

## PORT REGULATIONS

Chapter I.	General Provisions .....	§ 1 – 12
Chapter II.	Reporting of vessels, reporting system .....	§ 13 – 22
Chapter III.	Use of VTS System .....	§ 23 – 29
Chapter IV.	Vessel Traffic Rules .....	§ 30 – 69
Chapter V.	Lights, daymarks, sound signals of vessels .....	§ 70 – 78
Chapter VI.	Pilotage .....	§ 79 – 90
Chapter VII.	Towage and Towage Services .....	§ 91 – 106
Chapter VIII.	Berthing and Berthing Regulations .....	§ 107 – 134
Chapter IX.	Berths and Harbours .....	§ 135 – 143
Chapter X.	Cargo operations and storage .....	§ 144 – 157
Chapter XI.	Maintenance of operational order and environmental protection .	§ 158 – 174
Chapter XII.	Final Provisions .....	§ 175 – 176

Appendix No 1. VTS Swinoujscie Area.

Appendix No 2. VTS Szczecin Area.

Appendix No 3. Reporting System In The VTS Swinoujscie Area.

Appendix No 4. Reporting System In The VTS Szczecin Area.

Appendix No 5. IMO General Declaration.

Appendix No 6. IMO Dangerous Goods Manifest.

Appendix No 7. Instruction For Radiocommunications.

Appendix No 8. Table of Permitted Draughts For Vessels of Overall Length Greater Than 160 m  
Entering The Ports of Szczecin.

Appendix No 9. Table of Permitted Draughts For Vessels of Overall Length Greater Than 170 m  
Entering The Ports of Police.

Appendix No 10. IMO Passenger List.

Appendix No 11. IMO Crew's Effects Declaration.

Appendix No 12. IMO Ship's Stores Declaration.

Appendix No 13. IMO Crew List.

Appendix No 14. IMO Cargo Declaration.

**STANDING ORDER No 4**  
**Director of the Maritime Office in Szczecin**  
**of 17th September 2002 r.**

The Standing Order No 4 has been corrected by following:

- Standing Order No 1 Director of the Maritime Office in Szczecin of 10<sup>th</sup> April 2003;
- Standing Order No 3 Director of the Maritime Office in Szczecin of 8<sup>th</sup> September 2003;
- Standing Order No 5 Director of the Maritime Office in Szczecin of 3<sup>rd</sup> December 2003;
- Standing Order No 2 Director of the Maritime Office in Szczecin of 5<sup>th</sup> April 2004;
- Standing Order No 6 Director of the Maritime Office in Szczecin of 29<sup>th</sup> December 2004;
- Standing Order No 1 Director of the Maritime Office in Szczecin of 25<sup>th</sup> January 2005;
- Standing Order No 3 Director of the Maritime Office in Szczecin of 4<sup>th</sup> July 2005;
- Standing Order No 4 Director of the Maritime Office in Szczecin of 25<sup>th</sup> July 2005;
- Standing Order No 5 Director of the Maritime Office in Szczecin of 19<sup>th</sup> December 2005;
- Standing Order No 1 Director of the Maritime Office in Szczecin of 15<sup>th</sup> March 2006.

**Port Regulations**

Upon art. 47 of the Act of 21st March 1991 on the maritime areas of the Republic of Poland and the maritime administration (Journal of Laws 2003 No 153 pos. 1502 and No 170 pos. 1652; 2004 No pos. 41 and No 93 pos. 895 and Nr 273 pos. 2703; 2005 No 203 pos. 1683) and art.37 subsections 2, 3 and 4 of the Act of 9th November 2000 on Maritime Safety (Journal of Laws 2000, No 109, pos. 1156; 2002 No 240 pos. 2060; 2003 No 199 pos. 1936 and No 229 pos.2277; 2004 No6 pos.41 and No93 pos.895 and 899 and No 273 pos. 2703; 2005 No 155 pos. 1298 and No 203 pos. 1683), the following is ordered:

**Chapter I**  
**General Provisions**

**§ 1.** 1. The provisions of this Standing Order, hereinafter referred to as Port Regulations, govern matters relating to the safety of vessel traffic, the rendering of such port services as are important for safety of navigation, environmental protection and operational order in those areas of the sea ports under the territorial jurisdiction of the Director of the Maritime Office in Szczecin.

2. Accordingly Port Regulations shall apply also to the areas of the marine harbours and to anchorages, located outside the port areas, and to the fairways connecting such anchorages with the port waters.

3. The boundaries of the sea ports, harbours and their roads are defined in other regulations.

**§ 2.** The sanitary, Customs, fire prevention, radio communications as well as occupational safety and health matters in the sea ports are governed by other regulations.

**§ 3.** 1. In matters relating to collision avoidance the provisions of COLREG shall apply, unless this Standing Order specifies otherwise.

2. In matters connected with environmental protection other regulations are also applicable.

3. In matters relating to the safety of those cargo terminals handling crude oil and its products, liquid gases and any other chemical substances those regulations specified in the instructions on the safe operation of terminals and in the technological instructions shall also apply.

**§ 4.** 1. These Port Regulations shall apply to vessels, hydroplanes as well as their operators and those individuals present in the areas specified in § 1 subsections 1 and 2.

2. These Port Regulations shall apply to vessels of the Coastguard, Police and Navy, unless otherwise specified in other regulations.

§ 5. For the purposes of these Port Regulations:

- a) sea port area means the land area, including inner water area hereinafter referred to as “port” and the outer water areas hereinafter referred to as the “road”;
- b) anchorage means a designated water area where vessels wait to enter the port;
- c) COLREG means the provisions of the Convention on the International Regulations for the Prevention of Collisions at Sea 1972, (Journal of Laws 1977, No 15, pos. 61 and Journal of Laws 1984 No 23, pos. 106);
- d) Helsinki Convention 92 means the provisions of the Convention on the Protection of the Baltic Sea Environment, done at Helsinki on 9th April 1992. (Journal of Laws 2000 No 28, pos. 346 and 347);
- e) MARPOL Convention 73/78 means the provisions of the International Convention for the Prevention of Pollution from Ships, done at London on 2nd November, 1973, together with Annexes I, II, III, IV and V and the Protocol of 1978 relating to the Convention together with Annex I done at London on 17th February 1978 (Journal of Laws 1987 No 17, pos. 101 and 102);
- f) London Dumping Convention 72 means the provisions of the Convention for Preventing the Pollution from dumping wastes and other substances from ships of 29 December, 1972 (Journal of Laws 1984, No 11, pos. 46 and 47 and Journal of Laws 1997, No 47, pos. 300);
- g) IMDG Code means the International Maritime Dangerous Goods Code, relating to the carriage of dangerous goods in packaged form by sea, published by the International Maritime Organization (IMO) in London;
- h) BC Code means the International Code on the Carriage of Bulk Cargo and Concentrates by Sea;
- i) IBC Code means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk;
- j) IGC Code means the International Gas Carriers Code;
- k) port facilities means any shore or water facilities used for vessel mooring and berthing, cargo handling, transfer and storage as well as other such objects and facilities as are necessary for the operation of the port or for public use;
- l) operator those managing port properties whether as owners, co-owners, perpetual operators or permanent managers or those who use port properties on the basis of another legal title, irrespective of whether the foregoing are natural or legal persons or organizational units not having any legal personality;
- m) seaway – a part of waterway of a specified depth and width, and published in nautical publications;
- n) Swinoujscie - Szczecin seaway – an adequately marked waterway of a specified depth and width, connecting the port of Swinoujscie with the port of Szczecin, going from the head of breakwater in Swinoujscie (km 0.0), via the Piastowski canal, Zalew Szczecinski and Roztoka Odrzanska, further by the Odra River and Przekop Mielenski to abeam of the Katowickie Wharf in the northern corner of the port of Szczecin (km 67.8);
- o) SOLAS 74 Convention means the provisions of the International Convention for the Safety of Life at Sea, done at London on 1st November 1974 (Journal of Laws 1984, No 61, pos. 318-321 and Journal of Laws 1986, No 35, pos.177);
- p) dangerous goods means:
  - those goods defined as dangerous in accordance with the IMDG Code,
  - dangerous bulk substances being: the oils quoted in Annex I to the MARPOL 73/78 Convention, the chemical cargoes included in Annex II to the MARPOL 73/78

- Convention, and liquified hydrocarbon gases and liquid chemical gases in accordance with the IGC Code;
- q) dangerous flammable liquids being: liquids that are cargo, the flash point of which is 60°C or below when assessed by a closed cup test;
  - r) shipowner means an owner, operator or any organization, managing or chartering company that has taken over from the ship owner responsibility for the vessel's operation and which, having assumed that responsibility, has agreed to take over all obligations and responsibilities covered by the ISM Code;
  - s) ISM Code means the International Code for Safe Operation of Vessels and Pollution Prevention, as adopted by IMO Resolution A.741 (18);
  - t) Tug vessel means each vessel involved in the towing of another vessel;
  - u) Vessel Traffic Services, called shortly VTS – a management and vessels traffic control system established and controlled by the Director of the Maritime Office in Szczecin, that is mandatory in the area from the road at sea to the port of Swinoujscie, on the Szczecin - Swinoujscie seaway, in the ports of Szczecin, Police and Swinoujscie;
  - v) port shipping means shipping in or at the areas of ports (excluding anchorages and areas in the Pomeranian Bay) including the Piastowski Canal, Roztoka Odrzanska and Kamienski Zalew. The border between Roztoka Odrzanska and Zalew Szczecinski is constituted by a line crossing the two beacons of the Brama Torowa IV (Gate IV);
  - w) sheltered shipping means shipping in the area of Zalew Szczecinski;
  - x) VTS area means those geographical areas the borders of which have been defined in Appendices no 1 and 2 of this Order, and which cover the areas of VTS operations;
  - y) port or harbour managing entity – an entity set up under the Act of 20th December 1996 on ports and harbours (Journal of Laws 2002, No 110, pos. 967; No 166, pos. 1361 and No 200, pos.1683),
  - z) Plan of management of waste and cargo residues from vessels – a plan prepared in accordance with the Regulation of the Ministry of Infrastructure of 21st December 2002 regarding port plans for the management of waste and cargo residues from vessels (Journal of Laws of 2002, No 236, pos.1989);
  - za) The Polish Harbours Information and Control System, hereinafter referred to as “PHICS system” – the electronic system for collecting and storing data on ships carrying passengers or dangerous goods,
  - zb) INF Code - International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships.
  - zc) fishing vessel of a third country – fishing vessel, regardless of its size, under the flag and registered in a country not being a member of the European Union, used first and foremost or additionally to fishing fishery products or a vessel, which is not being used to fishing itself, which receives fishery products by reloading from other vessels or a vessel, on which board fishery products are exposed to one or more of the following operations preceding packing: filleting, cutting, scaling, mincing, freezing or processing;
  - zd) ISPS Code – International Ship and Port Facility Security Code;
  - ze) wharf – refers to all hydro-engineering structures used for mooring and stopping vessels.

**§ 6.** 1. The use of sea ports is permitted to the extent determined in the Port Regulations and in other regulations.

2. The use of port facilities is permitted pursuant to the permission issued by their operator, unless the Port Regulations specify otherwise.

**§ 7.** 1. The Harbour Master with appropriate territorial jurisdiction shall be responsible for supervising and ensuring compliance with these Port Regulations.

2. Any reference in the Port Regulations to the Harbour Master or Harbour Master's Office shall be deemed to refer equally to the Harbour Bosun or Harbour Bosun's Office.

3. Additionally the Chief Inspector of Environmental Protection of the Maritime Office in Szczecin shall have responsibility for supervising and ensuring compliance with those sections of these Port Regulations that relate to environmental protection throughout the port waters and premises.

**§ 8.** 1. All persons using the port or its facilities shall be obliged to maintain the safety of the port, to take precautionary measures and to avoid damage to port facilities, reciprocal damage or damage to the environment.

2. Those persons specified in subsection 1 shall be obliged immediately to notify the Harbour Master's Office of any identified emergencies onboard vessels and at the port facilities, the malfunction of navigational arrangements and aids, their displacement or of any environmental pollution. These persons shall also be obliged to impart relevant information to and assist the Harbour Master's officers in performing their duties.

**§ 9.** 1. Upon the request of a Harbour Master's officer or any other authorized employee of the Maritime Office the vessel's Master or person/s in charge of the vessel shall produce the ship's and personnel documents for inspection.

2. The provisions of subsection 1 shall apply equally to the personnel responsible for the operation of port facilities as regards the presentation of such documents as are required to confirm that these personnel are authorized to operate the facilities or that the facilities have a valid survey certificate.

**§ 10.** 1. While on duty, officers of the Harbour Master's Office shall be allowed to enter any vessel, as well as port storage areas, warehouses and other port facilities in order to ensure compliance with the Port Regulations.

2. Upon the request of a Harbour Master's officer each vessel shall stop, moor at an indicated place and interrupt its voyage.

3. The Harbour Master has the right to keep a vessel's safety documents for the duration of its stay in port.

**§ 11.** 1. Harbour Master's officers shall have authority to give instructions aimed at preventing hazards to human life or health, the environment, vessels, port facilities and cargoes, and if necessary, to call appropriate bodies for assistance.

2. Personnel staying within the port areas shall be obliged to follow these instructions, as mentioned in subsection 1.

3. Instructions given by the Harbour Master's officers that are aimed at port safety and operational order, and which relate to environmental protection shall be followed immediately unless some other timescale for the exercise of these instructions has been specified.

