0 m (Pic. 38);
2. the south entrance with a width of 100 m, for ships with a maximum allowable draught of 7.5 m (Pic. 39).

The decision on which entrance the ship is to use is made by the Harbour Master.

The port has extensive areas and wharves enabling safe and comfortable berth of even the largest ships. The wharves are equipped with facilities for handling general cargo, bulk, grain, containers as well as warehouses and storage yards. Water and electricity are supplied to the wharves, as well as connections to the city telephone network. For more important basins and wharves, see Table 3.

#### 3.151

**Towing.** Ships entering and leaving, as well as changing the berth in the port are obliged to use towing services – s. Port Regulations. The tugs are on standby around the clock. Order directly from the dispatcher or through an agent.

#### 3.152

**Mooring, Anchoring.** In the port of Gdynia, it is not allowed to drop an anchor at a distance of less than 50 m from the bottom reinforcements (with a maximum width of up to 22 m from the wharf) located at the wharves: Śląskie; Szwedzkie; Holenderskie; Belgijskie; Francuskie; Indyjskie; Stanów Zjednoczonych and by ro-ro ramps: the corner of Rumuńskie and Czeskie, Helskie I and II.

Ships entering and leaving, as well as changing the berth inside the port, are obliged to use mooring services (details s. Port Regulations).

#### 3.153

The **Harbour Master's Office**. Polska 2 Street, 81–339 Gdynia at the Nabrzeże Portowe is on duty 24 hours a day. Possibility to obtain all navigational information (from 07.00 to 14.00) and Port Regulations.

Communication – channel 12, 16 VHF.

Phone: +48 58 627 49 42,

Duty Officer phone: +48 58 620 07 05,

+48 58 355 36 46.

E-mail: [kpgdynia@umgdy.gov.pl](mailto:kpgdynia@umgdy.gov.pl)

Sailing Basin Marina – communication channel 12 VHF.

Phone: +48 58 661 93 66,

+48 58 661 94 29.

Yacht Park Marina – communication channel 12 VHF.

Mobile: +48 785 557 777.

Fishing Boatswain's Office – communication channels 12, 16 VHF.

Phone: +48 58 627 64 01. Details see LNRS.

#### 3.154

**Navigation warnings.** The VTS Centre of the Gulf of Gdańsk distributes local navigational warnings as follows:

Announcement channel 16 VHF, emission channel 71 VHF:

- ☐ upon receipt at the VTS Centre;
- ☐ after meteorological announcements at 00.05, 07.05, 13.05, 19.05 – in Polish;
- ☐ after meteorological announcements at 00.20, 07.20, 13.20, 19.20 – in English;
- ☐ at request.

#### 3.155

**Search and Rescue.** Saving of lives at sea is organised by the Maritime Search and Rescue Service (1.71); Maritime Rescue Coordination Centre MRCC Gdynia (1.72). Distress Call (1.76). Rescue in the port s. Port Regulations.

#### 3.156

**Repair.** Repairs of the hull, main engine, auxiliary devices and other equipment of the ship are carried out by shipyards located inside the port. Orders can be placed at shipyards or through an agent.

#### 3.157

**Replenishment.** Ships can be supplied with fuel, potable and bunker water, provisions and technical equipment of the ship. Orders can be placed at sourcing companies or through an agent.

#### 3.158

**Medical assistance.** Medical care is provided to mariners by the port health care facility and municipal hospitals. Ambulance can be called by the Harbour Master's Office on channels 12 and 16 VHF or by an agent.

#### 3.159

**Quarantine, deratization.** The quarantine place is designated by the Harbour Master's Office together with the Sanitary and Epidemiological Station.

You can obtain a certificate of deratization or a certificate of exemption from it.

#### 3.160

**Adjustment of navigational devices.** Determination and compensation of magnetic compass deviations, as well as servicing of other navigational devices can be carried out by numerous commercial companies. Verification of deviation can also be performed during the passage of the ship in the entry to the port (dir. 271.5°).

1. Deviation area at Hel (3.21).

2. Measured mile at Hel (3.20).

#### 3.161

**General services.** Fuel delivery, collection of oily waters, washings from the cargo bay, cargo and garbage residues, cleaning of the cargo bay and cleaning of tanks are provided by clarifying companies – contact data at the agent or the Harbour Master's Office.



### 3. GULF OF GDAŃSK

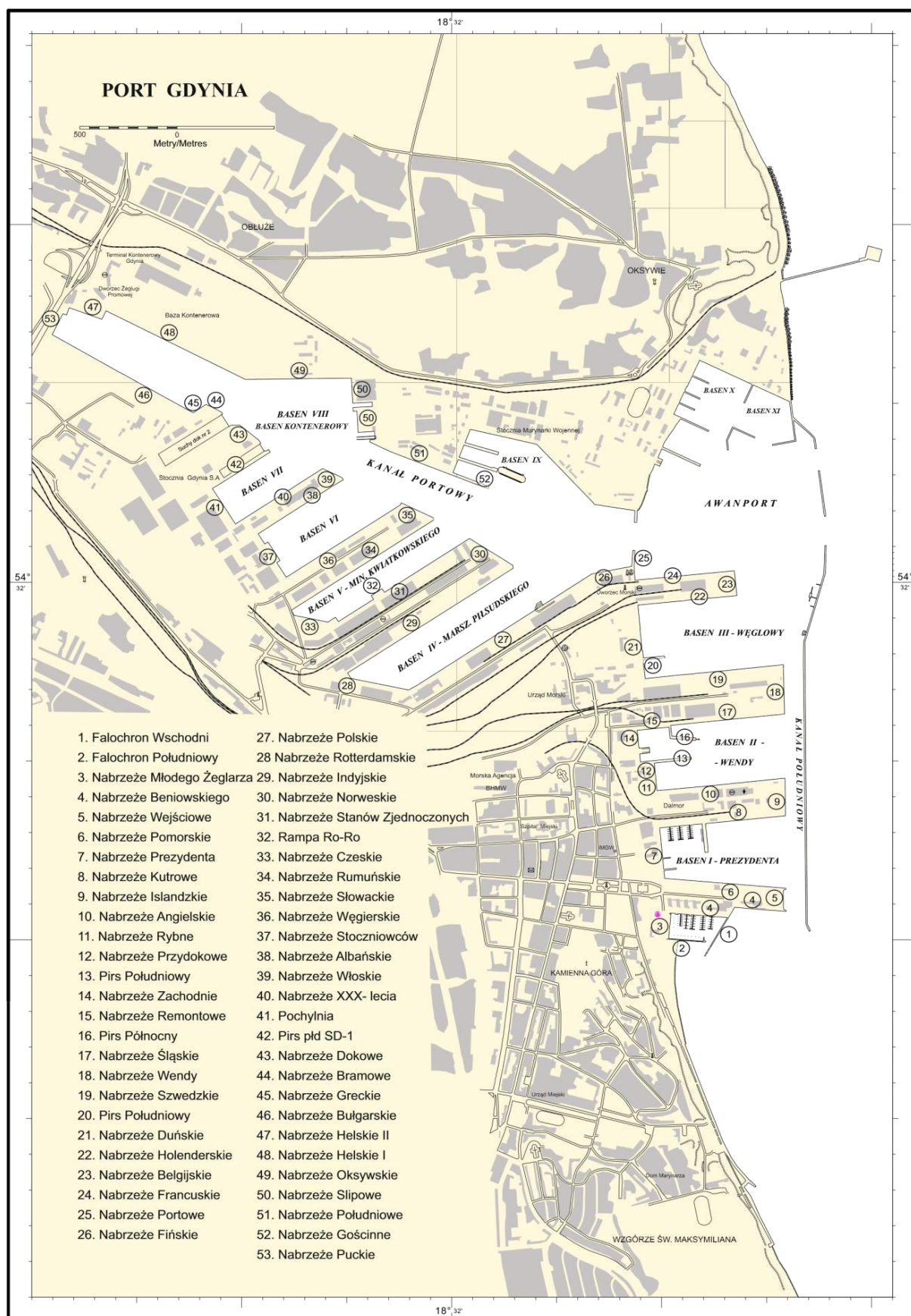


Fig. 8. Plan of the Port of Gdynia

### 3. GULF OF GDAŃSK



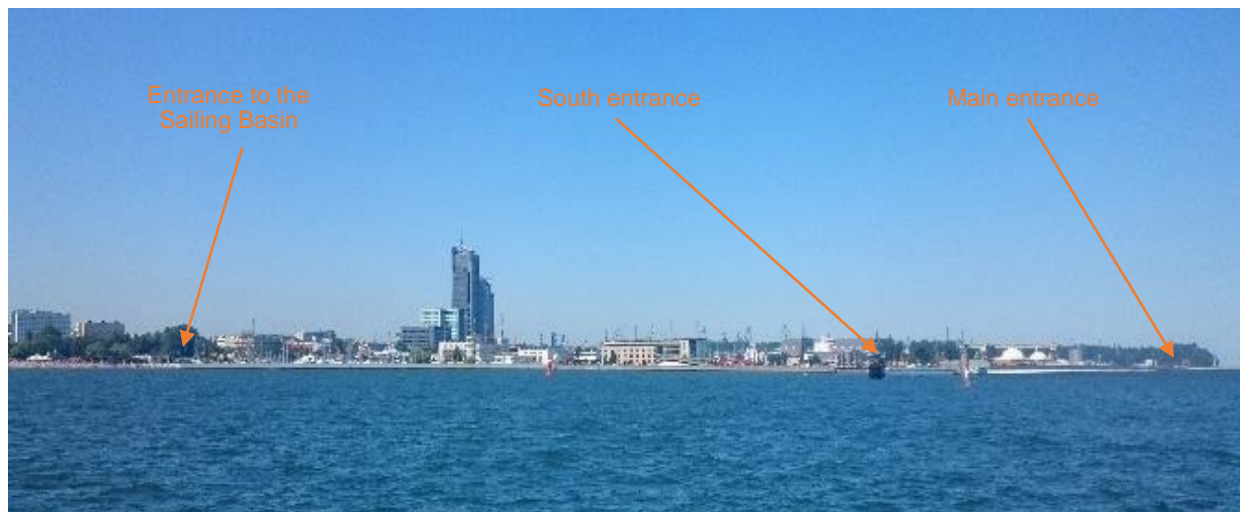
Pic. 38. Gdynia - main entrance



Pic. 39. Gdynia - Basin No. I "Prezydenta" and Sailing Basin



### 3. GULF OF GDAŃSK



Pic. 40. Gdynia – south entrance (Sea Towers view)



Pic. 41. Gdynia – Basin No. I "Prezydenta" – Marina Yacht Park



### 3. GULF OF GDAŃSK

Tab. 3. Major basins and wharves – Port of Gdynia

Name of the area, basin, wharf	Length in meters	Max. allowable draught at wharves in meters	Purpose
<b>Outer Port</b>			
Nabrzeże Francuskie	512	10.6–12.5	loading and berth
Nabrzeże Portowe	158	7.1	berth
Nabrzeże Belgijskie	126	9.1	berth
Falochron SPPP	210	11.0	
<b>Portowy Canal</b>			
Nabrzeże Pilotowe	83	7.5	berth
Nabrzeże Fińskie	180	7.4–8.7	loading and berth
Nabrzeże Norweskie	264	8.0	loading and berth
Nabrzeże Słowackie	182	8.2	loading
Nabrzeże Włoskie	110	7.4	loading
Nabrzeże Południowe	447		operated by the War Shipyard
Nabrzeże Gościnne			berth
<b>Południowy Canal</b>			
Nabrzeże inż. Wendy	252	7.1	loading and berth
Nabrzeże Islandzkie	195	6.9–7.2	loading and berth
Nabrzeże Wejściowe	120		
<b>Basin Nr I – "Prezydenta"</b>			
Nabrzeże Pomorskie	626	3.4–7.3	berth
Nabrzeże Prezydenta	268	5.7	berth
Nabrzeże Kutrowe	630	6.8–7.3	loading and berth
2 pirsy (przy Nab. Prezydenta)	po 50	4.7	berth
Pirs kutrowy (przy Nab. Kutrowym)	150	7.3–7.4	berth
Marina Yacht Park – 3 pirsy pływające		Do 8	berth
<p>The marina has 120 berths (Pic. 41). The marina meets high ecological standards, providing the variety of services. It is possible to use discharge points of sanitary or chemical toilets sewage as well as garbage segregation points. Communication:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> channel 12 VHF</li> <li><input type="checkbox"/> mobile +48 785 557 777</li> </ul>			
<b>Basin Nr II – "Wendy"</b>			
Nabrzeże Angielskie	662	4.1–8.5	loading and berth
Nabrzeże Śląskie	588	6.1–8.5	loading
Nabrzeże Zachodnie	90		
Nabrzeże Przydokowe	73	5.6–5.7	
Nabrzeże Rybne	72		
<b>Basin Nr III – "Węglowy"</b>			
Nabrzeże Szwedzkie	714	6.6–12.8	loading
Nabrzeże Duńskie	364	6.0–6.5	loading and berth
pirs południowy (Gumowy)	170	6.8–9.1	loading
Nabrzeże Holenderskie	505	6.1–13.0	loading
<b>Basin Nr IV – "Marsz. Piłsudskiego"</b>			
Nabrzeże Polskie	1115	7.5–11.5	loading
Nabrzeże Rotterdamskie	336	6.9–7.3	loading
Nabrzeże Indyjskie	1009	4.6–11.0	loading

### 3. GULF OF GDAŃSK

Name of the area, basin, wharf	Length in meters	Max. allowable draught at wharves in meters	Purpose
<b>Basin Nr V – "Kwiatkowskiego"</b>			
Nabrzeże Stanów Zjednoczonych	819	8.0	loading
Nabrzeże Czeskie	247	7.6–8.0	loading
Nabrzeże Rumuńskie	867	8.7–13.0	loading
<b>Basin Nr VI</b>			
Nabrzeże Węgierskie (część MPH)	708	6.5–9.4	loading
Nabrzeże Stoczniovców	266	3.3	operated by the shipyard
Nabrzeże Albańskie	527	8.6–8.9	operated by the shipyard
<b>Basin Nr VII</b>			
Nabrzeże Suchego Doku	355	5.3–8.0	operated by the shipyard
Nabrzeże Pochylni	217	3.6–5.3	operated by the shipyard
Nabrzeże XXX Lecia	530	7.3–8.8	operated by the shipyard
<b>Basin Nr VIII</b>			
Nabrzeże Dokowe	127	6.6	operated by the shipyard
Nabrzeże Oksywskie	520	4.7–8.0	berth
Nabrzeże Slipowe	286		operated by the War Shipyard
<b>Kontenerowy Basen</b>			
Nabrzeże Greckie	80	8.0	
Nabrzeże Bramowe	90	4.2	
Nabrzeże Helskie I	798	10.0–12.7	loading
Nabrzeże Helskie II	178	7.6–8.1	ferries berth
Nabrzeże Bułgarskie	814	9.2–12.6	loading
Nabrzeże Puckie	127	8.8	berth
<b>Żeglarski Basen – "gen. M. Żaruskiego"</b>		3.20	
Sailing basin open for sailing all year round. "Marina Gdynia" operates in the basin under the supervision of the Municipal Sport and Recreation Centre. Communication:			
<input type="checkbox"/> channel 12 VHF <input type="checkbox"/> tel/fax +48 58 661 93 66 <input type="checkbox"/> tel/fax +48 58 661 94 29			
The marina has her own boatswain service.			

**Note.** The table does not include data on the wharves of shipyard.

#### 3.162

**Turning circle.** In the port, there are three turning circles:

No.1 – (in the outer port): with a diameter of 500 m;

No.2 – (internal): with a diameter of 385 m;

No.3 – (in basin No. VIII): with a diameter of 400 m.

#### THE BAY OF PUCK

##### Coast

#### 3.163

The Puck Bay lies in the north-west part of the Gulf of Gdańsk between the mainland and the Hel Spit. Its south-east border is the line connecting the Hel Peninsula with the Oksywie Headland. The west coast consists of three shallow, quite high mounds: Oksywska, Pucka and Swarzewska, with sometimes rugged, cliff coast. The mounds are divided by wide, swampy prevalent river valleys: Reda and Płutnica. Just north of the Port of Gdynia the high (42

m), steep and rugged Oksywie Headland rises. To the north of it, the coast is reinforced with a stone embankment of large boulders, from which pile groynes run out into the bay. The coast of the Hel Spit is low, covered with coniferous forest, in front of which there is a strip of meadows of variable width. The coastline involves a number of small coves and peninsulas.

##### Depth

#### 3.164

The uneven distribution of depth in the bay makes it divide into two parts: the outer deep and the inner - distinctly shallow. The outer part is a direct west extension of the depth occupying the majority of the Gulf of Gdańsk, undergoing to the close vicinity of the coastlines and reaching a depth of 58 m at a distance of approx. 1 M south-west of it. In the outer part of the bay, the depths are 15 – 50 m. On the west side of the

### 3. GULF OF GDAŃSK

long shoal called Rybitwia the inner part of the Bay of Puck is situated, with depths not exceeding 5.7 m. The exceptions are two depths: Kuźnicka Jama (8.0 m) and Chalupska Jama (4.1 m). The north-west area of the bay is filled with a large shallow area, the depths of which do not exceed 2.0 m.

#### Shoals

##### 3.165

From the tip of the spit to Kuźnica there is a narrow shallow area, extending in places up to 1.5 M from the coast. Its edges drop steeply to a depth of over 20m. The south-east part is described as Długa Shoal, and the north-west part – Bórzyńska Shoal.

Rybitwia Shoal is very shallow and partially dries in south-westerly winds, creating a series of sandy islets in its central part, protruding approx. 60–80 cm above the water surface. In its south part, there is the only deeper passage called the Głębinka (formerly Depka), leading to the inner part of the bay. From the village of Rewa, a very narrow sandy spit, the so-called Rewski Headland (formerly Szpyrk), runs towards Głębinka. Piasek Dziewiczy Shoal limits the depth from the south-west: Kuźnicka Jama and Chalupska Jama.

#### Ice

##### 3.166

Ice in the Bay of Puck used to last for an average of 63–72 days, 120–125 days in case of harsh winters. Nowadays the periods of ice inside the bay are getting shorter. With the appearance of ice, the marking of shoals and fairways leading to ports is removed. Throughout the ice covering period, the ports of Puck and Jastarnia are closed to shipping. Periodic port closures can also be caused by drifting ice.

#### Landmarks

##### 3.167

Good day-time landmarks in the area of the Bay of Puck are: a castle with a tower and a brickworks chimney in the town of Rzućewo; towers of churches: in Puck, Swarzewo, Kuźnica, Jastarnia and in Hel. In addition, the tower of Hel Lighthouse is clearly visible, and the southern tip of the Hel Spit gives a good echo on the radar screen. Near the coastline, at the height of Jastarnia and Jurata, you can see concrete piles - remnants of the measurement points of the torpedo range from the period of World War II. At night, the lights of Rozewie, Jastarnia and Hel lighthouses are clearly visible.

#### Obstructions

##### 3.168

In the central part of Rybitwia Shoal, an area not allowed for maritime activities was created due to the numerous wrecks (both visible and submerged) and other dangerous pollutants.

The obstructions are also located to the east of Rybitwia Shoal at a distance of 4.7 M to the west of Hel Lighthouse and approx. 3 M to the south-east of the Rewski Headland.

Polluted places occur: approx. 2 M east of Mechelinki; approx. 4 M north-west of the Hel Headland; approx. 4 M south-west of Jastarnia.

#### Fishing

##### 3.169

In the bay there are spawning grounds, the borders of which are marked on charts. Seashore fishing is practiced in the bay area. Circulating driftnets, nets, nets and eel lines are used for fishing. The south-east border of the area banned on fishing with towed equipment is determined by the Gdynia-Hel line. Excluding the protection period for sea trout (September 15–November 15), to the north-west of the Gdynia-Jastarnia fairway to Rybitwia Shoal, large numbers of circulating driftnets with a length of up to 70 m are set up without lighted markings. It is not recommended, especially at night, to enter this basin due to the safety of navigation and the possibility of causing damage to fishing equipment.

In the area limited by straight lines connecting the entrance heads of the ports of Hel and Gdańsk as well as Jastarnia and Gdynia, excluding fairways and anchorages, sets of salmon driftnets up to 1500 m long are set up, marked with lights and supervised by fishing ships.

Shipping should primarily take place along fairways.

#### Shipping

##### 3.170

For the maritime area of the inner Bay of Puck, there are regulations for safe navigation, set out in Ordinance No. 5 of the Director of the Maritime Office in Gdynia of 3 April, 2014. (the Official Gazette of the Pomeranian Voivodeship of 8 April, 2014, item 1416).

**Note.** Those who sail in this area must obligatorily comply with the provisions of the aforementioned Ordinance.

**REWA** – 54°38.0'N 18°30.0'E

##### 3.171

A fishing village and a summer resort north of Oksywska Mound, on a small bay sheltered from the east by a narrow, sandy headline.

The REWA sector light (dir. 172°) leads over the bottom depression with depths of 5.0 m, between Rzućewo and Rybitwia Shoal.

**OSŁONINO** – 54°40.0'N 18°27.6'E

##### 3.172

A village in the Reda River valley. There is a pier with a depth of 1.8 m at its head.

**RZUCEWO** – 54°41.6'N 18°28.4'E

##### 3.173

A village on a forested headland. Above the trees there are two buildings: the castle tower and the brickworks chimney.

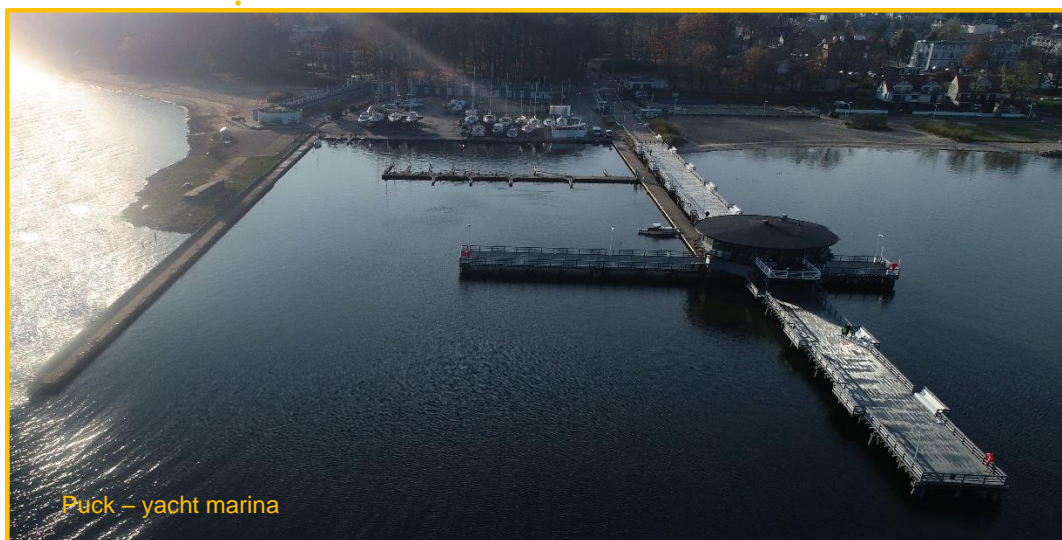
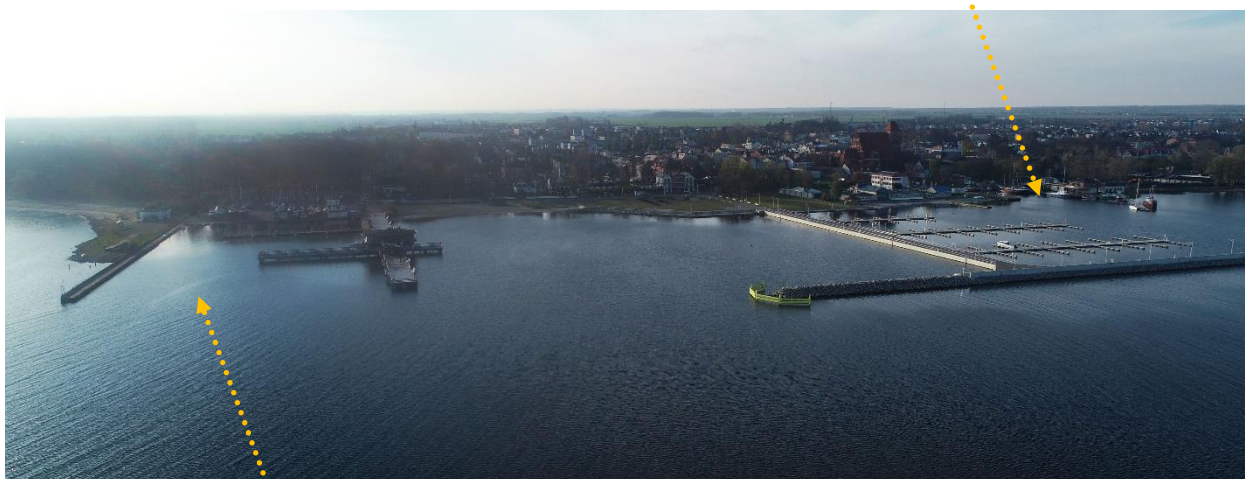
**PUCK** – 54°43.5'N 18°24.8'E

##### 3.174

A town, a small fishing and sailing port on the north edge of Pucka Mound at the estuary of Płutnica to the Puck Bay. There are: fishing port, new marina and a wooden pier, approximately 190 m long, runs perpendicularly from the coast with the yacht port adjacent to the east side (Pic. 42).



### 3. GULF OF GDAŃSK



Pic. 42. Puck – marinas and fishing port

### 3. GULF OF GDAŃSK

#### 3.175

**Approach.** From "GŁ" lighted buoy, steer through the Głębinka canal within the red sector of REWA light, following the posted marks. After entering the white sector of Rewa light, turn right and take a course 352°, leading along the axis of the light (a beacon behind the stern) to "RZUC" lighted buoy. At "RZUC" buoy turn to course 315° leading to "P-K" lighted buoy.

From "P-K" lighted buoy, following the course 238° in the line of buoys "1PK", "2PK", you should steer to the center between buoy "1" and the red light on the pier fender at the western end of the breakwater.

**Notes.** The width of the Głębinka canal is 80–100 m; the smallest depth is 3.2 m; the permissible draught of the ships can not exceed 2.8 m. Storms from the north-west or south-east may cause siltation of the canal. On the section between "RZUC" buoy and buoys "1PK", "2PK", the depths are 4.0–4.5 m; on the right there are shallows (2.5 m). At the head of the east pier of the fishing port in Puck, there is a drying shoal. With strong winds and waves, navigation through the approach area is difficult. Another obstacle involves applied fishing equipment as well. The navigational marks are removed for the winter season. Details s. NtM.

#### 3.176

**Port.** The basin for the fishing vessels has dimensions of 60 by 40 m and has an added floating pier (on the western side). The depths in the basin are 2.5 - 3.0 m. To the east of the fishing basin, there is the scouting maritime centre, with a small wooden platform for centerboard yachts. Further to the east there is a newly built marina Puck limited on the north side by a breakwater and a perpendicular pier to the coast with tree floating piers (on western side). Depths in the marina at breakwater and floating piers are 2.3–3.6 m. Ships can be supplied with potable water and connect to the electricity network on the breakwater and floating piers. There is a yacht marina at a distance of 3 cbl. east of the fishing basin. The marina is protected by: a 190 m long walking pier and a 180 m long east breakwater. The entrance to the marina is 30 m wide. Depths: 1.5–3.5 m at the entrance; in the basin 0.7–3.5 m.

To the west of the fishing basin in Puck, there are two small and old port basins. The first one can be available for small vessels. There are concrete wharves in the basin. The consent of the basin owner is required for mooring. The minimum depth at the approach to the basin is 2.4 m, in the basin - 2.0 m. The second, neighbouring basin with a damaged wooden breakwater is inaccessible for navigation.

#### 3.177

The **Boatswain's Office** is open on weekdays from 07.15 to 15.15. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication via channels: 12, 16 VHF. Phone +48 58 673 27 82. Details see LNRS.

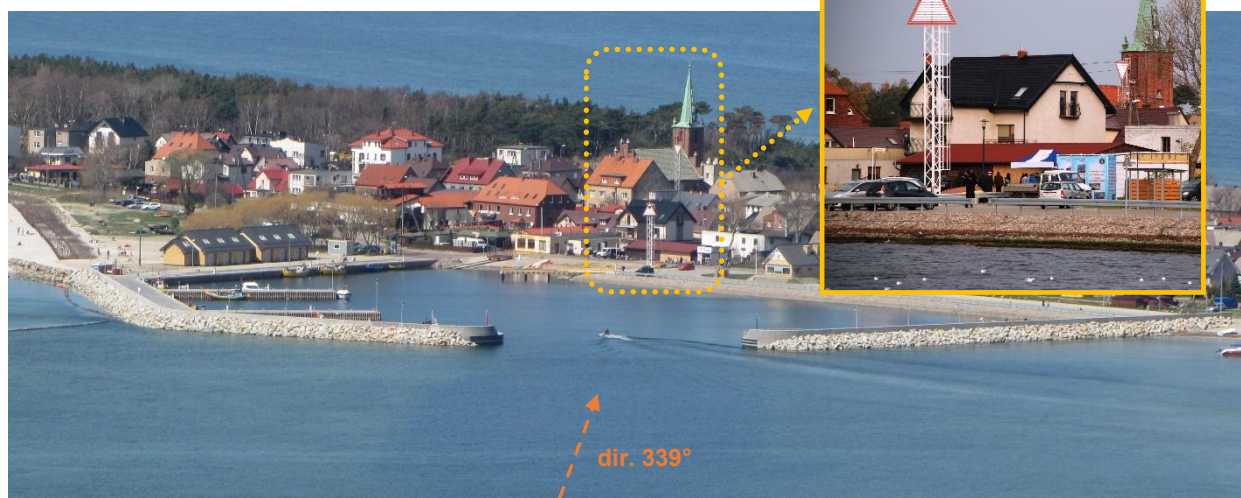
**KUŹNICA** – 54°44.0'N 18°35.0'E

#### 3.178

A fishing settlement and a summer resort on the Hel Peninsula, which is administratively part of the city of Jastarnia. Bus and train connection with Puck and Hel. The marina is protected by two breakwaters - the East, approx. 80 m long and the South, approx. 160 m long, with two perpendicular piers, approx. 30 m each. The width of the entrance to the marina is approx. 40 m. Depths from approx. 2.0 m at the wharves to approx. 3.0 m in the basin. The dir. 339° leading line leads to the marina.

The Kuźnica Marina is subordinated to the Hel Harbour Master's Office. The Boatswain's Office in Kuźnica is open all year round from 07.00 to 19.00. In the remaining hours, the duties are taken over by the Boatswain's Office of the Port of Jastarnia. Entry and exit notifications should be made at the Kuźnica Boatswain's Office on the following channels: 10, 16 VHF, phone +48 58 675 20 13. Details see LNRS.

**Approach.** Units heading to the marina should steer a course of 335° from "KUŹ" lighted buoy. After passing the red spar buoy "2" with the port side, gently enter the line of Kuźnica leading line (dir. 339°). Be careful and watch out for shallows on both sides of the fairway.



Pic. 43. Kuźnica – approach to the port



### 3. GULF OF GDAŃSK

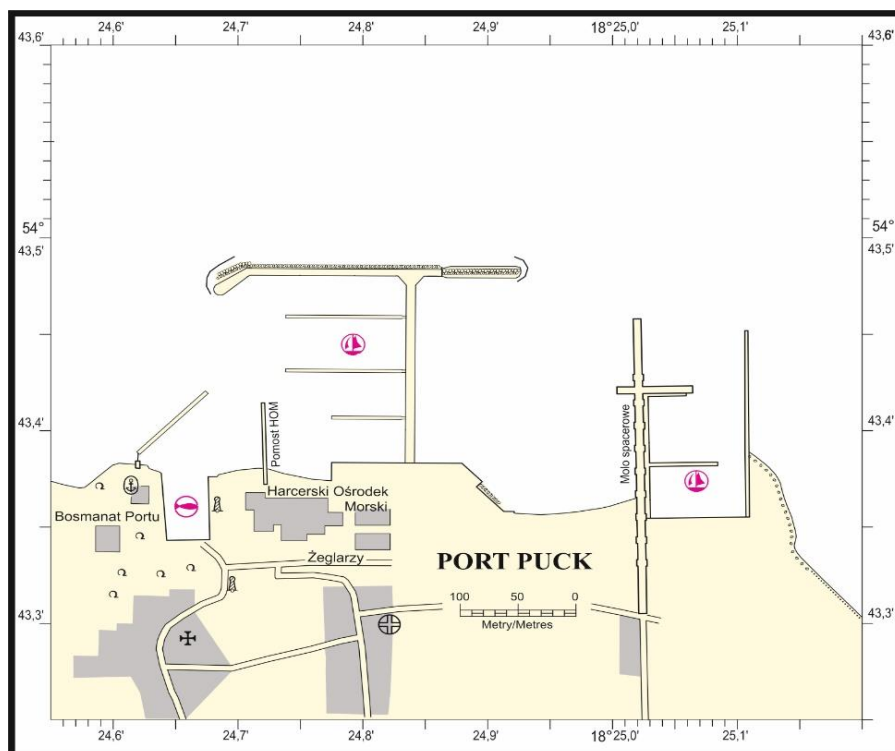


Fig. 9 Plan of the Port of Puck

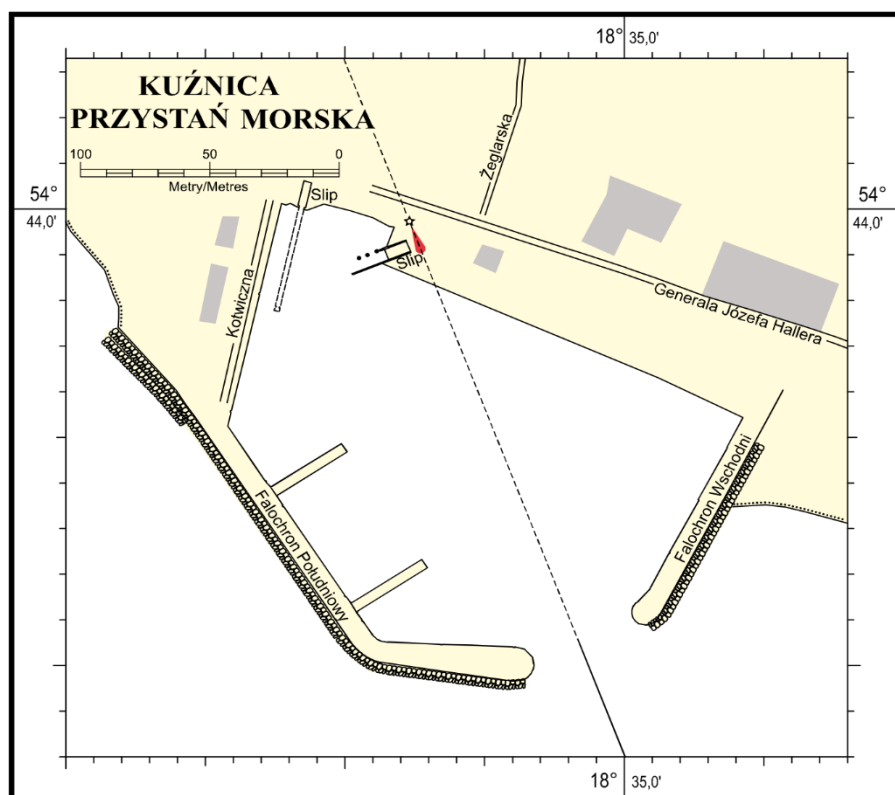


Fig. 10. Plan of the Kuźnica marina



### 3. GULF OF GDAŃSK

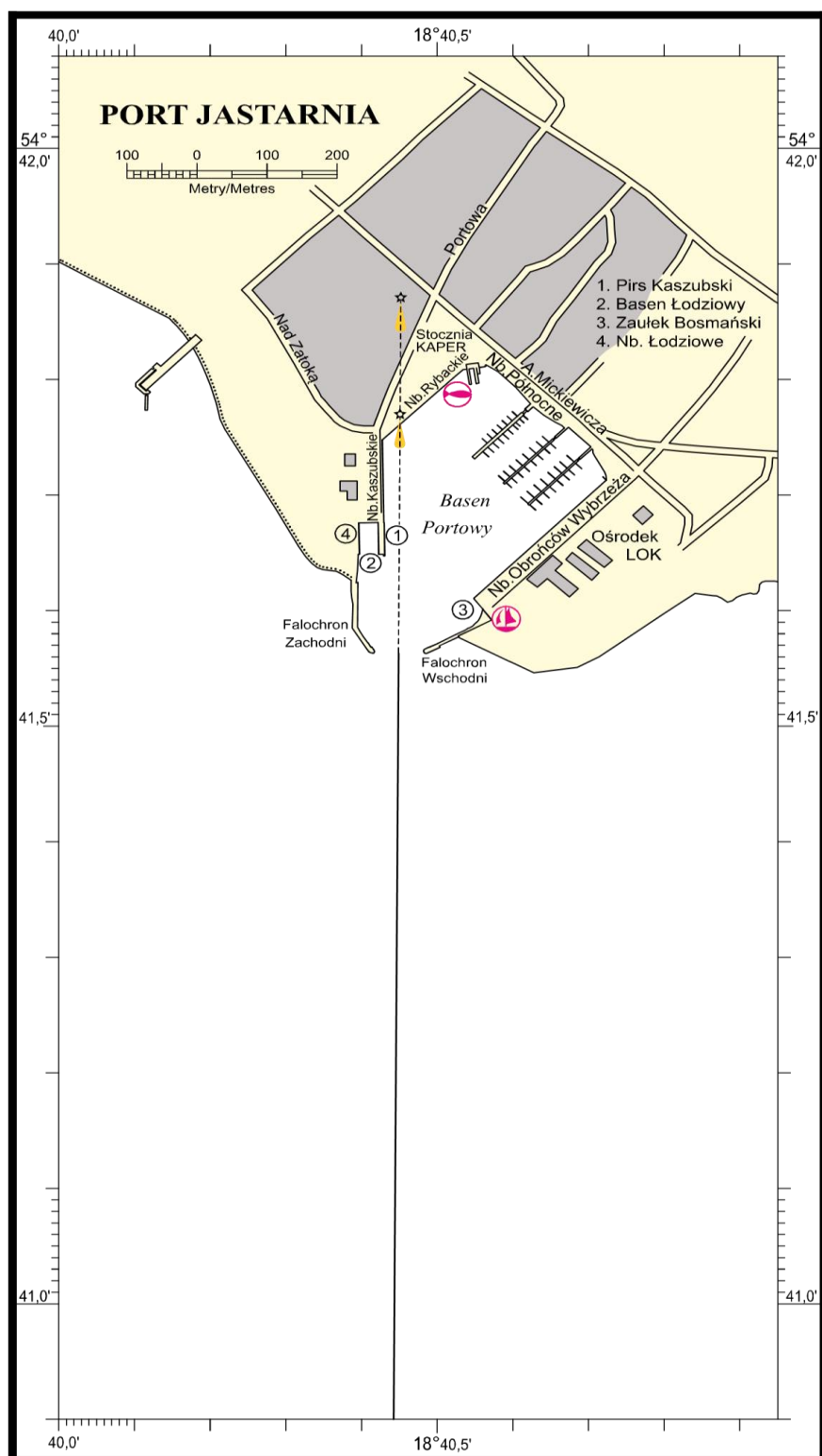


Fig. 11. Plan of the Port of Jastarnia

### 3. GULF OF GDAŃSK

**JASTARNIA** – 54°41.7'N 18°40.5'E

#### 3.179

A city and port on the Hel Spit. A large resort. In the summer, sailing connections with Gdynia, Gdańsk and Sopot.