**§ 12.** Masters (or person in charge) of vessels shall be responsible for compliance with the Port Regulations by the vessel's crew and the director or manager of the relevant service department shall be responsible for compliance with the Port Regulations by the operator.

## **Chapter II**

### **Reporting of vessels, reporting system**

**§ 13.** 1. No vessel 20m or more in length may without the permission of the Harbour Master or VTS, in ports where the system is mandatory, enter or leave the port or navigate in its area.

2. In order to obtain permission, as mentioned in subsection 1, a vessel shall contact the Harbour Master's Office or VTS, where the system is mandatory.

**§ 14.** 1. The Master of each vessel, before entering or leaving a port, shall report to the Harbour Master's Office or VTS if that system is mandatory in that place, informing them of the voyage plan as determined in accordance with the reporting system being stated, as appropriate, in Appendices 3 and 4 to this Standing Order.

2. The Master of each vessel or his authorized representative shall submit a pre-notification of the vessel's entry to the port to the Harbour Master's Office or VTS if the system is obligatory in that place. The pre-notification should contain:

- a) vessel's name, call sign and IMO number,
- b) last country and port of call,
- c) port of destination,
- d) expected time of arrival at the port of destination or the pilot embarkation position (ETA) and expected time of departure from this port (ETD),
- e) number of passengers on board.

The following security information should be attached to the pre-notification:

- a) does the vessel have a valid International Ship Security Certificate?
- b) what is the current Ship Security Level?
- c) did the vessel have the security level higher than 1 during her last 10 calls?
- d) were any special ship security steps taken during her last 10 calls?
- e) is any additional safety-related information being delivered during this voyage?

3. The pre-notification referred to in subsection 2 should be submitted at the latest 24 hours before the vessel's arrival to the port of destination or before coming to the pilot embarkation position, and if the voyage is shorter than 24 hours, immediately after leaving the last port of call. If the port of destination is not known, this notification has to be made immediately after the master receives information about the port of destination.

4. The Master of a vessel or his authorized representative shall immediately, but not later than 24 hours after the vessel's arrival at the port, submit to the Harbour Master's Office:

- a) vessel's written declaration of entry to port, which shall be in accordance with IMO FAL 1 form, being Appendix No. 5 of this Standing Order,
- b) list of passengers on board, in case of vessels carrying maximum 12 persons, which shall be in accordance with IMO FAL 6 form, being Appendix No. 10 to this Standing Order,
- c) declaration of the crew's personal belongings, which shall be in accordance with IMO FAL 4 form, specimen of which being Appendix No. 11 to the Standing Order,
- d) ship's stores declaration, which shall be in accordance with IMO FAL 3 form, being Appendix No. 12 to this Standing Order,
- e) crew list, which shall be in accordance with IMO FAL 5 form, specimen of which being Appendix No. 13 to the Standing Order,
- f) cargo manifest, which shall be in accordance with IMO FAL 2 form, specimen of which being Appendix No. 14 to the Standing Order,
- g) waste materials declaration, which wording is described by separate regulations,
- h) sea transport recording form, specimen of which is laid down by separate regulations.

5. If the stay of the vessel is shorter than 24 hours, the documents listed in subsection 4 have to be submitted before sailing from the port.

6. In case of the foreign seagoing vessels, the forms as per the Appendices nos. 5-6 and nos. 10-14 to this Standing Order, prepared in one language, as well as those not containing references

“concerns other authorities than the maritime administration” in fields 17, 18 and 22 of Appendix No. 5 to this Standing Order, shall be accepted.

7. Before sailing, the Master or his authorized representative should submit the following documents to the Harbour Master’s Office:

- a) declaration of departure, which shall be in accordance with IMO FAL 1 form, specimen of which being Appendix No. 5 to the Standing Order,
- b) passenger list, in case of vessels carrying not more than 12 passengers, which shall be in accordance with IMO FAL 6 form, specimen of which being Appendix No. 10 to the Standing Order,
- c) crew list, which shall be in accordance with IMO FAL 5 form, specimen of which being Appendix No. 13 to the Standing Order,
- d) cargo manifest, which shall be in accordance with IMO FAL 2 form, specimen of which being Appendix No. 14 to the Standing Order,
- e) sea transport recording form, specimen of which is laid down by separate regulations.

8. In case of the foreign seagoing vessels, the forms as per the Appendices nos. 5-6 and nos. 10-14 to this Standing Order, prepared in one language, as well as those not containing references "concerns other authorities than the maritime administration" in fields 17, 18 and 22 of Appendix No. 5 to this Standing Order, shall be accepted.

9. All the documents and information listed in subsection 2, subsection 4 and subsection 7 should be submitted to the Harbour Master’s Office via the PHICS system.

10. In case the PHICS system is not accessible, the documents listed in subsection 4 and subsection 7 should be sent to the Harbour Master’s Office in the written form.

**§14a.** The Master of a passenger ship or his authorized representative should keep the records of the passenger traffic by the means of the PHICS system. In case of the failure of the PHICS system, the mandatory registration shall be made by sending the information about passengers to the Harbour Master’s Office along with the pre-notification as mentioned in § 14 subsection 2.

**§14b.** 1. The Master, operator or agent of each fishing vessel of a third country, before entering the ports of Szczecin and Swinoujscie, shall at least 72 hours before in advance of its arrival, independently from the declaration referred to in § 14, give notice to VTS Szczecin or VTS Swinoujscie of the following information:

- 1) vessel’s identification information (name, call sign, IMO identification number, MSI number);
- 2) vessel’s state’s membership (flag);
- 3) vessel’s length, breadth, tonnage and type;
- 4) name of port of destination or geographic coordinates of a place where reloading or processing of fishery products shall take place;
- 5) last port of call;
- 6) estimated time of departing from the port of departure (ETD) and estimated time of arriving at the next port of arrival (ETA);
- 7) voyage plan;
- 8) number of all persons on board;
- 9) quantity and type of cargo (on arrival);
- 10) name and detailed information (telephone number, fax number, E-mail address) of the vessel’s representative and/or ship’s owner.

2. VTS service, after receiving the call of entrance of a fishing vessel, described in subsection 1, shall pass the information concerning the entrance immediately to the proper inspector of sea fishery along with the information of the agent operating the fishing vessel of a third country entering the port.

3. Agent operating fishing vessel of third country is obliged to pass the information about haul stored on board or about fishing ground or grounds to the right County Sea Fishery Inspectorate.

**§ 15.** 1. The Master of a vessel carrying dangerous goods, coming from a port located outside of the European Union, or his authorized representative, at the latest at the moment of departure from the port of loading, should notify the information concerning the carriage of goods to the PHICS system. If the port of destination is not known, then the declaration shall be given as soon as the Master receives information about the port of destination.

2. The Master of a vessel carrying dangerous goods, coming from a port located outside of the European Union, or his authorized representative, should fulfil the obligation mentioned in subsection 1, at the latest 24 hours in advance of the vessel's arrival at the port of discharge; if the voyage time is less than 24-hours then at the latest notice shall be given upon departure from the loading port.

3. The notification as referred to in subsection 1 shall be given at least 4 hours in advance of leaving any port being under the territorial jurisdiction of the Director of the Maritime Office in Szczecin, by any ship carrying dangerous goods.

4. The provisions contained in subsections 1-3 shall apply to container ships, non gas-free after the carriage of flammable liquids and gases. Information notified by the Master of such ships, or his authorized representative, should contain data concerning recently carried cargoes.

5. Information concerning the carriage of dangerous cargo, in case of failure of the PHICS system, shall be sent to the Harbour Master's Office, in the form of a dangerous cargo manifest, being Appendix No 6 to this Standing Order, together with a preliminary declaration referred to in §14 subsection 2.

6. The Master of a vessel operating regularly between ports located in countries which are Members of the European Union, may be exempted from the obligations referred to in subsections 1-5.

**§ 16.** 1. Before commencing navigation and going to sea from the port or harbour, persons in charge of vessels, particularly sports craft, inland water craft, fishing cutters and boats shall familiarize themselves with the current weather situation and meteorological forecast as announced by radio (wind force and sea state).

2. Persons in charge of those crafts referred to in subsection 1 shall take into account the vessel's safety documents and the weather conditions when deciding whether to leave the port or harbour and go to sea. On reporting their departure from the port or harbour persons in charge of fishing cutters and boats shall inform the Harbour Master's Office or the Bosun's Office on duty of their intended fishing grounds and return time.

3. Persons in charge of fishing cutters and boats in ports where 24-hour service is not maintained shall pass information regarding their arrival and departure times and intended fishing grounds in the manner prescribed by the Harbour Master's Office (or Bosun's Office).

4. Persons in charge of yacht and sports craft marinas and harbours shall keep a register of all departures and arrivals of such craft. Persons in charge of yachts and pleasure craft shall register information concerning the safe navigation of these craft and in particular the time of departure, number of persons on board, planned area of sailing, and planned time of arrival.

5. In maritime fishing marinas and harbours persons in charge of fishing boats shall keep a register of all departures and arrivals, such register to contain the data specified in subsection 3. The register shall be held at the premises of the boat harbour.

6. Before going to sea fishing cutters and boats may be controlled by the Harbour Master's (Bosun's) Office.

**§ 17.** 1. Irrespective of their size vessels of the Navy, Coastguard, Police, Customs and Maritime Office and those performing supervisory function are exempted from: the reporting obligations

referred to in § 14 subsections 1 and 2, the requirement to obtain permission to enter ports, navigate in port areas, and the application of the reporting systems determined in Appendices 3 and 4 of this Standing Order.

2. Craft referred to in subsection 1 that are 20m or more in length should notify the Harbour Master's Office or VTS, where the system is mandatory, on VHF each time they enter or leave the port.

3. Maritime vessels not intended to carry goods and those in local shipping are exempted from the obligation of submitting written general declarations.

**§ 18.** It is prohibited for vessels that are overloaded so that they exceed the draught permitted in the appropriate certificate to enter or leave the port.

**§ 19.** 1. A vessel may not enter the port, navigate in or leave the port without the Harbour Master's permission, if that vessel endangers safe navigation and operational order in the port area, and in particular when it is:

- a) carrying dangerous goods or flammable liquids or is not gas-free after carrying such goods,
- b) towing wrecks,
- c) towing craft without their own propulsion that are of 50m or more in length,
- d) leaking in the hull or was on fire during the voyage,
- e) excessively trimmed or has a dangerous list,
- f) likely to pollute the environment due to any damage suffered,
- g) not carrying a Free Pratique Certificate, when required to carry it in accordance with sanitary regulations.

2. Before arriving at the road (anchorage) or commencing navigation vessels to which the circumstances mentioned in sect. 1 apply, shall notify the Harbour Master's Office of the factors that might endanger the safety and operational order of the port.

3. The conditions for entering/leaving and for navigation on the area of harbour for vessels referred to in subsection 1 b) – g) are to be determined by the Harbour Master in each case.

**§ 20.** 1. The following vessels shall not leave the port:

- a) those loaded above the draught permitted at a quay or vessels with a dangerous list,
- b) vessels having invalid safety documents,
- c) vessels which do not comply with their safety documents,
- d) vessels which have been seized under a court order,
- e) vessels stopped as a result of a safety inspection by an authorized body or on the Harbour Master's orders,
- f) vessels stopped on the request of the Coast Guard or Customs,
- g) vessels whose sanitary and epidemiological conditions may lead to the spread of contagious diseases according to the national sanitary authorities,
- h) vessels which have not disposed of waste as specified in § 168 subsections 3 - 6, where this obligation arises under environmental protection regulations,
- i) vessels where the Master (or person in charge) for any reasons is not fully capable of ensuring the vessel's safety and controlling its movement.

2. When a vessel has suffered an accident, the Master of that vessel or his authorized representative before leaving the port shall submit at the Harbour Master's Office documentation and a copy or a certified extract thereof to confirm either that the vessel has not as a result of the accident lost its sea worthiness or that its sea worthiness has now been regained.

**§ 21.** 1. Vessels carrying more than 2.000 tons of oil cargo in bulk may not enter or leave the port unless they carry a certificate of financial indemnity for oil carriers.

2. Before entering and leaving the port the vessels referred to in subsection 1 shall report the validity date of the certificate of financial indemnity to the Harbour Master's Office.

§ 22. Vessels will only be permitted to leave the port when Coastguard, Customs and sanitary clearance have been performed, if it is required by separate regulations.

### **Chapter III Use of VTS system**

§ 23. The use of VTS is compulsory, subject to the provisions of § 17, for the following vessels navigating in or intending to enter the VTS area as determined in Appendices 1 and 2 of this Standing Order:

- 1) every vessel with its own propulsion or tug- tow unit or tow push unit with an overall length of 20 m or more – at the time of navigation;
- 2) every vessel carrying dangerous goods;
- 3) every vessel authorized to carry passengers on a commercial basis, at the time of carriage.

§ 24. The use of the VTS system does not absolve the Master of any vessel of responsibility for safe navigation.

§ 25. The use of the VTS system may be applied to each vessel that is underway or at anchor in the navigable waters of the VTS area to the extent that the VTS deems appropriate.

§ 26. 1. To enhance the safety of navigation and marine environment protection, VTS in the area of its jurisdiction, shall maintains the following services:

- 1) VTS will provide information about conditions in the VTS area, in particular:
  - a) any dangers,
  - b) vessel congestion,
  - c) intensity of traffic,
  - d) sea and weather conditions,
  - e) status of navigational aids,
  - f) expected vessel encounters,
  - g) identity of approaching vessels, their type, position, dangerous manoeuvring conditions, if any, and manoeuvring intentions, if reported,
  - h) description of local operations and port conditions, such as crossing-ferry traffic, dredgers in operation,
  - i) available anchorages.
- 2) VTS organizes vessel traffic, and exercises supervision and control, in particular in:
  - a) planning vessel traffic in the VTS area,
  - b) determining times of vessels entering and leaving a specific VTS area,
  - c) indicating reporting points and codes of conduct,
  - d) establishing requirements relating to schedules and priorities for vessels passing through the seaway.

2. The information specified in subsection 1 point 1 is to be transmitted at specified times, or when the VTS operator deems it to be necessary and on the request of a vessel in, or intending to enter, the VTS area.

§ 27. 1. Every vessel that uses VTS shall maintain a radio watch on the assigned frequencies specified in the radiocommunications instruction set forth in Appendix 7 of this Standing Order. It

is the duty of vessels to promptly reply when called by VTS and to communicate with the VTS operator in Polish or English.

2. The Master of a vessel should inform VTS as soon as possible of any incidents that may affect any activities undertaken by VTS, in particular relating to:

- 1) marine casualties,
- 2) involvement in collisions with fixed and floating objects,
- 3) instances of marine environment pollution,
- 4) defects or malfunctioning of navigational aids (buoys, lights etc),
- 5) any circumstances affecting the safety of navigation,
- 6) malfunctioning of vessel equipment such that may affect the safety of navigation,
- 7) situations requiring reporting due to the carriage of dangerous goods,
- 8) any dangerous conditions in which a vessel is forced to navigate.

**§ 28.** 1. Each vessel referred to in § 23 and § 25 approaching or navigating in the VTS area shall send the following reports in accordance with the reporting system that is mandatory in VTS Swinoujscie and VTS Szczecin area and described in Appendices 3 and 4 of this Standing Order:

- 1) voyage plan,
- 2) position report,
- 3) special report.

2. Escorting vessels and those vessels providing assistance in manoeuvring to other vessels are exempted from sending position reports.

**§ 29.** 1. The VTS operator is authorized to:

- 1) demand from a vessel's Master all necessary data in accordance with IMO standards,
- 2) change the reporting frequency if the vessel cannot transmit reports on the designated frequencies,
- 3) order a vessel to change reporting frequency, if thought fit to do so,
- 4) demand that a vessel's Master reports in sufficient time to enable advance planning of traffic.

2. All reports, as required by the provisions of this Chapter, should be sent as soon as possible on the frequencies specified in the radiocommunications instructions set forth in Appendix 7 of this Standing Order.

## **Chapter IV**

### **Vessel Traffic Rules**

**§ 30.** Vessels intending to enter the port of Swinoujscie from the Pomeranian Bay shall, unless they can pass vessels leaving port of Swinoujscie, give way to vessels leaving the port, except when the Harbour Master's Office or VTS orders otherwise.

**§ 31.** Vessels and tow-tug units or tow pushed units navigating in port waters and on seaways are obliged to keep to their starboard, except when the Port Regulations or traffic rules of particular areas state otherwise.

**§ 32.** 1. On seaways, anchorages and in port waters all craft less than 20m in length including sports craft, are subject to sea-going vessel traffic of 20m or more in length.

2. Traffic of sailing craft on seaways, anchorages and port waters is permitted solely during daytime when visibility is more than 5 cables (926m).

**§ 33.** Vessels at the road, anchorages or seaways that are performing the calibration of their radio direction finders or the compensation and determination of magnetic compass deviation shall not enjoy the privileges resulting from the rule of the road regulations. Persons commanding these vessels should take measures to avoid obstructing other vessels using the seaway, road or anchorages.

**§ 34.** 1. Vessels and vessel units with an overall length of 20m or more are permitted to navigate when visibility is less than 1 Nm (1852m), provided that they are equipped with operational radar.

2. Conditions and navigational areas shall be in accordance with the possessed certificate of seaworthiness or other ship's documents.

**§ 35.** Where a vessel navigating along the seaway is following another it may not close up on that vessel to a distance of less than two cables (about 370m). This prohibition does not apply to vessels navigating in ice or those with permission to overtake.

**§ 36.** On the seaway Szczecin - Swinoujscie vessels may overtake other vessels only within the stretch from Karsibor (10.0km) to the northern head of Chelminek Island (35.5km) and from Mankow bend (abeam Mankow Dolna beacon – 43.0km) to Inski Nurt (abeam Ina-S beacon – 54km) provided that one of the vessels draws not more than 5.5m. This provision does not apply to passenger craft on sheltered waters.

**§ 37.** 1. A vessel intending to cross the seaway should give way to a vessel that can safely proceed along the seaway.

2. A vessel navigating on a seaway other than the Szczecin – Swinoujscie seaway shall give way to other vessels with an overall length of 20m or more navigating on the Szczecin – Swinoujscie seaway, unless the VTS orders otherwise, or both vessels by radio agree another way of passing each other.

3. Crossing the course of a vessel going along the seaway ahead of her bows shall take place only with consent of that vessel and at a distance of not less than 5 cables (926m).

**§ 38.** In areas where the traffic of other crafts maybe sheltered, inland water crafts and pushed units are obliged to keep a lookout from the bow of craft.

**§ 39.** If there is a threat of a vessel sinking, its Master should direct the vessel, if possible, outside the seaway to shallower waters.

**§ 40.** While passing under a bridge a vessel proceeding upstream shall give way to a vessel proceeding downstream unless there is enough space for the two vessels to pass each other.

**§ 41.** 1. Vessels may proceed under draw or swing bridges upon the bridge operator's permission.

2. A vessel requesting permission to open a bridge so that it may pass through should establish radio contact with the bridge operators on the working VHF channel so as to obtain permission to pass. In the case of VHF equipment failure, the vessel should sound two short blasts, one long blast and one short blast (· · - ·) from a distance of about 500 m, to be repeated if necessary.

3. The signal meaning:

- a) "open passage" is composed of two green fixed lights arranged horizontally;
- b) "closed passage" is composed of two red fixed lights arranged horizontally;
- c) "getting the passage ready for opening" is composed of two horizontally arranged fixed red lights and two pulsating green lights arranged horizontally under the red lights;

- d) “getting the passage ready for closing” is composed of two horizontally arranged fixed green lights and two pulsating red lights arranged horizontally under the green lights.

4. If for any reason the bridge cannot be opened, two pulsating red lights are shown horizontally.

5. A vessel should not approach closer than 100m to the bridge before receiving permission to pass.

**§ 42.** 1. A vessel inbound or outbound should have anchors ready to drop.

2. It is forbidden to drop, drag, or dredge anchor in places marked as cable areas, submerged pipelines and seabed strengthening facilities closer than 50m from the lines marked by appropriate signboards.

**§ 43.** 1. Anchorage places are indicated by the Harbour Master’s Office or VTS, where the system is mandatory.

2. The maximum permitted draughts in the anchorages of the port of Swinoujscie roads are stated in the table below:

Name of Anchorage	Maximum draught
1A	7.0m
1B	6.0m
2A	9.5m
2B	11.0m
Quarantine	11.0m
3	13.2m

**§ 44.** 1. Anchoring of vessels outside the anchorage boundaries shall only be allowed for safety reasons.

2. A vessel at anchor should not enter the seaway while slewing.

3. It is prohibited to anchor, lie adrift or otherwise obstruct the seaway except when a ship is in an emergency.

4. A vessel forced to anchor on the seaway should avoid, as far as possible, doing so in the line of leading or sectors lights. The vessel should also immediately notify the Harbour Master of its position and the reason for anchoring. When the reason for anchoring ceases, the vessel should leave the seaway as soon as possible.

5. The provisions of subsections 1-4 do not apply to vessels engaged in hydrographic survey, underwater work or activities associated with navigational aids. Vessels are not allowed to remain at anchor after terminating operations connected with such works.

6. Dredgers, pile drivers, floating cranes and other similar floating machinery, should, in co-operation with the Harbour Master’s Office, mark their anchor positions with orange buoys of at least 0.8m in diameter, to be fitted with an orange flashing light at night.

7. The work mentioned in subsection 5 may be performed only with the Harbour Master’s permission. Vessels must advise the Harbour Master or VTS operator of their position, anchor buoys and the progress or completion of such works.

**§ 45.** 1. Tow-tug units consisting of objects longer than 50 m are before entering or proceeding the port area or the seaway obliged to obtain permission the Harbour Master’s permission. In order to obtain such permission, the Master of the vessel or his authorized representative should submit a towage plan specifying the method of towage, number and kind of tugboats used, expected time of passage.

2. It is prohibited for any tugboat to leave a vessel being towed or pushed before it is safely moored in a proper place.

3. It is prohibited to tow and push craft at the same time whilst in maritime areas.

**§ 46.** 1. The pushed units of inland water crafts, port and sheltered crafts, that are navigating on maritime inland areas may not exceed 156m in length and 11.45m in breadth, or they may not exceed 140m in length and the breadth of two barges.

2. The size of pushed unit navigating from the port of Trzebiez via Zalew Szczecinski to Germany may not exceed 175m in overall length and the total breadth of two barges.

3. It is permitted to tow barges in port shipping when the wind force is not in excess of 6B for loaded barges and not in excess of 5B for empty barges.

4. Pushing barges in port shipping is permitted when the wind force is not in excess 9B for loaded barges and not in excess of 7B for empty barges. A barge is considered to be empty when used below 50% of its total deadweight.

5. The power of pushing or tugboats shall be appropriate to the size of the pushed or towed unit and to the conditions and circumstances of towing or pushing.

**§ 47.** A vessel approaching a dredger, if in any doubt, should in advance determine a safe manner of passing the dredger on the working VHF channel of the Harbour Master's Office or VTS.

**§ 48.** 1. At the River Odra stretch between the shipyard and Dolno-Okretowa and Gorno-Okretowa islands the traffic is closed. In special cases the Harbour Master's Office may permit traffic in this area.

2. The vessel traffic prohibition mentioned in subsection 1 does not refer to shipyard craft and those vessels having their berths in that area.

3. There is one-way up stream traffic at the Dunczyca Channel stretch along the Starowka Berth. The Harbour Master's Office may permit craft traffic down stream, only if the one-way traffic rule is preserved.

**§ 49.** 1. Vessels carrying dangerous goods:

- a) class 1 (with the exception of class 1.4 S) according to IMDG Code in quantities exceeding 1000 kos,
- b) oils in bulk, according to Appendix I to MARPOL 73/78 Convention, in quantity exceeding 2000tons,
- c) gases in bulk, as per IGC Code,
- d) liquid chemicals in bulk of harmfulness category A and B, mentioned in IBC Code,
- e) tankers carrying flammable liquids and non gas free after carriage of liquids and flammable gases,

may not pass other vessels within the port waters and on the seaway from buoys 7 and 8 in the Pomorska Bay up to the Karsibor ferry crossing (km 9.5) and from Inski Nurt (abeam of Ina S beacon) to the port of Szczecin, with the exception of the port service and inland vessels, as well as the port service and shielded navigation tankers that carry out the international navigation temporarily.

2. Traffic of inland water and port craft when passing shall be subject to traffic of vessels carrying dangerous goods. Inland waters and port craft when passing shall reduce their speed to that ensuring steerage way with the possibility to stop and they shall act to permit the safe passage of vessels carrying dangerous goods.

**§ 49a.** 1. The following vessels are obliged to use a fire-fighting ship to assist:

- 1) tankers carrying flammable liquids of the flash point max. 60°C and non-gas free after carriage of such liquids, with the exception of the port service and shielded navigation vessels that carry out international navigation temporarily,

- 2) tankers carrying flammable gases and non gas free after carriage of such liquids.
2. The assistance mentioned in subsection 1 is mandatory during the vessel's traffic:
  - 1) at the Swinoujście-Szczecin seaway from buoys 7 and 8 at Pomeranian Bay up to Gate no 1 on Zalew Szczeciński;
  - 2) at the Swinoujście-Szczecin seaway from Inski Nurt (abeam of Ina S beacon) to the port of Szczecin,
  - 3) When manoeuvring during berthing and unberthing.
3. overruled
4. The commander of the fire section, performing his duties on the fire fighting ship is responsible for the training of the crew, for the fire fighting ship's equipment and its usage during any fire fighting rescue action.
5. When assistance of a fire fighting ship is not possible, the Harbour Master can give permission for the tanker vessel to navigate, defining the conditions of the passage.
6. The movement of the tanker vessels, mentioned in subsection 1 is allowed only when visibility is not less than 1Nm.