#### 3.180

**Approach.** Steer from "JAS" lighted buoy to the entrance to the port in Jastarnia leading line (dir. 000.4°).

**Notes.** Lighted buoys marking the deepened section of the fairway from Jastarnia lighted beacon to the entrance are removed without replacement for the winter period. In case of strong winds and waves, be especially careful and strictly maintain the direction indicated by the 000.4° leading line (Pic. 44). Those entering the port are warned that the fairway is narrowing due to the movement of debris from the adjacent shoals.

25 m to the north of the lighted buoy with a sector light, commonly known as "Kaszyca", the depth above the rubble of stones is approx. 1.4 m. To the west and north-west of "KASZYCA", at a distance of approx. 20-45 m there are single stones, above which the depths are 1.4–1.8 m.

Due to the narrow approach canal, entering ships should each time obtain permission to enter from the Boatswain's Office.

#### 3.181

The **port** (Pic. 45) is protected by two breakwaters of approx. 100 m each. The width of the entrance is approx. 70 m, the depth is approx. 5.0 m and can change and become significantly shallower, especially at the head of the western breakwater. The Boatswain's Alley is located at the base of the eastern breakwater. There are concrete wharves in the port: Obrońców Wybrzeża - length 267 m; Kaszubskie - length 135 m; Rybackie - length 163.5 m. Depths at the Kaszubskim and Rybackim wharves are 3.5-4.0 m. There is a 6.3 T crane on the Rybackie Wharf. The Kaszubski pier, 50 m long, is intended for passenger ships. Depths at the pier range from 4.0 to 5.0 m. On the west side of the Kaszubski Pier, there is a 50 m long wooden pier for fishing boats and a boat basin with a depth of up to 1.5 m. Along the shore escarpment in the west part of the boat basin, there is a second wooden platform, 50 m long. In the northern part of the port basin, there are shipyard facilities for cutters and small ships with a position consisting of two piers for a self-propelled gantry with a lifting capacity of 65 T. On the east side of the gantry stand, there is a ramp for launching small ships. In the north-eastern part of the port, along the shore strengthening, there is a flyover on piles, connected to a floating pier perpendicular to it, with a length of approx. 50 m via a 13-meter platform on piles with a gangway for cars up to 2.8 T.

In the north-east part of the port basin there are three piers, partly fixed (concrete and wooden on piles) and floating, with a total length of approx. 60 m each. Depths at the piers range from 2.0 to 4.5 m. The piers are intended for sport and tourist ships. To the west of the port is the city pier, part of which is a permanent wooden pier on piles, and partly a floating pier. During the ice period, the port is inaccessible to

shipping. With south to east winds, it can be blocked by drifting ice.

The walking pier of the "Poseidon" Recreation Centre is located east of the port.

#### 3.182

The **Boatswain's Office** of the port reports to the Hel Harbour Master's Office. It is located at the Kaszubskim Wharf and is on duty 24 hours a day. Possibility to get information about current navigational warnings and weather. Connection via channel 16 VHF. Phone +48 58 675 20 13, mobile +48 519 512 486. Details see LNRS.

**JURATA** – 54°41.0'N 18°42.9'E

#### 3.183

The summer resort of Jastarnia, approx. 1.5 M to the south-east of its centre. There is a walking pier approx. 350 m long. From the side of the bay, there is a vast shore shoal in front of Jurata, called the Długa Shoal, with a depth of 1.0-2.0 m. There are two towers on it, which are good landmarks.

**HEL – WEST** – 54°36.4'N 18°47.6'E

#### 3.184

The port is located in the west part of Hel. At the moment, there is no port infrastructure enabling it to be used by ships. Only SAR and naval units have permission to enter the port.

**HEL** – 54°36.0'N 18°48.0'E

#### 3.185

A town and port at the Hel Headland. In the summer season, sailing connections with Gdynia, Gdańsk, Sopot and Jastarnia.

During storms from the north and west, a convenient port of refuge. The freezing of the port and the persistence of ice are not frequent and short-time.

South sector winds can briefly block the port with drifting ice.

#### 3.186

**Approach.** Ships heading to the port from the sea should approach "HL-S" buoy, staying away from the shore shoal. After passing the buoy with the starboard side at a distance of 0.5 cbl. turn right and steer to the left entrance head to the port, and then to the middle of the entrance (Pic. 46).

At night, after passing "HL-S" buoy with the starboard side, steer to the red entrance light (be careful not to enter the white sector of the right entrance light) and then to the middle of the entrance. Entering the white sector threatens to ground.

#### 3.187

**Shoal.** The Hel Headland is surrounded by a narrow (2–3 cbl.) shore shoal with a depth of approx. 3.0 m, the edge of which drops steeply to a depth of 25–45 m and more. From the south, it is marked by "HL-S" lighted buoy, removed when ice appears.

#### 3.188

**Wrecks.** In front of the Hel Headland, on the approach to the port, there are numerous wrecks at the depth of 28-56 m.



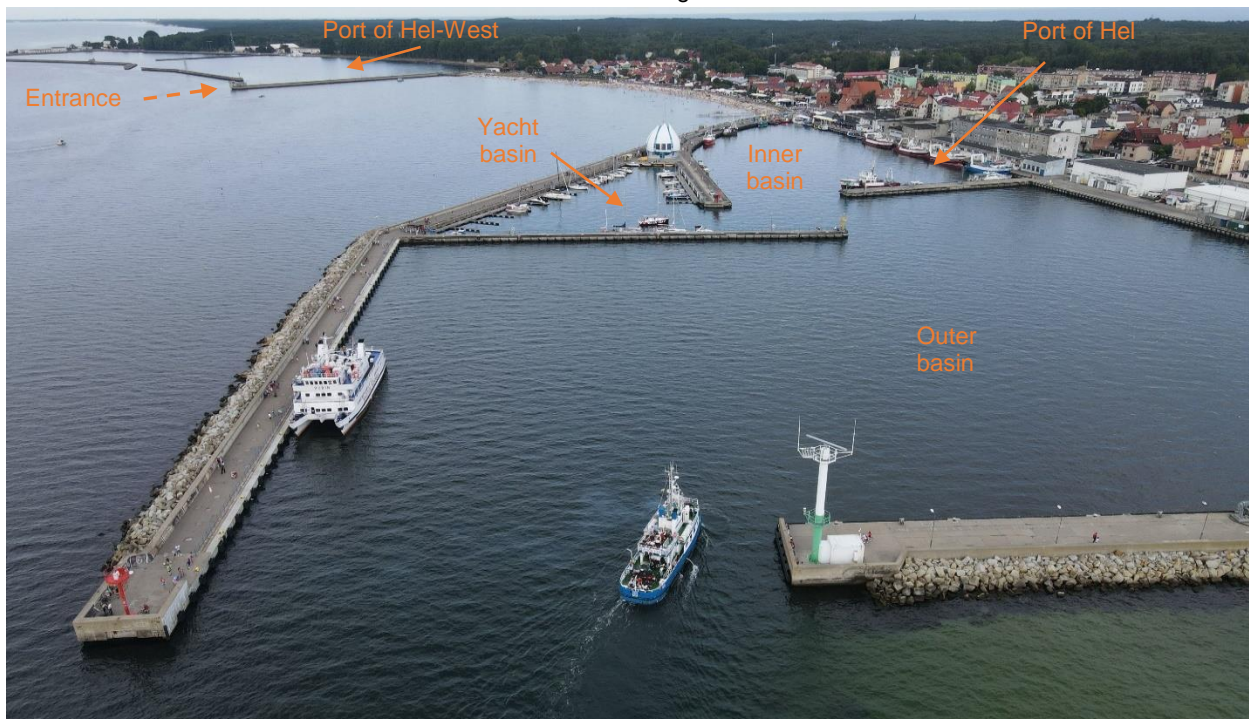
### 3. GULF OF GDAŃSK



Pic. 44. Jastarnia - entrance to the port



Pic. 45. Jastarnia – general view



Pic. 46. Port of Hel, Port of Hel-West



### 3. GULF OF GDAŃSK

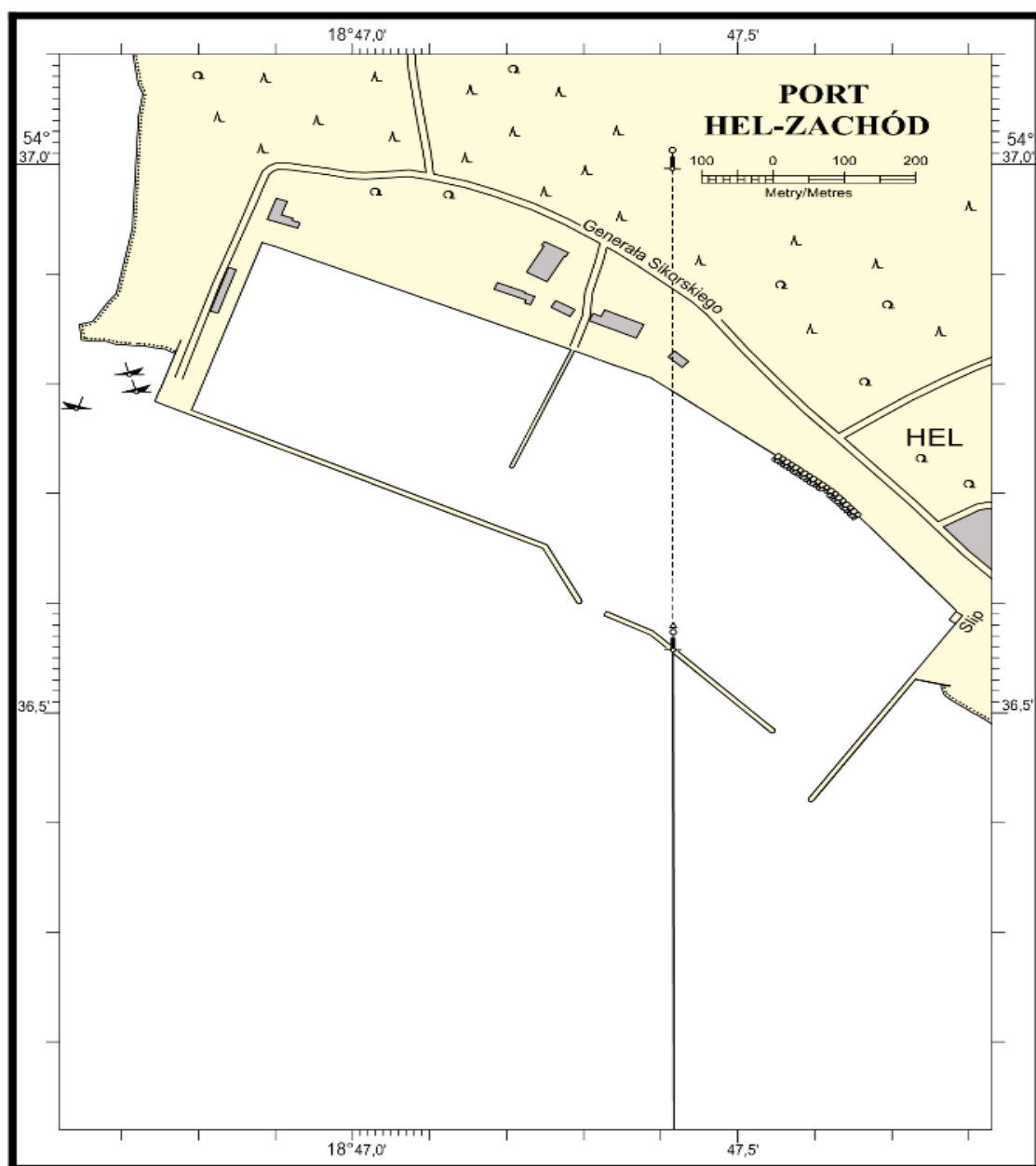


Fig. 12. Plan of the Port of Hel - West

### 3. GULF OF GDAŃSK

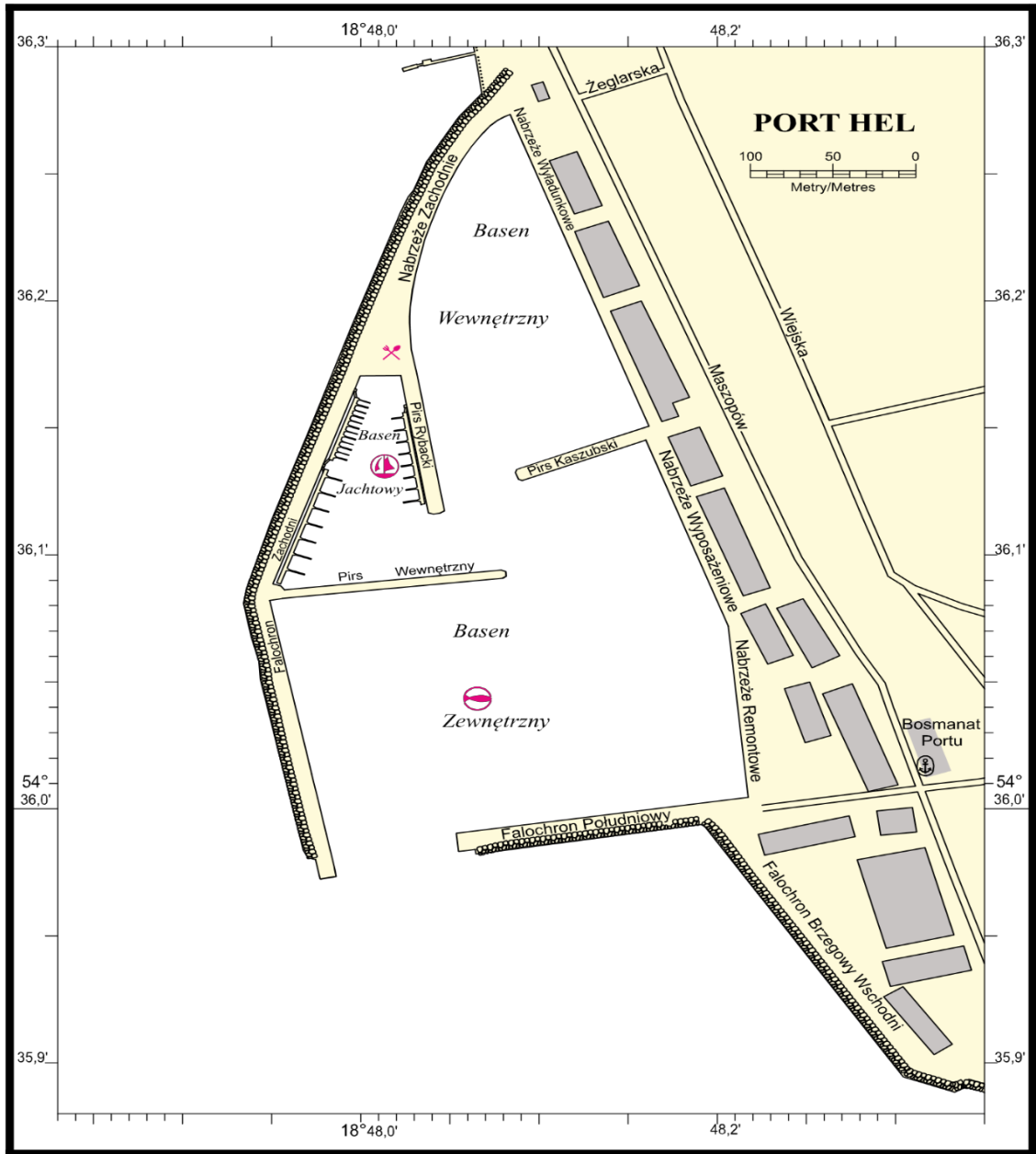


Fig. 13. Plan of the Port of Hel

### 3. GULF OF GDAŃSK

#### 3.189

The **port**, consisted of outer, inner and yacht basins, is available to ships with a draught up to 6 m.

The outer basin with a depth of about 5.0 m and more, with dimensions: length 300 m, width 250 m, is protected by two breakwaters - south and west. The width of the entrance between the heads of the breakwaters is approx. 76 m. The length of the mooring wharf at the south breakwater is approx. 175 m, the depth is 7.0 m. On the east side of the basin there is a 146-metre-long equipment wharf with a minimum depth of 5.0 m and a 126-metre-long repair wharf with a minimum depth of 7.0 m. In the corner of equipment wharf, at the Kaszubski pier there is a shallowing of up to 4.6m.

The yacht and inner basins are separated from the outer basin by the internal, Kaszubski and Rybacki piers. The width of the entrance to the yacht basin - between the head of the Rybacki Pier and the inner pier - is 45 m. The width of the entrance to the inner basin - between the head of the Kaszubski Pier and the Rybacki Pier is 46 m. At the inner pier, from the side of the outer basin, the depths range from 7.0 to 8.0 m. Depths in the inner basin and along the wharves located there are 4.0 to 5.0 m.

The yacht basin (in the west part of the port) is intended for berthing of leisure boats. Berth places are provided on the west side of the Rybacki Pier, at the yacht wharf, floating piers and at the inner pier on the side of the yacht basin. Permission to enter the port is issued each time by the Boatswain's Office of the port.

Passenger vessels moor at the west breakwater in the outer basin. Depths at the wharf range from 4.5 to 5.0 m.

#### 3.190

The **Harbour Master's Office** is located outside the port area at 24 Wiejska Street. Open on weekdays from 07.15 to 15.15. Communication on channel 10, 16 VHF. Phone +48 58 675 06 18, e-mail: [kphel@umgd.gov.pl](mailto:kphel@umgd.gov.pl).

The **Boatswain's Office** of the port, located in the south-east part of the port, between the Remontowe Wharf and the main fairway of the port, is open 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners".

Communication via channel 10, 16 VHF. Phone +48 58 675 06 24, mobile +48 513 794 617.

Authority of the Hel Port is open 24 hours a day. Communication via channel 10, 16 VHF. Phone +48 58 675 08 08, mobile +48 605 727 070.

Details see LNRS.

#### 3.191

**Rescue service.** A rescue ship stationed in the port watches 24 hours a day on channel 16 VHF.

#### 3.192

**Replenishment.** Food, potable water available. Fuel is delivered by road tankers.

#### 3.193

**Medical assistance.** Health care is provided by a district clinic and a hospital.

### FROM THE HEL HEADLAND TO ROZEWIE

#### Coast

##### 3.194

The Hel Peninsula extends along the coasts of Swarzewska Mound for approx. 34 km to the south-east. Its west half is narrow (200–500 m wide), and the east half widens to 3 km. From the sea side, the coast is straightened by the current. A strip of forested dunes stretches along the Hel Peninsula. In the west part, they are low (5–6 m), and from Jastarnia towards the headland they rise and reach a height of up to 23 m. At the widened end of the Peninsula, they form several strips. To the north-west of Władysławowo, the coast gradually rises, becoming steep and cliffy. The highest hill in this section is Jastrzębia Góra (67.8 m).

#### Depth

##### 3.195

The shore shoal is narrow, with a sandy bottom covered with stones and depths of 1.0-5.0 m. Due to the variable depths along the peninsula, it is recommended for ships approaching from the sea to be careful about the under-keel clearance.

#### Navigation obstruction

##### 3.196

After drilling works at the position of 55°25.6'N 18°42.5'E, a pipe protruding 10 m above the bottom has remained.

#### Caution

##### 3.197

Coastal shipping along the peninsula requires (especially during fog) special care. It is dangerous to overly close the shore, with north and north-east winds, due to the risk of being thrown ashore. Between Kuźnica and Władysławowo, the coast is firmed up with groynes extending into the sea for a distance of approx. 50 m; during north and north-east storms, they can be flooded and made invisible.

#### Landmarks

##### 3.198

Conspicuous landmarks during the day are: the towers of Hel and Rozewie Lighthouses; the lattice tower of the former lighthouse Góra Szwedów; churches in Jastarnia and Kuźnica and the high tower of the Fisherman's House in Władysławowo. At night: the lights of Hel, Jastarnia and Rozewie lighthouses.

#### WŁADYSŁAWOWO – 54°48.0'N 18°25.0'E

##### 3.199

A town and a fishing port (Fig. 14) with separate berths for yachts, located at the base of the Hel Peninsula.

##### 3.200

**Ice** which makes it difficult for ships to use the port, can only occur during very long periods of severe frost.

##### 3.201

**Anchorage.** The border of the anchorage is an arc of a circle with a radius of 1 M, drawn from the head of the north breakwater. The smallest depth of 6.0 m is at the south-west edge of the anchorage.



### 3. GULF OF GDAŃSK

#### 3.202

**Pilotage.** The obligation to use the services of a pilot applies to ships of 50 m in length and more. Pilotage takes place from dawn to dusk (after dusk it requires the consent of the Harbour Master). Ships advised to Władysławowo should provide the ETA to the Harbour Master's Office 24 hours before arriving at the roadstead. The request for a pilot is submitted by radio 2 hours before the planned arrival at the port roadstead.

#### 3.203

**Approach.** After passing "WŁA" lighted buoy, steer 260° in Władysławowo leading line. The leading line (dir. 260°) is formed by a beacon on the east breakwater (approx. 150 m from its head) and a mast with a light on the icehouse building. Depths on this section are variable and range from 4.0 m to 6.0 m.

At the head of the north breakwater, turn right and enter the port in the middle between the breakwaters. The fairway width is approx. 60 m. It may be difficult to enter the port during strong winds from north and east. At night, the leading line (dir. 260°) is marked by lights: the lower one on the beacon (the east breakwater), the upper one on the roof of the icehouse building.

#### 3.204

**Caution.** During very strong (above 8°B) and prolonged winds from north or east, entering the port can be dangerous (side wave at the entrance). Due to the constantly changing depths on the approach, entering ships should each time request radio information from the Harbour Master's Office about the current navigation and depth situation. An echo

sounder should be used on the fairway up to entrance. South-east of the port of Władysławowo, a safety zone has been established around the offshore discharge pipeline from the sewage treatment plant in Swarzewo. In this zone, anchoring, fishing and any underwater work are not allowed. The coordinates of the safety zone are included in Ordinance No. 3 of the Director of the Maritime Office in Gdynia of 22 May, 2017

#### 3.205

**Port.** The port is protected by two breakwaters: the east one is 340 m long and the north one is 620 m long. The main and inner entrances are approx. 60 m wide. The permissible draught of cannot exceed 4.0 m. Depths in the port range from 4.0 to 6.0 m.

Berths, piers and platforms have the following lengths (in meters):

- Nabrzeże Postojowe Wschodnie - 185
- Nabrzeże Stoczniowe - 105
- pomost remontowy - 52
- pomost ślipowy (w linii łamanej) - 106.5
- Nabrzeże Pasażerskie - 135
- Nabrzeże Wyładunkowe - 349
- Nabrzeże Paliwowe - 130
- Nabrzeże Jachtowe - 80
- Nabrzeże Duńskie - 185
- Nabrzeże Robocze - 61
- pomost 1 - 101
- pomost 2 - 101
- pomost 3 - 86
- Nabrzeże Postojowe Północne - 300



Pic. 47. Władysławowo - entrance to the port

### 3. GULF OF GDAŃSK

#### 3.206

**Fishing bases.** Fishing boats are based at platforms 1, 2, 3 and occupy part of the Pasażerskie Wharf and the Wyladunkowe Wharf. There is a fish processing plant in the port, which has warehouses, cold storage buildings, an ice factory and a repair shipyard.

#### 3.207

**Yacht berth.** Yachts are moored at the Yacht Wharf and the Postojowe Północne Wharf in the west part of the port. The berthing places are determined by the port operator – Dispatcher of the "Szkuner Service".

Communication via channel 10 VHF.

#### 3.208

**Repairs.** A repair shipyard can carry out repairs and overhauls of smaller ships. The shipyard uses repair and slip platforms. There is a lift on site for vessels up to 30 m long and with a load capacity of up to 220 tons.

#### 3.209

**Port facilities and equipment.** There are storage yards and an 18-ton mobile crane in the port. A slipway for yachts up to 12 m long and 5.6 m wide. Electricity and sewage discharge points are available.

#### 3.210

**Replenishment.** Fuel can be taken from a barge moored at the Duńskie Wharf. Water is available at the Wyladunkowe Wharf.

#### 3.211

**Medical assistance.** Health care is provided by the local health centre. Emergency services and hospitals are located in Puck and Hel.

#### 3.212

**Customs and border clearance.** Customs control is carried out by the Pomeranian Customs and Tax Office in Gdynia. The Border Guard Checkpoint is located in the port in the building at the Wyladunkowe Wharf, open 24 hours a day. Phone +48 58 674 08 Channel 10 VHF.

#### 3.213

**The Harbour Master's Office.** It is located in a building on the west side of the port. Open on weekdays from 07.15 to 15.15. Communication via channel 10 VHF. Phone +48 58 674 04 86, e-mail: [kpwladyslawowo@umgd.gov.pl](mailto:kpwladyslawowo@umgd.gov.pl).

**The Boatswain's Office** of the port is located in a building in the western part of the port. (1 Portowa Street). It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication via channel 10, 16 VHF. Phone +48 58 355 33 56. Details see LNRS.

#### 3.214

**Rescue service.** The coastal rescue station equipped with a vehicle with rescue equipment and a rescue ship stationed in the port monitors the VHF channel 24 hours a day.

**ROZEWIE** – 54°50.0'N 18°20.0'E

#### 3.215

A high (54 m) and steep, wooded cape approx. 4 M north-west of the base of the Hel Peninsula. It ensures a very good echo on the radar screen. There is a lighthouse of the same name on the cape

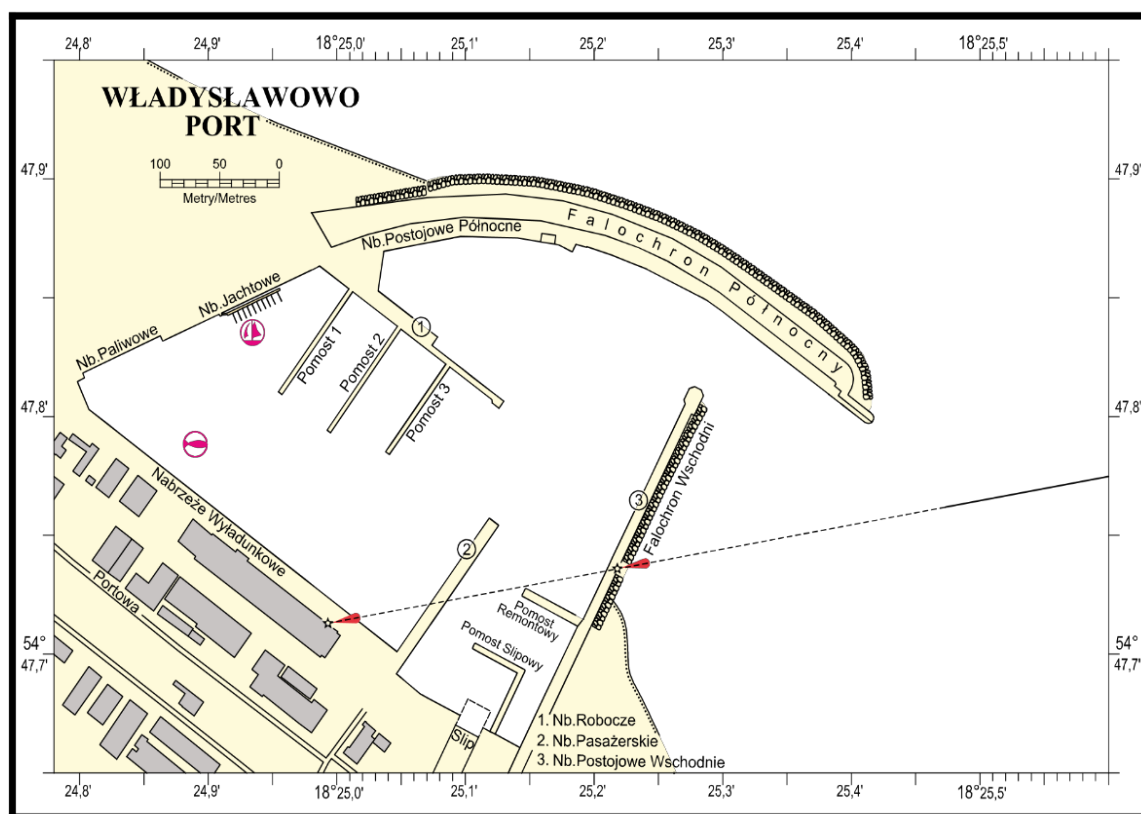


Fig. 14. Plan of the Port of Władysławowo

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

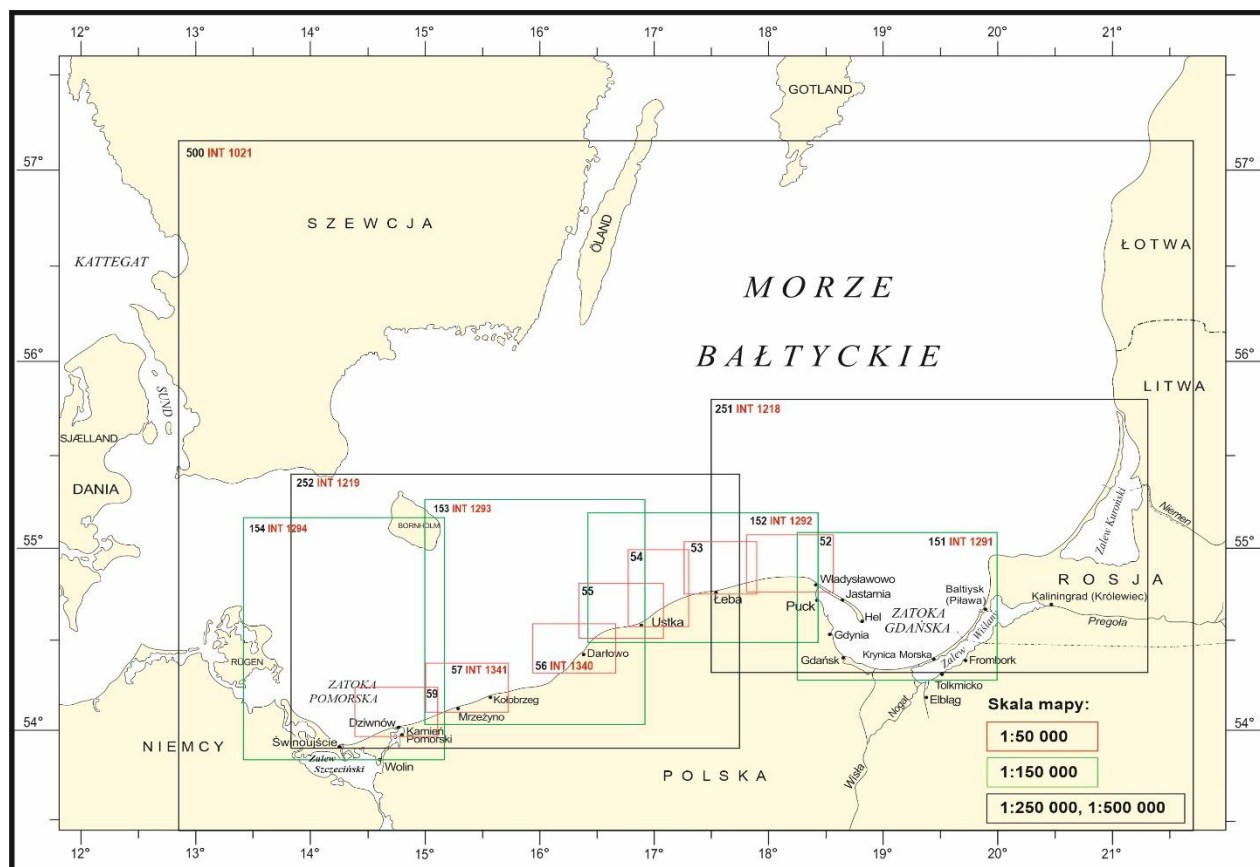


Fig. 15. Polish shore - coverage of HOPN charts

#### FROM ROZEWIE TO JAROSŁAWIEC

##### Coast

##### 4.01

The steep coast at the Rozewie Cape gradually lowers towards the west, turning into a dune coast. Shore lakes: Sarbsko, Łebsko, Gardno and Wicko are separated from the sea by sandy dune spits. Dunes on the Łebska Peninsula (Łącka Góra is the highest, approx. 40 m high) and the white strip of Baranki dunes with Leśna Wydma (approx. 50 m high) to the west of Łebsko Lake are the most characteristic. The highest hill between Łebsko and Gardno lakes is Rowokół (115 m), and from the dunes west of Ustka - Modelska Góra (40 m). The dunes are mostly covered with a pine forest.

Sections of the cliff coast are clearly visible from the sea and occur in the following areas:

1. Cetniewo - Rozewie (height 40-50 m);
2. Rozewie - Jastrzębia Góra (height 30-35 m);
3. Rowy - Ustka (Rowski cliff, short, 4 m high) 5 m;
4. Dębiny - from a dozen to 35 m high, consisting of two several-kilometre long sections;
5. Ustka - 10-15 m high;
6. Jarosławiec (height on the east edge up to 9 m, and on the west edge 24 m; length approx. 1.9 km).

The coastline is almost even with only a small bay indentation between Rowy and Jarosławiec.

##### Current

##### 4.02

A weak surface current has a speed of 0.2-0.5 knots; during winds it reaches 4-5 knots.

##### Ice

##### 4.03

During winter, ice may be present from the second half of December to the beginning of March and is not a major obstacle to shipping. During harsh winters, ice appears at the end of November and can stay until the beginning of April. Navigation during this period can be hindered or interrupted.

##### Depth and ground

##### 4.04

The bottom is usually even. Approaching the coast, the depths decrease evenly, and the isobaths generally run parallel to the coastline. The 10 m depth contour runs in the distance of approx. 12 M from the coast.

Near the coast, the bottom is covered with fine grey or white sand, and further away from the coast - with grey loam and clay. There are pebbles and stones near Rozewie and in the area of Jarosławiec.

##### Banks and shoals

##### 4.05

The shore shoal to the 10 m isobath is very narrow and runs parallel to the coastline.

The Słupska Bank is located at a distance of approx. 14 M north of the estuary of the Słupia River. Parallel extension of the sandbank is approx. 25 M. The depths in the north-west part are 8-10 m, and in the rest of the area they are variable and range from 10-20 m. The shallowest part of the sandbank with a depth of 8.3 m lies at a distance of approx. 25 M north-west of Ustka Lighthouse. The bottom in the central part of the sandbank is covered with fine sand, while in the east and west parts - grey and brown sand of medium granulation, coarse sand, gravel and



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

stones. On the south-east edge of the sandbank, there is a wreck with a depth of 20 m above it.

The **Rowska Bank** - in front of the village of Rowy, has the smallest depth of 4.4 m. The bottom of the sandbank is covered with gravel and stones. There are stones dangerous for navigation lie in the area of position 54°43.00'N 17°04.96'E; the smallest depth above them is 12 m. During fog, poor visibility, a large wave or a strong current, it is a dangerous obstacle also for small units.

##### **Navigation obstructions**

##### **Closed zones**

##### **4.06**

Periodically closed zones for sailing and fishing (S-6, S-6a, S-6b and S-6c). Vessels are requested to exercise particular caution while navigating past the area. See charts and "Notices to Mariners".

##### **Landmarks**

##### **4.07**

The landmarks that are easily visible during the day are: the Rozewie Cape with the lighthouse tower; the observation tower of the Choczewo Forest Inspectorate between the villages of Białogóra and Lubiatowo; dune hill of the Cieszyńska ridge (42.5 m) with Stilo Lighthouse tower; a holiday house (with a tower) approx. 3 km east of the east breakwater and three chimneys (the highest middle one is 40 m) in Łeba; Czołpino Lighthouse tower on a forest dune (the highest of the group of Baranki dunes); Rowokół Mount (115 m); a high forested shore near Dębina (approx. 7.5 M north-east of Ustka); the tower of the church in Gardna (clearly visible from the sea in the 100°-110° sector, but be careful not to mistake it with the tower of the church in Rowy); the church tower, water tower, high factory chimneys and three white towers of the grain elevator in Ustka; Modelska Góra (41 m); Jarosławiec Lighthouse tower on the coast, approx. 20 m high.