**§ 50. Subject to the provisions of § 49:**

1.
  - a) At the stretch of the seaway from the road to the port of Swinoujście from the two buoys no 1 and 2:
    - "1" - 54° 02.4' N, 014° 14.7' E
    - "2" - 54° 02.4' N 014° 14.9' E
 to the buoys no 7 - 8
    - "7" - 53° 56.5' N 014° 16.4' E
    - "8" - 53° 56.5' N, 014° 16.6' E
 two way traffic is permitted for vessels drawing up to 9.15m.
  - b) At the stretch of the seaway referred to in subsection 1a) vessels drawing more than 9.15m may be passed by vessels drawing less than 9.15m. The latter shall give way to vessels drawing more than 9.15m to the extent of allowing deeper draught vessels to move along the centre line of the seaway.
2.
  - a) At the stretch of the seaway: from buoys no 7 and 8 (geographical position as in subsection 1a) to Orli Przesmyk (63km) in Szczecin, two way traffic is allowed for ships drawing not more than 7.40m on condition that the sum of the overall lengths of the passing vessels is not more than 320m,
  - b) At the seaway stretch mentioned in subsection 2a) vessels of draught more than 7.40m may pass vessels of draught up to 6.10m, on condition that the sum of the overall lengths of the passing vessels is not more than 320m.
3.
  - a) In relation to the provisions of subsection 2 the restrictions on two way traffic apply to the stretch from the two buoys no 7 and 8:
    - "7" - 53° 56.5' N, 014° 16.4' E
    - "8" - 53° 56.5' N, 014° 16.6' E
 up to buoy "D" - 53° 55.3' N, 014° 16.9' E
 

On this stretch vessel drawing up to 9.50m may be passed by vessels drawing up to 6.10m, on condition that the sum of the overall lengths of the passing vessels is not more than 280m;
  - b) In relation to the provisions of subsection 2 two way traffic is extended on the stretch from buoy "D" - 53° 55.3' N, 014° 16.9' E up to the northern head of Polwysep Kosa (3.7 km). On that stretch:
    - vessels of draught up to 7.40m and an overall length of up to 160m, may be passed by passenger and cargo ferries,

- vessels of draught up to 7.40m may pass vessels of draught up to 9.50m, on condition that the sum of the overall lengths of the passing vessels is not more than 320m;
  - c) In relation to subsection 2 two way traffic is limited on the stretch: from the northern head of Polwysep Kosa (3.7km) up to Karsibor bend (10.5km). On that stretch vessels with an overall length of more than 160m or draught of more than 7.40m may be passed by vessels with overall length of up to 120m and draught of up to 6.10m;
  - d) In relation to the provisions of subsection 2 two way traffic is extended in the following stretches of the seaway:
    - from Karsibor bend (10.5km) to the northern head of Chelminek Island (35.0km),
    - from Mankow bend (abeam Mankow Dolna beacon) to Inski Nurt (abeam Ina S beacon),
 On these stretches vessels drawing up to 9.15m may be passed by vessels drawing up to 7.40m, on condition that the sum of the overall lengths of the passing vessels is not more than 320m.
- 4.
- a) On the stretch from Orli Przesmyk to Basen Gorniczny in Szczecin, vessels of draught more than 7.40m or overall length of more than 160m may be passed by vessels of overall length up to 60m and a draught of up to 3m subject to subsection 4 c);
  - b) On the stretch of seaway referred to in subsection 4 letter a) all vessels of draught no more than 7.40 m and length overall up to 160 m may be passed by vessels of draught no more than 5.50 m, provided that the sum of their lengths does not exceed 240 m;
  - c) The provisions of subsection 4a) do not apply to floating cranes, inland navigation push tows consisting of more than one craft and pull tows, these may not pass vessels of draught more than 7.40m or overall length of more than 160m.
5. When appropriate, the competent Harbour Master may determine traffic rules for particular stretches of the seaway that are different from the arrangements set out in subsections 1-4.

**§ 51.** Vessels, which due to their draught or the nature of the cargo carried may not pass other vessels on the Swinoujście-Szczecin seaway, shall use the passing places or anchorages allocated to them by the Harbour Master's Office or VTS.

**§ 52.** 1. The Swinoujście – Szczecin seaway is used along its entire length by vessels and tows drawing more than 3m.

2. Vessels and pushed or towed units drawing up to 3m may use the Szczecin – Swinoujście seaway except for:

- a) the stretch of the seaway in Zalew Szczeciński between the pairs of buoys 1, 2 and 9, 10. Within this stretch such craft shall proceed outside the main seaway in the belt 200m wide, northbound traffic – east of the red buoys line; southbound traffic – west of the green buoys line indicating the Szczecin Swinoujście seaway;
- b) the stretch of the seaway called Szeroki Nurt. Navigation in this area should proceed along Waski Nurt (Kanal Policki).

3. Operators of VTS Szczecin may give consent for the navigation of the vessels and units referred to in subsection 2, on all lengths of the seaway Szczecin - Swinoujście, if weather conditions and intensity of traffic permit.

**§ 53.** 1. Vessels entering and leaving the port of Swinoujście may not exceed 270m in length overall, 42m breadth and 13.20m draught in fresh water.

2. Leaving with a turn or the entering of vessels with an length overall of more than 240m is to be permitted only during daytime, on conditions to be determined by the Harbour Master after consultation with the Chief Pilot.

3. Leaving without a turn of vessels of more than 240m in length overall is permitted during night time on conditions to be determined by the Harbour Master after consultation with the Chief Pilot.

4. The entering/leaving of vessels:

- 1) of lengths overall from 220m up to 240m when the current is more than 1,0 knot is to be permitted only on the conditions determined by the Harbour Master after consultation with the Chief Pilot.
- 2) of draught up to 12,8m in fresh water is to be permitted for water level no less than 480 at the measuring post in harbour;
- 3) of draught above 12,8m up to 13,2 is to be permitted with retaining the following conditions:
  - a) water level in Swinoujscie may not be lower than 500,
  - b) current speed in harbour may not exceed 0,7 knots,
  - c) speed of leaving vessels at the entrance seaway from buoys N-1 to Swinoujscie harbour, may not exceed 6 knots,
  - d) navigation reserves by the quay may not be decreased.

**§ 54.** 1. The overall length of vessels entering and leaving the ports of Szczecin and Police may not exceed 215m and the overall breadth may not exceed 31m.

2. The draught of vessels entering and leaving the port of Szczecin may not exceed 9.15m and the overall length may not exceed 160m.

3. The maximum lengths, breadths and draughts of ships longer than 160m entering the port of Szczecin are shown in the table, Appendix 8 of this Standing Order.

4. The draught of vessels entering and leaving the port of Police may not exceed 9.15m and the overall length may not exceed 170m.

5. The maximum lengths, breadths and draughts of ships longer than 170m entering the port of Police are shown in the table, Appendix 9 of this Standing Order.

6. Vessels that are to be loaded to the draught specified in subsections 2, 3, 4 and 5 should report to the appropriate Harbour Master's Office or VTS at least 12 hours before the scheduled completion of loading in Szczecin or lightening in Swinoujscie.

7. The vessels whose length overall is between 180 and 200 m may proceed at the visibility not lower than 2 Nm, and at night time each time by permission and under terms set forth by the Harbour Master after consultation with the Chief Pilot.

8. Vessels more than 200m in length with draught more than 9m may proceed in daytime only when visibility is not less than 2 Nm.

**§ 55.** In the barge port of Police the following traffic rules apply:

- 1) maximum length of vessels calling at the port is 120m,
- 2) current maximum permitted draught is to be determined by the Harbour Master's Office in Szczecin,
- 3) turning a vessel can only be done with a pilot on board,
- 4) when a vessel longer than 85m is turning, the opposite berth must not be occupied.

**§ 56.** In the port of Trzebiez the following traffic rules apply:

- 1) maximum length of vessels calling is 90m, and maximum breadth is 20m,
- 2) in order to obtain permission to enter or leave the port, vessels and tows shall establish radio contact with the Harbour Master's Office in Trzebiez 30 minutes in advance,
- 3) in the event that there are no floating navigational marks, vessels may only navigate in daytime,
- 4) current maximum permitted draught is to be determined by the Harbour Master of Trzebiez,
- 5) conditions for entering and leaving the port for vessels more than 75m in length or more than 13m in breadth and for all vessels when the wind force is more than 6B, shall each time be determined by the Harbour Master of Trzebiez.

**§ 57.** In the port of Stepnica the following traffic rules apply:

- 1) maximum length of vessels calling is 75m, and maximum breadth is 13m,
- 2) in the event that there are no floating navigational marks, vessels may only navigate in daytime,
- 3) current maximum permitted draught is to be determined by the Harbour Master of Szczecin,
- 4) conditions for entering and leaving the port for vessels more than 60m in length or more than 11m in breadth and for all vessels when the wind force is more than 5B, shall each time be determined by the Harbour Master of Trzebiez.

**§ 58.** In the port of Nowe Warpno the following traffic rules shall apply for vessels berthing at Przemyslowe Berth (for Customs clearance):

- 1) maximum length of ships calling is 40m, and maximum breadth is 8m,
- 2) current maximum permitted draught is to be determined by the Bosun of Port Nowe Warpno,
- 3) overruled
- 4) entering and leaving port is permitted only when visibility is more than 0.5Nm
- 5) conditions of navigation when the wind force is more than 6B are to be determined each time by the Bosun of Port Nowe Warpno,
- 6) total machine power may not exceed 300 kW.

**§ 59.** In the port of Wolin the following traffic rules apply:

- 1) maximum length of ships calling is 90m, and maximum breadth is 10m,
- 2) current maximum permitted draught is to be determined by the Bosun of Port Wolin,
- 3) vessels may enter and leave the port only when visibility exceeds 0.5Nm and the wind force does not exceed 6B.

**§ 60.** In the port of Dziwnow the following traffic rules apply:

- 1) maximum length of ships calling is 60m, and maximum breadth is 11.5m,
- 2) current maximum permitted draught is to be determined by the Harbour Master of Dziwnow,
- 3) depending on the navigational conditions the Harbour Master may order that vessels entering or leaving the port must do so with shore based radar assistance,
- 4) vessels may enter and leave the port when the state of the sea does not exceed 5B,
- 5) conditions for entering and leaving the port when the wind force is more than 8B, shall each time be determined by the Harbour Master of Dziwnow.

**§ 61.** In the port of Mrzezyno the following traffic rules apply:

- 1) maximum length of ships calling is 12m, and maximum breadth is 4m,
- 2) current maximum permitted draught is to be determined by the Bosun of Port Mrzezyno,
- 3) entering and leaving the port is permitted only when visibility is more than 2Nm, wind force does not exceed 3B and the state of sea does not exceed 2B.

**§ 62.** In the port of Kamien Pomorski the following traffic rules apply:

- 1) maximum length of ships calling is 50m, and maximum breadth is 7m,
- 2) current maximum permitted draught is to be determined by the Harbour Master of Dziwnow,
- 3) entering and leaving port is permitted only when visibility is more than 0.5Nm and the wind force does not exceed 5B.

**§ 63.** 1. In particular cases the Harbour Master may grant permission to enter the port, navigate in port areas or leave the port to a vessel the length or breadth of which exceeds those given in § 53 to

§ 62. In such situations the Harbour Master after consultation with the Chief Pilot shall determine in each case the conditions for navigation for such a vessel.

2. The Harbour Master may limit the traffic of vessels with near maximum dimensions, mentioned in § 53 - § 62, depending on the weather and navigational conditions.

3. When the water level is below established average water level at the measuring posts the maximum permitted draught is to be reduced by a correction being the current water level difference expressed in centimetres.

4. When the water level in port is above average, the Harbour Master may agree for vessels with a draught exceeding the permitted draught to leave and enter the port. The Harbour Master shall determine the correction upon analysis of the water level and the extent to which it is decreasing or increasing along the vessel's route of passage.

5. In winter time, when there is ice and the safety of navigation is endangered, an icebreaker's service may be provided on Harbour Master's order only to ships with ice-class and engine power adequate to for the actual ice situation. Ice restrictions, including required ice class and engine power, will be announced in the meteorological forecasts of the Institute of Meteorology and Water Management and by the services on duty of VTS Szczecin and VTS Swinoujscie operators.

6. Harbour Master may agree to entering or leaving the port of vessel of draught more than allowed if the analyses of depth soundings of seaways and by the quay show that safe conditions for passing and berthing shall be ensured.

**§ 64.** 1. The provisions of this paragraph do not, by any means, restrict the application of the COLREG provision relating to safe speed.

2. Those vessels, sailing at maximum permitted speed, which generate waves that wash sea defences or that are capable of damaging port facilities or ships at berth, shall reduce speed to such extent that waves will not be generated.

3. Maximum permitted speeds in the different Szczecin Swinoujscie seaway stretches are given in the table below:

	Seaway stretch	Maximum speed [knots]
1.	From sea anchorage to buoys no 7-8	12
2.	From buoys no 7-8 to Gate no 1	8
3.	From Gate no1 to abeam of northern head of Chelminek island	12
4.	From abeam of northern head of Chelminek island to buoys no 13-14	8
5.	From buoys no 13-14 to abeam of beacon Krepa Dolna	12
6.	From abeam of beacon Krepa Dolna to abeam of beacon Radun Gorna	8
7.	From abeam of beacon Radun Gorna to Inski Nurt	12
8.	From Inski Nurt to the port in Szczecin and in port areas	8

4. Vessels which are not required to use the VTS system, may proceed at a higher speed than that determined in subsection 3, if they fulfill the conditions of subsections 1 and 2.

5. In fishing ports and marinas and on the seaways that lead to them, vessel speed may not exceed 5 knots.

6. When a vessel agrees to be overtaken, it should reduce its speed so as to ensure steerage way, while the overtaking vessel should not exceed the maximum permitted speed for that part of the seaway.

7. The vessel speeds specified in subsection 3 do not relate to sea-going ferries from the road at sea to the buoys no 7 and 8. These vessels, however, are to exercise caution and maintain safe distance to vessels being overtaken or passed.

8. When vessels pass:

- a) other vessels lying at anchor, operating dredgers and survey ships, they shall reduce speed to such an extent that no waves are generated,
- b) other vessels berthing alongside quays or jetties, they shall reduce speed to so as to ensure steerage way and prevent damage on board berthing vessels that may result from the wash caused by the passing vessel.

9. The maximum permitted speeds specified in subsection 3 may be increased in the event that a vessel drifts substantially or due to ice field pressure. In such cases the competent Harbour Master's Office or VTS, when it is mandatory, should be notified immediately.

**§ 65.** Crafts such as hydrofoils, hovercrafts, catamarans which because of the character of their operations intend to navigate in the areas of ports marinas, anchorages and seaways with a speed higher than those determined in § 64 subsection 3, shall have permission for such navigation issued by the Director of the Maritime Office in Szczecin.

**§ 66.** The speed limits specified in § 64 do not apply to Coast Guard, Police, Customs, Maritime Office, supervision, pilot vessels and vessels proceeding to rescue operations. Vessels proceeding to rescue operations shall report any case of exceeding the speed limit to the competent Harbour Master Office or VTS operator, where the system is mandatory.

**§ 67.** 1. It is prohibited for port ferries to carry at the same time passengers and vehicles laden with dangerous goods classes 1.1, 1.2, 1.3, 2.3, 4.2, and class 6 and 7 according to IMDG Code, in amounts of more than 50 kos and flammable liquids or dangerous goods in bulk except oil. Ferries shall carry such goods exclusively at night time, i.e. between 23.00 and 05.00 the following day, provided that the requirements determined in the relevant regulations and instructions have been complied with.

2. The Harbour Master may waive the requirements of subsection 1 but may define at the same time additional conditions concerning the safety of passengers and transported dangerous cargo.

**§ 68.** In winter ferry navigation is to be secured by icebreakers which will assist the ferries whenever such need arises. Carriage of passengers by craft other than ferry or passenger vessels in ice conditions is strictly prohibited.

**§ 69.** Operating port ferries shall maintain a continuous radio watch on the working VHF channel of the competent Harbour Master's Office or VTS, where the system is mandatory.

## **Chapter V**

### **Lights, daymarks, sound signals of vessels**

**§ 70.** Unless specified otherwise in these regulations, lights, daymarks and signals shall comply with COLREG and the International Code of Signals.

**§ 71.** Vessels and hydroplanes should give sound signals only in the cases specified in COLREG and the Port Regulations.

**§ 72.** 1. Vessels underway:

- 1) from the sea anchorage to the port of Swinoujscie and in the port of Swinoujscie with a draught of over 9.15m or over 176m in length, and
  - 2) from the beam of the northern head of Polwysep Kosa in Swinoujscie to the ports in Szczecin and Police and in the ports of Szczecin and Police with a draught over 7.4m or over 160m in length,
- shall display those lights and shapes in accordance with COLREG for ships restricted by draught.

2. A hydrofoil or any other craft moving in a non-displacement position on the Swinoujscie-Szczecin seaway, should apart from the lights as required by COLREG, display in the best visible place a yellow flashing light to be visible all around.

3. A power-driven port ferry that is underway should during daytime exhibit a yellow ball to be visible all around. At night, in addition to the lights as required by COLREG, it should exhibit a yellow flashing light above the foremast light, with 15-60 flashes per minute.

**§ 73.** A vessel carrying dangerous goods, as mentioned in § 49 subsection 1, should display, where they will be most visible, the following lights and signs apart from those mentioned in the COLREG:

- a) a red light to be visible all around,
- b) additionally during daytime, "B" flag according to the International Code of Signals.

**§ 74.** 1. Vessels of the Navy, Coastguard, Police and Customs, Maritime Office, SAR and supervision vessels may display the following daymarks to draw attention when on duty, apart from those required by COLREG:

- a) a blue flashing or fixed light visible all around,
- b) additionally during daylight, their duty flag, made according to the specified standard, and displayed in the place where it is most visible.

2. Vessels mentioned in subsection 1 may also use, apart from lights and daymarks, sound modulated signals.

**§ 75.** 1. Every vessel moored in the port should display external lights from sunset to sunrise and from sunrise to sunset when there is restricted visibility.

2. If a berthing vessel's bow or stern extends beyond the quay, the vessel should display a white light at the end of those parts regardless of the lights specified in subsection 1.

3. Any vessel's facility that extends beyond the vessel should be marked at night with a white light, exhibited over the bow.

4. A vessel with a projecting bulbous bow should mark it at night with a white light.

**§ 76.** A vessel on which a fire breaks out should, apart from immediately notifying the Harbour Master's Office and port rescue services, sound a signal consisting of two short blasts and one long (· · –) to be repeated at intervals of not longer than one minute and to be produced by the vessel's siren, whistle or horn or by the continuous ringing of the vessel's bell. Signals should be continued until the arrival of the Fire Brigade.

**§ 77.** In the situations listed below a vessel should sound the following signals:

- a) when on special national duty a vessel should in order to stop another vessel sound: one short blast followed by one long blast and two short blasts (· – · ·);
- b) for letting go of the tow by the tugboat: one short blast, two long blasts and one short blast (· – – ·);
- c) for calling linesmen: one long blast, three short blasts and one long blast (– · · · –);
- d) to request the switching on of VHF: one long blast, one short and one long (– · –).

**§ 78.** 1. In the Swinoujscie VTS area, vessels approaching ferry service terminals should transmit a warning message directed to the ferries on the VHF working channel of the VTS, when passing the following positions:

- 1) vessels proceeding from sea towards Zalew Szczecinski,
  - a) abeam the Swinoujscie lighthouse, to warn local ferries at Swinoujscie – such message to be addressed to local ferries at Swinoujscie,
  - b) abeam the Kanal Mulnik, to warn Karsibor service ferries – such message to be addressed to ferries at Krasibor Services,
- 2) vessels proceeding from Zalew Szczecinski seaward,
  - a) abeam the rear beacon of Paprotno leading marks, to warn Karsibor service ferries – such message to be addressed to ferries at Karsibor Services,
  - b) abeam the Mielin N light, to warn local ferries at Swinoujscie – such message to be addressed to local ferries at Swinoujscie.

2. In the Szczecin VTS area, vessels should transmit a warning message directed to all vessels on the VHF working channel of the VTS, when passing the following positions:

- 1) vessels inbound:
  - a) abeam Dock no 5 to warn craft in Kanal Grabowski and Przekop Mielenski,
  - b) abeam the River Dunczyca in Przekop Mielenski, to warn craft in Basen Gorniczny,
- 2) vessels outbound:
  - a) abeam CPN3 Berth, to warn craft approaching or manoeuvring in Basen Gorniczny,
  - b) abeam Dabrowieckie Berth, to warn craft approaching or manoeuvring in Basen Gorniczny,
  - c) abeam Zbozowe Berth, to warn craft approaching Orli Przesmyk,
  - d) abeam Plaza Mielenska, to warn craft approaching Orli Przesmyk.

3. Craft intending to enter or and/or cross seaway Szczecin - Swinoujscie shall transmit a warning message directed to all vessels on the VHF working channel of the VTS.

4. Barges or barge tow units approaching the Swinoujscie-Szczecin seaway from obstructed directions shall transmit a warning message addressed to all vessels on the VHF working channel of the VTS.

## **Chapter VI Pilotage**

**§ 79.** 1. Subject to subsection 2 pilotage is compulsory:

- a) In the port of Swinoujscie for vessels and tow pushed units or towed units, with an overall length of 60m or more and for all vessels mooring in Basins Baltycki and Atlantycki and the Maritime Repair Shipyard, as far as the length of the ship does not exceed 50 m,
- b) In the ports of Szczecin and Police for vessels and tow pushed units or towed units with an overall length of 50m or more,
- c) For vessels and tow pushed units or towed units in ports other than those referred to in paragraphs a) and b) with an overall length of 40m or more,
- d) For vessels regardless of their length that may endanger the safety of navigation or port order, particularly those referred to in §19 of this Standing Order,
- e) For passenger vessels regardless of their length.

2. Overruled

3. The rules and conditions for obtaining PEC are contained in separate regulations.

4. The Harbour Master may order each vessel to use pilot services, if he/she considers that this is required by the conditions of safe navigation.

**§ 80.** Vessels exempted from the obligation to use a pilot shall in accordance with the reporting system requirements give notice to the Harbour Master's Office or VTS, where the system is mandatory.

**§ 81.** 1. Vessels may use only the services of those pilots who have the qualifications and competencies determined in the separate regulations.

2. The organisation of the pilotage service, the professional qualifications and appropriate certification, mutual responsibilities of the pilots and the Masters of piloted vessels, pilotage fees and methods of are defined in separate regulations.

3. The Harbour Master may allow pilot services to be rendered by the Polish Navy to a naval ship of a foreign nationality, the length of which is not more than 85 m, on entering the port of Swinoujscie.

**§ 82.** A pilot when rendering pilot services is obliged to apply the reporting system requirements for the vessel being piloted and each time upon the request of the Harbour Master's Office or VTS shall provide the required information.

**§ 83.** 1. The Master or agent of vessel shall order a pilot in the Pilot Station as follows:

- 1) for vessels entering the port, at least 4 hours before pilot embarkation,
- 2) for vessels leaving the port, at least 2 hours before the estimated time of departure.

2. The pilot order should include:

- 1) the vessel's name, call sign, flag,
- 2) gross tonnage (GT),
- 3) overall length (LOA),
- 4) maximum draught in fresh water,
- 5) estimated time of arrival at the pilot embarkation position (ETA) Pilot-1, Pilot-2 or Pilot-3, the areas specified in § 84.

3. Before boarding a vessel, the pilot shall familiarise him/herself with:

- 1) current traffic situation,
- 2) current navigational warnings,
- 3) position of operating dredgers in the Swinoujscie-Szczecin seaway and in the ports of Swinoujscie, Szczecin and Police,
- 4) changes in navigational aids.

**§ 84.** 1. Pilotage is compulsory from the indicated place of pilot embarkation to the place of berthing and vice versa.

2. Pilotage is compulsory from the following pilot embarkation positions:

- 1) " Pilot-3" - near N2 Buoy for vessels with a maximum draught of between 11.0m and 12.8m going from the Pomeranian Bay,
- 2) " Pilot-2" - near the buoys nos 1 and 2 for vessels with a maximum draught of between 7.0m and 11.0m going from the Pomeranian Bay,
- 3) " Pilot-1" near the buoys nos 5 and 6 for vessels with a maximum draught under 7.0m going from the Pomeranian Bay,
- 4) anchoring positions for anchored vessels,
- 5) at the TW-1 buoy in the area of Brama Torowa II (Gate II ), for ships going from the border of the Republic of Poland on Zalew Szczecinski.

3. In justified circumstances a pilot may embark or disembark in places other than those referred to in subsection 2, provided that it does not endanger the safe navigation of the vessel and will not cause difficulties in the navigation of other craft.

4. A pilot that intends to embark or disembark from a vessel at a place other than those referred to in subsection 2 may do so only in consultation with the Master of the vessel and he is obliged to:

- a) familiarise the Master with the conditions of navigation at that area, particularly with regard to navigational dangers and traffic of other crafts,
- b) provide the Master with all information necessary for safe navigation;
- c) inform the competent Harbour Master's Office or VTS, where the system is mandatory, of the reason for and position of embarkation or disembarkation.

**§ 85.** 1. The compulsorily change of a port pilot is required for:

- 1) vessels of length overall exceeding 140 m, which arrive from the port of Szczecin or the sea port of Police and moor at the port of Swinoujscie, and vessels of length overall above 100 m, who arrive from the port of Szczecin or the sea port of Police and moor at the Baltic Basin, Atlantic Basin or at Morska Stocznia Remontowa in Swinoujscie,
- 2) vessels of length overall exceeding 140m entering or leaving the port of Szczecin,
- 3) vessels of length overall exceeding 140m entering or leaving the sea port of Police,
- 4) vessels unberthing in the port of Swinoujscie and going to Szczecin or Police shall compulsorily take a port pilot, where their overall length exceeds 160m or their draught is more than 9.00m and vessels of length overall exceeding 100m unberthing in the Baltic Basin, Atlantic Basin or Morska Stocznia Remontowa in Swinoujscie and going to Szczecin or Police.

2. The Harbour Master may extend the obligation of changing a port pilot to other vessels than those listed in subsection 1, item 2) and 3).

3. The embarkation place for port pilots is to be as indicated by the Chief Pilot.

**§ 86.** 1. Pilots are to be carried only on board specially designed vessels (pilot boats) or those vessels adapted for this purpose.

2. In case of ice in the port areas and on the road, the Harbour Master or VTS, where the system is mandatory, may permit the use of a tugboat to carry pilots.

3. Pilot embarkation and disembarkation shall be in compliance with the relevant provisions of the SOLAS 74 Convention.

**§ 87.** 1. The pilot shall refuse pilotage if he considers that pilotage would violate the port regulations or if he finds that the vessel is not seaworthy.

2. The pilot shall notify the Harbour Master's Office or VTS, where the system is mandatory, of every such refusal, giving reasons for it and the pilot shall then follow the instructions received.

3. Each time before embarkation the pilot shall read out the current draught of the vessel and shall pass this data to the Harbour Master's Office or VTS.

**§ 88.** Provided that the Harbour Master's permission is obtained, any vessel obliged to take a pilot according to the provisions of this Standing Order may change its berthing place in the port without the pilot's assistance only when moving with the use of its lines along the same quay, provided it is not occupied.

**§ 89.** 1. In the event of pilot boats being prevented from moving to sea due to stormy weather, all vessels intending to depart or enter the port should be duly notified by:

- 1) the pilot station dispatcher when a pilot is ordered,
- 2) the competent Harbour Master's Office or VTS on working channel of the VTS when a vessel moves along the seaway.

2. When there are free berths in the port and a vessel's Master so requests then any vessel that decides not to go to sea without a pilot on board in stormy weather, should be allocated a berth at which it may wait until the weather improves.

§ 90. Docking, undocking and launching operations are to be performed by pilots as indicated by the Chief Pilot.