##### **Survey equipment**

##### **4.08**

Near the coast (app. pos. 54°48.9'N 17°50.3'E), dolphins with survey equipment are driven into the bottom. Between them, electrical cables are laid.

Passing at a distance of less than 200 m is not allowed

##### **Fishing**

##### **4.09**

Fishing is practiced in the area with the use of drifting nets and longlines. It is necessary to avoid sailing in this area (especially near Rowska Bank) and, if necessary, take special care as to not damage the fishing equipment. The fishing intensity is higher from March to October.

##### **Vessel Traffic Services (VTS Słupska Bank)**

##### **4.10**

In order to increase the level of safety and security of navigation, the efficiency of maritime traffic and the protection of the marine environment, a vessel ship traffic control service (VTS service, Słupska Bank) was established to perform tasks in the field of monitoring ships traffic and providing information. The ship traffic control service, VTS Słupska Bank, is located and operates within the Ustka Harbour Master's Office.

The VTS service conducts listening on channels 16 and 73 VHF and on channel 70 for DSC calls. Working channel 73 VHF, backup channel 67 VHF.

The services work 24 hours a day. The working language of the VTS service is English and Polish. Ships located in the TSS Słupsk Bank area should maintain constant listening on channel 73 VHF. Contact with the VTS service:

- ☐ VHF channels: 73, 67, 16, 70 DSC
- ☐ Calling: VTS Ławica
- ☐ MMSI: 002610500
- ☐ Phone: +48 59 814 48 89; +48 59 814 62 04
- ☐ Fax: +48 59 814 62 04
- ☐ Mob: +48 784 778 876
- ☐ E-mail: [vtslawica@umgdy.gov.pl](mailto:vtslawica@umgdy.gov.pl)

##### **Tasks of the VTS service:**

- ☐ carries out control and management of the traffic of statuses by issuing instructions, recommendations and orders;
- ☐ supervises the compliance of ships with traffic regulations and other applicable regulations on designated passage routes and traffic separation scheme;
- ☐ disseminates navigational, meteorological and hydrological information by radio in accordance with the guidelines of the International Maritime Organization (IMO);
- ☐ issues instructions, recommendations and orders regarding the movement of ships, if the situation requires it, in particular when, in the opinion of the VTS operator, the situation may lead to a threat to the safety of navigation;
- ☐ at the request of the ship, provides information.

##### **Information service:**

The service provided by the VTS in order to ensure that relevant information is available in a timely manner to system users and serves to support the decision-making process on the side of the ship in the field of navigation safety in the VTS area.

1. The information made available on the information service may relate in particular to:
  - ☐ position, intentions, manoeuvres, identification of ships;
  - ☐ area of congestion of ships and conditions on the fairways;
  - ☐ movement of ships posing a threat and limited by their draught;
  - ☐ the recommended route of shipping and the status of waters periodically closed to sailing and fishing;
  - ☐ places and waters where works affecting the safety of navigation are carried out;
  - ☐ closure of basins and ports;
  - ☐ safety and security of navigation;
  - ☐ navigation warnings;
  - ☐ the status of navigation and radio-navigation marks;
  - ☐ weather forecasts, real conditions and hydrometeorological warnings;
  - ☐ ice conditions;
  - ☐ suspend the pilotage service or the VTS service;
  - ☐ changes and additions to the services provided by VTS.
  - ☐ Other factors that may affect the safety and efficiency of navigation.
2. The VTS information service communicates

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

by radio to all ships or, if the situation requires it, through an individual communication method. Details see LNRS.

##### Traffic Separation Scheme

###### 4.11

The TSS Słupska Bank is plotted on all relevant charts.

**ŁEBA** – 54°46.0'N 17°33.0'E

###### 4.12

The town and the fishing port at the estuary of the Łeba River departing from Łebsko Lake. The fishing port and the wharves of general use are located on the east side of the river. On the west side – the area of the former repair shipyard with a slip, a point of sale and collection of fish with repair facilities for small ships. There are also the Border Guard station, the Łeba Marine Rescue Station and the Yacht Port in Łeba.

###### 4.13

**Sea level.** Depending on the directions of the winds, the sea level ranges from 0.2 m below to 0.4 m above average. During storms from the north -

west through the north to the east, the sea level rises, and with winds from the south to the south-west, it decreases. Long-lasting and strong storms can cause a decrease in the sea level by 0.7 m or an increase of over 1.0 m in relation to the average level. With north, north-east and east wind directions, strong waves occur in the port canal with the wave height reaching approx. 1 m, depending on the strength and direction of the wind.

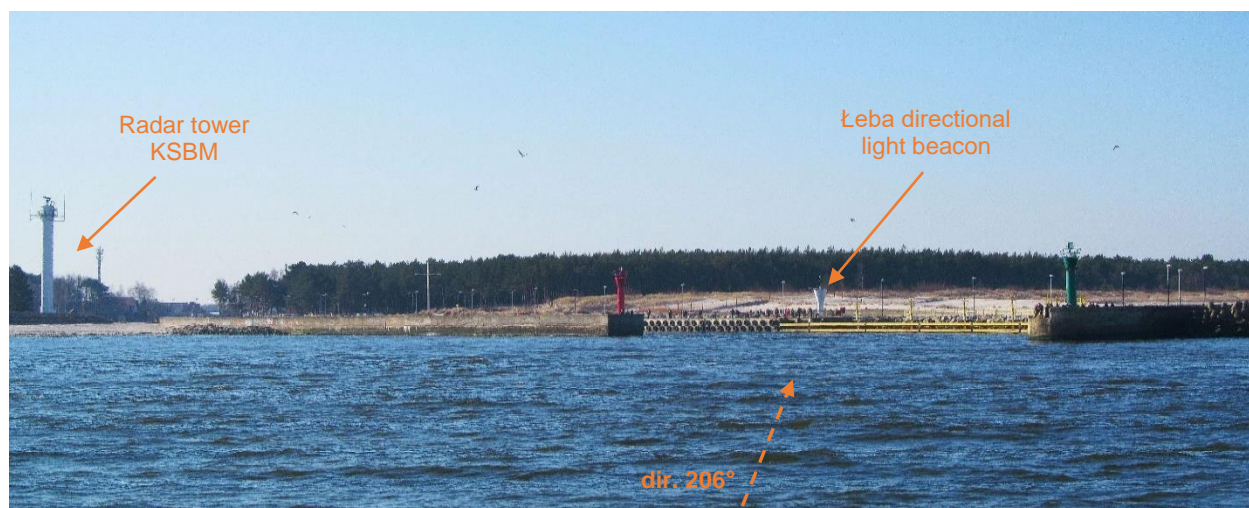
###### 4.14

Shore currents flow towards the east (dominant direction) or west depending on the direction of the blowing wind. The current speed depends on the strength and duration of the wind from one direction and can reach 3 knots.

At the port aquatorium, the direction of the current and its speed depend on the direction and strength of the wind and the water level in Łebsko Lake. Inflowing currents predominate, the speed of which can reach up to 2 knots, and during the spring thaw time can be even greater. The outflowing current (into the lake) is weaker than the inflowing current.



Pic. 48. Łeba - entrance to port (general view)



Pic. 49. Łeba - entrance to the port

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

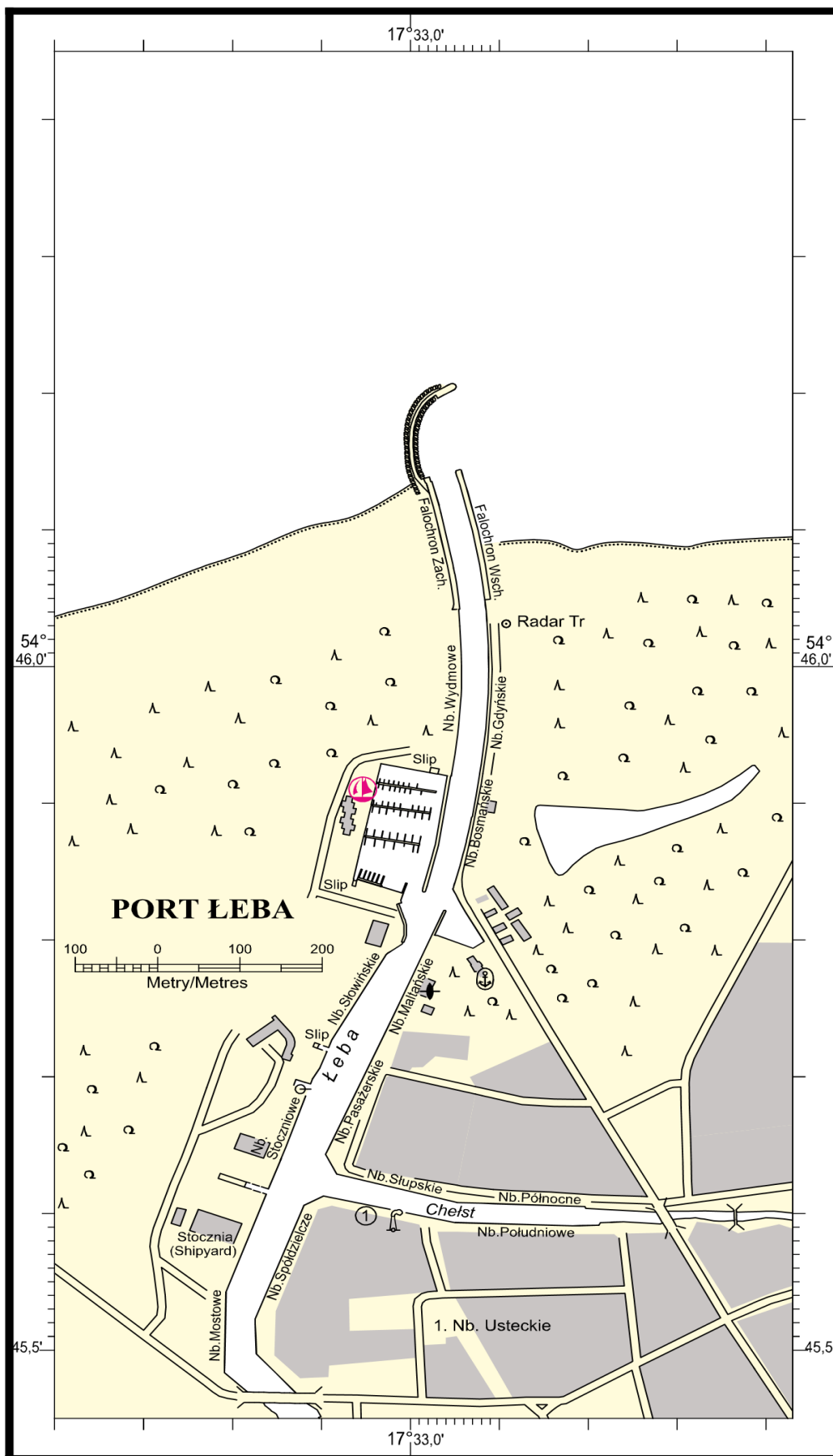


Fig. 16. Plan of the Port of Łeba



## 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

### 4.15

**Ice.** During mild winters, floating ice is generally not an obstacle to sailing steel hull ships. During severe prolonged frosts, the roadstead and the port can be frozen between January and March. During milder winters, ice breaks during the normal movement of ships. There can also be shorter periods of closure of the port to shipping in February, caused by the movement of ice and its compression by wind and waves. Changing the wind direction to the south can cause a sharp improvement in ice formation. In winter, the Maritime Office conducts an anti-ice action, the purpose of which is to maintain the port's patency.

### 4.16

**Roadstead and anchorage.** The port roadstead is an area limited by a circle with a radius of 1.5 M, extending from the green entrance light of the west breakwater. Small ships can anchor west of "ŁEBA" lighted buoy within a radius of 0.5 M from the point of intersection of bearing line: 090° to Stilo Lighthouse and 178° to the central chimney (40 m), marked by light at night (pos. 54°45.39'N 17°33.05'E). The Harbour Master's Office should be notified about anchoring.

**Caution.** There are dangerous underwater thresholds located along the east beach. The shoreline is reinforced at a distance of 350 m from the west breakwater, 200 m from the baseline of the coast at a length of 2300 m. The axis of the underwater thresholds is determined by six special marks (yellow beacon). The area not allowed for sailing, water sport and fishing (Ord. No. 2 of the MOD in Słupsk of 15 July 2016 on ensuring safety in the area of underwater thresholds in Łeba and Ustka).

### 4.17

**Approach.** The landmarks on the approach to Łeba are: Stilo and Czolpino Lighthouse towers, the "NEPTUN" holiday house (the castle) and the white KSBM radar tower. The beginning of the approach is marked with "ŁEBA" lighted buoy placed 1 M north-east of the port entrance and removed for the winter period. Depths at the buoy are approx. 12 m (Pic. 49).

From "ŁEBA" lighted buoy, steer the course 206° so that the white beacon of "ŁEBA" directional light can be seen between the heads of the entrance breakwater. At night, steer from "ŁEBA" lighted buoy in the middle white sector of "ŁEBA" directional light. After approaching the distance of 0.5 cbl. from the breakwater heads, enter the port on the centerline of the port canal. The minimum depths on the approach fairway are 3.5 m.

**Caution.** West winds through north to north-east, from 5°B, cause a high breaker making it difficult to enter the port.

A transverse current in front of the entrance can reach 2–3 knots during strong east to north-east and west to north-west winds. To the east of the port, underwater thresholds with habitat modules were built. This area is excluded from sailing, anchoring, fishing and water sports (location of the area - see charts).

**Recommendations and notices.** Prior to entering the port, ships should obtain information on the navigational situation and current entry depths by radio on VHF. Ships with a draught of more than 2.5 m should coordinate each time they enter or leave the

port with the Harbour Master's Office by radio on channel 12 VHF.

Sailing Ships are not recommended to enter the port under sail at night. In addition, it is not allowed to move on the fairway in the section from the Marina to the turning circle for vessels only under sail.

A ship may not enter or leave the port without permission from the Harbour Master's Office. Furthermore, all manoeuvres in the port should take place with the consent of the Harbour Master's Office.

The intent to enter to the port should be reported to the duty service of the Harbour Master's Office by VHF radio. The duty service work around the clock (H24). The inform about the current depths in the port and roadstead and provide navigational advice.

### 4.18

**Port.** The size of ships entering the port must not exceed 50 m in length. The Harbour Master's Office can, in justified cases, allow ships with a length exceeding 50 m to enter the port. The maximum parameters for ships entering the Port of Łeba are: length 65 m, beam 15 m, draft 3.0 m for fresh water at an average level. The entrance is protected by two breakwaters: the west one, 321 m long, located in the north-east direction, and the east one, 192 m long. The width of the entrance between the breakwater heads is 116 m, the width of the canal between the breakwaters is 31 m.

The depth of the entrance between the breakwaters of 4.0 m, after sanding caused by storms, can decrease even to 2.0 m; in the depths of the port there are depths of approx. 3.5 m.

The roadstead area is the outer port. The internal port is determined by the port entry, the bridge over the Chełst Canal (Kościuszko Street) and the bridge over the Łeba River (Sienkiewicz Street). Under the bridge on the Łeba River, it is possible for ships up to 2.5 m high at average water level to enter the waters of the Słowiński National Park.

Berth conditions inside the port are very good; no waves (except for strong, stormy winds from the north and north-east); the direction and speed of the current are variable. The port is sheltered from the winds, except for the south-western sector.

The total length of the Gospodarczy Basin is 146 m, and the Yacht Basin - 305 m.

Length of port wharves in meters:

- Gdyńskie - 207
- Pomostowe - 73.6
- Bosmańskie - 101
- Maltańskie - 103
- Pirs - 37
- Pasażerskie - 222
- Słupskie - 180
- Północne - 153
- Południowe - 178
- Usteckie - 159
- Spółdzielcze - 308
- Mostowe - 156
- Stoczniowe - 350
- Słowińskie - 157
- Wydmowe - 223.5

Depths at the wharves are 3.5 m. The Wharves: Wydmowe, Mostowe over 80 m have no possibility of anchoring - gabions.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### 4.19

A **turning circle** with a diameter of 50 m and a depth of 3.5 m was designed on the Łeba River at the estuary of the Chełst Canal.

##### 4.20

During the sailing season, passenger ships depart from the wharves on the east side of the port.

##### 4.21

**Fishing base.** Fishing ships moor on the east side of the Port. They are unloaded at the point of First Sale of Fish (the Maritime Fishermen Association), located at the Shipyard Wharf, at the level of the turning circle, on the west side of the Port.

##### 4.22

**Yacht berth.** The place of mooring yachts is a yacht port with full social and living facilities, located on the west side of the port (Fig. 16). The base can accommodate approx. 120 sailing ships of various classes, including sailing yachts up to 18 m and motor yachts up to 24 m in total length.

Łeba Marina - communication via channels 12, 16, 17 VHF. Phone +48 59 866 17 35.

Larger yachts are allowed to berth at the Słowiński Wharf on the west side of the port, after prior arrangement with the Harbour Master's Office. Before entering the port, it is advisable to obtain information about the current depths by radio.

##### 4.23

The **underwater cable** is laid across the canal at the base of the breakwaters, approximately 240 m into

the port from the entrance heads. Cable marking boards are posted on both sides of the fairway.

##### 4.24

**Replenishment.** Provisions, fuel and water are available.

##### 4.25

**Medical assistance.** Medical emergency point at Zawisza Czarny Street is open for 24 hours. Rescue service and hospital are situated in Łębork.

##### 4.26

**Customs and border clearance.** The nearest Customs Office is in Ustka. Border inspections take place on the east side of the port at the Gdynskie Wharf.

##### 4.27

The **Harbour Master's Office** is open from 07.30 to 15.30 on weekdays. Communication via channels 12, 16 VHF. Phone +48 59 866 14 60, +48 59 866 13 12, e-mail: [kpleba@umgd.gov.pl](mailto:kpleba@umgd.gov.pl).

The **Boatswain's Office** of the port is on duty 24 hours a day. Communication via channels 12, 16 VHF. Phone +48 59 866 18 03, +48 59 866 15 30, mob. +48 662 029 209.

Details see LNRS.

##### 4.28

**Rescue service.** Maritime Rescue Station provides a rescue ship in the port and an off-road vehicle for shore operations. The station listens on channels 11 and 16 VHF 24 hours a day. Phone +48 59 866 14 23.



Pic. 50. Rowy - entrance to the port

## 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

### Słowiński National Park

#### 4.29

**Słowiński National Park (SNP).** The area is included in the so-called ESSA Areas (ENVIRONMENTALLY SENSITIVE SEA AREA). It is located between the west side of Łeba and the east side of Rowy. Protected waters include a 2-mile zone of shallow waters along the coast. In these areas, in accordance with Article 15.1 of the Nature Conservation Act of April 16, 2004 (the Journal of Laws of 2022, item 916,1726), it is not allowed to fish and catch other aquatic organisms, except for places designated in the protection plan or protective tasks as well as use motor boats and other motor equipment, practice water and motor sports, ship and sail, except for waters or fairways designated by the director of the national park. A 0.3 M wide sailing fairway from the northern border of the SPN was made available to allow the free movement of sailing and motor ships with safety card or crew not qualifications to navigate at a distance of more than 2 M from the coast (details of the fairway are on the chart). The restrictions in force in the maritime waters of the SPN do not apply to situations in which human life or health is at risk. For the details see charts and official websites of national parks: <https://slowinski.pl>, <https://wolinnp.pl>.

**ROWY** – 54°40.0'N 17°03.0'E

#### 4.30

It is a small fishing port at the estuary of the Łupawa River (flowing from Gardno Lake) and a holiday resort.

#### 4.31

**Sea level.** Strong winds from the west through the north to the north-east increase the sea level by approx. 0.4 m above the average. During prolonged strong storms, the sea level can increase by 0.9 m. Inland winds cause the sea level to decrease by approx. 0.4 m.

#### 4.32

**Currents.** Shore currents, depending on the direction of the wind, flow to the north-east or north-west. Their speed depends on the strength and duration of the wind from one direction and can reach up to 3 knots. The change in the direction of the current in the port also depends on the water level in Lake Gardno, with the predominance of inflowing currents, the speed of which can exceed 2 knots. The inflow current is weaker than the outflow current.

#### 4.33

**Ice.** Due to the fast current, the port canal freezes only during harsh winters. During severe winters, there can be a periodic, short-term blockade of the entrance to the port by ice accumulated in the shore zone, as a result of longer blowing winds from the north sector.

#### 4.34

The **roadstead** the port is the area bounded by a circle with a radius of 0.5 M, led out from the centre of the east breakwater head.

#### 4.35

**Approach.** The landmark when approaching the Rowy port during the day is the white tower of the approach light (Pic. 50). On both sides of the approach fairway, 60 m from the head of the east breakwater towards the sea, there are two unlit dolphins used during dredging works on the fairway; each of them is 30 m from the track axis.

When approaching the port, steer for 0.5 M ahead of the dolphins towards the port entrance so that the white tower of the Rowy approach light is visible in the middle between the heads of the breakwaters. At night, take a course 144° so that the orange approach light is midway between the head lights.

Ships are not recommended to move to the right side of the fairway. The section of the approach from the sea to the dolphins is not deepened, there are natural depths of approx. 2.0 m. Dredging is carried out from the dolphins towards the port entrance. The depth in the centreline of the fairway is 1.5 m.

**Caution.** Due to changes of the direction and speed of the current, as well as variable depths just before entering the port and frequent sanding of the entrance - entering ships should each time request information from the Boatswain's Office about the current navigational situation by radio on VHF (after working hours of the Boatswain's Office call Ustka Harbour Master's Office).

Sailing can take place from sunrise to sunset (this does not apply to units originally based in the port).

Due to the breaker occurring before entry in south-west to west to north winds, it is not recommended to enter the port with a sea state greater than 3, as well as by yachts with only sails.

Pay attention to the signals posted on the mast next to the Boatswain's Office building while the dredger is operating and exercise extreme caution.

To the east of the port, underwater thresholds with habitat modules were built. This area is closed for sailing, anchoring, fishing and water sports.

#### 4.36

**Yacht berth.** The berthing place for yachts assigned by the boatswain of the port. Conditions for berth in the depths of the port are good.

**Warnings for yachts at the entrance.** With south-west, west and north winds, apart from breaking waves, there are billows on the section from the head of the east breakwater to the head of the west breakwater, caused by the collision of the sea current and the waves caused by the fast current of the river. When using outboard motors in the presence of billowing waves, one should consider the possibility of immobilization due to flooding.

#### 4.37

**Port.** The size of ships entering the port of Rowy cannot exceed 15 m in length, 5 m in width and 1.2 m in draught for fresh water at an average level. The maximum parameters for ships entering the port are: 16 m long overall, 5 m wide and 1.4 m draught for fresh water. The boatswain of the port may, in justified cases, depending on the conditions, allow a ship exceeding the aforementioned parameters to enter the port. Entry to the port is possible with wind force up to 5°B and sea state 3. Sailing can take place from sunrise to sunset.

The entrance to the port is protected by two breakwaters. The west breakwater is 24 m longer than the east breakwater. The width of the entrance is 20 m. The port is located at the estuary of the Łupawa River. Reinforced banks of the river form the wharves of the port canal. Depths at the wharves are 1.5 m; in the middle of the canal and on bends, approx. 2.0 m. The length of the berthing wharves at the east bank is approx. 454 m, and at the west bank is approx. 280 m.



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

There is a fishing basin on the west side of the canal. The length of the wharves of this basin is approx. 350 m, the depth is approx. 1.2 m (Fig. 17). There is a boat lift, a fish trade point and a warehouse in the port.

##### 4.38

The **Boatswain's Office** of the port is on duty on weekdays from 07.00 to 15.00. Communication via channels 12 and 16 VHF. Phone +48 59 814 18 28. At other times, information can be obtained from the duty boatswain at the Ustka Harbour Master's Office.

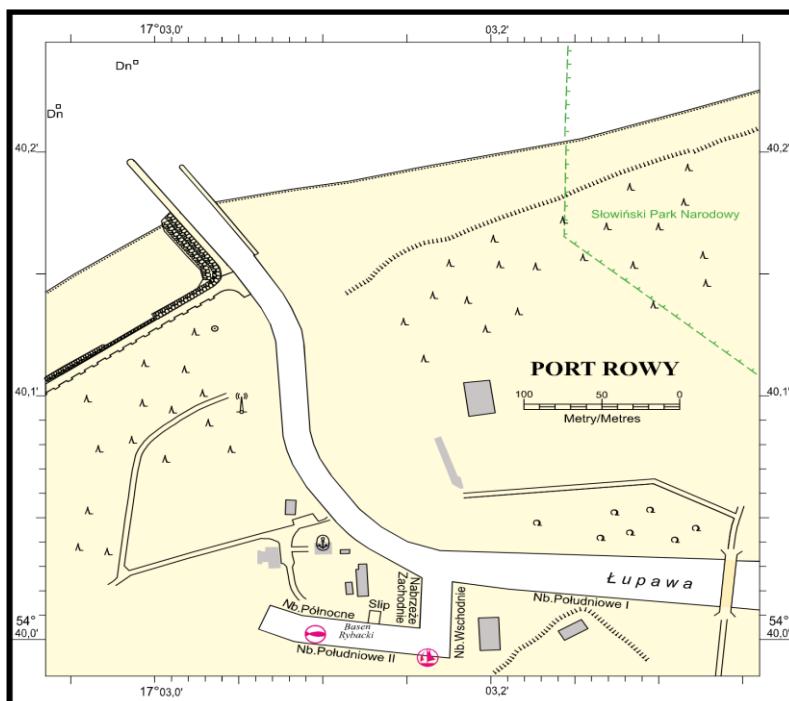


Fig.17. Plan of the Port of Rowy



Pic. 51. Port of Ustka

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

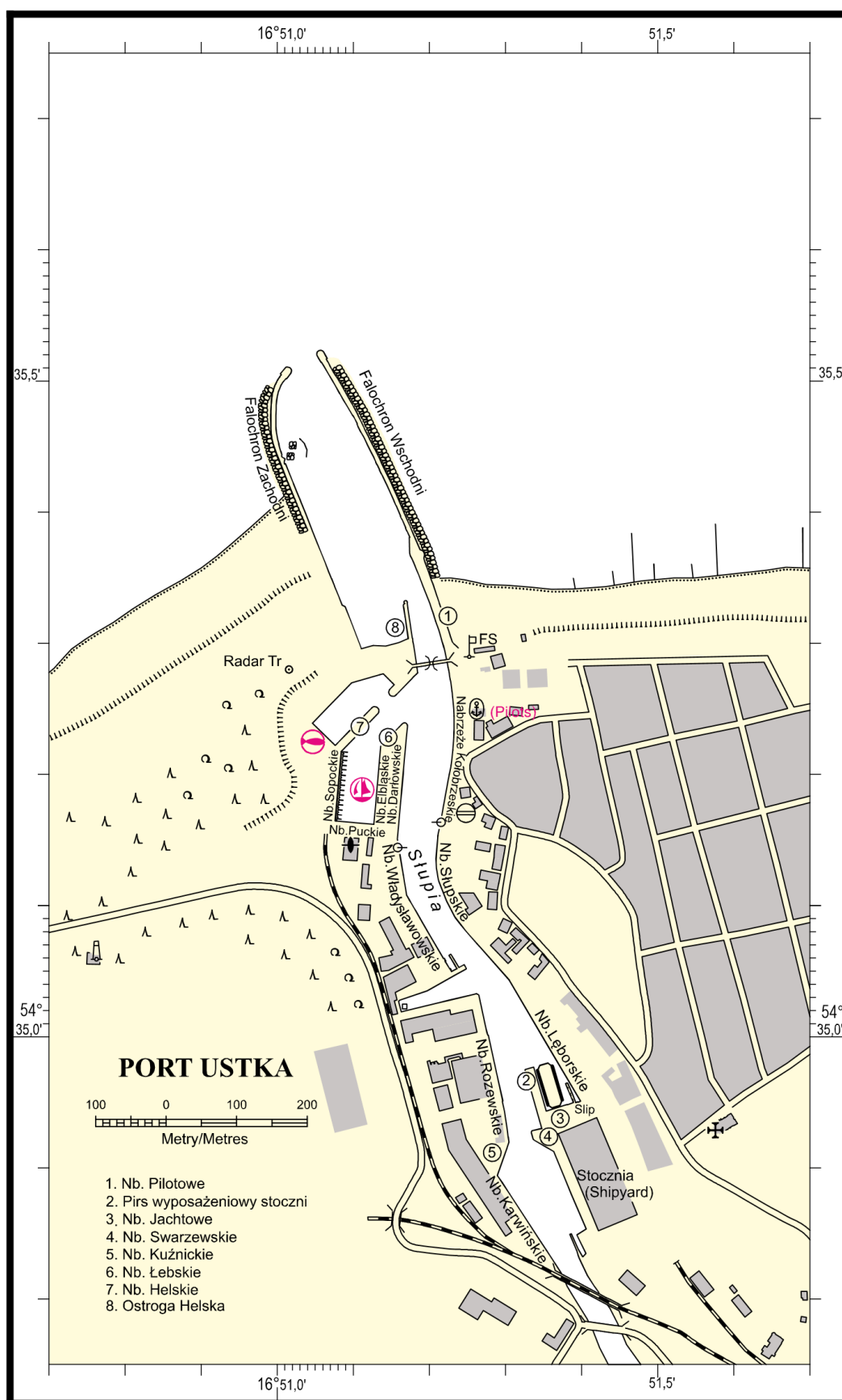


Fig. 18. Plan of the Port of Ustka

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

**USTKA** – 54°35.3'N 16°51.0'E

##### 4.39

The city is a port and a seaside resort at the estuary of the Słupia River.

##### 4.40

**Sea level.** The sea level depends on the strength and duration blowing winds from land or sea. A decrease in the sea level of 25 cm occurs even with weak inland winds. The increase in the sea level is much greater and occurs with stronger winds and storms. The largest fluctuations recorded in the port: below the average level by 82 cm, and above the average level by 153 cm. The greatest differences in the sea level occur in the autumn and winter. The sea level indicator is located at the junction of the Pilotowe and Kołobrzeshire wharves. Information about the sea level can be obtained from the boatswain on duty.

##### 4.41

**Currents.** Depending on the direction of the wind, the currents flow in a north-east or south-west direction. The speed of the current depends on the strength and duration of the wind from one direction. The shore current can reach speeds of up to 3 knots. The current of the river has a speed of approx. 1 knot, and with spring thaws up to 2 knots. When entering the port, the direction and strength of the wind and current should be considered.

##### 4.42

**Ice.** During mild or moderate winters, ice is usually not a hindrance to navigation. During severe winters, ice has a serious impact on navigation and may be present from the second decade of January to the middle of the first decade of March.

In the period of moderate winters, the port can be blocked for several days in February by ice compressed and piled up by the wind. During a very difficult ice situation, navigation in the ice is maintained only during the day.

##### 4.43

**Roadstead and anchorage.** The roadstead of the port is the area limited by a circle with a radius of 1.5 M, drawn from the position of the entrance light of the east breakwater.

The borders of the anchorage are marked on the charts. The anchorage has sandy bottom. During severe storms from the north-west through the north-west to the north-east, it is recommended to keep the main engine on standby. Notify the Harbour Master's Office about anchoring.

##### 4.44

**Pilotage.** Pilotage is obligatory for passenger ships engaged in international voyages, regardless of size, ships of 40 meters in length and more, and for oversized ships. Port pilotage for ships up to 60 meters in length is performed up to wind force 5°B and sea state up to 3. Port pilotage for ships longer than 60 m is performed up to wind force 4°B and sea state up to 2. If the above parameters are exceeded, the Harbour Master decides about the manoeuvres of ships.

The pilotage takes place 24 hours a day. Ships heading to Ustka should provide the ETA 24 hours before arrival at the roadstead. The request for a pilot is submitted by radio 2 hours before the planned arrival at the roadstead or by an agent. Pilot boarding takes place 0.5 M to the north-west of the port entrance (pilot boarding position, s. charts no. 152 and 252); see Port Regulations for details.

##### 4.45

**Approach.** The movement of ships in the waters adjacent to the port and inside the port is regulated by the Harbour Master's Office by the boatswain on duty. The information is transmitted by radio on VHF. The Harbour Master's Office is equipped with a port radar station that serves ships in the roadstead and on the approach to the port.

When approaching the port, steer so that the lighthouse is exactly in the middle between the heads of the breakwaters (course 150°). At night, the light of the lighthouse should be between the head lights (Pic. 51).

**Note.** Entering the port is difficult especially with strong winds blowing perpendicularly to the axis of the approach fairway, during which there is a strong shore current pushing the ship towards the breakwater. There is a high wave on the approach and a breaking wave before entering. For the safety of the ship, stay on the roadstead in case of stormy weather and wait for the conditions to improve. To the east of the port, underwater thresholds with habitat modules were built. In this area sailing, anchoring, fishing and water sports are not allowed (location of the area - see charts).

##### 4.46

**Port.** The width of the entrance is 40.5 m and the depth is 6.0 m. The outer port is limited by two breakwaters with the following lengths: east - 333 m and west - 432 m (Fig. 18).

At the base of the west breakwater there is a ramp and a footbridge. The depth of 5.5 m is maintained in the fairway in the outer port. The entrance from the outer port to the port canal is 28 m wide and 5.5 m deep. The size of ships entering the Port of Ustka cannot exceed 60 m in overall length, 12 m wide and 4.0 m in draught for fresh water at an average level. Under appropriate conditions (sea state up to 2, wind force up to 4°B), the Harbour Master may permit entry to the port for ships with maximum parameters: length 80 m, width 21 m and draught 4.3 m for fresh water at an average level. Between the Pilotowe Wharf and Helska Groyne, there is an oil barrier with a hauling line attached.

Port wharves and basins located on the east and west banks of the river have a length in metres:

• Pilotowe	- 155.5
• Kołobrzeshire	- 301
• Słupskie	- 181
• Lęborskie	- 195.5
• Jachtowe	- 67
• Pirs wyposażeniowy stoczni	- 87
• Swarzewskie	- 78
• Oksywskie	- 120
• Karwińskie	- 166
• Kuźnickie	- 50.5
• Rozewskie	- 215
• Basen Budowlany	- 235.5
• Władysławowskie	- 186
• Darłowskie	- 163
• Łebskie	- 55
• Elbląskie	- 111
• Puckie	- 55
• Sopockie	- 99
• Helskie	- 156



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

- Helska Groyne - 100

##### 4.47

A **turning circle** with a diameter of 67 m and a depth of 5.5 m is available on the beam of the Harbour Master's Office.

##### 4.48

**Pedestrian swing bridge.** The rotating span of the pedestrian bridge, located near the corner of the Helskie Wharf, is opened on the hours for 20 minutes:

- from 1 September to 15 June, from 07.00 to 20.20;
- from 16 June to 30 August from 07.00 to 01.20.

Ships traffic regulation - light signals:

1. "Open passage" - two green fixed lights, placed in a horizontal line. Until the signal of open passage is received, a ship should not approach the bridge at a distance of less than 50 m. When passing the bridge, one-way traffic applies. With wind force above 5°B, the bridge can be temporarily out of operation;
2. "Closed passage" - two red fixed lights, placed in a horizontal line;
3. "It is not possible to open the passage" - two red pulsating lights placed in a horizontal line.
4. The bridge signal lights are located on both sides of the swing bridge:
  - a. for ships entering the port - on the west side of the port canal in the middle of the Helska Ostroga;
  - b. for ships leaving the port – on the east side of the port canal, on the Kołobrzeshire Wharf, at the level of the lighthouse.

**Note.** The vertical clearance for the close bridge is 2.15 m. Information on opening and closing the swing bridge is available at the Boatswain's Office of the port on channel 12 VHF.

##### 4.49

The **passenger port** with a sea border crossing, open in the summer season, is located at the Kołobrzeshire Wharf.

##### 4.50

**Fishing bases.** On the west side, on the Rozewskie Wharf, there is the fish market, which has warehouses, cold storage buildings and an ice factory. In the Górnicy and Rybacki basins, boats of individual shipowners are based.

##### 4.51

**Yacht berth.** Yachts moor at the Kołobrzeshire and Słupskim Wharves, and in the seasonal marina (floating piers) at the Sopockim Wharf.

##### 4.52

**Shipyard.** Shipbuilding company is located on the east side of the port. It utilises the equipment pier and wharves: Swarzewo, Oksywski and Yacht.

##### 4.53

**Repair.** Minor repairs to the ship's main engines, auxiliary devices and equipment can be carried out at the shipyard.

##### 4.54

**Repair and adjustment of navigational devices.** Repairs and adjustments of electronic devices are performed only by the company service.

##### 4.55

The **deviation dolphin** is located in the outer port. Determination and compensation of deviation at the dolphin can be performed by units up to 26 m long.

##### 4.56

**Port facilities and equipment.** The port does not operate a device for receiving oily water from ships. The Port Authority in Ustka is obliged to collect ship-generated waste.

##### 4.57

**Facilities.** It is possible to use port area as storage yards.

##### 4.58

**Replenishment.** Provisions, fuel and water available.

##### 4.59

**Medical assistance.** There are a hospital, medical clinics, an ambulance and a Port Sanitary and Epidemiological Point in the city.

##### 4.60

**Customs clearance.** Customs Office in Słupsk.

##### 4.61

The **Harbour Master's Office** is open from 07.30 to 15.30 on weekdays. Phone +48 59 814 44 30, email: [kpustka@umgdy.gov.pl](mailto:kpustka@umgdy.gov.pl).

The **Boatswain's Office** of the port is on duty 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners".

Communication via channels 12, 16 VHF.

Phone +48 59 814 45 33, mob. +48 660 477 563.

Details see LNRS.

##### 4.62

**Rescue service.** The shore rescue station is equipped with an off-road vehicle with rescue equipment. A rescue ship is constantly stationed in the port. The station and the rescue ship maintain a 24-hour listening on channels 11 and 16 VHF. You can also contact them through the Harbour Master's Office or by phone: +48 59 814 45 51, mob. +48 505 050 979.