## **Chapter VII**

### **Towage and towage services**

§ 91. The use of towage services in the ports shall be compulsory to the extent set out in these regulations.

§ 92. Towage services may not, without the Harbour Master's permission, be rendered by vessels that are not intended for such services, except when assisting a ship in distress.

§ 93. 1. Each tug and tow unit in the port areas should be manned by properly qualified personnel that are trained to operate tug and mooring lines.

2. When barges, floating cranes, support craft or similar floating craft without their own propulsion are not manned by a properly qualified designated commander (Master), the Master of the tug with the highest propulsion power shall be in charge of both the tug and tow unit.

§ 94. A tug and tow unit navigating within the inner area of the port shall not consist of more than one craft being towed unless the Harbour Master permits towage of two or more vessels in the tug and tow unit.

§ 95. 1. A tug may not leave its vessel without the order of the towed vessel's commander even if the tug is only assisting the vessel.

2. Towing lines may be let go by the tug without the towed vessel commander's permission only in the event of danger threatening the tug.

§ 96. The tug's bollard pull should satisfy the requirements for the towed vessel size, the existing circumstances and towing conditions.

§ 97. 1. In the ports of Szczecin, Police and Swinoujscie, the minimum number of used tugs and their minimum total tugs bollard pull, depending on vessel's length overall, are described by the following table:

Length overall of vessel (in meters)	Minimum number of used tugs	Minimum total tugs bollard pull (in tons)
90 – 120	1	12
Above 120 – 140	1	30
Above 140 – 160	2	50
Above 160 – 180	2 - in the port of Swinoujscie 3 - in the ports of Szczecin and Police	70
Above 180 – 210	3	80
Above 210 – 230	3	90
Above 230	4	110

1a. Vessels of length overall between 75 m and 90 m, maneuvering with a turn in the port of Swinoujscie in the Baltic Basin, Atlantic Basin and Morska Stocznia Remontowa, and maneuvering with a turn in the port of Szczecin in the Eastern, Western, Warta and Notecki Basins, along the Starowka and Wegierskie Berths, in the Debicki channel and on the Parnica river are obliged to use a tugboat, if they do not have an operating bow thruster.

2. For vessels of length overall above 160m, at least one of tugboats shall have azimuthal or cyclonic drive, and in case of its lack an additional tugboat must be used in relation to the quantity defined in subsection 1.

3. In port of Swinoujscie, vessels of length overall above 160m are obliged to take towing line passed from the tug.

4. In ports of Szczecin and Police, vessels using tug services are obliged to take towing line from the tug with bollard pull 30t and more.

5. In case of bad technical condition of quay or exploitation conditions determined by the quay constructor, the rules of tow services shall be determined by the Harbour Master.

6. If circumstances justify using bigger number of tugs that described in subsection 1, vessel's master, after consultation with pilot, is obliged to notify this fact to the Harbour Master's Office before commencing the passage.

**§ 98.** 1. In the port of Stepnica, vessels with an overall length of more than 60m are obliged to use tugs to assist when manoeuvring with a turn.

2. In the port of Trzebiez, vessels with an overall length of more than 75m, are obliged to use tugs to assist when manoeuvring with a turn.

**§ 99.** The number of tugs determined by § 97 and § 98 does not apply to internal water craft and those crafts used in port and sheltered shipping. The number of tugs or/and pushing tugs and manoeuvring characteristics of these vessels must be sufficient to ensure safe manoeuvring.

**§ 100.** 1. The use of towage services while entering the port of Szczecin is compulsory for vessels:

- 1) of length overall up to 120m – from Przekop Mielenski (Swieta river) to the place of berth,
- 2) of length above 120m, sailing to quays and basins situated in the south of the Huk quay – from the Kra quay to the place of berth,
- 3) sailing to quays by the River Odra in the north of Huk quay – from abeam of northern head of Zurawia Island to the place of berth.

2. Using tug services while entering the port of Police is obligatory for vessels:

- 1) of length overall above 120m berthing in sea port of Police - from abeam of landmark Krepa Gorna to the place of berth,
- 2) of length up to 120m – in distance 1500m from the place of berth.

3. Using tug services while entering the port of Swinoujscie is obligatory for vessels:

- 1) of length up to 90m – in distance 1500m from the place of berth,
- 2) of length above 90 m up to 140 m, entering to port from the sea side – from the east head of breakwater to the place of berth and entering to port from the side of Zalew Szczecinski – from 6<sup>th</sup> km of seaway Swinoujscie – Szczecin.
- 3) of length above 140 m, entering to port from the sea side – 2Nm before the east head of breakwater to the place of berth and entering to port from the side of Zalew Szczecinski – from 6<sup>th</sup> km of seaway Swinoujscie – Szczecin.

4. Master of a vessel, after consultation with the pilot, decides about the position of releasing tugs providing services to the ships leaving the ports of Szczecin and Police and to the ships of length overall above 180m leaving the port of Swinoujscie.

5. For vessels of length overall above 180m leaving the port of Swinoujscie, the use of tug providing services is compulsory from the place of berthing in the port to 2Nm beyond the east head of breakwater.

**§ 101.** 1. In particularly justified cases on apply of vessel's master, the Harbour Master may, after consulting with Chief Pilot, for a specified period of time and port area exempt a vessel from the obligation to use towage services or may permit a vessel to use fewer tugs, if he/she considers

that the vessel's maneuvering characteristics (e.g. bow thruster or other equipment) are satisfactory and the exemption does not endanger neither the safety of navigation in the port area nor port order.

2. The Harbour Master on apply of vessel's master, after consulting with Chief Pilot, may exempt a vessel leaving without a turn the ports of Szczecin, Police and Swinoujscie from the obligation to use towage services referred to in § 97, subsection 1, if such exempt does not endanger either the safety of navigation in the port area or port order. The Harbour Master lays down conditions for departure of such vessel.

3. In case of the vessel's being equipped with an operating bow thruster, the Harbour Master on apply of vessel's master may permit reduction of tug bollard pull of the tugs used for a compulsory service in accordance to § 97, subsection 1, as per the rule: 1 KM of the bow thrust = 0.01 t of tug bollard pull.

**§ 102.** The Harbour Master may order vessels with an overall length of more than 180m to use tug assistance while proceeding along the Swinoujscie-Szczecin seaway if he/she considers it is necessary to ensure safe navigation.

**§ 103.** Tugs shall maintain radio contact with the towed craft, throughout the towing operations, on designated VHF working channels, as specified in radio-communications instruction being Appendix 7 of this Standing Order.

**§ 104.** Vessels that have to be towed so as to enter the port safely will be towed only when the sea state on the road is such that the towing line may safely be sent on board.

**§ 105.** 1. New-build vessels leaving for and returning from sea trials, regardless of their size, shall be assisted by a tug on seaways from the berth to the road and vice versa.

2. A vessel may be exempted from a tug's assistance on the seaway proceeding to the shipyard if the Master of the vessel on sea trials declares before entering the port that the trials were successful and that the rudder, main engine and bow thruster are operational.

3. Vessels that have had propulsion or steering machinery repaired in the port of Szczecin, but that machinery has not been tested at sea, shall be assisted by one tug from the berth to abeam of the port of Police.

4. Vessels that have had propulsion or steering machinery repaired in the port of Police, but that machinery has not been tested at sea, shall be assisted by one tug from the berth to Brama Torowa IV (Gate IV).

5. Vessels that have had propulsion or steering machinery repaired in the port of Swinoujscie, but that machinery has not been tested at sea, shall be assisted by one tug from the berth to the road for ships outwards, or for vessels going to Zalew Szczecinski from the place of berthing up to Brama Torowa I (Gate I).

**§ 106.** 1. Towing non-powered vessels may be executed in daytime when the wind force does not exceed 6°B. In good navigational conditions the Harbour Master may exceptionally allow a vessel to be towed at night time.

2. Docking and undocking is to be permitted in daytime with wind force does not exceed 5°B. In particular cases when the weather is good the Harbour Master may allow a vessel to be docked or undocked at night time providing that the pilot agrees and that the manoeuvring stations are duly lit.

3. Vessels at slipways may only be launched in daytime and when the wind force does not exceed 5°B.

**Chapter VIII**  
**Berthing and Berthing Regulations**

§ 107. All vessels 50 m and over in length shall use the assistance of port linesmen.

§ 108. 1. The number of linesmen required to assist a vessel depends on its length and is specified in the table below:

Manoeuvre	Vessel length in metres				
	50.00 – 80.00	80.01 – 140.00	140.01 – 170.00	170.01 – 200.00	above 200.00
Berthing	2	3	4	5	6
Unberthing	1	2	3	4	5

2. The linesmen shall wear helmets and life jackets that are orange or another bright colour.

3. When manoeuvring during berthing and unberthing the linesmen are to be directed by the berth dispatcher who shall be equipped to communicate with the vessel, and who will designate the place of berthing in accordance with §118 subsection 1 of these Regulations.

4. Every linesman shall have appropriate training regarding his operations and occupational safety and this shall be confirmed by appropriate documentation.

§ 109. 1. A vessel should be properly moored in such a manner as to ensure its own safety as well as the safety of other vessels and the port facilities.

2. Taking off and letting go of lines from the berth should be effected only upon an order by the Master of the vessel.

3. Vessels moored at the same berth shall on request of the Harbour Master reduce the distance between them up to the limits designated by the Harbour Master.

§ 110. 1. Vessel must be equipped with mooring lines of adequate length and quality to ensure safe berthing and staying alongside.

2. For the berthing or towing of those tank vessels carrying flammable liquids or not being gas free after the carriage of such goods, only safe lines that do not cause sparking shall be used.

3. A vessel shall take or let go of the lines of the craft rendering services to that vessel.

4. Mooring lines should be supplied with rat guards.

§ 111. 1. Mooring lines should be made fast only on bollards or other facilities designed for that purpose and in such a manner as to allow each line to be let go of easily and in any sequence should the need arise.

2. Vessels shall not berth at undesignated places.

§ 112. Vessels carrying dangerous goods in bulk and flammable liquids or not being gas free after the carriage of such liquids, may moor only at specially designated berths.

§ 113. 1. Except for towing lines, the stretching of ropes across port basins, canals or seaways shall be allowed only where absolutely necessary and upon receipt of the Harbour Master's permission. Such ropes should be removed immediately upon their no longer being needed, and in any event during fog or any other conditions of restricted visibility. Every shift of such ropes should be immediately reported to the Harbour Master's Office.

2 Except for a towing line, every line crossing the port water area, even partially, should be marked in the following way:

- a) during daytime: two red flags,
- b) at night: two red lights.

These marks and lights should be placed horizontally in the middle of the line, 3 m apart.

3. The provisions of subsections 1 and 2 do not apply to measuring lines stretched during sounding operations and to the lines used by a dredger. Those lines should be duly lowered when another vessel approaches the area of work.

**§ 114.** The mooring lines of another vessel may be taken off only in an emergency. In this event the vessel's Master or person second in command or the supervising person must be informed and consent. The lines that have been taken off shall be properly made fast again as soon as the emergency ceases.

**§ 115.** 1. When a vessel is mooring to or unmooring from dolphins a mooring motorboat shall be used.

2. Vessels shall take additional mooring lines forward and aft while berthing to the following berths: Huta - Kra, Cementowe, Fosfatowe, Snop, Huk, Mak, Cal, Oko, Gnieznienskie, Krakowskie, Angielskie, Polskie, Wegierskie, Belgijskie, Holenderskie, Zbozowe.

**§ 116.** 1. If there is a justified need and a vessel intends to come alongside another, it shall obtain a permission to do so from the Harbour Master's Office duty officer or VTS operator, where the system is mandatory.

2. It is prohibited for a vessel of a much larger size to moor side by side with another smaller vessel.

**§ 117.** 1. Vessels under construction or repair, store vessels, those vessels temporarily or permanently laid up as well as tankers carrying flammable liquids shall be obliged to have fore and aft towing lines with eyes at their ends placed over the water surface during the time when they are berthed at the port.

2. The lines mentioned in subsect. 1 shall be made fast on vessel's bitts and secured to prevent uncontrolled slackening. Their length should be such that towing may be executed immediately upon them being picked up by tugboats. The excess of the towing line should be cleared on the side or deck so that the tug's crew can heave it in manually.

**§ 118.** 1. Berths along the quays, jetties, breakwaters and other port facilities shall be allocated by their operator and in agreement with the Harbour Master's Office. Before a vessel approaches and its mooring lines are made fast, the allocated berth shall be marked by way of indicating the vessel stem's position:

- a) at daytime: an orange flag of 50 cm x 50 cm,
- b) at night: an orange light.

2. Any berth put out of operation shall be marked by the operator with an information sign of 100 cm x 75 cm – with black letters on a white board – the text of which shall be agreed with the Harbour Master's Office.

3. Berths for warships shall be allocated by the Harbour Master's Office in agreement with the operator of the berth.

4. Vessels may not berth along the quays, breakwaters and other port facilities without permission from their operator.

5. Warships, or vessels operated by the Coast Guard, Police, Customs Office and Maritime Office may come alongside the quays and jetties throughout the port to perform their duties regardless of who owns such a facility.

6. To ensure safe navigation or port order the Harbour Master's Office may allocate a berth omitting the procedures specified in subsections 1, 3 and 4.

7. Without permission from the Harbour Master's Office vessels cannot be moored beyond the mooring limits of a berth.

**§ 119.** 1. The operator of a quay should prepare the vessel's berth. When ice cover occurs, preparing the vessel's berth shall include breaking the ice cover in the area adjacent to the port berth.