#### FROM JAROSŁAWIEC TO DZIWNA STRAIT

##### Coast

##### 4.63

At Jarosławiec, there is a sharp turn of the coastline towards the south-west. The steep cliff shore begins to descend and passes into duned spits separating from the sea the lakes: Kopań, Bukowo and Jamno. Going west of Mielno, the coastline is aligned levelled as far as the Dziwna Strait. The low dunes are forested in some places and fall steeply towards the beach. Barzowicka Mountain (72 m) is easily visible from the sea. At some points, the following areas of the shoreline distinguished from the sea. These are:

1. Jarosławiec – west edge (height 24 m);
2. Sarbinowo – Kołobrzeg (height up to 10 m; made up of several short sections);
3. near Ustroń Morski (heights close to 10 m; together with the Sarbinowski cliff, the total length of sections is 8.5 km);
4. Niechorze – Dziwnówek (total length of 18.1 km; average height 10 m).

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

In the area of Jarosławiec and between Sarbinów and Gąski, the coast is protected by pile groynes, extending perpendicularly from the beach.

##### Depth and ground

###### 4.64

The seabed is mostly even between Jarosławiec and the Dziwna Strait. Approaching the coast, the depths decrease gradually, and the isobaths run parallelly to the coastline. The 10 m isobath usually runs at a distance of approx. 1 M from the coast, only between Kołobrzeg and Mrzeżyno it extends to approx. 3.5 M. In front of Mrzeżyno, there are numerous small sandbanks with depths of less than 9.0 m. Near the coast, the seabed is covered with fine grey or white sand, followed by fine grey sand, grey clay and loam. In the area of Gąski and Niechorze, there are pebbles and stones.

##### Ice

###### 4.65

During mild and moderate winters, the ice phenomena that occur do not have a major impact on navigation. During harsh winters, ice may appear in November and can bear until March. Navigation during this period can be hindered.

##### Navigation Obstructions.

##### Closed and hazardous zones

###### 4.66

In addition to the already located wrecks and underwater obstructions, there can be others, undetected or not plotted on the charts. Periodically closed zones for shipping and fishing (S-12 and S-13) are established west of Kołobrzeg.

The area with a ban on anchoring and fishing is located north of Kołobrzeg.

##### Landmarks

###### 4.67

Conspicuous day-time landmarks are: Jarosławiec Lighthouse tower; Wysoka Kępa – a characteristic, elevated and forested shore south-west of Jarosławiec; Barzowicka Mount (72 m) approx. 4 M south-west of Jarosławiec; churches in Rusinów and Cisów with soaring towers; the tower of the church in Darłowo; Krzyżanka Mount (136 m) approx. 14 M south-west of Darłowo (visible from a distance of approx. 2 M); the tower of the church in Sarbinowo; Gąski Lighthouse tower. On the approach to Kołobrzeg: Kołobrzeg Lighthouse tower, the tower of the cathedral, grain granaries, the building of the "New Skanpol" hotel, the Monument of the Marriage of Poland with the Sea, the tall white building of the "Bałtyk" hotel - visible against the background of the walking pier. In addition, the towers of churches in the towns of Korzystno and Mrzeżyno, Sowia Mount (35 m) and the tower of Niechorze Lighthouse are also visible.

##### Fishing

###### 4.68

Along the coastline fishing is practiced using drifting nets and longlines. Fishing gear is generally

marked with white lighted floats or flags. It is necessary to avoid sailing in this area and, if necessary, take special care not to damage the placed fishing equipment. The fishing intensity is the highest from March to October.

**DARŁOWO** – 54°26.4'N 16°22.8'E

###### 4.69

The town and the fishing and trade port in the estuary of the Wieprza River.

###### 4.70

**Sea level.** Sea levels depend on the wind blowing either from land or sea. The highest sea levels occur in winds from the north – west and lowest in winds from east and south – east directions. Long-lasting strong storms from one direction cause extreme sea levels in the port. The biggest differences in relation to average sea level occur in the autumn-winter season. Information on the sea level can be obtained throughout the day from the boatswain on duty by phone or by radio (VHF). The sea level indicator is located at the Pilotowym Wharf.

###### 4.71

**Currents.** The shore current flows perpendicular to the port entrance and, depending on the wind, has a north-east or south-west direction. The fastest speeds of 2–3 knots are achieved during stormy winds blowing parallel to the coast. With south or south-east winds, the shore current is very weak. During this period, current of the Wieprza River dominates, which, especially during spring thaws, reaches a speed of up to 3.8 knots.

###### 4.72

**Ice.** During mild and moderate winters, ice covering does not have a major impact on the navigation of steel hull units. Most often, the port is frozen and periodically blocked by ice during harsh winters for a period of approx. 2 weeks.

The intensification of ice phenomena, which constitute a hindrance to navigation, occurs mostly in February and the first decade of March. The main factor causing the complete blockage of the port are unfavourable wind directions. Going perpendicular to the coast, they cover and accumulate ice in the shore zone and in the entrance to the port. During a very difficult ice situation, navigation in the ice is maintained only during the day.

###### 4.73

**Roadstead and anchorage.** The roadstead is an area limited by a circle with a radius of 1.5 M, drawn from the position of the entrance red light on the east breakwater.

The borders of the anchorages are marked on the charts. During very strong storms from the south-west through the west to the north, it is advised to keep the main propulsion on standby. Anchoring should be reported to the Harbour Master's Office (VHF).

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

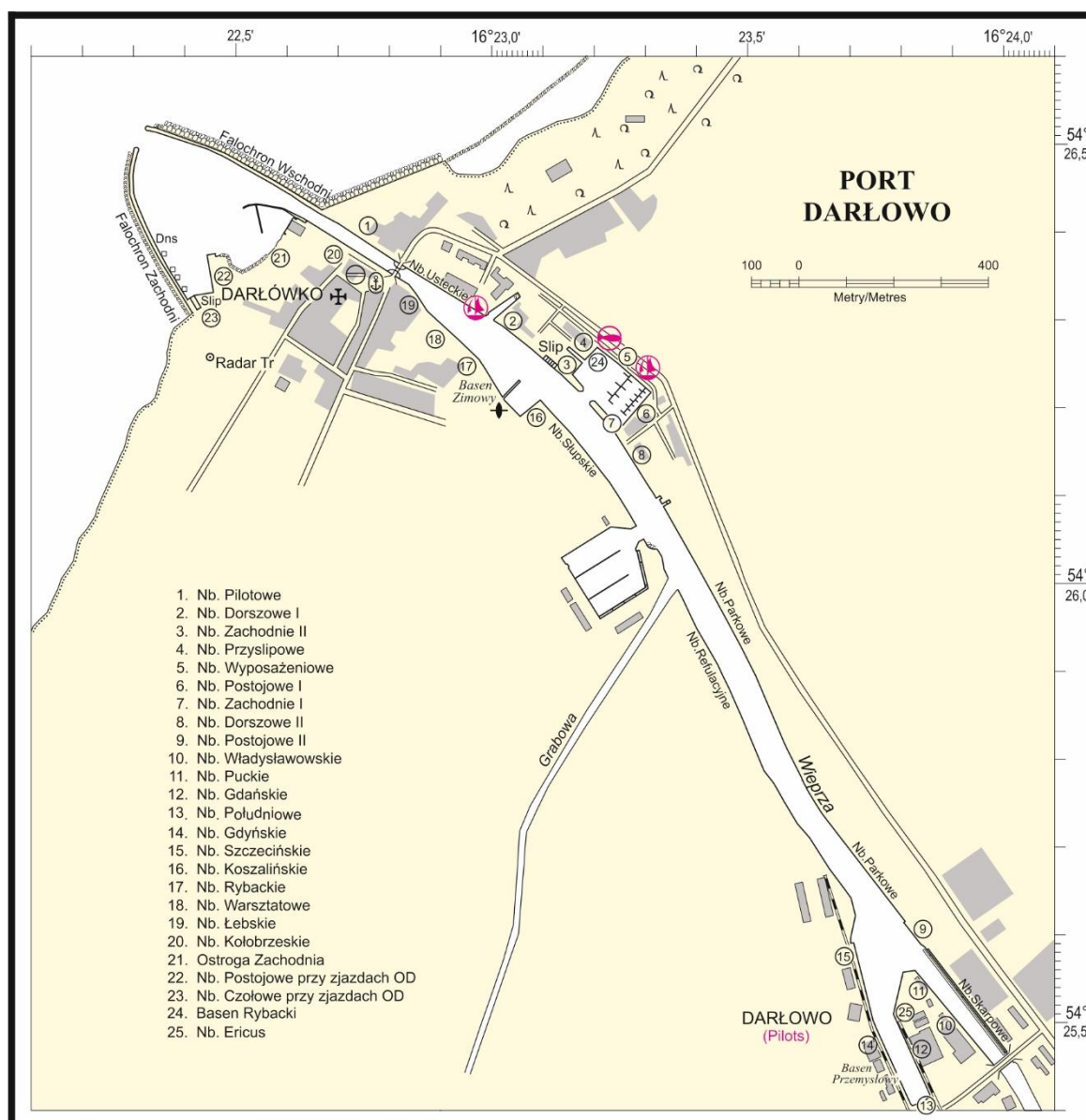


Fig. 19. Plan of the Port of Darłowo

##### 4.74

**Pilotage.** Pilotage is mandatory for ships with a length of 40 m or more. Pilotage for ships with a length of up to 75 m and draught of 4.0 m is carried out up to a wind force of 6° B and a sea state of 3. The pilot's boarding takes place at a distance of 1 M from the entrance to the port. The request for a pilot is submitted by radio from the sea 6 hours before the planned arrival at the roadstead. Contact to the pilot station:

phone: +48 739 909 762,  
e-mail: [stacja.pildar@gmail.com](mailto:stacja.pildar@gmail.com)  
or channel 12 VHF.

If weather conditions do not allow the pilot to be accepted on the roadstead, with the permission of the Harbour Master's Office, pilotage can be carried out from the pilot unit (details: Port Regulations).

##### 4.75

**Approach.** The landmarks at the approach to Darłowo are: the tower of Darłowo Lighthouse and a six-storey apartment building on the west side of the canal (Pic. 52). Steer towards the entrance to the port so that Darłowo Lighthouse is visible in the middle between the breakwater heads. At night, keep the white light of the lighthouse between the breakwater headlights. On the fairway, one-way traffic applies to all units with a length of more than 15 m. It is not allowed to move on the fairway on the section from the Boatswain's Office of the port to the turning circle for units only sail under.

The natural depth of up to 8.0 m on the approach is maintained up to approx. 50 m from the entrance to the port. The further section of the fairway towards the entrance is periodically deepened.



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

The entrance to the port is difficult with winds above 6°B and large waves from the south-west to the north-east, and dangerous during storm. Storms from the south-west through the west to the north-east cause a high wave hindering the entrance to the port. In such situations, it is recommended to wait for the weather to improve outside the port. With the winds blowing parallel to the coastline, the current flows perpendicular to the fairway.

**Notes.** At a distance of approx. 600 m from the entrance, there is a sliding bridge. Each opening should be coordinated by radio (channel 12 VHF) with the Harbour Master's Office and the bridge operator.

The port canal between Darłówek and Darłowo has a width of approx. 45 m; the average width of the bottom at a depth of 5.5 m is approx. 23 m. In the basin of the estuary of the Grabowa River to the canal, shallowing can occur.

The ship's speed in port waters cannot exceed 5 knots, unless greater speed is justified by reasons of navigation safety.

The duty service of the Harbour Master's Office provides advice.

##### 4.76

The **port** is made up of the outer port, port of Darłówek and the port basins in Darłowo (Fig. 19). Units with a length of up to 75 m and draught of up to 4.0 m can enter the port. The maximum ship parameters for the Darłowo port are: length 90 m, draft 4.0 m. Increased draught at designated wharves is allowed: Gdańsk, Szczecin, Gdynia – 4.2 m; Dorszowe II – 4.5 m. The outer port is protected by breakwater with lengths: eastern – 436 m and western – 484 m. The width of the entrance between the breakwater heads is 38 m. Depth at the entrance is deepened to 7.0 m; in the outer port in the area adjacent to the fairway it is 6.0 m; in the remaining outer port – from 4.0 to 5.0 m. The width between the entrance and the canal is 25 m.

The port wharves are of the following lengths in metres:

• Pilotowe	- 189
• Usteckie	- 211
• Wopowskie	- 83
• Dorszowe I	- 240
• Zachodnie II	- 31
• Przyslipowe	- 70
• Wyposażeniowe	- 147
• Postojowe I	- 100
• Zachodnie I	- 79
• Dorszowe II	- 297
• Skarpowe	- 297
• Parkowe	- 1036
• Postojowe II	- 68
• Władysławowskie	- 265
• Puckie	- 25
• Ericus	- 67
• Gdańskie	- 190
• Południowe	- 45
• Gdyńskie	- 194
• Szczecińskie	- 179
• Refulacyjne	- 1092

• Słupskie I and II	- 128
• Koszalińskie	- 55
• Pomost Rybacki	- 51
• Rybackie	- 141
• Warsztatowe	- 135
• Łebskie	- 129
• Kołobrzeskie	- 207
• Ostroga Zachodnia	- 203
• Postojowe	- 98
• Czołowe	- 57

##### 4.77

The **turning circle** with a diameter of 110 m and a depth of 5.5 m is located in the branch of the canal and the entrance to the Przemysłowy Basin. It is not allowed to use the turning circle with a wind force above 7°B.

##### 4.78

**Berth conditions.** Berthing in the Darłowo port canal with strong south-west winds across the west to the north-west is difficult, and dangerous for smaller units.

##### 4.79

The passenger marina at the Łebskie and Pilotowe wharves is open in summer from 1 May to 30 September.

##### 4.80

**Fishing bases.** Fishing boats of individual shipowners are based at the wharves: Warsztatowe and Skarpowe.

##### 4.81

**Yacht berth.** Berthing is possible in the Rybacki Basin at the Wyposażeniowym Wharf and Postojowym I Wharf. The Marina has 80 berths with technical and sanitary facilities.

##### 4.82

The **drawbridge** at a distance of 600m from the entrance to the port is open 24/7, opened on full hours and at the request of the Harbour Master's Office. When passing under the bridge, one-way traffic applies.

Each crossing of the bridge should be reported and agreed with the bridge staff by radio channel 12 VHF or by phone (mobile +48 943 142 976). In the absence of VHF and the possibility of telephone contact, the ship can give, at a distance of approx. 500 m, a signal repeated as necessary: two short, one long and one short beep (●●—●).

Ships Traffic Regulation Light Signals:

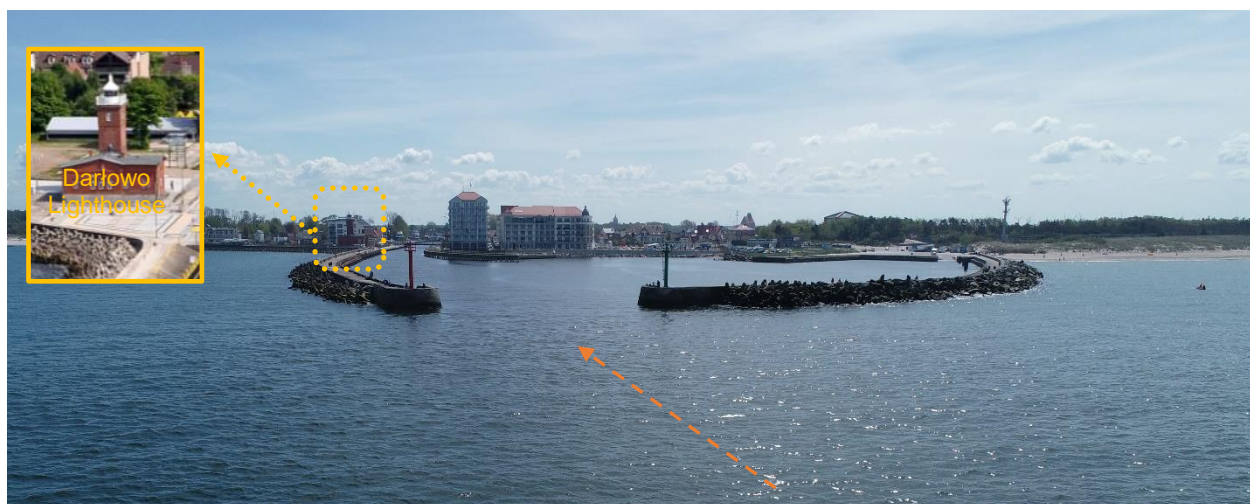
- ☐ "Open entrance" - two green fixed lights, placed in a horizontal line;
- ☐ "Closed passage" - two red fixed lights, placed in a horizontal line;
- ☐ "It is not possible to open the passage" - two red pulsating lights placed in a horizontal line.

**Note:** Until receiving the signal of open passage, the ship should not approach the bridge at a distance of less than 50 m. Simultaneous passing by ships going in the same or opposite direction is not allowed.

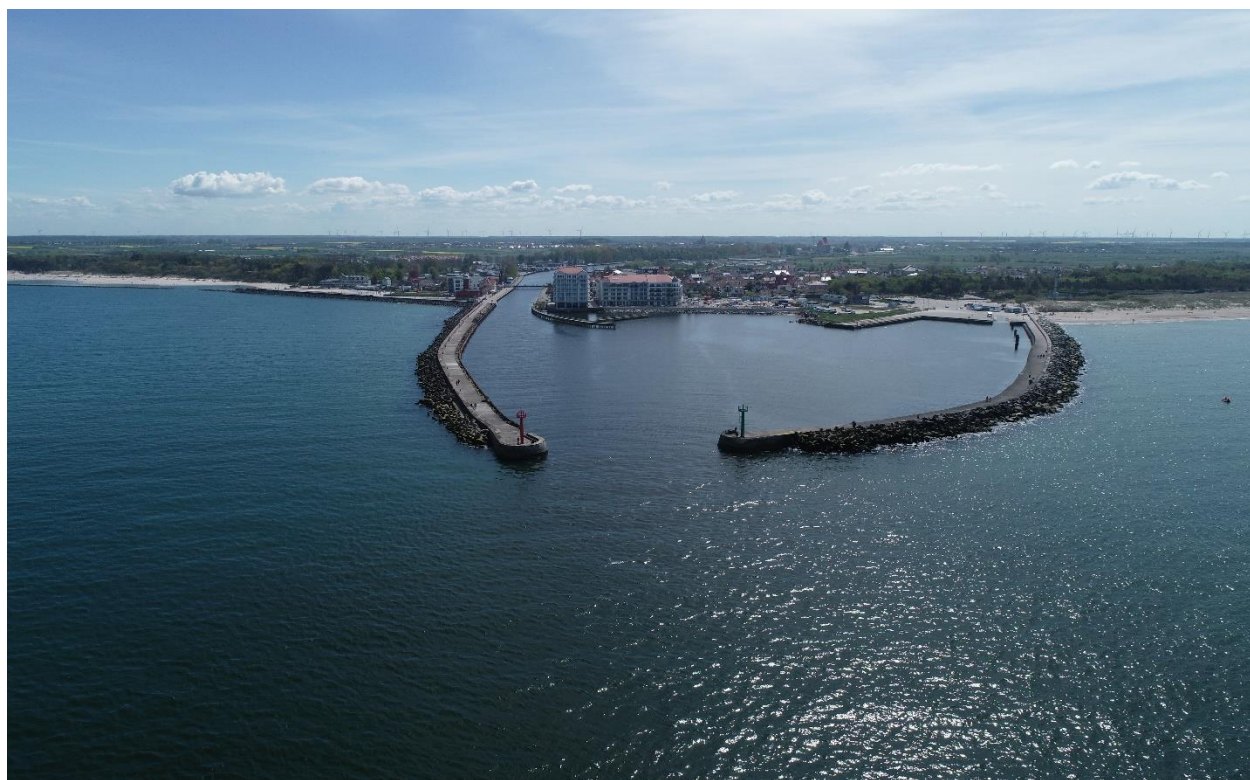
##### 4.83

**Underwater cables** marked with warning boards are laid between the east breakwater and the internal breakwater and from the Zimowy Basin in a north-east direction.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY



Pic. 52. Darłowo – approach to the port



Pic. 53. Darłowo - general view

##### 4.84

**Port facilities and equipment.** The port is equipped with wheeled cranes. The collection of oily waters takes place at the Dorszowym II Wharf and the Słupskim Wharf. Contact to the Darłowo Port Authority +48 94 314 51 85.

##### 4.85

**Facilities.** Warehouses, cold storage buildings and an ice factory used exclusively by fish processing are located in Darłówek. Storage yards and elevators are also located in Darłowo along the Przemysłowy Basin. The ice factory is located at the Słupskim Wharf.

##### 4.86

**Repair and adjustment of navigational devices.** There is a possibility of repairing electronic devices, to be arranged by the ship service.

##### 4.87

**Repairs** of small units, hulls, main engines, auxiliary devices can be provided by shipyards, located in the port area.

##### 4.88

**Replenishment.** Potable water is available at the wharves: Pilotowe, Warsztatowe, Postojowe and at the OD exits. It is allowed to refuel directly from tanker truck at the wharves: Dorszowe II, Dorszowe and Słupskie.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### 4.89

**Medical assistance.** The port can provide medical clinics with ambulances. The State Sanitary-Epidemiological Station is available.

##### 4.90

**Customs clearance.** The customs department in Koszalin. Phone +48 94 341 61 03.

##### 4.91

The **Harbour Master's Office** is open on weekdays from 07.30 to 15.30. Communication via VHF - channels 12, 16. Phone +48 94 340 68 20.

The **Boatswain's Office** of the port is on duty 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication via channel 12, 16 VHF. Phone +48 94 340 68 40. Details see LNRS.

##### 4.92

**Rescue service.** The Maritime Rescue Station: phone +48 94 314 28 32 is equipped with an off-road vehicle with rescue equipment. A rescue ship is constantly stationed in the port: phone +48 94 314 28 32. The station and the rescue ship maintain a 24-hour watch on channels 11, 16 VHF. One can also contact them through the Harbour Master's Office or the Boatswain's Office of the port: phone: +48 94 340 68 20, +48 94 340 68 40.

**KOŁOBRZEG** – 54°11.2'N 15°33.2'E

##### 4.93

A city and a port for commercial, fishing and yacht use at the estuary of the Parsęta River.

##### 4.94

**Sea level.** Sea levels depend on the strength of long lasting winds, either landward or seaward. A decrease of the sea level of 25 cm occurs even with weak landward winds. The increase can be much greater and occurs with strong, long-lasting winds and storms. The largest fluctuations recorded in the port are 104 cm below the average level and 129 cm above the average level. Extreme high levels can occur in the months of November-January; low February-March.

Information on sea levels can be obtained throughout the day from the duty service of the Harbour Master's Office on VHF or by phone. The sea level indicator is located near the observation point.

##### 4.95

**Currents.** The direction of the shore current depends on the wind direction. During north-east winds, there is a current in the south-west direction. During long-lasting storms, the current can reach a speed of 3 knots. In the port, the current flows with a variable speed of 0.5 to 1 knot (extremely up to 3 knots after long-lasting rains and strong landward winds). When entering the port, remember about the current flowing transversely to the ship's course. It is not recommended to enter the port during landward storm.

##### 4.96

**Ice.** Ice phenomena in the port begin to occur in January; during the early and very harsh winters, in

the third decade of December. Ice covering in the port usually does not prevent steel ships from sailing. During harsh winters, ice covering of varying severity can last until March. Drifting ice piled on the shore during harsh winters can cause periodic blocking of the port entrance for approx. 10 days. The winds from the south-west and north-east direction have the greatest impact on the drift of ice, and the west wind through the north-west to the north has the greatest impact on the accumulation in the shore zone. During the period of intensification of ice phenomena, good navigational conditions are maintained in the port area and on the approach.

Contact the Harbour Master's Office on VHF throughout the day or by phone to obtain information about ice covering and report the need for icebreaker assistance. During a very difficult ice situation, navigation in the ice is maintained only during the day.

##### 4.97

**Roadstead and anchorage.** The roadstead of the port is area limited by a circle with a radius of 1.5 M, drawn from the position of the red light on the east breakwater. The roadstead and anchorage are not marked; they are protected from waving during south storms.

It is allowed to anchor at a depth of 12–14 m at the bearing of 133° to Kołobrzeg Lighthouse, at a distance of approx. 3 M from the head of the east breakwater.

During very strong storms from the south-west through the north to the north-east, keep the machinery ready to use on short notice. Anchoring should be reported to the Harbour Master's Office of the port on VHF.

##### 4.98

**Underwater thresholds.** In the area limited by positions:

54°11.221'N 015°33.836'E  
54°11.267'N 015°33.882'E  
54°11.255'N 015°34.329'E  
54°11.258'N 015°34.749'E  
54°11.299'N 015°35.159'E  
54°11.356'N 015°35.503'E  
54°11.417'N 015°35.971'E  
54°11.426'N 015°36.043'E  
54°11.485'N 015°36.298'E  
54°11.517'N 015°36.459'E  
54°11.469'N 015°36.514'E

submerged stone thresholds were built along the coastline. In the aforementioned area, it is not allowed to sail, anchor, fish and practice water sports. Exercise extreme caution when approaching the designated area.

##### 4.99

**Pilotage.** Pilotage in the port of Kołobrzeg is mandatory for passenger vessels engaged in international communication, regardless of their length, and for other ships with a length of more than 50 m. Port pilotage for ships up to 85 m in length is performed up to the wind force of 6° B and the sea state up to 4. Port pilotage for ships longer than 85 m is performed up to the wind force of 5° B and the sea



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

state up to 3. If, due to hydrometeorological conditions, pilotage is suspended, outgoing ships are notified by the agent (see the Port Regulations for details). The demand for the pilot should be submitted by the agent. The acceptance of the pilot takes place approx. 1 M from the entrance to the port near "KOŁ" buoy (position of acceptance of the pilot, charts no. 57, 153, 252).

##### 4.100

**Approach.** The initial point of approach to the port is "KOŁ" lighted buoy (removable without a replacement for the winter period from November to March), and in the absence of "KOŁ" buoy, a point 1 M away from the head of the east breakwater in a bearing of 130°. After passing the buoy, steer the course of approx. 130°, heading for the middle of the entrance between the east and west heads (Pic. 54). Enter the port at a speed that ensures the steerability of the ship.

Danger for ships occurs at the entrance between the breakwater heads due to the currents present. During north-east winds, there is a current in the south-west direction. During long-lasting storms, the current can reach a speed of 3 knots. In the port, there is outward current with a variable speed from 0.5 to 1 knot. In the case of winds from the west or east directions, there are transverse currents at the entrance to the port, the speed of which depends on the wind force.

On the approach fairway there are natural depths of 8.0 m, and on the last section of the fairway near the heads, there is a 60 m wide trough (between the heads) deepened to 8.0 m, narrowing to 55.5 m. It is not allowed for the passengers to stay on ships moored at wharves adjacent to the fairway during exit or entry manoeuvres of ships over 85 m long. It is not allowed to move on the fairway on the section from the Boatswain's Office of the port to the turning circle for units under sail only.

Information on the movement of ships can be obtained in the Boatswain's Office of the port at the base of the east breakwater. Traffic regulation within the roadstead and port area is carried out around the clock: by radio on channels 12 and 16 VHF; phone/fax +48 94 352 27 99.

##### 4.101

The **port** is protected by two breakwaters of lengths: east - 513 m and west - 452 m (Fig. 20). The width of the entrance to the port, between the heads, is 80 m, at the narrowest point (at the base of the breakwaters, at entrance to the Sportowy Basin) - 48 m. The size of ships entering the port of Kołobrzeg cannot exceed 90 m in length, 12 m in width and 5.0 m in draught for fresh water at an average level. Ships over 90 m long, 12 m wide and 5.0 m draught for fresh water at an average level require a written permission from the Harbour Master's Office to enter the port. The maximum ship parameters for the port of Kołobrzeg are: length 100 m, width 15 m, draught 5.0 m for fresh water average level.

The port wharves are of the following lengths in metres:

• Bosmańskie	- 24.3
• Pilotowe	- 156.1
• Węglowe	- 251.5
• Zbożowe	- 199.7
• Słupskie	- 125.2
• Koszalińskie	- 142.6
• Przy Zjazdach	- 68
• Szkutnicze	- 100.2
• Turystyczne	- 69
• Jachtowe	- 47.8
• Żeglarskie	- 32.6
• Manewrowe	- 59.8
• Fosa, floating pierses	- 146
• Łodziowe	- 76.9
• Szkolne	- 79.2
• Szkolne Łodziowe	- 73.6
• Promowe	- 220
• Solny Basin:	
□ Paliwowe	- 82.1
□ Tężniowe	- 60.8
□ Warzelnicze 1	- 161.5
□ Warzelnicze 2	- 298
□ Warzelnicze 3	- 370.3
□ Solankowe	- 81
• Remontowo-Rybackie	- 115.2
• Pomost Rybacki	- 112.4
• Skarpowe	- 152.1
• Postojowe	- 210.3
• Barkowskie	- 344.5
• Rybacki Basin:	
□ Północne	- 82
□ Wschodnie	- 95.3
□ Południowe	- 91
□ Zachodnie	- 228
• Kamienne	- 52
• Remontowy Basin:	
□ Złomowe	- 43.5
□ Techniczne	- 53
□ Warsztatowe	- 75
□ Remontowe	- 66
• Stoczniowe	- 148
• Bunkrowe	- 80
• Zachodnie Żelbetowe	- 170
• Sportowy Basin:	
□ Flagowe	- 48.4
□ Slipowe	- 59.5
□ Okrętowe	- 72.1
□ Marynarskie	- 39.9
• Wydmowe-Zabezpieczające	- 20

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

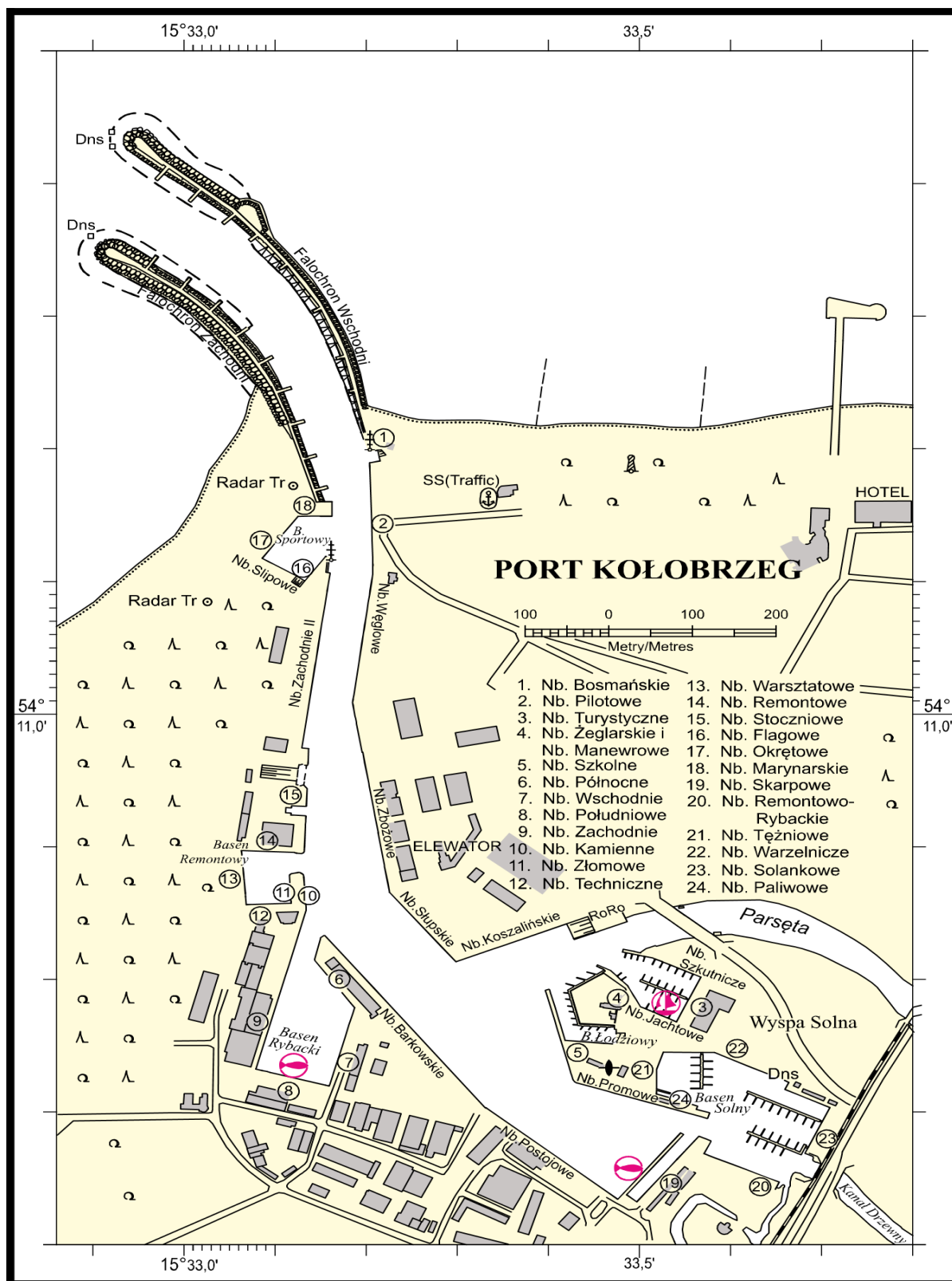


Fig. 20. Plan of the Port of Kołobrzeg

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### 4.102

A **small turning circle** with a diameter of 94 m and a depth of 6.3 m is situated at the entrance to the Rybacki Basin.

A **large turning circle** with a diameter of 140 m and a depth of 6.3 m is situated at the fork of the canals, between the Barkowskie, Koszalińskie and Szkolne wharves. It is not allowed to use them with wind force above 7°B.

##### 4.103

The **passenger marina** on the east side of the port at the Pilotowym Wharf is open all year round.

##### 4.104

**General cargo** is re-loaded on the east side of the port at the wharves: Węglowe, Zbożowe, Słupskie and Koszalińskie. There are railway tracks leading to the wharves.

##### 4.105

**Fishing bases** are located on the west side of the port. It is possible to take ice and make minor repairs.

##### 4.106

**Yacht berth** in the Solna Marina (between Parsęta and Drzewny Canal).

##### 4.107

**Port facilities and equipment.** The commercial port has railway sidings and mobile cranes with working load of 5-10 tons. It is possible to connect to the electricity network and to discharge oily water.

##### 4.108

**Facilities:** storage yards, warehouses, elevators, cold storage buildings and an ice factory.

##### 4.109

**Towing.** Ships (above 60 m length) entering and leaving, as well as changing the berth in the port are obliged to use towing services (details see Port Regulations).



Pic. 54. Kołobrzeg - entrance to the port



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY



Pic. 55. Dźwirzyno - entrance to the port

##### 4.110

**Repair and adjustment of navigational devices.** Service based on commercial companies available on site.

##### 4.111

The **deviation dolphin** on the Drzewny Canal can be used by ships up to 25 m in length.

##### 4.112

**Repair.** Repairs of the hull, main engine, auxiliary devices and other equipment of the ship can be provided by shipyards, located in the port area.

##### 4.113

**Replenishment.** Ships can be supplied with potable water in the commercial port (fishing boats can re-watered at the ice factory, and yachts at Solna Marina).

##### 4.114

**Medical assistance.** In the city there are: a medical clinic, an ambulance service, a regional hospital, and the Port Sanitary and Epidemiological Station.

##### 4.115

The **customs office** is located in the port area. The Customs Department in Kołobrzeg performs full customs control.

##### 4.116

The **Harbour Master's Office** is open on weekdays from 07.00 to 15.00. Communication via channels 12, 16 VHF. Phone +48 94 352 27 03.

The **Boatswain's Office** of the port is on duty 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication via channels 12, 16 VHF. Phone +48 94 352 99. Details see LNRS.

##### 4.117

**Rescue service.** The coastal rescue station is equipped with an off-road vehicle with rescue equipment. A rescue ship is stationed in the port. The station and the rescue ship maintain a 24-hour

listening on channels 11, 16 VHF. Phone +48 943 523 314, rescue ship phone +48 943 522 020.

**DŹWIRZYNO** – 54°09.5'N 15°23.5'E

##### 4.118

A small fishing port at the estuary of the canal connecting the nearby Resko Przymorskie Lake with the sea and a holiday resort.

##### 4.119

**Sea level.** Strong winds from the west through the north to the north-east increase the sea level by approx. 0.5 m above the average. During prolonged strong storms, the sea level can increase by 1.0 m. Landward winds cause the sea level to decrease by approx. 0.5 m.

##### 4.120

**Currents.** Depending on the direction of the wind, the currents flow in a north-east or north-west direction. Current speed depends on the strength and duration of the wind from one direction and can reach up to 3 knots. In the port, the current changes direction depending on the strength and direction of wind and the water level in Resko Przymorskie Lake. Downstream currents predominate (especially after strong storms from the west, through the north to the north-east), the speed of which can exceed 2 knots. The ascending current is weaker than the descending current.

##### 4.121

**Ice.** Due to the fast current, the port canal freezes only during harsh winters. During winters characterized by a lot of ice in the Baltic Sea, there can be periodic short-term blocking of the port entrance by ice piled up in the shore zone, as a result of long-lasting wind from the north-west through the north to the north-east.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### 4.122

The **roadstead** of the port is the area limited by a circle with a radius of 0.5 M, drawn from the position of the centre of the head of the east breakwater.

##### 4.123

**Approach.** During the day, head to the middle of the canal between the heads of the breakwaters, steering the course of  $157^\circ$  following the centreline of the fairway (Pic. 55).

At night, steer in the middle of the channel between the lights to the port entrance.

**Caution.** Changes in the direction of the shore current and its different speeds, variable depths in front of the entrance to the port, as well as frequent sanding of the entrance require information about the current navigational situation to be requested by radio on channels 12, 16 VHF (after working hours of the Boatswain's Office of the port by radio on VHF through the Kołobrzeg Harbour Master's Office).

With the exception of ships permanently based in the port, navigation can take place from sunrise to sunset. Entry to the port is possible with wind force up

to 5°B and sea state 3. Due to breaking wave, do not enter the port with a yacht under sail only.

With south-west through west to north-east winds, regardless of breaking wave, there is billowing wave at the very entrance to the marina. When entering and leaving the port on the outboard motors, consider the possibility of immobilizing the engine by flooding. With strong winds from north-west to north-east, there is large waving inside the port canal.

When the dredger is operating, the signals posted on the mast near the Boatswain's Office building should be carefully observed and special care should be taken.

##### 4.124

**Port.** The size of ships entering the port of Dźwirzyno cannot exceed 12 m in overall length, 5 m wide and 0.85 m of draught for fresh water at an average level. The maximum parameters for units entering the port in Dźwirzyno are 15 m long and 1.2 m of draught for fresh water at an average level.

The boatswain of the port may, in justified cases, allow oversized ships to enter the port. The depth of the fairway in the axis of the port canal is 1.5 m.

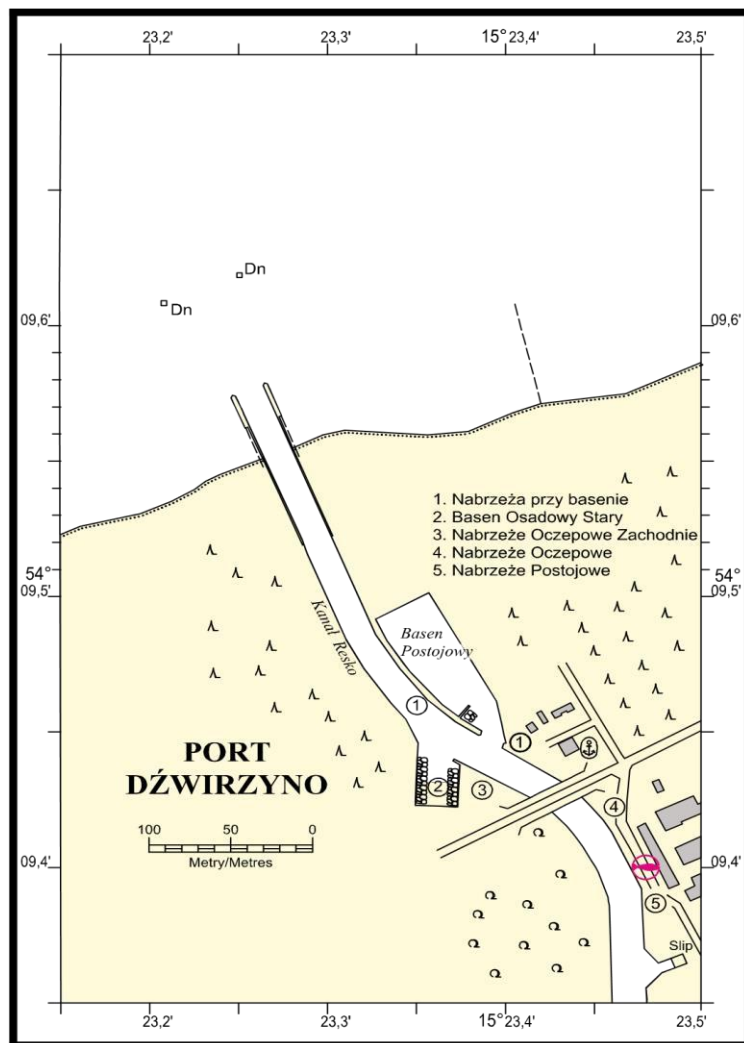


Fig. 21. Plan of the Port of Dźwirzyno

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### 4.125

**Berth wharves.** The berth basin is located on the east side of the canal in front of the bridge. The basin has wharves of 162 m long and 1.2 m deep. To the south of the road bridge, on the east side of the canal, there is the Postojowe Wharf with a length of 101 m. The basin on the west side of the canal, reinforced with star blocks along the wharves, is not used for berthing. There is a boat lift in the port.

##### 4.126

**Yacht berth.** The berth is assigned each time by the boatswain of the port. Conditions for berthing deep inside the port are favourable.

##### 4.127

There is a **road bridge** over the port canal 350 m from the port entrance. The width of the passage under the bridge is 21 m; vertical clearance is 4.0 m.

##### 4.128

The **Boatswain's Office** of the port is open on weekdays from 07.00 to 15.00, at other times contact via the Kołobrzeg Harbour Master's Office (Boatswain's Office). Communication via channels 12, 16 VHF. Phone +48 94 358 54 23. Details see LNRS.

**MRZEŻYNO** – 54°08.8'N 15°17.1'E

##### 4.129

A small fishing port and a summer resort at the estuary of the Rega River.

##### 4.130

**Sea level.** Strong winds from the west cause the sea level to increase by approx. 70-80 cm compared to the average. Lowering the sea level to 60 cm below the average is caused by winds from inland directions. The sea level indicator is located at the Przeladunkowym Wharf.

##### 4.131

**Currents.** Depending on the direction of the wind, shore currents flow to the north-east or north-west. Current speed depends on the strength and duration of the wind from one direction and can reach up to 3 knots. In the port, there is flowing current with a variable speed of 0.5 to 1 knot (extremely up to 3 knots after long-lasting rains and strong landward winds).

##### 4.132

**Ice.** Due to the fast current, the port canal freezes only during harsh winters. During severe winters, there can be periodic, short-term blocking of the port entrance by ice piled up in the shore zone, as a result of a longer blowing wind from the north-west through the north to the north-east.

##### 4.133

**Approach.** The approach fairway from the sea is approx. 320 m long and has a minimum depth of 3.5 m. At night, the approach to the port is determined by the white sector of light at the base of the eastern breakwater. When entering the port after reaching the traverse of the west breakwater head, turn right to keep a distance of approx. 10 m from the inner wall of the west breakwater. On the traverse of the fault of the inner wall of the west breakwater, approx. 20 m before the first mooring dolphin, change the course to the left, heading towards the middle of the current of the Rega River.

**Note.** Due to the shallowness of the entrance heads to the port, entry and exit from the port are allowed with

visibility above 2 M and with wind force up to 3°B and sea state 2. With strong winds blowing along the coast, entry to the port is allowed with visibility above 0.5 M and wind force up to 4°B. In the presence of prolonged strong winds, the conditions for entering the port can change. Sailing units should not use the port entrance at night. The current permissible draught of ships is determined by the boatswain of the port and is provided 24/7 by the duty service of the Dziwnów Harbour Master's Office.

##### 4.134

The **port** (Pic. 56) is located at the estuary of the Rega River and is protected by two breakwaters extending into the sea. The east breakwater is 138.5 m long and the west one is 327.5 m long. The width of the entrance to the port is 100 m. However, due to the changing shallows at the east head of the port, the sailing fairway does not exceed 20 m, counting from the west head, with a minimum depth of approx. 2.0 m. The size of ships entering the port cannot exceed: length - 30 m, width - 7.5 m. There is a sea border crossing in the port.

##### 4.135

The **banks** of the river from the bases of the breakwaters are reinforced; the east bank is 94.5 m long and the west bank is 517.25 m long. The total lengths of the wharves are as follows (in metres):

- Odpraw Granicznych - 42
- Pasażerskie - 104
- Przeladunkowe - 256
- Basen Rybacki - 92
- Przeladunkowe - 105

The port has undergone modernization (2015), as part of which renovation of the existing wharves, as well as construction on the west shore were conducted.

The current permissible draught of ships at the entrance to the port and at the wharves is determined by the boatswain of the port.

##### 4.136

The **Boatswain's Office** of the port is open on weekdays from 07.30 to 15.00. It is possible to obtain information about the current, navigational warnings and weather. Communication via channels 12, 16, 71 VHF. Phone +48 91 386 61 19. The possibility of obtaining permission to enter/exit the port through an automatic answering machine, phone +48 91 322 17 99.

Details see LNRS.

**NIECHORZE** – 54°05.8'N 15°04.7'E

##### 4.137

Fishing village and summer resort. The coast in the settlement area is steep. There is a fishing port with three piers of the following lengths:

1. Rybacki pier No. 1 (west) - 62.5 m;
2. Rybacki pier No. 2 (middle) - 53.95 m;
3. Pier (east) - 144 m.

Due to the technical conditions and the lack of fenders, it is not allowed to moor at the aforementioned piers.



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

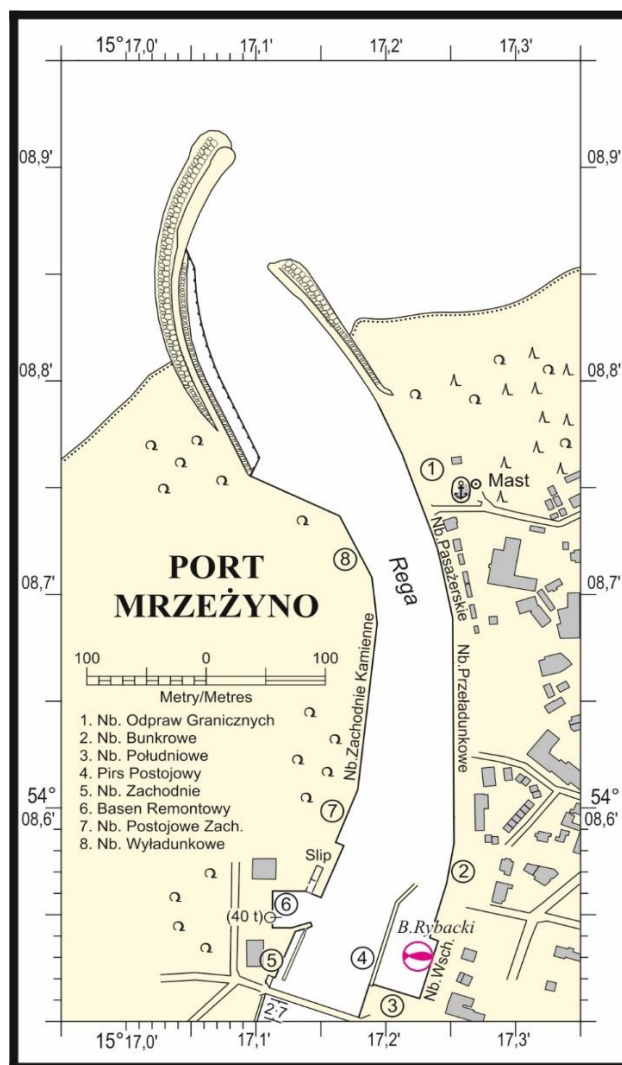


Fig. 22. Plan of the Port of Mrzeżyno.



Pic. 56. Port of Mrzeżyno

## 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

### THE POMERANIAN BAY

#### Coast

##### 4.138

The Pomeranian Bay lies at the top of a vast bay indentation of the south coast of the Baltic Sea, between Jarosławiec and Arkona. Its northern border is the line connecting the estuary of the Dziwna Strait with the north promontory of the island of Uznam. The islands of Wolin and Uznam, separated by Świna, separate the bay from the Szczecin Lagoon. The north coast of Wolin Island is levelled almost along its entire length. The exception is the small Święta Kępa Cape. The cliff coast on the section Międzywodzie - Międzyzdroje, reaching a height of 70 m in the east part, is surrounded by a narrow, stony beach. To the west from Międzyzdroje to Świnoujście, the coast is low, dune, with a wide, sandy beach. The dunes and cliff ridge are forested. Bright cliffs set against forested, darker stretches are clearly visible from the sea.

The north coast of the island of Uznam is levelled along its entire length, with a changing landscape. Shore hills intertwine with depressions in the vicinity of wide backwaters of Piana. It is surrounded by a sandy beach. The shore area is mostly forested. The Streckelsberg hill (near Koserow) is 60m high; the seaward slopes are steep and forested.

#### Sea level

##### 4.139

The sea level in the bay rises with north-west winds through north to north-east, and falls with south-west winds through south to south-east. Differences in sea levels of up to 0.7 m from the average occur many times throughout the year, especially in autumn and winter. The average daily fluctuations are approx. 0.25 m. The highest sea levels, up to 2.5 m above average, were observed during storms from the north and north-east. The lowest - exceeding 1.3 m below the average - were observed in south-west storms.

#### Current

##### 4.140

The parameters of the current in the bay depend mainly on the direction, duration and strength of the wind. The current flows towards east. The strongest, reaching 2 knots, is observed at a distance of 3-4 M from the coast.

#### Ice

##### 4.141

The bay is covered with ice to a very small extent. During severe winters, with prevailing north-east winds, it fills up with ice floes, which in severe and prolonged frosts merge into ice fields reaching several miles from the coast. When necessary, icebreakers keep the fairways to ports in the bay area navigable.

#### Depth and ground

##### 4.142

Between the Odrzana Bank and the shore shoal, the depths are 12–15 m. Between the estuary of the Dziwna Strait and Kikut Lighthouse, the shore shoal

with depth of less than 10 m, extends into the sea for approx. 6 M. At the distance of 1.6 miles north of the lighthouse there are stones, over which the depth is 7 m. Between Kikut Lighthouse and the city of Międzyzdroje, the 10 m isobath runs not more than 6 km from the coast and in the roadstead area of the port of Świnoujście it diverges by approx. 4 M. Single sites with depths less than 10 m are found up to 9 M from land.

At the Odrzana Bank, located to the north of the bay, the depths are 6–10 m. The shallowest places (above 5.0 m) occur in the south part. The bottom around the edges of the bank, with the exception of the north one, falls steeply. The seabed of the bay is covered with grey sand and stones in some places; white sand occurs on the Odrzana Bank.

#### Landmarks

##### 4.143

Conspicuous landmarks in the bay area are: Kikut Lighthouse tower; the Święta Kępa cape with a characteristic, high and steep coast; Gosań Mount (93 m) with a square wooden tower; church tower in Międzyzdroje; the lighthouse tower of Świnoujście; television tower in Świnoujście; high situated churches in Ahlbeck and Heringsdorf; a red and white lattice mast (42 m) on the Streckelsberg hill in Koserow; church tower in Zinnowitz.

#### Obstructions

##### 4.144

In addition to the already located wrecks and underwater obstructions, there can be other, undetected or not plotted on the charts.

Periodically closed zones for sailing and fishing: S-12 and S-13.

#### Property protection area

##### 4.145

In the waters of the Pomeranian Bay, a closed area has been designated to protect property. Sailing, fishing, tourism and water sports are not allowed in the area. The area is created by the area with coordinates:

53°58.04'N 14°21.24'E

53°58.04'N 14°21.70'E

53°58.31'N 14°21.70'E

53°58.31'N 14°21.24'E

#### Traffic

##### 4.146

All ships should strictly adhere to designated fairways and recommended courses. The obligation and conditions for the use of pilot services by ships within the territorial jurisdiction of the Director of the Maritime Office in Szczecin are set out in the Port Regulations. Exempted from the pilotage obligation on the aforementioned area are: Navy ships, Border Guard, Polish SAR service, Maritime Office and customs service. In other cases, the rules of exemption from compulsory pilotage are specified in the Regulations of the Director of the Maritime Office in Szczecin.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

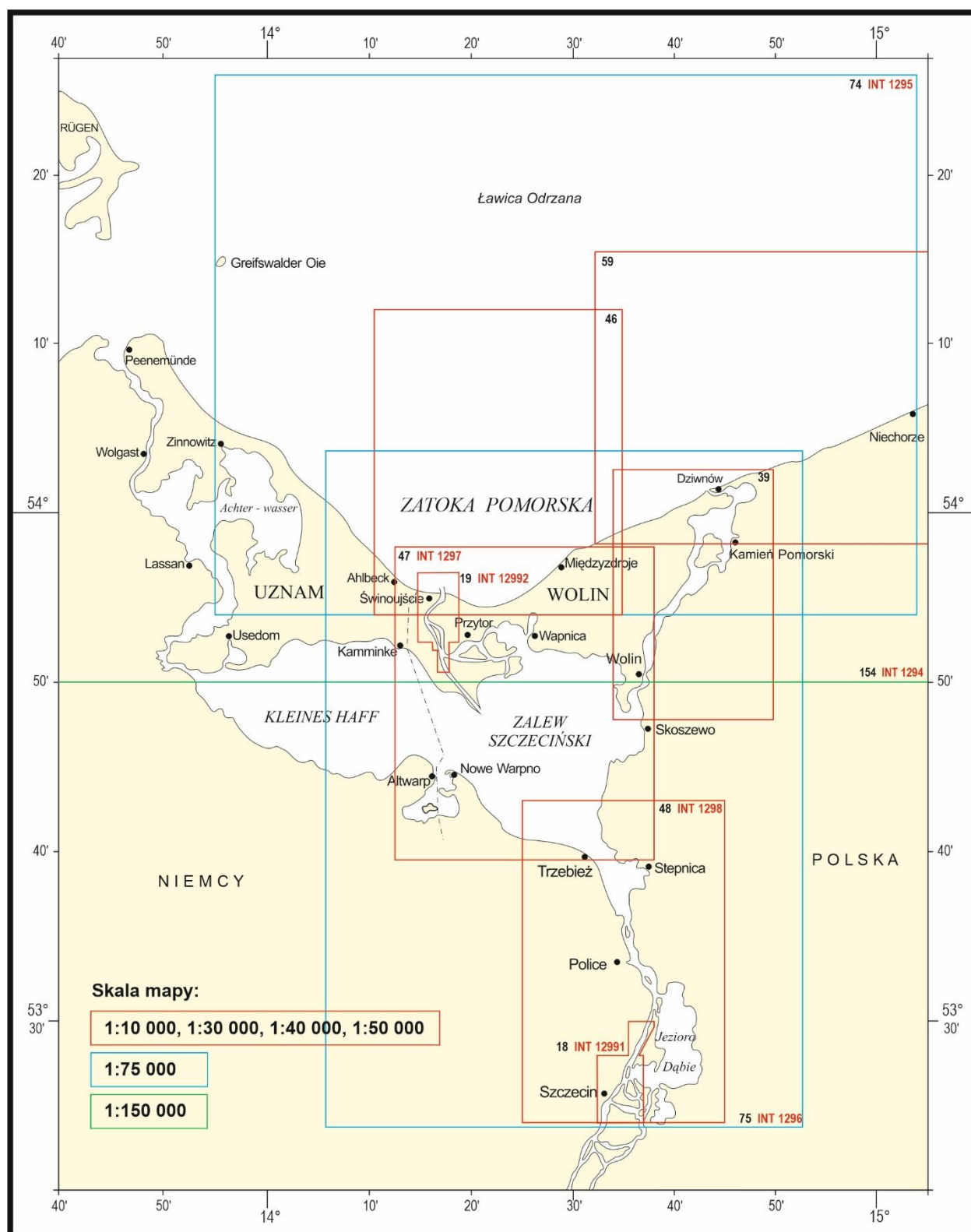


Fig. 23. Pomeranian Bight, Szczecin Lagoon – coverage with the HOPN charts



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

##### Reporting systems

###### 4.147

The reporting system operates as part of the VTS Świnoujście vessel traffic control and supervision system. 2 hours before the place where the pilot is taken or 15 minutes before entering the VTS area, ships of 20 m and more in length, heading to the ports of Świnoujście, Szczecin, Police, Stepnica and Trzebież provide the appropriate report by radio to VTS Świnoujście; content of the report and registration points s. LNRS.

###### 4.151

**Currents.** The maximum speed of the current in the Dziwna Strait is approx. 3 knots, and the average speed is approx. 1 knot. The direction of the current changes frequently from inbound to outbound direction and vice versa, depending on the direction and strength of the wind.

###### 4.152

**Approach.** Entry and exit from the port is allowed up to sea state 5. At "DZI" lighted buoy, steer on course 142.7° following the Dziwnów leading line. From the heads of breakwaters, the fairway is marked



Pic. 57. Dziwnów - approach to the port

##### Border of the country

###### 4.148

The Polish-German state border is marked by beacons on the island of Uznam, located just west of Świnoujście. The topmark of the front beacon is a reverse triangle, and the rear - a rectangle.

**DZIWNÓW** – 54°01.3'N 14°43.7'E

###### 4.149

A small fishing port in the Dziwna Strait (Pic. 58). The resort town of Dziwnów stretches for 12 M to the east of the entrance breakwaters. It is communicated with the Szczecin Lagoon through the Dziwna Strait through the Kamieński Lagoon.

###### 4.150

**Sea level.** Strong winds from west directions increase the sea level by approx. 70-80 cm, and winds from east directions decrease it by 60 cm. The sea level indicator is located at the Border Clearance Bridge next to the Harbour Master's Office. The greatest range of sea level fluctuations occurs in winter; average – in spring and autumn, and the smallest in summer.

at the west breakwater, due to the shallows on the eastern side at the nautophone.

At a distance of approx. 1.2 M to the east of the base of the breakwaters, there is a passage to Wrzosowskie Lake, from where the entrance to the Kamieński Lagoon at "K-1" buoy branches into two fairways. To the south-west, towards "K-3" buoy, there is a fairway to Wolin. To the south, the fairway to the port in Kamień Pomorski leads to "K-2" buoy.

**Road drawbridge.** The drawbridge span, located near the western bank of the river (Pic. 59), is opened at every even hour of the day, provided that there are units that have reported their intention to pass it. In addition, in summer (from 15.06 to 30.09) the bridge is also opened at: 13.00, 17.00 and 19.00. The intention to pass under the bridge should be reported to the bridge operator – channel 10 VHF, mobile +48 691 290 865, or in the Dziwnów Harbour Master's Office - channels 10, 16, 71 VHF. Ships traffic control signalling:

- "Open passage" - two green fixed lights, placed in a horizontal line;
- "Closed passage" - two red fixed lights, placed in a horizontal line;
- "It is not possible to open the passage" - two red pulsating lights placed in a horizontal line.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

For units entering the port, the aforementioned lights are placed on the south pillar, and for units leaving the port on the north pillar. Once the span is opened, one-way traffic is in force. The width of the fairway between the pillars of the span is 10 m. The vertical clearance after closing the bridge is 2.2 m. The maximum lifting angle of the span from the horizontal position is 75°. It is recommended that ships with high masts pass under an open span near the north pier. Marking of the bridge s. LNRS.

**Note.** Between the pillars of the draw span, a power cable marked with "no-anchor" boards is laid at the bottom, placed on the protective barriers of the bridge on both sides of the passage from both traffic directions. It is not allowed to drop an anchor during passing.

**Caution.** The current permissible draughts of ships are determined by the Harbour Master. Enter the port with extreme caution, because due to sanding, the depths change frequently.

##### 4.153

The **port** (Fig. 24) is protected by two breakwaters: the east one (approx. 352 m) and the west one (approx. 325 m). The depth in vicinity of the breakwater heads is 4.0 m; at the axis of the river canal (with reinforced banks) 4.0 m, and at the curve of the strait – 4.5 m. The maximum parameters for ships entering the port are: length – 60 m, width – 11.5 m.

In the port, there are the following wharves with a total length (in metres):

- Basen Zimowy - 424
- Basen Jachtowy - 344
- CPN - 32.3
- Przeładunkowe Zachodnie - 161 (Belona I)
- Przeładunkowe Wschodnie - 90 (Belona II)

- Postojowe Zachodnie - 87
- Pasażerskie - 100
- Postojowe Wschodnie - 90
- Postojowe for sport boats - 190

At the Postojowym Wharf for sport boats, 15 floating mooring platforms for yachts are provided for the summer season.

Steer the ship on middle the canal at the entrance to the Zimowy Basin. The depth at the entrance to the Zimowy Basin is periodically shallowed to 2.5 m. Depths in the port can vary.

On the east bank of the Dziwna River, there are warehouses and loading places as well as a repair shipyard for fishing ships.

In the port, there is a sea border crossing.

##### 4.154

The **Harbour Master's Office** is on duty 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Connection - phone +48 91 381 33 40 on channel 10, 16, 71 VHF.

The Boatswain of the fishing port - phone +48 724 958 835. The Boatswain of the yacht port - phone +48 91 381 12 35, +48 501 958 836. The possibility of obtaining permission to enter/exit the port through an automatic answering machine, phone number +48 91 322 17 99. Details see LNRS.

##### 4.155

**Rescue service.** The shore rescue station is equipped with a vehicle with rescue equipment. A rescue ship is constantly stationed in the port. The station and the rescue ship maintain a 24-hour listening on channel 16 VHF. Phone +48 91 381 30 29.

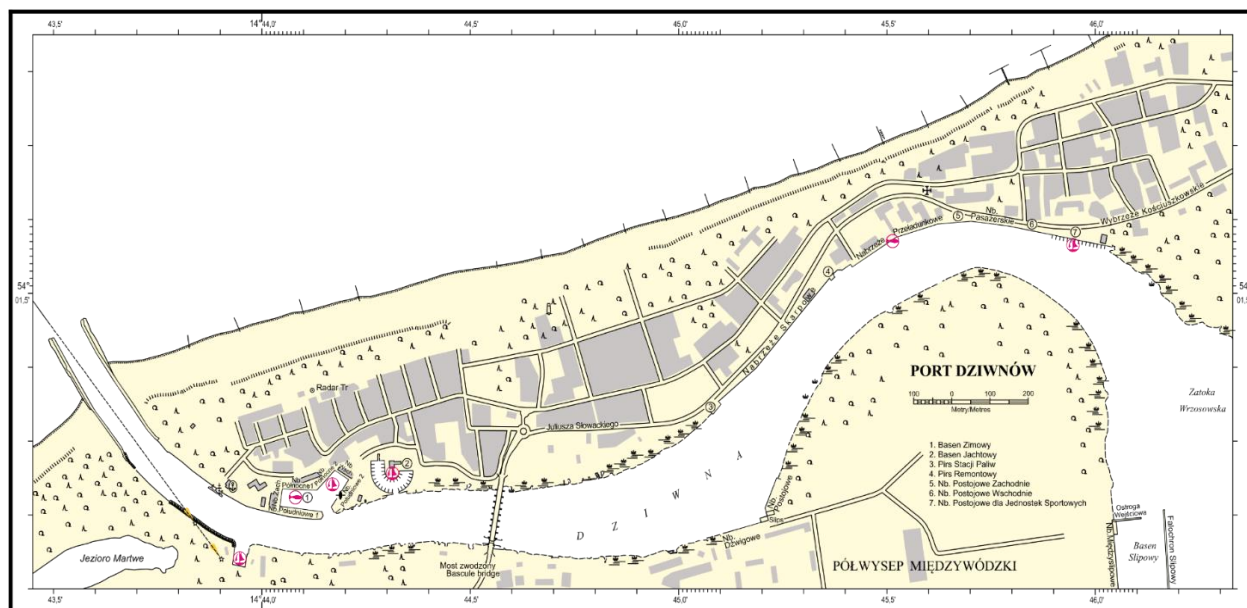


Fig. 24. Plan of the Port of Dziwnów

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY



Pic. 58. Dziwnów – general view



Pic. 59. Drawbridge road

**MIĘDZYDROJE** – 53°55.9'N 14°26.8'E

##### 4.156

A summer resort and a sea bathing area. It has railway connections with Świnoujście and Szczecin and bus connections with nearby summer resorts. The beach-type marina is equipped with an electric lift for fishing boats and a pier with a length of approx. 395 m, at the end of which there is a long berth for passenger ships sailing to Świnoujście and Germany.

##### 4.157

The **Boatswain's Office** of the port is open on weekdays from 07.30 to 15.00. Possibility to obtain information related to the safety of navigation. Communication via channel 16, 71 VHF. Phone +48 91 328 01 19. Details see LNRS.



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

**ŚWINOUJŚCIE** – 53°54.5'N 14°15.8'E

##### 4.158

The city and port at the estuary of the Świna Strait to the Pomeranian Bight. The port is a loading base for bulk goods, general cargo, LNG, the intervention port of Szczecin, and a shelter port in case of bad weather. The Świnoujście - Szczecin sea fairway passes through the port area (the Świna Strait).

The city and a sea bathing area are located on three islands: Uznam, Wolin and Karsibór. The connection to the east coast is maintained by passenger-car ferries and a road tunnel under Świna River. Ferry connections with Sweden.

##### 4.159

**Sea level.** Strong north-east storms cause the sea level to increase by 1.9 m, and during south winds – to decrease by approx. 1.3 m compared to the average. The fluctuations are on average approx. 0.6 m compared to average level. The sea level indicator is located at the Harbour Master's Office.

##### 4.160

**Currents.** Before entering the port, the current has the west direction with east winds or the east direction with west winds. The outflowing current prevails during weak winds. It can reach speeds of up to 4 knots during strong south and south-west winds. The inflowing current occurs in strong north-west winds; the north wind causes the speed of this current to increase to approx. 2 knots.

##### 4.161

**Ice.** The estuary of the Świna River is generally free of ice even when the Szczecin Lagoon freezes and the roadstead are covered with floe. The current of the strait freezes only during prolonged severe frosts. On the roadstead of the port there is drifting ice, which during the harsh winters and north-east winds combines to create migrating ice fields. In such situations, the approach fairway and the port basin are maintained in a navigable state using icebreakers. The tugs supervised by the Świnoujście Harbour Master's, conduct ice breaking on the fairway, release vessels stuck in the ice carry out convoys of ships behind.

Depending on the ice covering, ice restrictions are introduced and announced. They are given in ice bulletins issued by the Institute of Meteorology and Water Management and announced by the duty officer of Świnoujście Harbour Master's Office as navigational warnings.

##### 4.162

**Roadstead.** The borders of the roadstead in Świnoujście and Szczecin are plotted on the charts. The roadstead is designed for ships going to the ports of Szczecin and Świnoujście. Depths range from 7.0 to 19.1 m.

##### 4.163

**Anchorage.** The coasts of the islands of Wolin and Uznam protect the anchorages on the roadstead of the port against the wind from the land. Landward winds cause waves on the anchorages, especially strong during north-east winds. At anchorages located in the VTS Świnoujście area, speed limits apply in accordance with the Port Regulations.

The borders of anchorages and the emergency manoeuvring area are plotted on the charts.

- anchorage No. 1A intended for ships with a maximum draught of up to 7.0 m;
- anchorage No. 1B intended for ships with a maximum draught of up to 6.0 m;
- anchorage No. 2A intended for ships with a maximum draught of up to 9.5 m;
- anchorage No. 2B intended for ships with a maximum draught of up to 11.0 m;
- quarantine anchorage intended for ships with a maximum draught of up to 11.0 m;
- anchorage No. 3 for ships with a maximum draught of up to 13.2 m.

From the position of 54°26.23'N 14°05.39'E to "REDA" lighted buoy, an approach fairway (dir. 182°) with a minimum depth of 11.3 m leads to the anchorage. Safe positions have been designated at the anchorage:

- no. 31 – for ships with a draught of up to 13.5 m, limited by a radius of 800 m from the position of 54°18.70'N 14°05.39'E;
- no. 33 – for ships with a draught of up to 13.5 m, limited by a radius of 700 m from the position of 54°17.80'N 14°08.69'E.

The emergency manoeuvring basin is intended for LNG vessels.

##### 4.164

**Pilotage.** Ships entering the port, leaving and changing berth places in its area are obliged to use the pilot services. Ships up to 90 m long are exempt from this obligation unless the captain of the ship wishes such assistance. Detailed issues are governed by the Port Regulations.

The pilot station is on duty 24 hours a day. Report the request at least 4 hours before reaching the anchorage.

Departing ships should order a pilot at least 2 hours before the intended departure. Calling and receiving the pilot at the roadstead should be agreed with the pilot station (channel 68 VHF) or with the operator of VTS Świnoujście (channel 12 VHF – 24 hours a day). Entering the port without a pilot is allowed in case of the ship or crew being endangered; however, permission from the Świnoujście Harbour Master's Office is required. In case of ice on the roadstead covered with, ship should stay outside the ice area and await the pilot and the tugboat. Only with a pilot and with the assistance of a tugboat it is possible to enter the roadstead ice field. Details s. Port Regulations.

##### 4.165

**Approaches.** There are two approaches to the port: the north (approach fairway) and the east.

The approach fairway is marked with buoys and has a depth of 14.5 m. The entrance to the fairway starts at "ŚWIN-N" buoy. Along the final section, the fairway is marked on both sides and deepened to 14.5 m. The centreline is determined by Młyn-Galeriowa leading line (dir. 170.2°).

The east approach (dir. 242°) leads from the lighted buoy on the north edge of the shallow, through north of Kikut Lighthouse to the approach fairway to the gate formed by "KO-3", "KO-4" buoys. From here

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

it follows to the port entrance in the line of Młyn-Galeriowa leading line (dir. 170.2°) through a canal marked on both sides (Pic. 61).

The approach to the Outer Port in Świnoujście takes place through the approach fairway up to the height of the "gate" formed by a pair of buoys No. "15" and No. "16". After passing the pair of buoys No. "15" and No. "16", when the colour of the sector light on the east breakwater of the Outer Port changes from white to red, alter course to 135° and follow the centreline of the fairway to the Outer Port running between the east breakwater of the Outer Port and a groyne covering the entrance to the Outer Port (Pic. 60).

##### 4.166

**Port.** Ships with a maximum length of 270 m, a width of 50 m and a draught in a fresh water of 13.5 m can enter the port. The port covers the Świna Strait from the estuary to the Barkowy Basin in Karsibor (km 10) as well as adjacent areas and waters (Fig. 25).

The entrance is protected by two breakwaters: central – with a length of 1490 m, and west – with a length of approx. 500 m. The wharves are equipped with modern equipment for bulk and general cargo loading as well as storage yards and warehouses. For the details, see Table 4.

The entrance to the Outer Port is protected by: the east protective breakwater of the Outer Port – with a length of 2974 m and a groyne protecting the entrance to the Outer Port – with a length of 256 m. Inside the Outer Port, at the east part of the east breakwater of the Outer Port, there are LNG terminal stations. Currently the Outer Port is intended exclusively for the operation of LNG ships.

##### 4.167

**Turning circle.** The turning circle with an irregular shape similar to the ellipse, with a maximum length of 458 m, a maximum width of 401 m and a depth of 7.0 m to 14.5 m, is located in the middle between the Trymerski Basin and the Stoczniowy Basin.

The south turning circle with a diameter of 250 m and a depth of 13.0 m is located in the middle of Świna opposite the Bosmański Basin.

The Mielińska ellipsoid – shape turning circle with a shorter axis 420 m long and a longer axis 525 m long and 13.0 m deep, is located north of the island of Mielin.

There is also an ellipsoid - shape turning circle in the Outer Port with a shorter axis 630 m long and a longer axis 1000 m long and approx. 14.5 m deep.

##### 4.168

**Tugs and mooring services.** Port and rescue

tugs are in constant readiness. They can be ordered from the port dispatcher or through an agent. The obligation to use the towing services is specified in the Port Regulations. The use of mooring services is mandatory.

##### 4.169

**Ferries.** Regular ferry lines connect the banks of the Świna Strait between the city centre (on the west shore) and the Warszów district (on the east shore). Ferries raise the signals specified in the Port Regulations.

##### 4.170

**Replenishment.** Fuel and oils can be obtained on site. Provisions and technical materials can be arranged by an agent.

##### 4.171

**Repairs.** Repairs of ships are carried out by private entities.

##### 4.172

**Port services.** The commercial port enables the following services: pilotage, towing, mooring, loading, stowage, handling of goods and warehousing.

##### 4.173

**Compensation of magnetic compass deviation.** The services are provided by relevant private entities.

##### 4.174

**Underwater cables.** In the area from the breakwater heads to Fairway Gate No. 1, there are underwater cables, marked with no-anchoring boards.

##### 4.175

**The observation point and the signal mast** of the Maritime Traffic Safety Inspectorate are located at the base of the east breakwater, at the GPK Wharf.

##### 4.176

The **Harbour Master's Office** is open from 07.00 to 15.00. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast, permissible draught at wharves and to update the "Notices to Mariners".

The **Boatswain's Office** of the port is located in the building of the Harbour Master's Office; it is open 24 hours a day. Communication via channel 10 VHF. Phone: +48 91 440 35 51. Details see LNRS.