2. A vessel should remain at the allocated berth, which can only be changed upon the granting of permission by the Harbour Master's Office, save for reasons of safe navigation. This also applies to the shifting of vessels along berths.

**§ 120.** 1. A vessel should remain at the allocated berth, which can only be changed upon the granting of permission by the Harbour Master's Office, save for reasons of safe navigation. This also applies to the shifting of vessels along berths.

2. At the site where a gangway or similar facility has been installed, a life buoy with a heaving line shall be provided on board. The shore end of such a facility shall not obstruct the movement of the cranes or trains along the quay and should be painted in a bright warning colour.

3. The gangway or similar facility should be well lit at night time; and when icy, precautions should be taken to avoid slipping.

4. After the removal of the connection, the gates in the bulwark or railing shall be closed.

5. When one vessel comes alongside another, the vessel alongside the quay should make provision for safe access to the other vessel and should assist in arranging an appropriate place for the transfer of people and cargo.

6. It is prohibited to use facilities referred to in subsections 1 and 5 that are damaged.

**§ 121.** 1. Accommodation ladders, gangways and catwalks to be used for access to the shore should be of robust construction, and have railings and net protection on both sides.

2. If there is a substantial gap between the vessel's side and the berth, a net should be stretched under the gangway or similar facility. If necessary, the quay operator shall supply an appropriate pontoon to support and safeguard the facility.

3. On board passenger vessels the only permitted access facility for passenger traffic between the vessel and the shore shall be a gangway with fixed railings on both sides, properly protected with a securing net.

4. A deck crewmember should supervise passenger traffic to and from the vessel.

5. Simultaneous two-way traffic on a gangway as specified in subsection 3 shall be prohibited except where the gangway has been specially adapted for that purpose

**§ 122.** 1. No part of the ship's structure or cargo handling equipment shall obstruct the free movement of cranes or trains along the vessel's side.

2. Where a vessel's anchor has to be kept in water while it is berthing, the anchor chain should be slackened so that it hangs vertically down. The vessel's Master should advise the Harbour Master's Office whenever the anchor is kept in the water. Moreover, the vessel should exhibit the lights and signs required by COLREG.

3. Any outlets in the vessel's hull shall be protected to prevent the flooding of the quay and port facilities.

**§ 123.** 1. While mooring in the port a vessel should be properly manned by qualified personnel so as to provide for its safe berthing.

2. Depending on the type and construction of the vessel as well as its berthing place, a vessel or a group of vessels may be supervised by one person if doing so does not adversely affect the safety of navigation and the Harbour Master has agreed. The relevant application relating to this arrangement shall be submitted by the shipowner.

3. The vessel's Master or shipowner shall be responsible for establishing the adequate supervision of the vessel.

4. In properly justified cases, the Harbour Master may also give permission for a vessel to be berthed without the supervision mentioned in subsection 2. The vessel's Master or the shipowner shall submit a proper application form regarding this matter.

§ 124. Repairs of a vessel berthing alongside the quay or any other mooring place, except for ship repair yard quays, shall be performed solely with the permission of the Harbour Master.

§ 125. Fumigation shall be permitted solely at the places assigned by the Harbour Master's Office. A vessel being fumigated shall hoist the "VE" signal according to the International Code of Signals.

§ 126. 1. In the port of Szczecin vessels may occupy water areas along the following quays:

- a) Huk, Mak, Holenderskie, Belgijskie, Angielskie, Polskie, Wegierskie, Greckie, Albanskie, Jugoslawianskie, Bulgarskie, Noteckie and Gnieznienskie and dolphins on the River Odra – in the belt up to 24 m wide.
- b) Snop, Zbozowe, Rumunskie, Rosyjskie, Starowka, Czeskie, Slowackie, Parnica and Gornoslaskie – in the belt up to 28 m wide.

2. In the port of Szczecin along the quays not mentioned in subsection 1 vessels may lie extending beyond the 28 m belt if they obtain permission from the Harbour Master.

3. In special cases the Harbour Master may allow a vessel to occupy a wider area than that specified in subsection 1.

§ 127. 1. On each occasion the shutdown of a vessel's propulsion system (apart from for vessels berthing at a shipyard) shall require the permission of the Harbour Master's Office.

2. Each breakdown, making impossible the operation of a vessel's own propulsion system, shall immediately be reported to the Harbour Master's Office.

§ 128. 1. When berthed along the quay any operation of the vessel's propellers (main or auxiliary) shall be prohibited except for the carrying out of mooring manoeuvres.

2. The trial of vessel's engines may be carried out only at special trial stations. Trials may only be carried out in other places if the consent of the Harbour Master and operator of berth has been granted. The commencement and termination of such trials shall be reported to the Harbour Master's Office.

3. During engine trials a deck officer shall be present on the bridge at all times. His responsibilities shall include keeping a continuous lookout on the adjacent water area, standing by on the VHF channel agreed with the Harbour Master's Office, the continuous supervision of the mooring conditions of the vessel, sending of warning signals to other vessels as well as stoppage of the vessel's engines when necessary. The Master shall decide on the proper number of personnel necessary to be engaged during trials.

4. During engine trials the vessel shall display, in the place where it can best be seen, the following:

- a) during daytime: "C" flag according to the International Code of Signals and below it, at a distance not less than 0.5 m – a cone pointed up,
- b) at night: two lights visible all around, the upper light should be green, the lower one should be red.

5. The trial station operators shall observe the requirements specified in subsection 2. Before the commencement of the trials, the operators should fully advise Masters on the responsibilities of the vessels performing engine trials.

§ 129. 1. The start and completion of each test of the main propulsion system at the trial station shall be reported to the Harbour Master's Office.

2. If a vessel approaching the trial station wishes to demand that the engine operation of the testing vessel should be stopped, then it should sound a signal composed of four short blasts and one long blast. The vessel at the trial station should immediately repeat that signal and stop the engines.

3. The trials may be resumed only when the vessel that has demanded the stopping of the engines has safely passed the vessel on trials or has completed its manoeuvres and made fast at a berth and the request has been acknowledged by the Harbour Master's Office.

4. Immediately after launching a new build vessel the shipyard shall remove from the channel all objects that remain in the water: anchors, floating wood, buoys etc. Navigational obstructions that cannot be removed immediately should be marked with navigational lights and reported to the Harbour Master's Office.

**§ 130.** Embarking and disembarking and all vehicle traffic from/to a ferry may commence only after the ferry has stopped completely and is secured and the Master or his representative, who is performing his duties on deck, has given permission.

**§ 131.** When visibility is less than 5 cables (926m) each unberthing of a port ferry should first be agreed with the competent Harbour Master's Office or VTS, where the system is mandatory.

**§ 132.** 1. Vessels carrying more than twelve passengers should display in visible locations notices informing passengers what they must and must not do while on board.

2. In the passenger areas of ferries there should be muster and alarm lists and pictorial instructions on how to use life-saving appliances.

**§ 133.** 1. The clearance of vessels is to be performed at the place assigned for this purpose by the Harbour Master's Office or at the vessel's berth.

2. Prior to clearance on arrival and subsequent to clearance before departure the transporting of goods and personnel between the vessel and the shore or other vessels in port shall take place only with the permission of those persons responsible for giving clearance.

3. The provisions of subsection 2 do not apply to Harbour Master's officers.

**§ 134.** In the port of Swinoujscie Customs and Border clearance of passenger vessels navigating regularly between the port of Swinoujscie and ports of other States shall take place in the following areas:

- 1) Berth of Ferry Base in Swinoujscie,
- 2) Outer berths of Polnocny Basin.

## **Chapter IX**

### **Berths and harbours**

**§ 135.** 1. The port quay operator, when putting quays or berths in service, shall have:

- a) certificate of bottom clearance as issued by a diver confirming that a stretch 50m wide along the quay and the reinforced stretch of the bottom have been examined and no obstructions to navigation have been found;
- b) sounding plan in 1:1000 scale or larger made or approved by the competent Maritime Office or the Naval Hydrographic Office in Gdynia of the stretch 50 m wide along the whole quay;
- c) document permitting the use of mooring devices in accordance to the rules laid down in the Act of 16 April 2004 about building products (Journal of Laws No. 92 item 881) or, in case of the lack of such a document, an expertise concerning the technical condition of the mooring devices prepared by an expert.

2. The quay operator shall perform periodic bottom sounding and clearance examinations in the areas adjacent to the port quays and harbours as is necessary for their current operations. The frequency and scope of such sounding work and surveys are as specified in the relevant construction law regulations.

3. The Director of the Maritime Office in Szczecin may compel the quay operator to perform the work mentioned in subsection 2 at other times than those stated in the construction law if the safety of navigation so requires.

4. Quay operators shall keep in proper state the mooring facilities, fenders, ladders, lighting and order on all quays and jetties they maintain. Any faults and defects on such account shall be promptly removed. At the request of the Harbour Master's Office the operators shall present certificates of periodic strength testing for the mooring and fender facilities.

**§ 136.** 1. At nighttime and during periods of reduced visibility all mooring stations in the ports and harbours should be lit.

2. Lights should be distributed in such a way that they do not hamper recognition of navigational aids installed in the port and sea harbour, and on watercrafts, as well as they should not dazzle the vessels maneuvering on adjacent waters.

3. Sources of lights that may hamper the visibility of navigational lights in the direction from the watercraft towards the land shall be:

- 1) placed away from the axis of leading marks and navigational lights,
- 2) shielded from the water side, in order to prevent the direct fall of light rays beyond the mooring station or the water side of a marine structure.

**§ 137.** The construction of and equipment at the quays and harbours should provide for the easy and safe berthing and unberthing of vessels.

**§ 138.** 1. The quay operator shall place life-saving equipment – boat hooks and life buoys with heaving lines not less than 30 m long along the quays, jetties and other port facilities bordering port basins. This equipment should be arranged not more than 200m apart, ready for use and in an operational state, and adequately lit at night time.

2. overruled

3. The Harbour Master may exempt an operator from the duty specified in section 1 if the port structure has proper arrangements to prevent people from falling into water

**§ 139.** 1. Berths and harbours should be equipped with:

- 1) sufficient number of bollards to ensure the proper and easy berthing of vessels,
- 2) fenders to protect vessels, quay walls and harbours from damage during normal mooring operations.

2. Ferry and passenger terminals should additionally have:

- 1) special mobile arrangements for vehicular use to compensate for the difference in level between the ferry deck and the shore in tracks designated for wheeled vehicles,
- 2) special mobile stairways designed solely for pedestrian traffic between the terminal and the ferry; such stairways to be secured in accordance with the relevant regulations and have a safety certificate from an authorized institution,
- 3) public address system with a sufficient number of speakers so that terminal management can transmit information to passengers within the whole of the terminal.

3. Sea fishing harbours shall be additionally equipped with:

- 1) certificated technical devices used for hoisting fishing vessels onshore, equipped with light/sound signalling system informing about starting the drive,
- 2) red – colour boards with white signs saying “Fishing Harbour”,

- 3) information boards about entrance prohibition during hoisting devices work,
  - 4) information boards with except of Port Regulations in the range concerning sea fishing harbours,
4. Duties described in subsection 3 point 1) shall be carried out by the user and those described in points 2)-4) shall be carried out by the subject managing the sea fishing harbour.

**§ 140.** Passages for the embarking and disembarking of passengers shall be isolated in such a way that passengers can pass in a safe and orderly manner and the number of passengers carried by ferries can be monitored. The arrangements for separating passages should be such that passengers will not form crowds such as might result in the loss of life or health.

**§ 141.** At ferry terminals special notice boards shall be exhibited to provide information on the ferry timetable and terms and conditions of passenger and vehicle carriage.

**§ 142.** The ferry terminal operator is responsible for the safety of people and the maintenance of order at the terminals. To this end the operator shall employ security personnel.

**§ 143.** 1. All berths and harbours and other mooring places that are in operation shall have the maximum permitted parameters of berthing crafts determined by operators or owners.

2. It is prohibited to use berths in a way that does not comply with the technical documentation of that berth.

3. It is prohibited for vessels to exceed the permitted draught for a specified place in the port.

4. In justified cases, the Harbour Master may agree for a berth to be used in a manner other than specified in its documents, where he/she considers that it will not endanger the safety of berthing or port order.

## **Chapter X**

### **Cargo operations and storage**

**§ 144.** 1 Shipborne cargo handling operations shall take place in the locations indicated for this purpose.

2. Water borne cargo operations may be performed upon permission being obtained in each case from the Harbour Master and only at the locations clearly indicated.

3. Water borne cargo operations, as mentioned in subsection 2, refers to situations when none of the vessels is berthed at the quayside or dolphins.

**§ 145.** 1. During cargo operations precautions should be taken to prevent the dusting, spilling and falling of these goods into the water or on to the berth.

2. Stevedores shall clean up the area and remove cargo remains and waste after the termination of cargo operations.

**§ 146.** It is prohibited to:

- 1) use cargo handlers that do not have a valid operational certificate, or use facilities which have been withdrawn from operation by an appropriate supervising body;
- 2) use auxiliary cargo handling equipment which does not comply with the current standards and is apparently damaged;
- 3) drag cargo and equipment along the quays, jetties, and shore protection arrangements, roll the cargo down the protective walls and slopes, or roll the cargo over the kerbs of quays and jetties, where these facilities are not properly secured;

- 4) use cargo handling facilities for tasks for which such facilities are not designed and to overload such facilities;
- 5) store cargo in places not intended for its storage;
- 6) overload quays above the maximum permitted load.

**§ 147.** 1. Cargo may be stored on the quays and jetties only temporarily, and not longer than is required for handling operations, and in such a manner as to enable the movement of privileged vehicles.