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

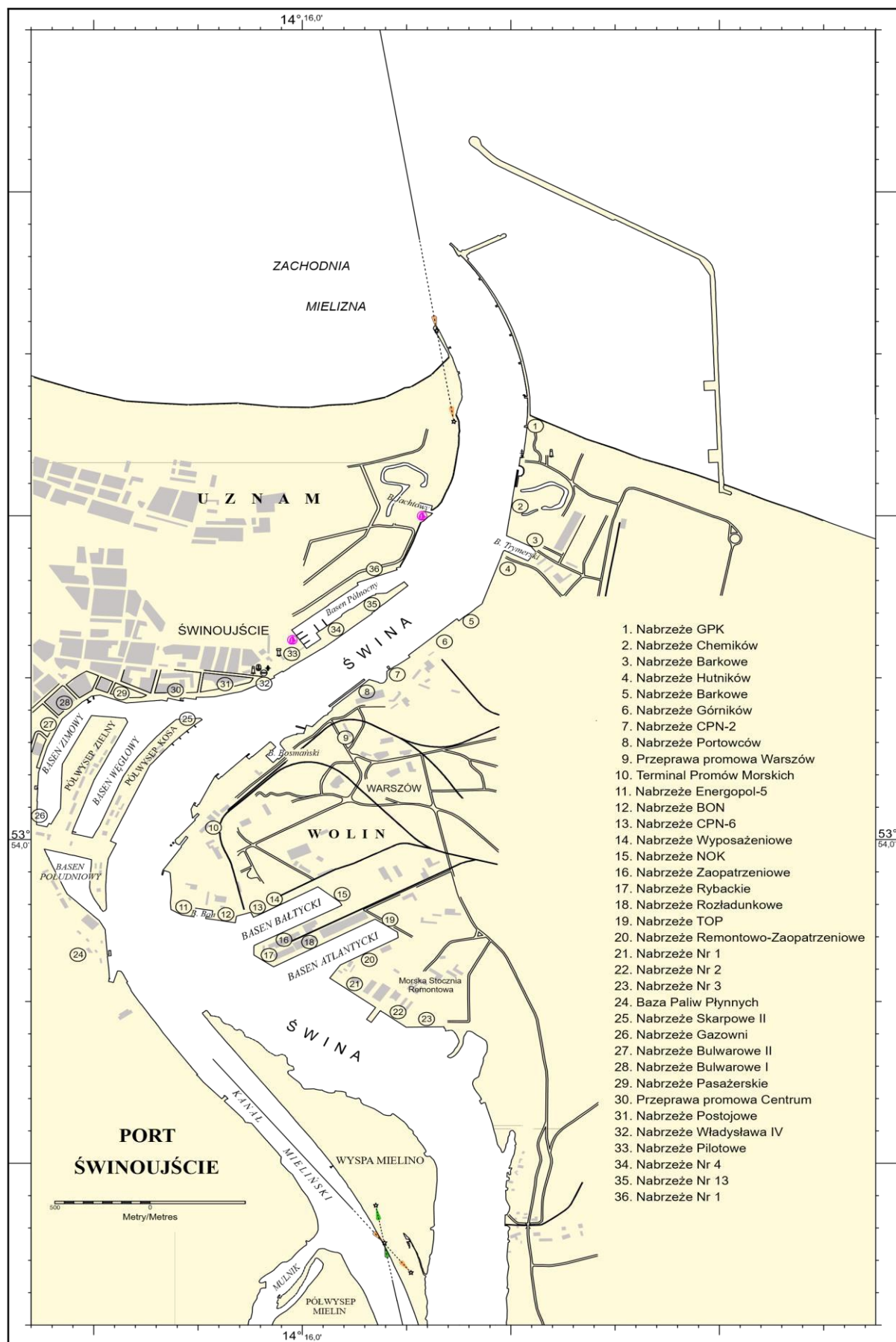


Fig. 25. Plan of the Port of Świnoujście



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

Table 4. Major basins and wharves – Port of Świnoujście

Name of the area, basin, wharf	Length in meters	Purpose
<b>GPK Wharf</b>	55	berth
Armatorskie	90	
Nabrzeże Chemików	282.5	loading
<b>Trymerski Basin</b>		
Nabrzeże Barkowe	172.9	berth and loading
Nabrzeże Wschodnie	74	excluded from operation
Nabrzeże Czyszczenia Berek	141	berth and loading
Nabrzeże Hutników	328.7	loading
<b>Górników Wharf</b>		
Nabrzeże Barkowe	155	berth and loading
Stanowisko Statkowe	330	loading
Nabrzeże Warsztatowe	30	berth
<b>CPN-2 Wharf</b>	170	fuel loading + pile station with a platform
<b>Portowców – Postojowe Wharf</b>	52.8	berth
Nabrzeże Statkowe	245	loading of ships
Kanał Barkowy	258.5	berth and loading for barges
<b>Ferry Crossing – east side</b>		
Nabrzeże Postojowe	128.8	berth
Przystań nr 1	51.9	vehicle and passenger transport
Przystań nr 2	51.9	vehicle and passenger transport
<b>Bosmański Basin</b>		
Nabrzeże Ascenizacyjne	17.8	berth
Nabrzeże Łodziowe I	70.2	berth
Nabrzeże Łodziowe II	54	berth
Nabrzeże Łodziowe III	35	berth
Nabrzeże Kutrowe I	56.8	berth
Nabrzeże Wyładunkowe	56.8	loading
Nabrzeże Kutrowe II	21.8	berth
Nabrzeże Kutrowe III	40.8	berth
<b>Ferry Terminal</b>		
Stanowisko nr 5	197.25	under construction
Stanowisko nr 4	176.3	loading of passenger and vehicle ferries
Stanowisko nr 3	198.5	loading and berth of railway ferries
Stanowisko nr 2	189.4	loading and berth of railway ferries
Stanowisko nr 1	242.15	loading and berth of railway ferries

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

Name of the area, basin, wharf	Length in meters	Purpose
<b>Energopol-5 Wharf</b>		
Nabrzeże Czołowe	65	loading and berth
Nabrzeże Boczne	50	loading and berth
Nabrzeże Północne	60	loading and berth
<b>BON Wharf</b>	150	berth
<b>BON Basin</b>	30x40x30	berth
<b>Bałtycki Basin</b>		
Nabrzeże CPN-6	180	berth
Nabrzeże Wyposażeniowe	200	loading and berth
Nabrzeże NOK	163.6	loading and berth
Nabrzeże Zaopatrzeniowe	500	loading and berth
Nabrzeże Komunikacyjne	49.5	excluded from operation
Nabrzeże Rybackie	125	loading and berth
<b>Atlantycki Basin</b>		
Nabrzeże Rozładunkowe	600	loading and berth
Nabrzeże TOP	171.1	berth
Nabrzeże Remontowo-Zaopatrzeniowe	332.6	berth and repair
<b>Remontowa Shipyard</b>		
Stacja Prób	90	tests of machines of tethered ships
Nabrzeże Nr 1	300	berth and repair
Pirs	82.5x30	mooring of floating docks
Nabrzeże Nr 2	163	berth and repair
Nabrzeże Nr 3	200	berth and repair
<b>Ferry Crossing - Karsibór "E"</b>		
Nabrzeże Zamykające N	52	berth
Stanowisko nr 1	80	vehicle and passenger transport
Nabrzeże Postojowe nr 1	47	berth
Stanowisko nr 2	80	vehicle and passenger transport
Nabrzeże Przejściowe nr 2	33.4	berth
Nabrzeże Postojowe nr 2	148	berth
<b>Barkowy Basin</b>		
Pomost W	312	excluded from operation
Pomost E	321	excluded from operation
Pomost Środkowy	98x2	excluded from operation
<b>"Cztery Wiatry" Basin</b>	70x25	
<b>Północny Basin (Stoczniowy)</b>		
Nabrzeże nr 1	220	berth
Nabrzeże nr 2	208	berth
Nabrzeże nr 3	240	berth
Nabrzeże nr 5	131	berth
Nabrzeże nr 6	92	berth
Nabrzeże nr 7	40	berth
Nabrzeże nr 8	26	berth
Nabrzeże nr 9	137	berth
Nabrzeże nr 10	287	berth
Nabrzeże nr 11	118	berth
Nabrzeże nr 12	26	berth
Nabrzeże nr 13 – odcinek II	245.16	berth for SAR units
Nabrzeże nr 13 – odcinek I	341.01	berth
Nabrzeże nr 4	65.06	berth
<b>UMS Piers</b>	92	berth wharf and platforms
Pomost "E"	19x4	berth
Pomost "W"	20x4, 25x3	berth

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

Name of the area, basin, wharf	Length in meters	Purpose
Nabrzeża Władysława IV		
Nabrzeże Pilotowe	140	berth
Przystań Promowa przy Kapitanacie Portu	95	berth
Nabrzeże Rozładunkowe	190	berth
Nabrzeże Postojowe Statków	150	berth
Nabrzeże Postojowe Holowników	55	berth
<b>Ferry Crossing</b>		
<b>– west side</b>		
Przystań nr 2	84,5	vehicle and passenger transport
Przystań nr 3	91	vehicle and passenger transport
Przystań nr 4	91	vehicle and passenger transport
Nabrzeże Nr 4	50	berth
Nabrzeże Nr 3	135	berth
Nabrzeże Nr 2	165	berth
Bulwarowe II	139.8	berth
Bulwarowe I	111.8	berth
Nabrzeże Straży Granicznej	245	for Border Guard units
Jacht klub "Kotwica"	86	berth
Skład Opałowy	48	excluded from operation
Nabrzeże Gazowni	135.0	berth
Basen Południowy	500x200	berth for Navy
Nabrzeże Porta Petrol	272	loading of fuels
Nabrzeże 87	268	loading and berth
Nabrzeże 91	250	excluded from operation
<b>Ferry Crossing - Karsibór "W"</b>		
Nabrzeże Zamykające "N"	40	berth
Stanowisko nr 3	80	vehicle and passenger transport
Nabrzeże Postojowe nr 1	47.4	berth
Stanowisko nr 4	80	vehicle and passenger transport
Nabrzeże Postojowe nr 2	47	berth
Nabrzeże zamykające "S"	24	berth
<b>Świnoujście Outer Port</b>		
Stanowisko przeładunkowe LNG	406.8	loading
Nabrzeże Niskie	111	loading

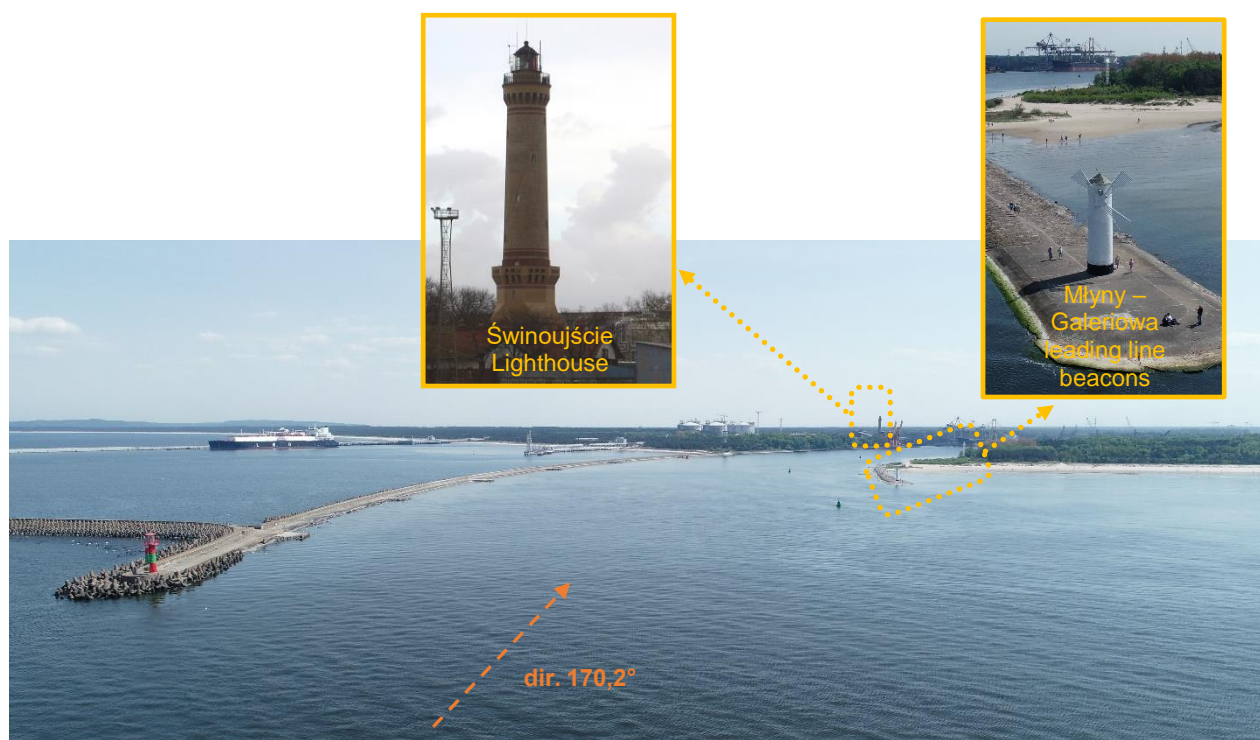
**Note.** The permissible draught at the wharves in the port of Świnoujście is determined by the Harbour Master. A list of current permissible draughts at the wharves is available from the VTS Świnoujście duty officer or on the website [www.ums.gov.pl](http://www.ums.gov.pl) (tab: maritime safety - shipping conditions).



#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY

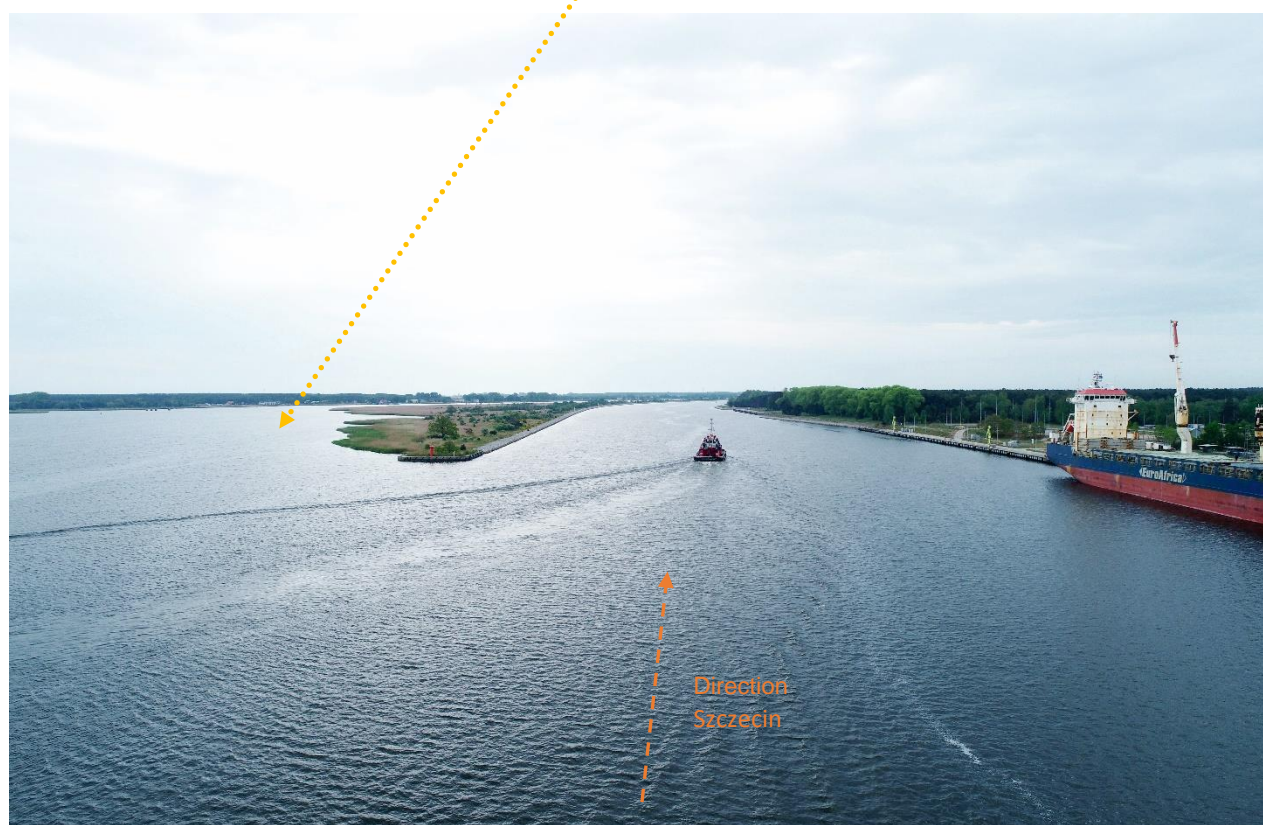


Pic. 60. Świnoujście – entrance to the Outer Port (dir. 135°)



Pic. 61. Świnoujście – entrance to the port of Świnoujście (dir. 170.2°)

#### 4. FROM ROZEWIE TO THE WESTERN BORDER OF THE COUNTRY



Pic. 62. Świnoujście – entrance to the Mielński Canal



## 5. THE SZCZECIN LAGOON

### GENERAL INFORMATION

#### Position – Area – Borders

##### 5.01

The Szczecin Lagoon includes a basin at the estuary of the Odra River, separated from the Baltic Sea to the north by Wolin and Uznam Islands. In the central part, it is divided into: the Great Lagoon with an area of 488 km<sup>2</sup>, lying within the borders of Poland, and the Small Lagoon (Kleines Haff) covering an area of 424 km<sup>2</sup>, belonging almost entirely to Germany. The dividing line is a straight line crossing the narrowing between the south-east promontory of Uznam island at the estuary of the Piastowski Canal and the peninsulas surrounding the Nowowarpieńskie Lake.

The south border of the Great Lagoon is determinate by a line connecting the estuary of the Jasienica canal (on the west coast) and the estuary of the Krępa River (on the east coast, below of the Wielki Karw Island). It is also the demarcation of the Odra River estuary from Rostoka Odrzańska.

The largest extent of the lagoon, starting from the east shore of Wrzosowskie Lake to the beginning of Piana (the river in Germany), is approx. 52 km. The span from north to south between the north end of Wicko Małe Lake and the estuary of Krępa to the Odra River is approx. 28 km.

#### Connections to the Pomeranian Bight

##### 5.02

The Pomeranian Bight is connected with the lagoon by the straits: Dziwna, Świna and Peenestrom (Piana). Świna is the major influent on the hydrological conditions of the lagoon. These straits are not the estuary arms of the Odra River, because their current is not a river current, but results from the constant levelling of the sea water and the lagoon.

#### Coast

##### 5.03

The coastline is quite regular. It is more varied in the area of the Skoszeńska Bay (at the estuary of Dziwna), in Rostoka Odrzańska and in the vicinity of Nowe Warpno Lake. It is most developed in the area of the retrograde Świna Delta, where it undergoes constant changes on many sections. Wetland shore is, covered with meadows and surrounded by a strip of reeds, from a few to several hundred meters wide. Slightly higher areas are covered with meadows and forest. In the middle of the south shore of the island of Wolin there are cliff parts.

##### 5.04

**Artificial islands** on the Szczecin Lagoon.



Pic. 63. Island W22



Pic. 64. Island W28



## 5. THE SZCZECIN LAGOON

Two artificial islands are located in the Szczecin Lagoon:

1. an island with the working name W22, for environmental purposes - at a distance of approx. 5 km on NE from the Fairway Gate No. 2 (Pic. 63);
2. an island with the working name W28, for refuelling purposes - at a distance of 5 km on NE from the Fairway Gate No. 3 (Pic. 64).

In the south part of the islands there are mooring places for ships. There are lighted beacons around the islands, which are removed for winter.

### Seabed bathymetry

#### 5.05

A strip of sandy meadows of varying widths stretches around the coasts. The depths above them are small: 1.0-2.0 m. This zone is clearly marked by shoals: Wyskok Krzecki; a chain of shallows forming an underwater embankment that separates small depths in the area of Płocina and the Głębokki Nurt at the estuary of Dziwna from the lagoon (shallows: Płocińska, Wolińska, Pomorska, Kopicka); shoals dividing the Lagoon into Great and Small (Osiecka, Wyskok Warpieński, Repziner Haken). Outside the shallow zone, the bottom of the Great Lagoon slightly inclines towards the middle of the basin.

The depths are variable, but with an overhang of 5.0-6.0 m. The largest natural depths of 8.0 m occur in a narrow trough connecting the Great Lagoon with the Small Lagoon. Greater depths occur only on the Świnoujście-Szczecin fairway, obtained by dredging.

The middle part of the bottom of the lagoon is covered with muddy sediments. Sands prevail closer to the coasts.

### Hydrological conditions

#### 5.06

**Water temperature.** In the summer, the average temperatures of the lagoon waters range from 13–18°C. The strongest warming occurs in August, less often in July, and exceptionally in June. The lowest temperatures occur in February and sometimes in March. The closer to the estuary of the Odra River, the warmth of the water increases in summer and decreases in winter.

#### 5.07

**Water salinity** is low due to the isolation of the lagoon from the sea and the constant inflow of significant amounts of river water. The average salinity ranges from 0.5‰ to 2‰ (in the Small Lagoon) and is lower in summer than in winter. Roztoka Odrzańska has the lowest salinity, amounting to 0.05‰. Ships going to Szczecin should indicate in the ETA report, the maximum draught in fresh water.

#### 5.08

**Sea level.** On the estuary of the Odra River, the highest water levels of the river occur during the period of the lowest sea levels and the other way round while high level at sea – low water of the river. Seasonal fluctuations on the lagoon show a course higher by 2–4 cm in relation to the course of changes in sea level from January to May, due to the increased outflow of inland waters. In the second half of the year, the inflow of the Odra River significantly decreases and a greater dependence of the water level on sea level fluctuations is noted.

Large and violent, but short-term fluctuations in the sea level are caused by storms. Stormy inland winds from the north sector cause the lagoon waters to increase by 0.7-0.8 m, and even to 1.0 m; winds from the south sector cause the waters to decrease by 0.6 m. The increased water level can also be caused by the flooding of the Odra River. When strong winds from the north sector overlap with the aforementioned floods of the Odra River, the water level can increase by up to 2.0 m, flooding low, peaty shore meadows, fishing ports around the lagoon, as well as the bases of beacons.

Winds with speed exceeding 10 m/s cause the deflection of the water surface in the lagoon.

The deflections in the north-south direction rarely exceed 0.1 m, and in the west-east direction 0.2 m.

It happened, that with a hurricane north-west wind, the sea level in the south part of the lagoon increased by 0.33 m (in Trzebież) in relation to the north part (in Lubin). Stormy south-west winds caused a difference in levels between the east and west ends (Wolin-Karnin) of the Lagoon, amounting to 0.6 m.

On the Świnoujście-Szczecin fairway, sea level fluctuations are 0.6-0.4 m. Information on the sea level can be obtained from the pilot, the duty officer of the Harbour Master's Office or from the pilot station.

#### 5.09

**Waving.** The size of the wave on the lagoon is determined by the strength of the wind, and the duration of the wind does not affect the development of the wave. Full wave development can occur in a time not exceeding 1 hour. After the wind stops, the wave quickly disappears. The maximum measured wave elements on the lagoon are: height 2.0 m, length 20 m, period 3.6 s, propagation speed 6.5 m/s. Due to the small depths, the wave reaches the bottom and, as a result of movement, saturates the water with the bottom material, causing its colour to change to brown-grey during a storm.

#### 5.10

**Currents** on the lagoon are usually arranged along the trough of a deepened fairway. However, there can also be currents with a direction perpendicular to it. During the inflow of the Baltic's waters, currents in Świna and Dziwna can reach a speed of 2–4 knots.

#### 5.11

**Ice** starts generally in mid-December and lasts until the beginning of March; in exceptional cases during particularly harsh winters – from mid-November to the end of March and even until mid-April. The thickness of the ice cover does not exceed 20 cm. Ice can be an obstacle to sailing from 25 days in mild winter to 95 days in harsh winter.

The section of the Świnoujście-Szczecin fairway leading through the Great Lagoon and Roztoka Odrzańska freezes earlier than the waters of the Piastowski Canal, Domiąża and Odra. On average, ice present for approx. 60 days, and the longest - approx. 107 days. The tugs supervised by the Szczecin Harbour Master's, conduct ice breaking on the fairway, release vessels stuck in the ice carry out convoys of ships behind.

Depending on the ice covering, ice restrictions are introduced and announced. They are given in ice bulletins issued by the Institute of Meteorology and

## 5. THE SZCZECIN LAGOON

Water Management and announced by the duty officer of the VTS Szczecin as navigational warnings.

### 5.12

#### Fishing

The waters of the Szczecin Lagoon and other internal waters are connected to it by an area heavily exploited by fishermen. In order not to damage the fishing gear, sailing should be carried out only on designated directional fairways and with extreme caution, especially in poor visibility.

#### Border of the country

### 5.13

The course of the Polish-German state border is determined by border posts, dolphins, leading lines and buoys. From 30 November to 31 March, the floating marks are removed without replacement.

#### Border checks

1. Border checks for ships crossing the state border at Szczecińska Lagoon take place 24 hours a day at the ports of Szczecin, Świnoujście, Nowe Warpno and Trzebież.
2. The rules for carrying out border checks, as well as any exemptions from them, are governed by the Schengen Borders Code.
3. Recreational units:
  - a. persons staying on board recreational units that come from a port located in the Schengen state or go to such a port do not comply with border checks and may enter ports that are not border crossings. In justified cases, resulting from the assessment of the risk of illegal immigration, a check-in of the aforementioned persons or a search of a floating recreational unit is carried out;
  - b. recreational units that, as part of the conducted navigation, enter or leave ports located in third countries (not part of the Schengen Agreement) are subject to regular border checks each time, which, as a rule, is carried out at border crossing points;
  - c. border checks of persons who sail with recreational craft, qualified for check-in as a result of a risk analysis or a cruise, are carried out considering the following rules:
    - ☐ units sailing from Germany to Świnoujście and directly to the Pomeranian Bay and vice versa are subject to border checks at the Świnoujście maritime border crossing point;
    - ☐ units sailing from Germany to ports other than Świnoujście and intending to sail to the Szczecin Lagoon, Nowowarpieński Lake and the Odra River in the south direction to Germany and vice versa are subject to border checks at the Trzebież or Nowe Warpno sea border crossing.
4. Notification of ships for border checks should take place through the appropriate Harbour Master's Office: Szczecin, Świnoujście, Trzebież.

5. The state border on the Szczecin Lagoon should be crossed by following the fairway leading to the German "Haff" buoy.
6. Communication:
  - ☐ VTS Świnoujście, tel. +48 91 440 33 90, and on channel 12 VHF;
  - ☐ VTS Szczecin, tel. +48 91 440 33 84, fax +48 91 488 12 89, and on channel 69 VHF;
  - ☐ Trzebież Harbour Master's Office, phone +48 91 424 16 54 (07.30-15.00), boatswain on duty, phone +48 91 312 83 46, and on channel 71 VHF.

## PORT OF SZCZECIN WITH THE APPROACH

### 5.14

#### Świnoujście - Szczecin fairway.

The length of the fairway from the breakwaters in the port of Świnoujście to the port basins in Szczecin is approx. 37 M. The route leads along the Świna River, the Mieliński and Piastowski Canals, the Great Lagoon and then along the Odra River to Szczecin.

### 5.15

**Widths and depths** on individual sections are as follows:

- ☐ The Świna Strait: fairway width 180–130 m, depth over 14.3 m. At the height of the CPN-2 Wharf (2.5 km), the fairway width and depths decrease and at the entrance to the Mielno Bay, the width is 130 m and the depth is 12.5 m. Along the Kosa Peninsula, the fairway passes closer to the west bank of the Świna River.
- ☐ The Mieliński Canal: canal width 200 m (at km 8.050 there are structural narrowings of the canal up to 136 m), fairway width 100–130 m, depth 12.5 m.
- ☐ The Piastowski Canal: canal width 180–200 m, fairway width 110 m, depth 12.5 m.
- ☐ The Great Lagoon: fairway width of 100 m with a passing surface of up to 250 m, depth of 12.5 m.
- ☐ Róztoka Odrzańska: fairway width 100–110 m, depth 12.5 m.
- ☐ The Odra River: fairway width 100–110 m with widening at the passing point in Police up to 220 m, depth 12.5 m.
- ☐ The Mieliński Przekop: fairway width 90–100 m, depth 12.5 m.

All curves on the fairway have appropriate extensions in accordance with the regulations.

### 5.16

**Floating marks.** The fairway is marked with lighted buoys on both sides. The buoys are anchored at the edges of the fairway, so the side wind and current can change the position of their body relative to the anchor. During the ice covering period, the buoys are removed without replacement or changed to winter versions. The schedule for removing and placing buoys in the winter period is published annually in the "Notices to Mariners". The current state of floating marks is available at the duty office of the VTS Świnoujście or the VTS Szczecin, or on the website [www.ums.gov.pl](http://www.ums.gov.pl).

## 5. THE SZCZECIN LAGOON

### 5.17

**Fixed navigational marking** is a system of leading line and fairway gates. Leading line beacons can also be used as daily marks. The passage from one leading line to the other is marked by lighted turning beacons on the arches of the curves. The east coast of the Mieliński Canal and the Piastowski Canal have shore lights. The Mańków curve and the east side of the fairway along Dębina Island up to the Mieleński Przekop are marked with lighted dolphins. The shoals go directly to the edge of the deepened trough almost along the entire length of the fairway through the Great Lagoon, Róztoka Odrzańska and on the Odra River. Accurate steer in the leading line is recommended, especially for ships that are close to the maximum permissible draught for this route. On the Odra River, in vicinity of the estuary of the Ina River, at dolphin No. "44", there are shallows reaching 0.3 m, which can pose a threat to small units not using the Świnoujście-Szczecin fairway. The most important lights are synchronized. During the day, in conditions of limited visibility, it is possible to manually switch on (on request) these lights: on the section from the heads of Świnoujście to the Paprotno Curve – by Świnoujście Lighthouse operator, on the section from Fairway Gate I towards Szczecin – by the VTS Szczecin duty station.

### 5.18

**Anchorage.** Ships can anchor only at anchorages designated at the fairway. It is not allowed in any other places.

1. Anchorage north of the east tower of Fairway Gate No. 2, with depths from 5.9 m to 6.2 m; marked;
2. Chelminek Anchorage with depths from 4.8 m to 8.8 m; unmarked;
3. Raduń Anchorage with depths from 8.8 m to 11.8 m; unmarked; anchoring only at the north winds;
4. Inoujście Anchorage with depths from 2.5 m to 13.5 m; marked.

### 5.19

**Passing-by spots.** There are two passing-by spots along the Świnoujście-Szczecin fairway: in the Szczecin Lagoon and in Police. The passing-by spots on the lagoon is located between Fairway Gate No. 2

and Fairway Gate No. 3, it is 5 km long and 250 m wide. It is marked with lighted buoys. The passing –by spot in Police is 1.35 km long and 220 m wide. It is located north of an ellipsoidal turning circle, 825 m long and 350 m wide. It is marked with dolphins and lighted buoys.

### 5.20

**Underwater cables.** The places where cables are laid on the fairway and in its vicinity are marked with warning boards. An underwater fiber optic cable runs along the fairway from the BON Wharf in Świnoujście to the Aids to Navigation Base in Szczecin. The places where the fairway is intersected by the cable are marked with no-anchoring boards.

### 5.21

**The underwater gas pipeline** crosses the fairway (44<sup>th</sup> km of the fairway) in the south part of Róztoka Odrzańska at a safe depth under the bottom of the fairway.

### 5.22

**Ferries.** When approaching the ferry crossings, in accordance with the Port Regulations, establish communication on the VTS working channel directly with the ferries on the Karsibór crossing, passing the information boards with the inscription: "FERRY 2000 m". On the 7<sup>th</sup> km of the fairway, the board is set on the west coast, and on the 11<sup>th</sup> km – on the east coast. At the city ferry line, notification is required when passing the Mielin N and lighthouse points.

### 5.23

**Reporting system.** The entire route is covered by a reporting system operating as part of the VTS Świnoujście-Szczecin - vessel traffic control and supervision system. Vessel with a length of 20 m or more report by radio to the appropriate VTS. Reporting points and procedure s. Port Regulations and LNRS.

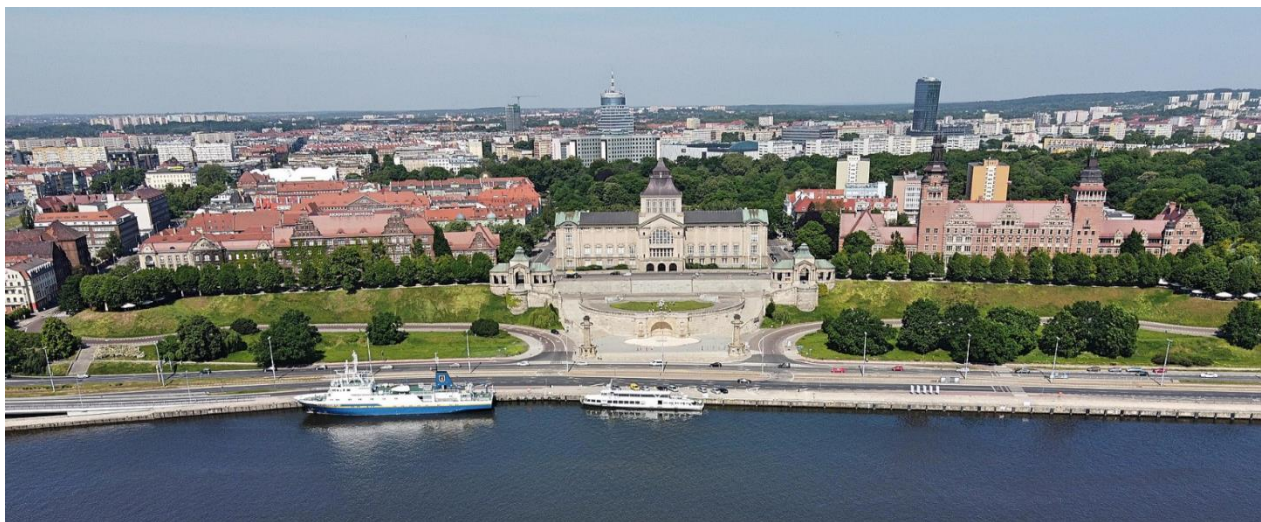
### 5.24

**The traffic rules** are included in the Port Regulations. Inland navigation ships – s. Port Regulations.

### 5.25

**Pilotage.** Ships heading to Szczecin, Police and smaller ports are brought to their destination by route pilots. Pilotage applies to ships specified in the Port Regulations.

Details s. Port Regulations and LNRS.



Pic. 65. Port of Szczecin – Bulwar Chrobrego Wharf



## 5. THE SZCZECIN LAGOON

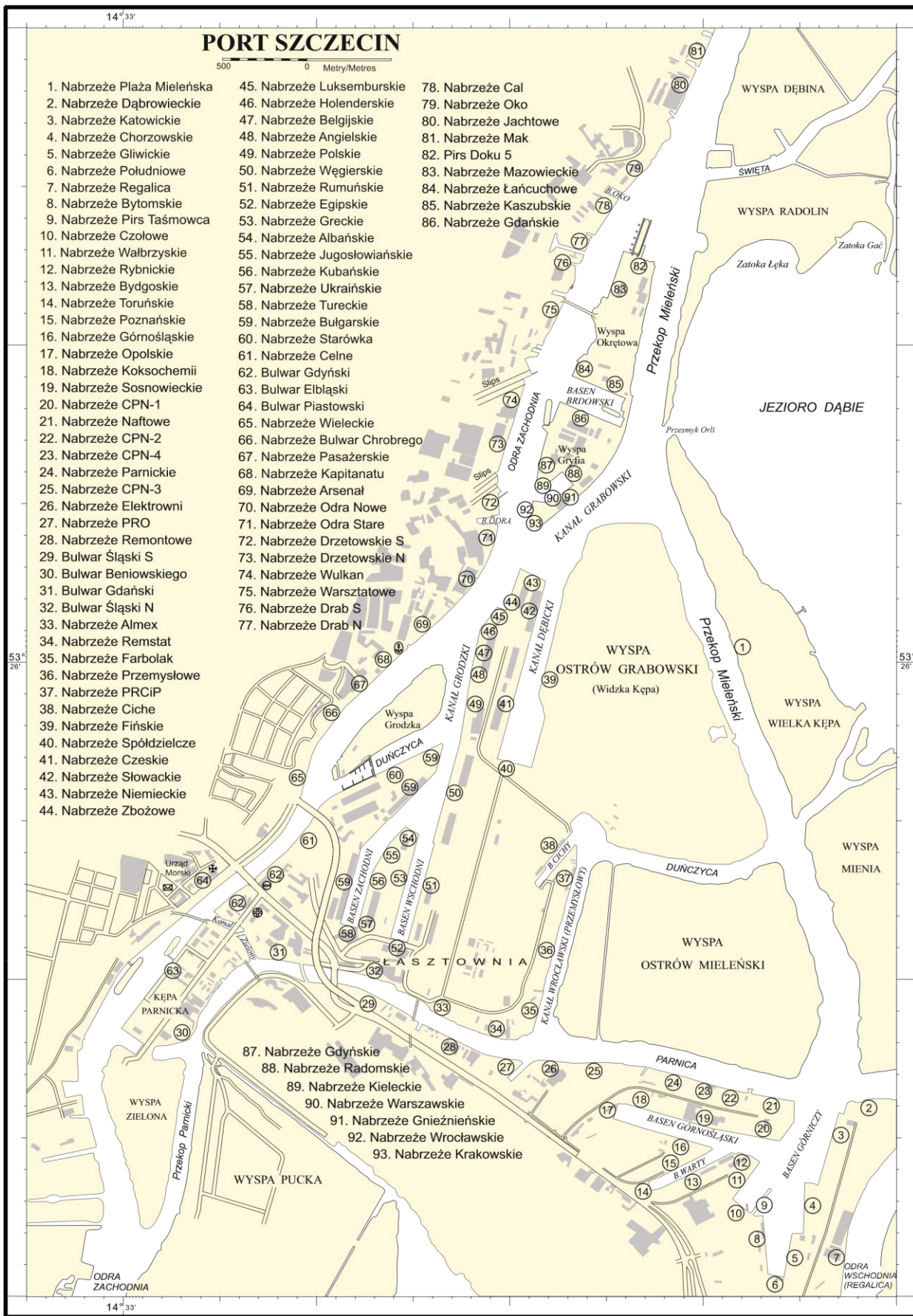


Fig. 26. Plan of the Port of Szczecin

## 5. THE SZCZECIN LAGOON

**SZCZECIN** – 53°26.0'N 14°34.4'E

### 5.26

A city and a sea-river port in the Odra valley, approx. 37 M south of the Pomeranian Bay.

Sailing connections with major ports of the Baltic Sea, north and west Europe and the Mediterranean. Regular ferry connections with Sweden. Inland freight barges along the Odra River and through the Gliwice Canal to the river port in Łabędy in Silesia. An important centre of maritime economy, with shipbuilding, chemical and energy industries. The exploited port areas include the west bank of the Odra River from Żurawia Island to the city centre and the following branches of the river: Parnica and Duńcyza. Ships with the maximum length of 160 m and the draught of 11.0 m can enter the port.

In justified cases, ships with parameters exceeding the permissible ones receive permission for entry or exit.

### 5.27

**Branches of the Odra River and canals within the port area:**

**Mieleński Przekop** – a navigable canal with a length of approx. 5 km and a depth of 12.5 m. The north section of the canal is approx. 1500 m long and approx. 100 m wide, and its axis runs 190°–010°. At the Orli Przesmyk and Gniezno Wharf, opposite the north headland of the island of Ostrów Grabowski (Widzka Kępa), there is a fork of the canal. One branch leads to the south-west to the Grabowski Canal, and the other to the south-east.

**Nowy Przekop** - The length of the Nowy Przekop is approx. 3,000 m, the width is 90–100 m, and the direction of its axis is 160°–340°. The Nowy Przekop ends at the entrance to the Górniczy Basin with a turning circle.

**Grabowski Canal** – a canal connecting the turning circle at Orli Przesmyk with the turning circle at the entrance to the Dębicki Canal. The canal is 450 m long, 90 m wide and 10.5 m deep. There can be shallows up to 9.6 m.

**West Odra River** – the north section along Gryfia Island, intended only for shipyards' units and mooring in the inter-shipyard area. There is a road bridge between the Warsztatowe Wharf and Gryfia Island (clearance under the bridge is 4.8 m). The bridge does not open. In the south section, from the Grabowski Canal to the south end of Grodzka Island, there is a 2 km long fairway. The fairway width is 80–150 m. The fairway depth is 9.7–12.5 m along the north part of the Ewa Peninsula and 7.0 m along Grodzka Island. The internal waters end at the Trasa Zamkowa bridge (clearance 12.2 m).

**Grodzki Canal** - from the West Odra River to the entrance to the West and East Basins, there is a canal with a navigable width of 48–60 m. At the Grodzka Island, the canal often becomes shallow.

**Duńcyza** – there are two canals with this name. The first one leads south of Grodzka Island along the Starówka Wharf. In the canal, there is a yacht marina and a footbridge (clearance under the footbridge is 3.4 m, with the possibility of opening the passage), connecting the Starówka Wharf with Grodzka Island. The other canal runs between the north entrance to

the Przemysłowy Canal and Nowy Przekop Canal, and has unregulated and unlit shores. Shallows to a depth of 1.1 m occur in the middle of the canal.

**Przemysłowy Canal** – connects the Duńcyza River with the central Parnica; length approx. 1100 m and width 80–100 m. Ships should stay closer to its west shore, because in the entire length along the east shore there is an unmarked shore area of approx. 30 m wide, above which the depths do not exceed 3.0 m. Depths in the navigable part are 4.5–7.0 m.

**Parnica** – the depths on the river between the Nowy Przekop and the south entrance to the Przemysł Canal are 6.5–9.6 m. The current is weak. At Łasztownia, starting from the east, the banks of Parnica are connected by a road bridge (vertical clearance 5.2 m) and a railway bridge (vertical clearance 4.6 m). The bridges do not open. The internal waters end on Parnica on the Port Bridge (vertical clearance 4.6 m).

**Dębicki Canal** – navigable width of the canal is approx. 80 m. Ships up to 70 m long can sail on the canal. The longer units should unmoor with aft from the Czeskie, Słowackie and Fińskie wharves, and turn on the turning circle at the junction of the Dębicki and Grabowski canals (widening up to 200 m and deepening up to 12.5 m are further in the canal).

**Dąbie Lake** – located east of the Odra River and the port area. The average depth of the lake is 3.0–3.5 m. It is connected with the Odra River by: Iński Nurt, Babina (Babiński Nurt), Czapina and Święta, and with the Mieleński Przekop – Orli Przesmyk, East Duńcyza and Regalica. There is a marked route for barges and pushed sets going from the Górniczy and Górnośląski basins to Wąski Nurt.

### 5.28

The **port** has extensive areas and wharves, equipped with modern loading facilities, warehouses and storage yards (Fig. 26). Connections for water, electricity and the city telephone network are provided to the shore. For more important information on basins and wharves, see Table 5.

### 5.29

**Loading bases.** The following specialised bases are located in the port area:

- container: at the Czeskie, Słowackie and Fińskie Wharves;
- ro-ro ramps at the Spółdzielcze Wharf;
- loading fuels at the Parnica River at the wharves:  
CPN-2 Wharf (load capacity up to 25000 dwt);  
CPN-3 Wharf (LPG loading and storage terminal);
- loading of coal: in the Górniczy Basin – Taśmowiec Pirs, Chorzowskie, Gliwickie, Bytomskie, Wałbrzyskie and Katowickie Wharves;
- loading of ore and phosphates: in Górniczy Basin, Katowickie Wharf;
- construction and loading of steel structures: at the Yacht Wharf and on Gryfia Island at the Mazowieckie Wharf;
- loading of methanol: at the Alfa Terminal Szczecińskie Wharf.

## 5. THE SZCZECIN LAGOON

Tab. 5. Major basins and wharves – Port of Szczecin

Name of the area, basin, wharf	Length in meters	Purpose
<b>Odra River</b> (from the north border of the port to the Mieleński Przekop)		
Nabrzeże Fant	333	loading and shipyard
Nabrzeże Alfa Terminal (Alfa N)	266	loading
Nabrzeże Huta (Kra I)	421	loading
Nabrzeże Cementowe (Kra II I Kra III)	143	loading
Nabrzeże Fosfatowe	246	loading
Stanowisko dolbowe Fosfatowe	200	loading
Nabrzeże Snop	205	loading
Nabrzeże Snop 2	131	loading
Nabrzeże Gocławskie	68	berth
Basen Huk		
Nabrzeże Południowe	164	loading
Nabrzeże Huk	268	loading
Basen Żeglarski	301	berth
Nabrzeże Żeglarskie	145	excluded from operation
Basen SUM	214	berth
Nabrzeże SUM – północne	40	berth
Nabrzeże SUM – południowe	35	berth
Nabrzeże Postojowe BON	145	berth
Nabrzeże BON	82	berth
Nabrzeże Mak	196	berth and repair
Basen Jachtowy		berth
Nabrzeże Jachtowe	265	river barge station steel structure re-loading station
<b>The West Odra River</b> (from the branch of the Mieleński Przekop to the Long Bridge)		
<b>West Bank</b>		
Nabrzeże Oko	234	loading and shipyard
Basen Oko	243	berth
Nabrzeże Cal	210	loading
Basen Młyński	408	berth/partially excluded from operation
Nabrzeże Drab N	70	berth/lifesaving boat discharge
Nabrzeże Drab S	–	excluded from operation
Dalby przy nabrzeżu Warsztatowym	90	berth
Basen Warsztatowy	172	berth
Nabrzeże Warsztatowe	283	berth
Basen Promowy I	36	ferry marina
Basen Promowy II	–	berth
Nabrzeże Wulkan N	151	shipyard
Nabrzeże Wulkan S	180	shipyard
Nabrzeże Drzetowskie N	180	shipyard
Nabrzeże Drzetowskie S	95(130)	shipyard
Przyczółek promowy w basenie Odra	–	ferry marina
Basen Odra	226	shipyard
Nabrzeże Odra Stare	445	shipyard
Nabrzeże Odra Nowe	146	shipyard
Nabrzeże Arsenal	300	shipyard
Nabrzeże Kapitanatu	124	berth
Nabrzeże Pasażerskie	377.5	berth
Nabrzeże Bulwar Chrobrego	347	berth
Nabrzeże Wieleckie	235	berth
<b>The West Odra River</b> (from the branch of the Mieleński Przekop to the Long Bridge)		
<b>East Bank</b>		
Przystań dalbowa Bielawa	720	berth



## 5. THE SZCZECIN LAGOON

Name of the area, basin, wharf	Length in meters	Purpose
<b>Okrętowa and Gryfia Island</b>		
Nabrzeże przy pirsie doku nr 5	79	shipyard
Nabrzeże Mazowieckie	282	loading/ro-ro ramp/
Nabrzeże Łańcuchowe	94	shipyard
Basen Brdowski		
Nabrzeże Kaszubskie	333	shipyard
Przydokowe (przy doku nr 3)	166	shipyard
Nabrzeże Gdańskie	377	shipyard
Nabrzeże Gdyńskie – N	122	shipyard
Nabrzeże Gdyńskie – S	345	shipyard
Basen Remontowy	–	–
Nabrzeże Kieleckie	172	shipyard
Nabrzeże Radomskie	100	shipyard
Nabrzeże Warszawskie	267	shipyard
Nabrzeże Wrocławskie	165	shipyard/machine testing station
Nabrzeże Krakowskie	43	shipyard
Nabrzeże Gnieźnieńskie	995	shipyard/partially excluded from operation
<b>Ewa Peninsula</b>		
Nabrzeże Polskie	260	loading
Nabrzeże Angielskie	165	loading
Nabrzeże Belgijskie	240	loading
Nabrzeże Holenderskie	160	loading
Nabrzeże Luksemburskie	54	berth
Nabrzeże Zbożowe	255	loading
Nabrzeże Niemieckie	163	berth
Nabrzeże Czeskie	477	loading
Nabrzeże Słowackie	595	loading
Nabrzeże Spółdzielcze	199	berth and re-loading/ro-ro ramp
Nabrzeże Fińskie	300	loading
Nabrzeże Norweskie	300	loading (under construction)
Nabrzeże Duńskie, umocnienie brzegowe	780	(in construction)
<b>Duńczyca</b>		
Nabrzeże Starówka	651/179	loading/partially excluded from operation
Przystań jachtowa		berth
<b>Central Port</b>		
Nabrzeże Węgierskie	612	loading
Basen Wschodni	–	–
Nabrzeże Rumuńskie	600	loading
Nabrzeże Egipskie	100	berth
Nabrzeże Greckie	627	berth and re-loading
Nabrzeże Albańskie	89	loading
Basen Zachodni	–	–
Nabrzeże Jugosłowiańskie	95	loading
Nabrzeże Kubańskie	244	non-reinforced shore
Nabrzeże Ukraińskie	323	loading
Nabrzeże Tureckie	100	berth
Nabrzeże Bułgarskie	1252	loading and repair
<b>Mieliński Przekop</b>		
Nabrzeże Plaża Mieleńska	125	berth

## 5. THE SZCZECIN LAGOON

Name of the area, basin, wharf	Length in meters	Purpose
<b>Mass Loading Port</b>		
Basen Górniczy	–	–
Nabrzeże Zabrzeńskie	84	shore reinforcement (under liquidation)
Dalby przy nabrzeżu Katowickim	63	loading (intended for liquidation)
Nabrzeże Katowickie	440 (500)	loading (under reconstruction)
Nabrzeże Chorzowski – Uskok	75	loading - ro-ro ramp
Nabrzeże Chorzowskie	290	loading
Nabrzeże Gliwicki – Uskok	57	berth
Nabrzeże Gliwickie	260	loading
Nabrzeże Południowe	90	berth
Nabrzeże Bytomski – Uskok	33	berth
Nabrzeże Bytomskie	343	loading
Pirs taśmowca E	180	loading
Pirs taśmowca W	180	loading
Nabrzeże Czołowe	151	mooring not allowed
Nabrzeże Wałbrzyskie	255	loading
Basen Górnośląski	–	–
Nabrzeże CPN – 1	265	shore reinforcement
Nabrzeże Sosnowieckie	417	shore reinforcement
Nabrzeże Koksochemii	359	excluded from operation
Nabrzeże Opolskie	95	shore reinforcement
Nabrzeże Dolnośląskie	200	shore reinforcement
Nabrzeże Górnośląskie	286	loading
Nabrzeże Rybnickie	150	shore reinforcement
Basen Warty	–	–
Nabrzeże Bydgoskie	92/438	loading/shore reinforcement
Nabrzeże Toruńskie	65	shore reinforcement
Nabrzeże Poznańskie	122/298	loading/shore reinforcement
<b>Parnica River, Przemysłowy Canal and Middle Duńczyca South Shore</b>		
Nabrzeże CPN - 2	475	shore reinforcement
Stanowisko dalbowe CPN - 2	81	loading
Nabrzeże CPN – 4	75(105)	berth
Nabrzeże Parnickie	295	loading
Nabrzeże CPN – 3	274	mooring not allowed
Stanowisko dalbowe CPN - 3	74	loading
Nabrzeże Elektrowni	278	berth
Basen Elektrowni	281	loading
Nabrzeże Na Cyplu	75	berth
Nabrzeże PRO	145	shore reinforcement
Nabrzeże Remontowe	395	shipyard
Nabrzeże Bałtony	50	berth
Bulwar Śląski S	112	berth
<b>Parnica River, Przemysłowy Canal and Middle Duńczyca North Shore</b>		
Bulwar Śląski N	232	berth
Nabrzeże Almex	147	loading
Nabrzeże Remstat	140	loading
Kanał Przemysłowy	–	–
Nabrzeże Farblak	294	loading
Nabrzeże Przemysłowe	150	loading
Nabrzeże PRCiP	100	berth-loading-repair

## 5. THE SZCZECIN LAGOON

Name of the area, basin, wharf	Length in meters	Purpose
<b>Parnica River, Przemysłowy Canal and Middle Duńczyca</b>		
<b>Middle Duńczyca</b>		
Basen Cichy	–	–
Nabrzeże zachodnie	255	berth
Stanowisko dalbowe Oczyszczalni	44	loading
<b>East Parnica and Regalica</b>		
Nabrzeże Dąbrowieckie	500	loading (under construction)
Nabrzeże Kujawskie	900	non-reinforced shore
Nabrzeże Regalica	210	loading

**Note.** The permissible draught at the wharves in the port of Szczecin is determined by the Harbour Master. A list of current permissible draughts at the wharves is available from the VTS Szczecin duty officer or on the website [www.ums.gov.pl](http://www.ums.gov.pl) (tab: maritime safety - shipping conditions).

### 5.30

**Recommendations and limitations.** The movement of ships on the Odra River in the area of the shipyard on the section from the north headland of Okrętowa Island to the south headland of Gryfia Island is not allowed, except for ships that have their bases here.

At the Drab N Wharf there is a lifeboat launching practice station. During the exercise, special caution should be taken.

There is one way traffic on the Duńczyca fairway along the Starówka Wharf. Entering ships move along the Grodzki Canal. Leaving ships move in the south-west direction towards the Odra River. On the turning circle, at the south headland of the Grodzka Island (Bielawa) turn right towards the north and steer on the Odra River and the Grabowski Canal to the Mieleński Przekop.

**Note.** Fishing on the Parnica and Regalica is not allowed.

### 5.31

**Pilotage** in the port is mandatory. Ships are guided to the berthing place by the fairway pilots. The high seas pilotage station is at the Aids to Navigation Base in Szczecin.

Pilotage applies to ships specified in the Port Regulations. Phone +48 91 440 35 10.

Details s. Port Regulations and LNRS.

### 5.32

**Anchoring** or dragging anchors are not allowed on Parnica, Regalica and on the waters lying in the zone up to 50 m from the bottom cables and underwater devices and other places specified in the Port Regulations.

### 5.33

**Underwater cables** are laid in different areas of the port. These places are marked with the relevant information boards.

### 5.34

**Turning circles.** Depending on the length and draught, ship can turn around:

- ☐ north of the Grodzka Island at the junction of the Odra River and the Grodzki Canal – a turning circle with a diameter of 206 m;
- ☐ south of the Grodzka Island at the junction of the Odra River and the Duńczyca River – a turning circle with a diameter of 120 m;
- ☐ at the junction of the Mieleński Przekop and the Grabowski Canal – a turning circle with a diameter of 362 m;
- ☐ at the junction of the Mieleński Przekop and Parnica – a turning circle with a diameter of 300 m;
- ☐ in the Central Port opposite the Albańskie Wharf - a turning circle with a diameter of 190 m;
- ☐ at the junction of the Grabowski and Dębicki canals opposite the Niemieckie Wharf – a turning circle with a diameter of 220 m;
- ☐ in the Górniczy Basin: in front of the Taśmowca Pier – a turning circle with a diameter of 260m;
- ☐ on Parnica: opposite the entrance to the Elektrownia Basin and the south entrance to the Przemysłowy Canal – a turning circle with a diameter of 130 m;
- ☐ at the junction of East Parnica and Regalica – a turning circle with a diameter of 120 m.

Information on the permissible draught of ships on turning circles can be obtained from the duty officer of the VTS Szczecin.



## 5. THE SZCZECIN LAGOON



Pic. 66. Police Seaport – south approach



Pic. 67. Police – entrance to the Barkowy Port from the Police Canal



Pic. 68. Police – Polimery Police loading station

## 5. THE SZCZECIN LAGOON

### 5.35

**Main propulsion test** should be carried out at the test station at the Wrocławskie Wharf (the south headland of Gryfia Island).

### 5.36

**Tugs and mooring service.** The tugs are ordered by an agent in advance. The number of mooring personnel depends on the size of the ship. The use of towing and mooring services is mandatory (s. the Port Regulations).

### 5.37

**Replenishment.** In any amount: provisions, water, liquid and gas. In addition, items and devices concerning the ship's equipment.

### 5.38

**Repairs.** Local shipyards carry out all repair works on the hulls, main engines and auxiliary devices. Possibility to order an underwater inspection by diving service through an agent.

### 5.39

**Medical assistance and deratization.** Sanitary clearance of ships is carried out by: the port health office, a sanitary and epidemiological station and a regional port clinic at 2 Energetyków Street. Deratization is carried out within the scope of activities of port sanitary centres. If needed, an exemption certificate may be obtained there.

### 5.40

The **Harbour Master's Office** is open from 07.30 to 15.00. It is possible to obtain information about the Port Regulations, current, navigational warnings, weather forecast and update of the "Notices to Mariners". Connection - phone +48 91 433 66 57, +48 91 440 35 96.

The **Boatswain's Office** of the port open 24 hours a day. Channel 11 VHF, phone +48 91 440 35 10, +48 91 443 06 97.

Details see LNRS.

**POLICE** –53°33.8'N 14°34.7'E

### 5.41

The city is located on the Policka Plain on the Odra and Gunia River (Lower Odra Valley) and a seaport and river port by the Świnoujście–Szczecin fairway. The city has road connections with Nowe Warpno and Trzebież on the north side and with Szczecin on the south side and with smaller surrounding towns. In the city there are chemical plants. The port in Police consists of: Seaport, Barkowy Port, Mijanka loading station and Gunica Basin. In the port, phosphates and fertilizers are loaded mainly.

The port is under the supervision of the Szczecin Harbour Master. Ships with the maximum length of 170 m and the draught of 9.15 m can enter at the port. In justified cases, ships with parameters exceeding the permissible ones receive permission for entry or exit.

### 5.42

The **approach** to the propane and ethylene unloading terminal, the Sea Port and the Mijanka re-loading station leads directly from the turning circle in Police on the Świnoujście – Szczecin fairway. The turning circle has a shape similar to an ellipse, the longer axis has a length of 825 m, the shorter one – 350 m. Due to shallowing on the approach to the seaport wharf, two yellow lighted beacons are

exhibited on the west side of the south entrance to Wąski Nurt.

There are two approaches to the Barkowy Port (Pic. 67) in Police:

1. The north approach leads from "29" lighted buoy on the Świnoujście–Szczecin fairway, which should be passed with the port side, then 189° in the direction of Wąski Nurt to Wielki Karw dolphin. After passing it, steer the centre of Wąski Nurt, leaving 3 daytime red buoys on the port side, placed along the east side of Wąski Nurt. The fairway length is approx. 1.5 M, the width is 70 m and the minimum depth is 4.5 m.
2. The south approach leads from the south part of Długi Ostrów Island along Wąski Nurt. Along the east side of the approach fairway with a length of approx. 0.9 M, starting from the north end of the Police Seaport, there are red buoys, two lighted and one unlit. The fairway width is 100 m, depth is 12.5 m (Pic. 66).

**Portowy Canal.** A 1.5 km long, 18 m wide and 4.4 m deep fairway leads to the Barkowy Basin in the Port Canal. At the entrance to the Portowy Canal, two unlit buoys are placed: green and red.

**Note.** The daytime buoys in Wąski Nurt are removed for the winter period.

The approach to the Gunica Basin leads through the Kiełpiński Canal and the Gunica River; it is 1.4 M long. At the entrance to the Kiełpiński Canal, there are two unlit red buoys, which should be passed with port side.

### 5.43

The **port** is a wharf divided into a stand for unloading raw materials and a truck station for loading products. A dolphin mooring station for ships of maximum size creates the terminal for unloading and storage of propane and ethylene (Pic. 68).

The **Barkowy Port** consists of three wharves and is designed to handle barges and ships up to 120 m long and with a draught of 4.0 m. The wharf basin is located at the west end of the Port Canal leading from Wąski Nurt.

The **Mijanka platform** is located in the vicinity of the turning circle in Police. It is used for loading ammonia and sulphuric acid and is intended for ships up to 180 m in length.

In the Police port, there are the following wharves and basins with lengths (in meters) and purpose:

- |    |                    |                                  |
|----|--------------------|----------------------------------|
| a. | Seaport            | (415), loading                   |
|    | □ dolphin station  | (280), loading                   |
| b. | Barkowy Port:      |                                  |
|    | □ Surowca Wharf    | (258), loading                   |
|    | □ Produktu Wharf   | (393.5), loading                 |
|    | □ Czołowe Wharf    | (138), loading                   |
|    | □ Mijanka Platform | (280), loading and berth         |
| c. | Gunica Basin       | (220), loading and shipbuilding. |

The permissible draught at the wharves in Police Port is determined by the Szczecin Harbour Master. A list of current permissible draughts at the wharves is available at the VTS Szczecin duty officer or on the website [www.ums.gov.pl](http://www.ums.gov.pl) (tab: maritime safety - sailing conditions).



## 5. THE SZCZECIN LAGOON

### ROZTOKA ODRZAŃSKA

#### General information

##### 5.44

Roztoka Odrzańska with an area of approx. 27 km<sup>2</sup> is the south, funnel-shaped end of the Great Lagoon. The border with the proper lagoon runs through the north headland of Chełminek Island; the

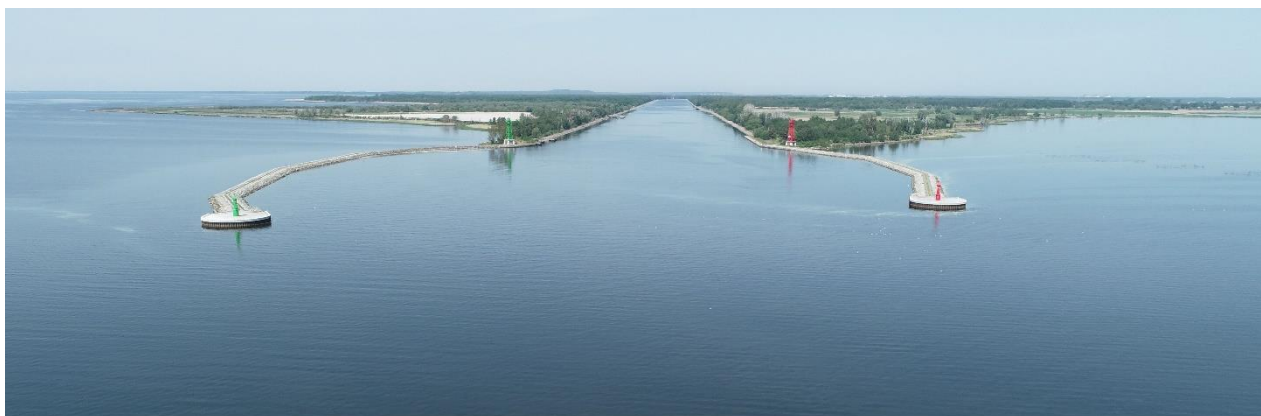
south border is a straight line connecting the estuary of the Jasienica Canal with the estuary of the Krępa River. The banks are even, flat, and forested in some places. In the north entrance, and further south, there is the island of Adamów and the islet of Trzcinka. The shallow Stepnicka Bay with depths of less than 3.0 m and a silty-sandy bottom cuts into the east bank of Roztoka.



Pic. 69. Świnoujście – Szczecin – Mielński Canal fairway. North entrance



Pic. 70. Świnoujście – Szczecin – Mielński Canal fairway. Karsibór Passage



Pic. 71. Świnoujście – Szczecin – Piast Canal fairway. Entrance from the Lagoon



## 5. THE SZCZECIN LAGOON



Pic. 72. Świnoujście – Szczecin – Fairway Gate No. 4 fairway and Chelminek Island

### 5.45

A **dangerous sandbank** with depths of less than 2.0 m lies on the east side of the Świnoujście-Szczecin fairway, at the east tower of the Fairway Gate No. 4.

### 5.46

The underwater power cable is located at the entrance to Róztoka between the south headland of Chelminek Island and the east shore.

### 5.47

**Chelminek** – an artificial island, low (1.8 m) and flat, protects Róztoka from a high storm wave rising on the Great Lagoon. Buildings are visible among the trees.

The marina (50 m long, 30 m wide and 1.3-3.0 m deep at the pier) is located on the south-west headland of the island.

### STEPNICA – 53°38.9'N 14°37.2'E

### 5.48

A town and a small fishing, commodity and yacht port in the Stepnica Bay (Pic. 73). There are a post office and a customs office.

### 5.49

The **north approach** leads from "ST" buoy of the Świnoujście-Szczecin fairway to the pair of "ST-1" and "ST-2" buoys, and its direction of 067.6° is determined by the leading line of the Stepnica Port: the length of the fairway – 1120 m, the width on the bottom – 40 m, the minimum depth – 3.0 m. "ST" buoy should be passed with starboard side.

The **south approach** leads from "24" beacon of the Świnoujście-Szczecin fairway. Between "24" beacon and the pair of "ST-1" and "ST-2" buoys, the fairway width is 40 m, direction 006°, depth 4.5 m (in the adjacent basin 3.0-3.9 m). On the section from "ST-1" and "ST-2" buoys, the fairway axis determines the leading line of the Stepnica Port (dir. 067.6°).

**Note.** In a deepened channel (from the turning circle to the port) 150 m long and 35 m wide, the depth is 4.5 m. For winter, the buoys marking the approach are removed without replacement.

The accuracy of the leading line on the section from the pair of "ST-1" and "ST-2" buoys to the pair of "ST-5" and "ST-6" buoys is reduced. Larger ships are advised to exercise extreme caution. The remnant of the former leading line to the north of the approach fairway is marked by "KM-S" cardinal buoy, which is removed for winter.

The shoal protruding to the west from the north headland of Adamowa Island is marked by "WA-W"

cardinal buoy.

### 5.50

The turning circle at a distance of 140 m from the entrance heads has a diameter of 130 m and a depth of approx. 4 m. It is marked with cardinal buoys: north and south, removed for winter.

### 5.51

**Port.** The size of ships entering the port cannot exceed: length – 75 m, width – 13 m. The entrance width is 40 m and depth – 4.5 m. The current permissible draught of ships is determined by the Boatswain of the Port of Stepnica.

The Kolejowy Basin has a loading and berth function. The depths at the Północne (144 m long) and Południowe (146 m long) Wharves are 4.5 m. At the Północne Wharf there is also a ro-ro ramp for handling bulk cargo. There is a fuel station at the Czołowe Wharf (27 m long). In the basin there is a water level indicator.

The Rybacki Basin, protected from the west by a groyne, has a 76 m long wharf with depths of 1.0-2.0 m.

The marina at the entrance to the Rybacki Basin is protected by a breakwater and the depth inside is approx. 2.5 m.

### 5.52

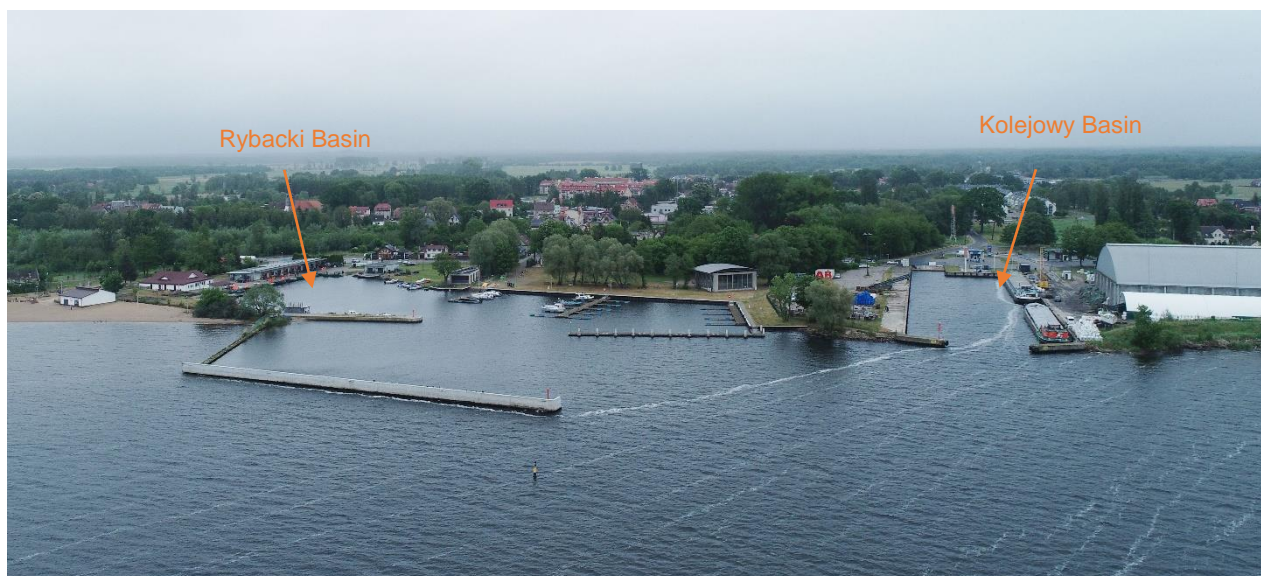
The **Boatswain's Office** is open on weekdays from 07.30 to 15.00. It is possible to obtain information about the Port Regulations, current, navigational warnings and weather forecast and to update "Notices to Mariners". Communication via channels 16, 71 VHF. Phone +48 91 418 84 27. Details see LNRS.

### Młyński Canal

### 5.53

The canal is located approx. 3 cbl. north-west of the port of Stepnica, in inland waters. The canal length 780 m, width 12–20 m, depth 2.5 m. There is a marina in the canal. Yachts at berths on both sides of the river; anchoring is not allowed. It is possible to turn around larger ships at a distance of approx. 180 m from the east end of the canal, on the manoeuvring basin with a diameter of 30 m. Winterise area for small units is located in the estuary of the Gowienica River, 12–20 m deep, 2.5 m. Approach to the Młyński Canal from the side of the pair of "ST-3"/"ST-4" buoys. In front of the entrance to the canal, at a distance of 130 m south of the heads of the canal, there are two unlit buoys – green and red. The passage between the buoys is 15 m wide.

## 5. THE SZCZECIN LAGOON



Pic. 73. Stepnica – port – Rybacki and Kolejowy basins



Pic. 74. Trzebież - north entrance



Pic. 75. Trzebież - south entrance



## 5. THE SZCZECIN LAGOON

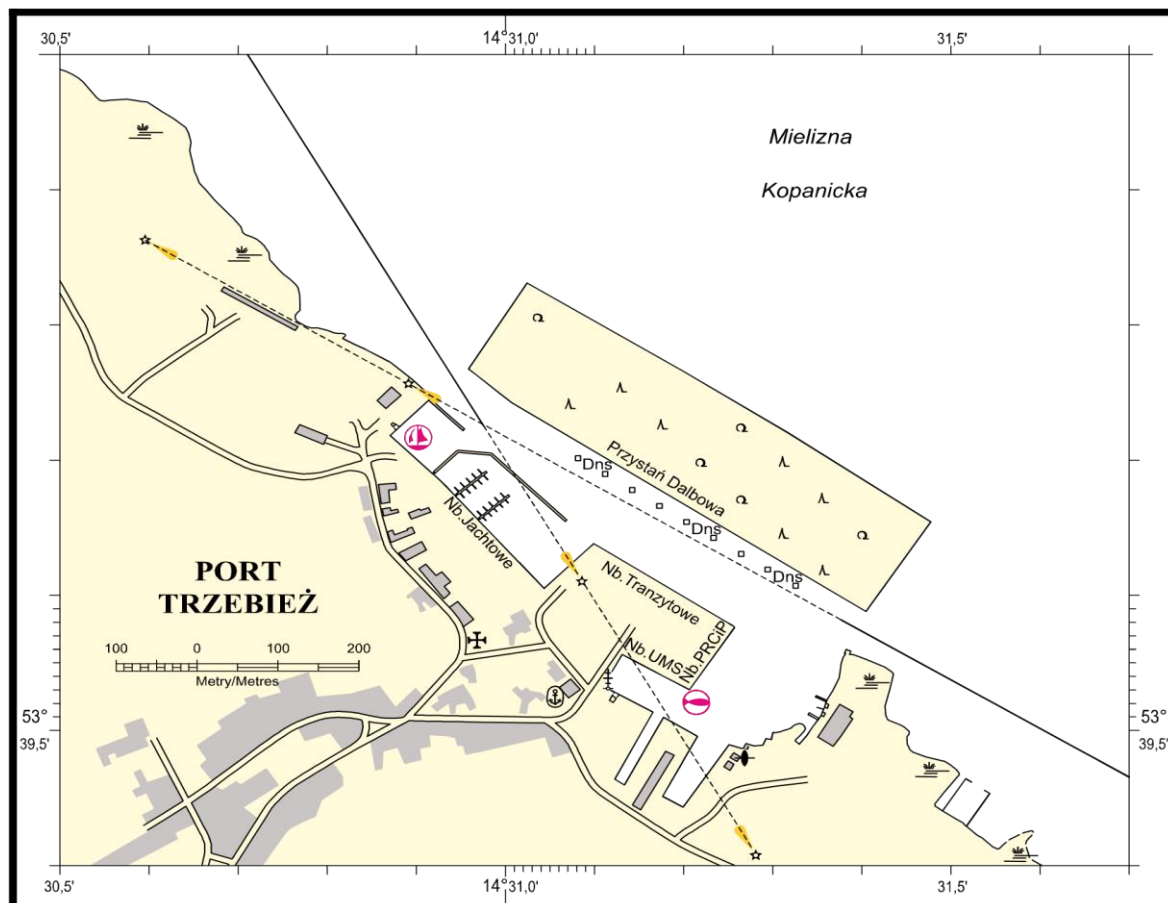


Fig. 27. Plan of the Port of Trzebież

**GAŚIERZYNO** – 53°40.0'N 14°34.2'E

### 5.54

The town and a fishing and yacht marina in a bay north-west of Stepnica (Pic. 76).

The fairway leading from Trzebieskich Toni is 40 m wide and 1.8 m deep. Course on the fairway 056.5°. The edges of the fairway are marked by two "G-1" and "G-2" unlit buoys exposed at a depth of 2.5 m, removed for winter without replacement.

On the section from the buoy to the marina, the depth of approx. 1.0 m.

The wharf with the platform with a total length of 40 m. Depths at the wharf from 0.6 m to 1.8 m.

**TRZEBIEŻ** – 53°39.6'N 14°31.2'E

### 5.55

A town and a port on the west coast of the narrowing connecting the south part of the Great Lagoon with Róztoka Odrzańska. It is a transit port for ships sailing between Poland and Germany, a berth place for the PRCiP, SAR and passenger ships, as well as a shelter port for fishing and sport ships. Marina for yachts, equipped with wharves with water, electricity, toilets, showers, crane, slip and repair shop, offers 91 berths. The fuel station at the Transit Wharf is open from 1 May to 30 September.

### 5.56

**Sea level.** The highest sea levels occur with winds from the north sector, and the lowest – with winds from the south sector. The sea level indicator is located in Basin No. 1.

### 5.57

**North approach** (Pic. 74). The fairway is approx. 1.3 M long, has a width of 40 m and a depth of approx. 4.0 m. The fairway begins at the Gate No. 3; direction 150°. From "TN-A" buoy to the entrance, there is Trzebież-N leading line (dir. 150.2°).

The fairway shallows gradually, especially close to the pair of "TN-3"/"TN-4" buoys, which can limit approach to the port from the north. In addition to "TN-A" lighted buoy, which should be passed with starboard side, the fairway is marked by unlit buoys: green "TN-B", "TN-1", "TN-3", "TN-5" and red "TN-2", "TN-4", "TN-6".

The buoys are removed for winter without replacement.

### 5.58

**South approach** (Pic. 75). The fairway has a width of 40 m on the bottom at the depth of approx. 4.5 m, beginning at "15" buoy of the Świnoujście-Szczecin fairway, continuing in direction 301.2°. From the pair of "TS-1" – "TS-2" buoys, the fairway axis is determined by Trzebież-S leading line (dir. 301.2°). "15" buoy should be passed with port side.

### 5.59

**Port.** The size of ships entering the port cannot exceed: length – 90 m, width – 20 m. The current permissible draught of ships is determined by the Harbour Master. From the north, the port basins are protected by a wide, arboreus breakwater with a length of 600 m. On its outer side there is Mielizna Kopanicka stretching all the way to the Świnoujście-



## 5. THE SZCZECIN LAGOON

Szczecin fairway. The length of the wharves and the depth at them:

- Trazytowe Wharf: 206 m, less than 4.5m;
- Przysań Dalbowa: 321 m, 3.5–4.0 m;
- PERCiP Wharf: 102 m, approx. 3.5 m;
- UMS Wharf: 95 m, 2.1 m;
- Yacht Wharf: 430 m, 0.5–3.0 m.

### 5.60

The **Harbour Master's Office** is on duty 24 hours a day. It is possible to obtain information about Port Regulations, current, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication via channel 71 VHF. Phone +48 914 24 16 54.

The **Boatswain** of the Port - phone +48 91 312 83 46. Details see LNRS.

### 5.61

**Rescue service.** Phone +48 91 424 33 48, phone mobile +48 505 050 992. A duty rescue ship is stationed in the port, keeping 24/7 watch on channel 16 VHF.

## NOWOWARPIEŃSKIE LAKE

### General information

#### 5.62

Nowowarpińskie Lake with an area of 18 km<sup>2</sup> is located in the south-west part of the Great Lagoon. The east part of the lake with a small, uninhabited island belongs to Poland. The passage from the lagoon is separated by Łysa Island. For shipping, there is a strait between its west coast and the town of Altwarp. On the east side of the approach, there is the shoal of the Warpieński Wyskok with depths of 1.0-2.0 m. Conspicuous landmark is the soaring tower of the church in Nowe Warpno.

**NOWE WARPNO** – 53°43.5'N 14°17.1'E

#### 5.63

A small town and a fishing port as well as an international water border crossing adapted for the check-in of passenger ferries, passenger and vehicle ferries (only passenger cars), as well as leisure craft. Bus connections to Trzebież and Szczecin (Pic. 77).

### 5.64

**Approach.** The fairway with broken line sections is marked with sector lights, lighted buoys and unlit ones. For winter, the buoys are removed without replacement, and the sector light at Fairway Gate No. 2 is switched off. The fairway, between "10" border lighted buoy and "7" border dolphin, almost coincides with the course of the state border.

At the west tower of the Fairway Gate No. 2 of the Świnoujście-Szczecin fairway, steer 290° along unlit buoys. At night, keep in the white sector of this tower auxiliary light, visible at 110° astern. On the section between the west tower of Fairway Gate No. 2 and "TW-4" buoy, follow the centre line in order not to damage the fishing nets, periodically placed at a distance of approx. 300 m, on both sides. After passing "TW-4" buoy, turn left to a course of 241°, leading to "10" lighted border buoy. Slightly turning left in front of it and follow Altwarp leading line (dir. 207.7°) passing the border buoys with starboard side.

After passing "9" border lighted buoy, turn left and steer in the narrow fairway (marked on both sides with unlit buoys) to "7" border lighted dolphin.

The strait between Łysa Island and the town of Altwarp is only 100 m wide. The depths on the fairway between "9" border buoy and "A-5" buoy exceed 3.0 m. On the section between "A-5" and "A-8" buoy the depths are 2.8-3.0 m.

Leave "7" border dolphin pile on the west side and keep 156° course leading to the marina. At night, hold the ship within white sector of the Nowe Warpno light, located on the passenger pier. In the middle of the distance between "7" border dolphin and the fishing port, two lighted buoys are placed: "NW-1" and "NW-2". At unlit "NW-4" buoy placed on the isobath 2.5 m, before the head of the passenger pier, turn left and steer 120°, heading for the Przemysłowego Wharf, which is an international border crossing. The distance from the passenger pier to the Przemysłowego Wharf is approx. 400 m.

The approach fairway ends with a manoeuvring basin, marked from the north with two cardinal buoys. The dimensions of the manoeuvring area are 140 m by 70 m for ships with a maximum draught of 2.5 m.

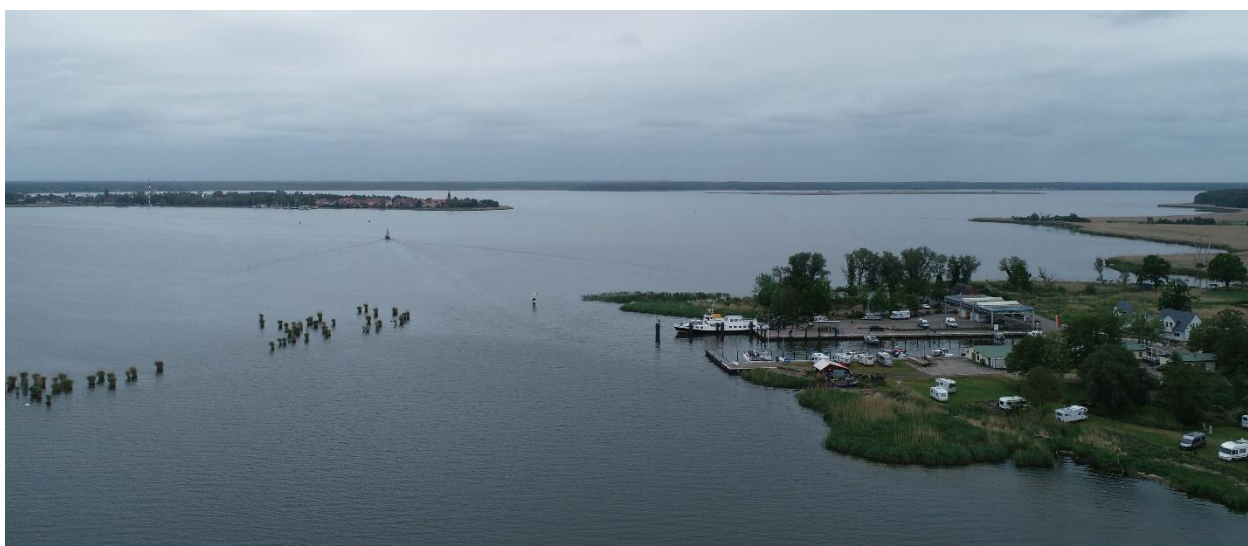


Pic. 76. Gąsierzyno fishing and yacht marina

## 5. THE SZCZECIN LAGOON



Pic. 77. Nowe Warpno – port



Pic. 78. Altwarp – Nowe Warpno



Pic. 79. Entrance to Wicko Małe Lake



## 5. THE SZCZECIN LAGOON

### 5.65

The **port** has wharves, the total length and depth of which are as follows:

- Pasażerskie: 128.6 m, 3.0–3.5 m;
- Rybackie: 116 m, 1.5–2.0 m;
- Przeładunkowe: 60 m, 1.5–2.0 m;
- Przemysłowe: 65.5 m, 2.0–3.0 m;
- 4 mooring platforms: 200 m, 1.8 m.

The size of ships entering the port cannot exceed: length – 40 m, width – 8 m.

The current permissible draughts of ships are determined by the Trzebież Harbour Master's.

### 5.66

In order to obtain permission to enter or exit the port of Nowe Warpno, ships are required to establish communication with the Trzebież Harbour Master's Office on channel 71 VHF or phone +48 91 312 83 46, + 48 605 686 757.

## STARA ŚWINA ARCHIPELAGO

### Inverted delta of Stara Świna

#### 5.67

The side branch of the Świna River called Stara Świna forms a strongly fragmented delta with numerous arms flowing into Wicko Wielkie Lake, and one called Przecznicza – directly into the Great Lagoon. This archipelago of several dozen islands is enclosed from the north and east by the southern coast of the island of Wolin, and from the south by a line leading from the east edge of the cliff near the town of Lubin on the island of Wolin to the south headland of the island of Karsibór at the exit from the Piastowski Canal to the Great Lagoon.

#### 5.68

The **Stara Świna River** flows through numerous bends between Karsibór Island and the islands separating it from Wicko Wielkie Lake. The depths are 1.5–6.0 m; in some places they can be smaller or larger than those given. The edges of the main fairway are marked by unlit buoys, removed for winter without replacement.

The road bridge at Łeknica, at the west entrance to the Stara Świna River, connects the island of Wolin with the island of Karsibór. The vertical clearance of the bridge in the navigable passage is 6.3 m. The navigable passage marked with boards is located between pillars 3 and 4, starting from the island of Karsibór. The width between the pillars is 55 m.

#### 5.69

**Wicko Wielkie Lake.** A lake surrounds the shores of the island of Wolin from the east and north, and the islands of the Stara Świna archipelago from the south and west. Depths in the central and east parts are less than 3.0 m. The entrance from the Great Lagoon is located in the south-east part of the lake, between the islet of Mały Krzek and the cliff shore of the island of Wolin, near Lubin.

The fairway along the east shore of the lake leads to the passenger wharf in Zalesie.

**ZALESIE** – 53°54.1'N 14°26.2'E

#### 5.70

The passenger marina at the top of Wicko Małe Lake (Pic. 79). The depths at the wharf with a total length of 136 m are 0.5–2.9 m.

### 5.71

**Approach.** The marked fairway begins at the east tower of Fairway Gate No. 3 on the Świnoujście–Szczecin fairway. The fairway width is 30 m, and the depths on individual sections are as follows:

- Fairway Gate No. 3 - "M-1" buoy: 5.0–6.0 m;
- "M-1" buoy – "SW-15" buoy: 4.0–5.0 m;
- "SW-15" buoy – "M-4" buoy: 3.0–4.0 m;
- "M-4" buoy – marina: less than 2.0 m.

The axis of the fairway from "M-1" unlit buoy to "M-2" unlit buoy is determined by Lubin leading line (dir. 299.8°). Behind the upper beacon, almost in the axis of the leading line, there is a church tower in Lubin.

From "SW-15" buoy to the marina, the fairway is marked on both sides with unlit buoys, removed for winter without replacement. This section is where the approaches to the marinas in Lubin and Wapnica branch off.

**LUBIN** – 53°52.1'N 14°25.8'E

#### 5.72

A small town and a marina on the east shore of Wicko Wielkie Lake. The local church is a conspicuous landmark (Pic. 80).

The approach branches from the fairway to Zalesie.

The Rybacki Basin has wharves with the following lengths and depths:

- Północne: 129 m, 1.0–3.1 m;
- Południowe: 99 m, 1.3–2.9 m;
- Zamykające: 31 m, approx. 1.0 m.

To the south of the basin, there is the Postojowe Wharf – outer, with a slip: 126 m, 1.1–1.4 m (under construction).

**WAPNICA** – 53°52.8'N 14°25.9'E

#### 5.73

A small town north from Lubin, on the east shore of Wicko Wielkie Lake.

The approach branches from the fairway to Zalesie.

Ships moor to floating piers in the canal and in the marina basin (Pic. 82).

## DZIWNA STRAIT WITH KAMIEŃSKI LAGOON

### Dziwna River

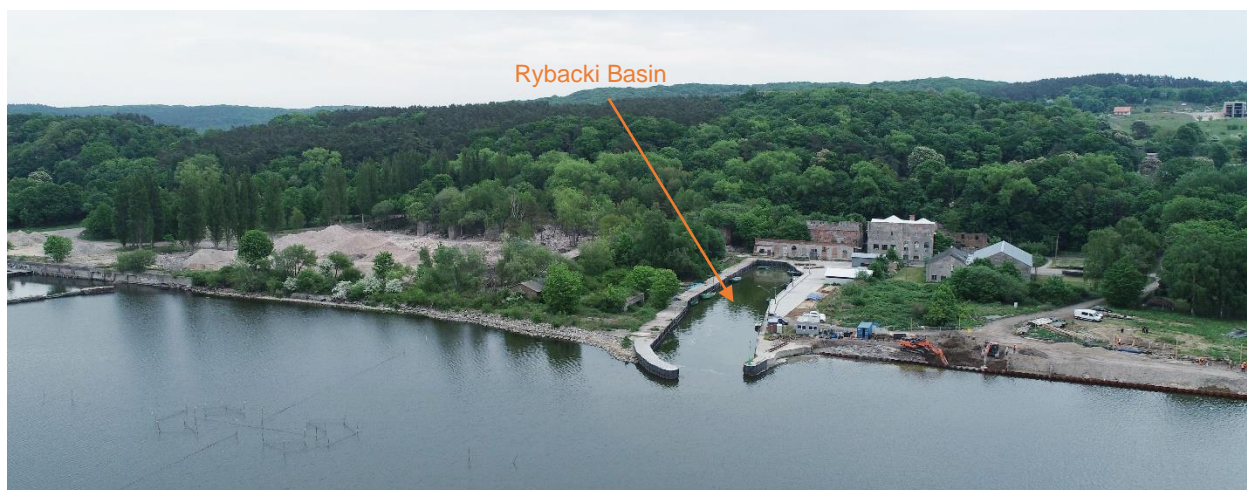
#### 5.74

Dziwna River is the east canal connecting the Great Lagoon with the sea. The proper strait is only a narrow section between Wrzosowskie Lake and the breakwaters in Dziwnów. The main current is as follows:

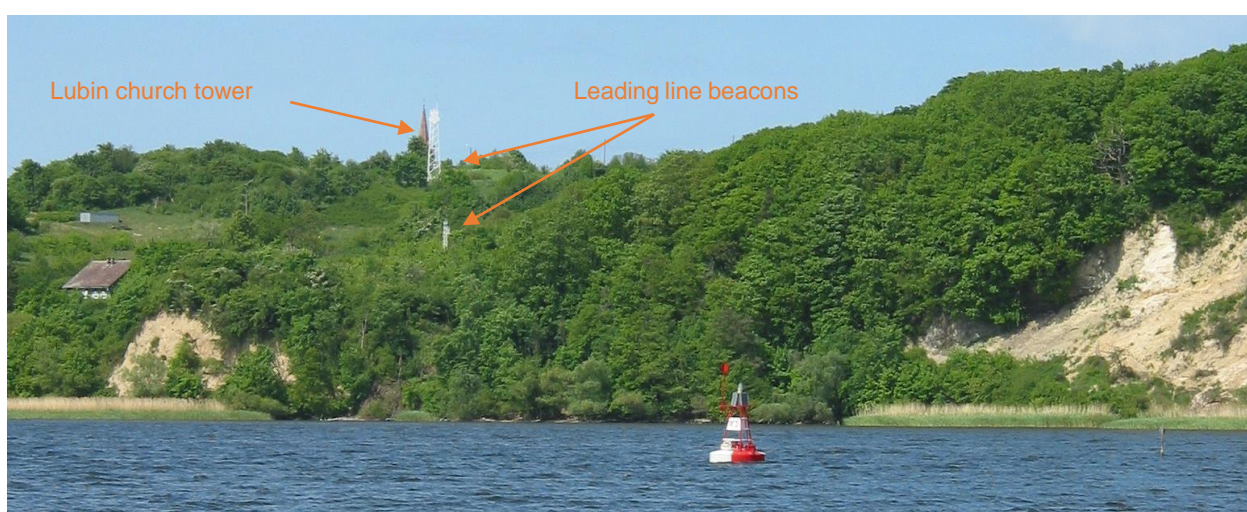
1. from the Skoszeńska Bay to Wolin – by Głębokki Nurt;
2. from Wolin to Gardzka Kępa Island – Dziwna Canal (between Wolin Island and the mainland), between Wolin and Chrząszczewska Islands;
3. through the Kamieński Lagoon towards the north-east, flows around the Międzywódzki Peninsula from the east and flows into the sea through the proper strait.



## 5. THE SZCZECIN LAGOON



Pic. 80. Lubin – entrance to the Rybacki Basin



Pic. 81. Lubin leading line and "M-2" buoy



Pic. 82. Wapnica - marina



## 5. THE SZCZECIN LAGOON



Pic. 83. Wolin – bridges (railway, road, "swing" road)

### 5.75

The **riverbed**, narrow and meandering, begins in the Skoszewska Bay. To the east of the south promontory of the low Rów peninsula, the width initially amounting to approx. 8 cbl. Narrows down at Gologóra to 2 cbl. and then to 1 cbl. and by the road bridge in Wolin it reaches only 100 m.

After passing Wolin, it gradually widens, up reaching 3–6 km in the Dziwna Canal, approx. 6 km between Wolin and Chrząszczewska Islands, and in the narrowing between the Kamieński Lagoon and Wrzosowskie Lake up to 5 cbl. and in the Dziwna Strait 0.5-2 cbl.

### 5.76

**Depths** in the riverbed are varied and amount to:

- ☐ on the end section of Głęboki Nurt: up to 7.5 m,
- ☐ in the Dziwna Canal: 1.5–3.0 m,
- ☐ between Wolin and Chrząszczew Islands: 1.6-4.2 m,
- ☐ through the Kamieński Lagoon: approx. 3.0 m,
- ☐ on Wrzosowskie Lake: approx. 3.0 m,
- ☐ in the Dziwna Strait: 2.5–3.0 m.

The Dziwnów–Wolin fairway on difficult navigational routes is marked with unlit buoys, with the point of passage through the Kamieński Lagoon, where three lighted buoys, "K-1", "K-2" and "K-3", were placed, the fairway width is 50 m, and the smallest depth on it - approx. 1.5 m.

### 5.77

**Bridges.** The banks of the Dziwna River are connected with four bridges. Three (Pic. 83) of them are located in Wolin (two by road and railway), and the fourth in Dziwnów.

In Wolin, starting from the north, the first is the permanent railway bridge. The vertical clearance is 12.4 m.

The road bridge in Wolin, along the S-3 expressway, is located 120 m south of the railway bridge. The vertical clearance is 12.5 m.

The swing road bridge in Wolin is located 330 m south of the road bridge, the vertical clearance in the closed position is approx. 3.1 m, in the open position, there are no limits.

Ships traffic control signalling:

- a. "Open passage" - two green fixed lights, placed in a horizontal line;
- b. "Closed passage" - two red fixed lights, placed in a horizontal line;
- c. "It is not possible to open the passage" - two red pulsating lights placed in a horizontal line.

The swing road bridge is opened:

1. from 1 January to 30 April and from 1 November to 31 December:
  - ☐ from Monday to Friday at 10.00 and 15.00;
  - ☐ Saturday, Sunday, holidays, public holidays: the bridge is closed;
2. from 1 May to 31 August:
  - ☐ from Monday to Friday at 10.00 and 16.00;
3. in the period from 1 July to 31 August, it is possible to additionally open the bridge at 12.00, provided that a group of at least 3 yachts is gathered and agreed with the bridge service, at least 30 minutes before the opening, at +48 530 101 731;
  - ☐ Saturday, Sunday, holidays, public holidays at 10.00, 14.00 and 18.00;
4. from 1 September to 31 October:
  - ☐ from Monday to Friday at 10.00 and 16.00;
  - ☐ Saturday, Sunday, holidays, public holidays: at 12.00

### 5.78

The **Skoszewska Bay** with low, wet and covered shores is the east end of the Great Lagoon. The agreed border of the bay is the line connecting the Rów peninsula with Śniecka Kępa. The village of Skoszewo is situated at the foot of the hill (23 m). A fairway leads through the bay to Wolin. In its north end, Głęboki Nurt begins, the beginning of Dziwna.

### 5.79

The **Cicha Bay** lies to the east of the funnel-shaped, north end of the Dziwna Canal. Narrowing between the Chrząszczewska and Gardzka Kępa Islands towards Kamień Pomorski with a side branch of Dziwna. At the narrowest point, between the mainland and Chrząszczewska Island, there is a road bridge with a clearance width of 8.0 m.

## 5. THE SZCZECIN LAGOON

**WOLIN** – 53°50.6'N 14°37.1'E

### 5.80

A city and a small fishing and commercial port on the south-east tip of the island of Wolin. Between the road bridges, on the west shore of Dziwna, there is a characteristic two-tower crop elevator building.

### 5.81

**Sea level.** There are the largest changes in sea levels in the Szczecin Lagoon caused by winds. The sea level indicator is located at the Boatswain's Office of the port.

### 5.82

**South approach.** From the east tower of Fairway Gate No. 3 of the Świnoujście-Szczecin fairway, there is a 50 m wide fairway with broken sections, marked with lighted and unlit buoys and lighted leading lines. For winter, the buoys are removed without replacement and the light on the dolphin at the south tip of the Rów Peninsula and the sector light on the east tower of Fairway Gate No. 3 are switched off. The deepened canal on the section from "W-4" buoy to "W-3" buoy between the Pomorska and Wolińska Shoals can occasionally narrow down and is marked with buoys on both sides. Due to the frequent change of the bed, special care should be taken. Recommendations received at the port on departure should be followed. Guide by the exposed buoys, the positions of which are often changed depending on the resulting shallowness. The direction of the approach is determined successively by Skoszewo, Zagórze and Gologóra leading lines.

Between "W-1" buoy and the left curve, the fairway leads along the north bank of Dziwna, and on the bend closer to the east one. This section is marked with two unlit red buoys, which are located on the north side. Depths on the following sections:

- Fairway Gate No. 3-"ME-W" buoy: 5.2–5.7 m;
- "ME-W" buoy – "W-4" buoy: approx. 5.5 m;
- "W-4" buoy – "W-3" buoy: 2.5-3.2 m (depths change frequently);
- "W-3" buoy – "W-1" buoy: 2.5-3.0 m (tendency to shallowing);
- "W-1" buoy to Wolin: 2.8-7.5 m.

### 5.83

**North approach.** From the Dziwnów port, there is a fairway marked by unlit buoys (with an exception of three buoys on the Kamień Lagoon: "K-1", "K-2", "K-3") along the main canal of Dziwna. Floating marks are removed for winter without replacement.

A dangerous place requiring special attention is the Wrzosowski curve (between Dziwnowo and Kamień Pomorski) due to the winding course and frequent changes in the narrow canal of the Dziwna. This section should be navigated through the middle of the fairway marked with buoys.

The smallest depths of approx. 1.5 m are at the curve at the south tip of Chrząszczewska Island. On the section from "K-3" lighted buoy to Wolin, navigate following the line of buoys. Using the approach requires good knowledge of local navigational and hydrographic conditions.

### 5.84

**Port** (Fig. 28). The size of ships entering the port cannot exceed: length - 90 m, width - 10 m. The current permissible draught of ships is determined by the Boatswain of the port.

Along the west bank of the Dziwna River, there are wharves with the following total lengths and depths:

- a) Postojowe: 55.4 m, 1.0–3.5 m;
- b) Północno-Zachodnie: 191 m, 1.0–4.2 m;
- c) Przejściowe: 25 m, approx. 1.5 m;
- d) Niskie: 24.2 m, approx. 1.0 m;
- e) Yacht Basin:
  - inner wharf: 139.5 m, approx. 3.5 m;
  - piers and outer wharf: 78.5m, approx. 5.5m;
- f) Rybackie N: 62 m, approx. 1.5 m;
- g) Rybackie: 106 m, 1.5–2.0 m;
- h) Przeładunkowe (UMS): 62 m, 1.5–2.5 m.

Along the wharves, there are warehouses, cold storage places, an ice factory and crop elevator.

During the annual Viking Festival (usually at the beginning of August), races and battle staging of early medieval boats replicas take place on the port basin. Sailing in the basin can be hindered.

### 5.85

The **Boatswain's Office** is open on weekdays from 07.15 to 15.10. It is possible to obtain information about Port Regulations, navigational warnings, weather forecast and to update the "Notices to Mariners". Communication – channel 16, 71 VHF. Phone +48 91 326 11 14. Details see LNRS.

## SIEROSŁAW

### 5.86

A town and port on the Island of Wolin by the Dziwna Strait, located 12 km north of Wolin on the south headland of the Chrząszczewska Island.

The port is administratively supervised by the Dziwnów Harbour Master's Office. In the port there are: berthing and unloading wharves with a lift for boats, with a total length of 33.5 m. The depths in the port are less than 1.0 m. The possibility of obtaining consent to enter/exit the port through a "notification machine" phone: +48 91 322 17 99.

## Kamieński Lagoon

### 5.87

The lagoon is a vast backwaters of Dziwna with the area of approx. 9 km<sup>2</sup> and a depth of down to 3.0 m. From the west, it is surrounded by the Island of Wolin, from the north – by the Międzywódzki Peninsula (the north-east end of the Island of Wolin), from the east – by the mainland, and from the south - by Chrząszczewska Island.

On the west side, there is Koprowo Lake with an area of approx. 4.7 km<sup>2</sup>, connected to the Lagoon by a narrow strait. The narrowing between the south headland of the Międzywódzki Peninsula and the mainland leads to Wrzosowskie Lake with an area of approx. 2 km<sup>2</sup> and depth of 3.0 m.

The **Międzywódzki Peninsula**, rising from the high part of the island of Wolin towards the east, is low, surrounded by a strip of reeds and wetlands from the south. The dunes in the north part of the peninsula are covered with forest.

**Chrząszczewska Island**, which closes the Lagoon from the south, is hilly, with Wyżawa (23 m) as the highest hill. The northern shores are high, cliff, eroded by waves. On the west edge of the north shore of the island, there is a steep headland. In front of the north shore, the Królewski Boulder, with



## 5. THE SZCZECIN LAGOON

a circumference of 20 m and a flat crest, protrudes 3 m above the water surface.

### 5.88

**Conspicuous landmarks** are the already mentioned north cliff shores of Chrząższczewska Island and in Kamień Pomorski: the slender tower of the

Wolin Gate, the tower of the St. Mary's Church, the tower and roof of the cathedral, as well as new houses in the old town, with the background of clumps of trees, on the highest hill in the city. At Wrzosowskie Lake, in its north part, skyscrapers in Dziwnówek are visible above the forests.

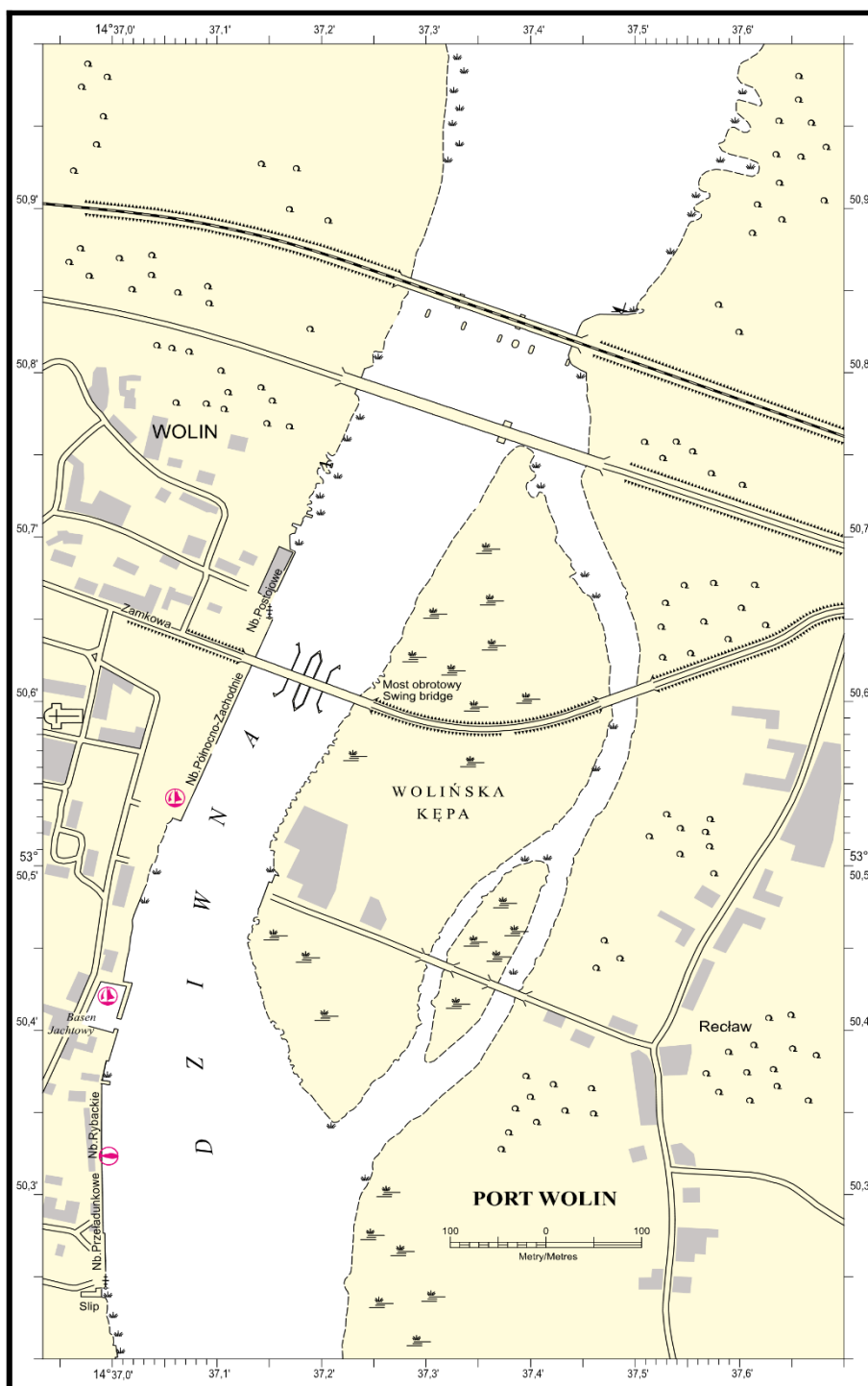


Fig. 28. Plan of the Port of Wolin

## 5. THE SZCZECIN LAGOON

### KAMIEŃ POMORSKI – 53°58.3'N 14°46.0'E, 5.89

The city and the fishing and commercial port on a high, protruding headland covered from the north by the waters of the funnel-shaped Karpinka Bay with the estuary of the Świniec River, and from the west by the side current of the Dziwna River, leading towards the Cicha Bay. Ferry connections in the summer season with Dziwnów and a connection to Chrząższciewska Island via a road bridge situated south of the city.

### 5.90

**Approaches** to the port are difficult and available only with a good knowledge of local navigational and

hydrographic conditions. Due to frequent changes in the current and depth of the Dziwna River, the floating navigational marks should be followed.

The north approach leads from Dziwnów to the exit to Wrzosowskie Lake, then along the east shore of the Międzywódzki Peninsula and further south closer to the east shore of the Kamieński Lagoon. A very narrow fairway is marked with unlit buoys and "K-1" lighted buoy, removed for the winter without replacement. The safest way is to navigate on the centreline of the fairway. The depths between "K-2" lighted buoy and the port are 2.0-2.7 m

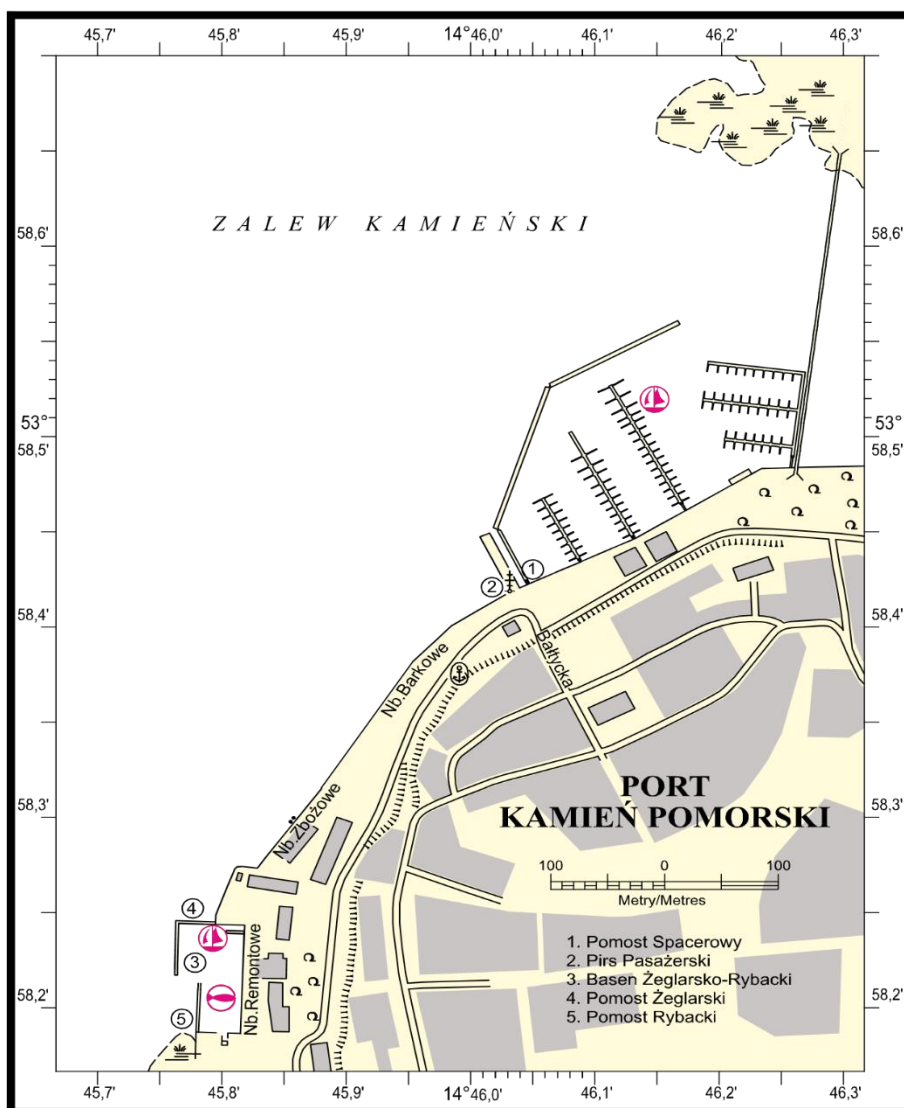


Fig. 29. Plan of the Port of Kamień Pomorski

## 5. THE SZCZECIN LAGOON

The south approach leads from Wolin, initially through the Dziwny Canal and between Wolin and Chrząszczewska islands. After passing a steep headland of the north edge of Chrząszczewska Island, it branches east of the main current of the Dziwna River and heads for "K-2" lighted buoy. The Królewski Boulder should be passed on its north side.

### 5.91

**Port** (Fig. 29). The size of ships entering the port cannot exceed: length – 50 m, width – 7 m.

The current permissible draughts of ships are determined by the Dziwnów Harbour Master.

The total lengths of wharves and depths at the wharves and in the basins are as follows:

- Pasażerskie: 60 m, 2.2–3.0 m;
- Barkowe: 258 m, 2.1–2.5 m;
- Zbożowe (excluded from operation): 100 m;
- Żeglarski Basin with a pier and a slip: 214 m, 1.3–2.0 m;
- Rybacki Basin with a slip: 108 m, 0.7–1.8 m.

To the east of the Pasażerskie Pier, there is a newly built Yacht Basin with 240 mooring stations, reaching the bridge leading to the village of Żółcino. The basin is protected with a breakwater with a total

length of approx. 273 m and equipped with floating platforms for mooring yachts.

The entrance to the basin has lighted navigational marks. The maximum depth in the basin is 2.5 m. The approach to the basin from the fairway should be started at a distance of approx. 150 m from the Pasażerskie Pier by changing the course to 066° and steer further along the breakwater of the west Żeglarski Basin to the entrance. Ships can also use the fairway directly connecting "K-2" buoy with the entrance to the Żeglarski Basin: after passing "K-2" buoy, take the 130.5° course and navigate this course to the entrance to the Żeglarski Basin. The fairway is approx. 0.84 M long, 30.0 m wide, 2.0 m deep, and its east side is marked with two "ZK-2", "ZK-4" unlit buoys.

In stormy landward winds, berthing at the pier and the Barkowym Wharf is not recommended.

### 5.92

In order to obtain permission to enter or exit the port of Kamień Pomorski, ships are required to establish communication with the Dziwnów Harbour Master's Office on channel 16, 71 VHF or phone +48 91 381 13 340, e-mail: [umskd@ums.gov.pl](mailto:umskd@ums.gov.pl).

Details see LNRS.



Pic. 84. Kamień Pomorski – Yacht Basin – approach



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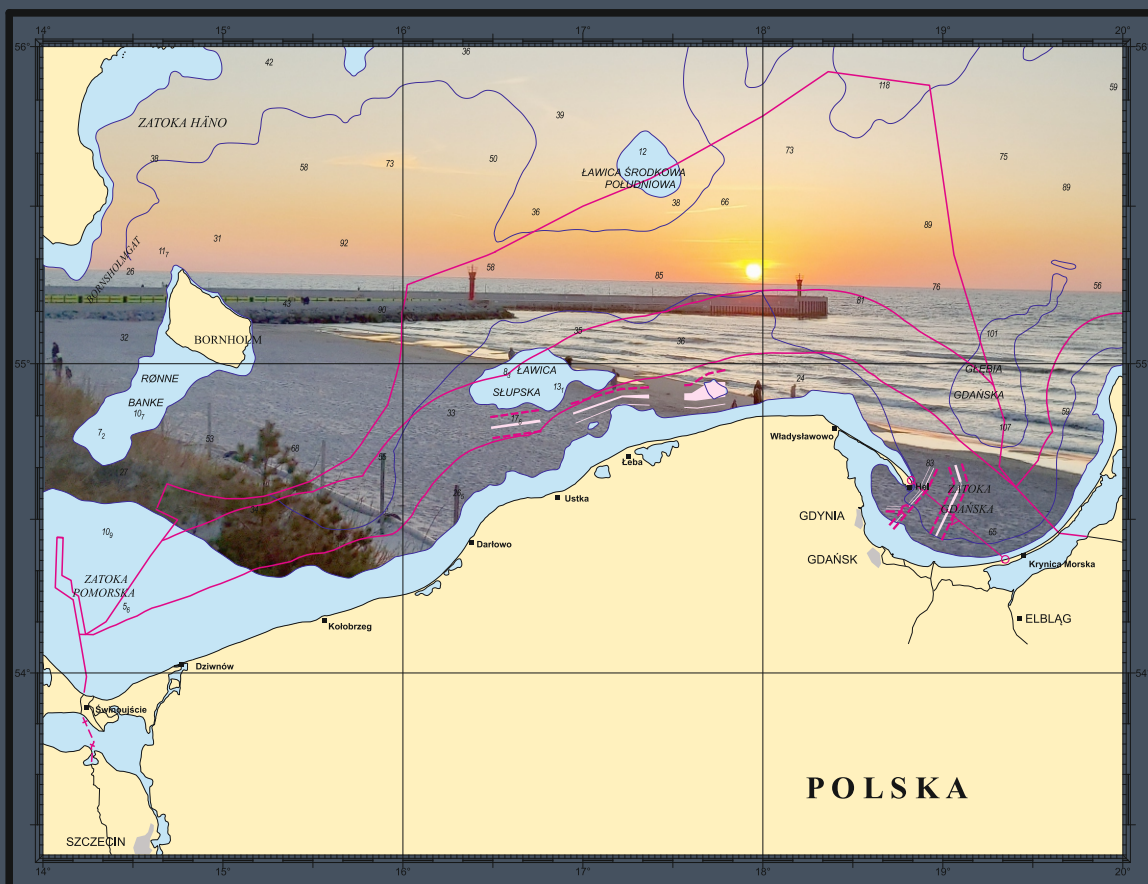
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**THE HYDROGRAPHIC OFFICE OF THE POLISH NAVY**  
**ul. Jana z Kolna 8 B**  
**81- 301 GDYNIA**

tel. +48 261 26 62 08 (H24), +48 261 26 32 83  
 fax. +48 261 26 62 03 (H24)  
 E-mail: bhmw@ron.mil.pl