2. A distance of at least 2m should be maintained between stored cargo and the quay or jetty water edge. The distance between the stored cargo and train or crane rails should be not less than 1.5m.

3. The operator of the quay or jetty shall be obliged to place notice boards specifying the safe working loads of the quays, jetties, storage areas and lifting facilities.

4. A path at least 1.2m wide, running from the water edge of the structure, should be maintained along the mooring stations. The mooring path should only contain numbered mooring equipment, equipment for going ashore, and covered boxes, which should be flush with the surface of the mooring path.

**§ 148.** 1. Before commencing the transfer of oil products, except for bunkers and any other oils in bulk, the vessel should be surrounded by floating booms and these should remain for the duration of the transfer, and, where the Harbour Master deems it necessary, assistance should also be provided by a vessel adapted to collect oil. Where port basins are equipped with properly operating floating booms to prevent polluting oil from spreading outside the basin, the Harbour Master may waive the requirement of using an additional anti-spillage boom. However, the cargo terminal shall make provision for the immediate use of such booms if pollution occurs.

2. The same requirements shall apply to the transfer of chemicals carried in bulk which are lighter than, and do not dissolve in water.

3. When dangerous goods in bulk are transferred, in each case the Harbour Master shall determine the conditions of transfer. It refers to quaysides, which do not have safety operations instruction, mentioned in § 153 subsection 1 is given.

4. In certain cases, when the installation of an anti-spillage boom is hampered or impossible, or the quantity of oil or chemicals transferred is less than 2.000 tons, the Harbour Master may, at the request of the shipper, give a one-off permission for assistance from a vessel carrying an anti spillage boom, which is ready for use. The shipper shall be responsible for the full readiness of the assisting vessel to start operations.

**§ 149.** 1. Bunkering should take place during berthing at a location approved by the Harbour Master's Office. Where appropriate, at the request of shipowners, the Harbour Master may give permission for bunkering to take place at the road or anchorage determining the conditions for such operation. All costs of bunkering at the road are to be borne by the person applying for such permission.

2. Bunkering should take place during berthing at a location approved by the Harbour Master's Office. Where appropriate, at the request of shipowners, the Harbour Master may give permission for bunkering to take place at the road or anchorage determining the conditions for such operation. All costs of bunkering at the road are to be borne by the person applying for such permission.

3. Before commencing bunkering a checklist shall be prepared, in accordance with the form approved by the Director of the Maritime Office in Szczecin, as confirmation of compliance with safety requirements during the operation. After termination of the bunkering operations a copy of checklist shall be sent to the office of the competent Harbour Master's Office.

4. The commencement and termination of operations mentioned in subsections 1-2 shall be reported to the Harbour Master's Office.

5. Vessels receiving and providing oil are obliged to maintain a watch on the working VHF channel of the competent Harbour Master's Office or VTS, where the system is mandatory, and to display signs in accordance with the International Signal Code.

6. Vessels navigating in port waters shall be informed in advance by the bunkering vessel about the necessity of passing at a safe distance.

7. Bunkering of tanker vessels carrying dangerous goods may take place before the commencing or after the termination of cargo handling and water ballast operations under the conditions set each time by the Harbour Master.

**§ 150.** The commencement and termination of operations involving dangerous goods shall be reported to the competent Harbour Master's Office.

**§ 150a.** Before commencing loading dangerous goods, the shipper is obliged to report to the Master or ship's operator the following information:

- 1) proper shipping name,
- 2) UN number, if it exists,
- 3) class of dangerous cargo, according to the IMO,
- 4) vessel's class, according to the INF code,
- 5) quantity of cargo,
- 6) address of a person, who may give more detailed information about the cargo.

**§ 151.** It is prohibited to handle or store those dangerous goods that are referred to in the IMDG code as dangerous goods not permitted for maritime transport.

**§ 152.** 1. Places used for the storage of dangerous goods are subject to regulations on building law, fire protection law, technical supervision law and shall be used in accordance with their purpose.

2. During cargo handling and the storing of dangerous goods the instructions of producers and carriers concerning these operations shall be complied with.

**§ 153.** 1. Cargo handling of dangerous goods shall be executed in accordance with such safety operations instructions as have been prepared by stevedores and approved by the Director of the Maritime Office in Szczecin.

2. The instructions referred to in subsection 1 shall determine the person responsible for cargo operation, the rules of cargo operation, emergency procedure EmS, First Aid rules, MFAG, communications during operations and the procedures to be used for communicating and requesting assistance.

3. Persons employed in carrying out cargo operations involving dangerous goods shall have appropriate training; this includes training on the types of dangers, rules of cargo handling and operations with dangerous goods. Persons responsible for cargo handling shall be responsible for carrying out the training. Such training shall be confirmed by a signature on a participants' list, which should be shown on request to any supervisory body.

**§ 154.** 1. Every vessel on which cargo operation with dangerous goods will be performed, shall before commencing such operations be under the control of terminal personnel or berth personnel and vessel staff. Control shall come to an end on the production of the checklist.

2. The checklist referred to in subsection 1 shall be produced in accordance with the form approved by the Director of Maritime Office in Szczecin and shall be confirmation of compliance with the safety requirements concerning the condition of craft, terminal and berth, communication during operations, the rules concerning cargo operations and emergency procedures.

3. On completion of cargo operations the operator of the berth shall send a copy of the checklist to the competent Harbour Master's Office.

**§ 155.** 1. Cargo operations and the storage of dangerous goods of class 1, excluding class 1.4 S, and class 7, according to IMDG Code, shall on each occasion require reporting to and the approval of the competent Harbour Master.

2. Storage of dangerous goods classes 2.3, 4, 5.2, 6, according to IMDG Code, shall require reporting to the Harbour Master.

3. Rules of segregation and storage for dangerous cargo that are to be held in storage shall, as far as is possible, be in accordance with the rules determined under the IMDG Code.

4. The marking, packaging, documentation and conditions of carriage of dangerous cargo shall be in accordance with the provisions of Chapter VII SOLAS, unless carriage is to be executed on the basis of different international agreements. In such situations the requirements of those agreements shall be complied with.

5. Cargo operation involving those dangerous goods referred to in subsection 1 and those dangerous goods where there is an indication of some inner or packaging damage shall require the supervision of an expert.

6. The expert referred to in subsection 5 can be a person possessing the appropriate qualifications as in accordance with separate regulations.

**§ 156.** During cargo operations involving flammable liquids carried in bulk and liquified gases carried in bulk, the operator of the cargo operation terminal shall be obliged to ensure the assistance of a fire fighting vessel in situations when:

- a) the vessel is not totally covered by a permanent fire fighting installation that is on terminal,
- b) due to bad weather conditions , the permanent fire fighting installation of the terminal cannot ensure protection for the whole vessel..

**§ 157.** 1 It is prohibited to make tank vessels gas free whilst they are in the port area.

2. Tank washing operations for tank vessels in the port area shall in each case be carried out in consultation with the Harbour Master.

## **Chapter XI**

### **Maintenance of operational order and environmental protection**

**§ 158.** In the port area it is prohibited to:

- 1) remove, damage, misuse fire alarm devices, life saving, signaling, and pyrotechnic equipment;
- 2) remove, damage or move navigational buoys, barrels, mooring buoys and other navigational aids, signboards and warning signs and plaques;
- 3) manoeuvre the vessel in a manner that may cause navigational aids, as referred to in subsection 2, to be moved or damaged;
- 4) cover and obstruct mooring arrangements, hydrants, telephone and electrical connections and obscure warning signs;
- 5) use the vessel's radio station except for the VHF equipment;
- 6) walk or be in 'no entry' areas and destroy vegetation;
- 7) wash the vessel's superstructure and decks;
- 8) walk or skate on ice;
- 9) swim;
- 10) hunt;
- 11) carry passengers on board vessels when the ship safety document does not provide for such carriage;
- 12) discard fishing nets and gear.

**§ 159.** 1. Without permission from the Director of Maritime Office Szczecin, it is prohibited to:

- a) lay and replace submerged lines, such as cables, sewage, water and gas pipelines;
- b) use explosives during water engineering and other works;
- c) scrap vessels;
- d) lay up craft withdrawn from operation;
- e) erect mooring piles in water or ashore

2. An application for permission for any of the activities included in subsection 1 should be supported by the documents required by law.

**§ 160.** 1. Without permission of the Harbour Master it is prohibited to:

- a) flood the docks;
- b) conduct hydroengineering works;
- c) conduct vessel stability trials;
- d) store wrecks and scrap at berths;
- e) excavate sand, gravel, stones or ice;
- f) recover submerged objects and dive;
- g) organise water sports or recreational events on the water area;
- h) practice rowing;
- i) launch boats from vessels;
- j) sand blast, chip and paint the outer part of the vessel's hull ;
- k) leave cargo-handling equipment projecting beyond the bounds of the vessel;
- l) spread and dry fishing nets.

2. The prohibition mentioned in subsection 1 f) does not refer to cases stipulated in § 161 or to goods lost by the stevedoring company during cargo-handling operations.

3. Whenever any underwater works are to be executed by divers it is mandatory to inform by radio on the working channel the competent Harbour Master's Office or the VTS, where the system is mandatory, of the commencement and conclusion of such works.

**§ 161.** 1. In the case of the sinking of any part of a vessel's equipment, particularly the loss of anchors, chains or steel ropes, or other objects posing a threat to the safety of navigation, the vessel's Master or the person using the object, should immediately mark the place where the object sank and notify the Harbour Master's Office.

2. The vessel or the person that lost them should promptly recover the above-mentioned objects. In case the lost objects are not recovered within the time indicated by the Harbour Master's Office, the Harbour Master may order their recovery, which will be performed at the expense of the owner of the object pursuant to other regulations.

**§ 162.** 1. Fishing and the setting of fishing gear may be executed beyond port boundaries at a minimum distance of 200 m from the limits of the main seaway and not less than 150 m from other seaways, road boundaries or anchorages.

2. Fish harvesting by trawling in the area of the road and anchorages will on each occasion require the permission of the competent Harbour Master's Office or VTS, where the system is mandatory.

**§ 163.** 1 The Harbour Master may temporarily restrict or close the port or part of the port area to traffic if the safety or protection of the environment requires it, and in particular during:

- a) storm;
- b) exceptionally high or low levels of water ;
- c) fog or restricted visibility;
- d) rescue operations or pollution removal actions.

2. The Harbour Master shall notify all interested parties about these restrictions or the closing of areas to traffic.

3. If the restrictions or closing concerns berths, jetties and marinas, their operators are obliged to arrange for and place appropriate information plaques and warning signs.

**§ 164.** The Harbour Master may decide to remove a vessel from the port or to change her berthing place for reasons relating to the safety of navigation, port order or as is necessary to ensure proper port operations.

**§ 165.** 1. Maintaining order and cleanliness within the harbour and marina areas shall be the responsibility of the operators.

2. The operators shall be liable for the consequences arising from non-compliance with the rules and regulations on maintaining operational order in the port areas and the protection of the environment. They shall be liable for damage due to their negligence in observing such requirements.

3. The liability for maintaining operational order shall also lie with the persons who, under a proper agreement, are assigned the relevant duties. In the absence of such agreement, the liability shall rest with employees of the property managing company responsible for such maintenance.

**§ 166.** 1. Rubbish and waste should be kept in appropriate containers.

2. Such containers shall have tightly closed covers.

3. Rubbish and waste containers should be duly emptied; and their surrounding should be kept clean at all times.

4. It is prohibited to discharge sewage into rubbish containers as well as to bury carrion, spoiled fish, fish wastes and litter, unusable production wastes, as well as the waste generated by the washing of industrial, port and vessel tanks.

**§ 167.** 1. Discharge of any sewage waste into the sewage system, port waters and into ground is subject to separate regulations.

2. It is prohibited to pollute the atmosphere in the port area. This prohibition does not cover emissions resulting from normal vessel operations and emissions from shore facilities if the permission specified in separate regulations has been granted.

**§ 168.** 1. It is prohibited to pollute the water, land or port areas and facilities. When pollution occurs, the polluters or operators shall immediately or in the time indicated by the Harbour Master's Office remove it, cover the costs of pollution clearance and of claims by third parties that arise from such pollution.

Should the polluter or operator fail to bear this responsibility, the Director of the Maritime Office in Szczecin may order its execution and charge, as appropriate, the polluter or operator.

2. The provisions of subsection 1 also apply when floating objects obstructing navigation have to be removed from the port waters.

3. Sludge and oily waters should be discharged from the vessel to proper reception facilities. The connecting of a reception hose to the end of the discharge pipeline is to be performed by the discharging vessel personnel.

4. Sewage-polluted water from vessel's sanitary systems with no oily content or cargo residues should be discharged into proper reception facilities prior to leaving the port, unless the vessel's holding tanks have sufficient capacity to retain such waste until the vessel departs more than 12 nautical miles from the nearest land.

5. Before its departure rubbish, domestic, operational and cargo-associated waste shall be disposed of by the vessel in to proper reception facilities:

a) containers placed on the quayside

b) transport vehicle placed at the vessel's side.

6. Hold or tank washings shall be discharged into the port shore reception facilities.

7. The provisions contained in subsections 3-6 may also apply to vessels carrying their own arrangements of the type approved by a Classification Society, providing for the proper neutralisation of waste and rubbish as specified in those provisions.

8. The services referred to in subsections 3-6 are the responsibility of the person who, under an agreement, has undertaken to perform the appropriate actions.

9. Operators dealing with the reception, storage and management and transport of waste from ships shall notify the Director of Maritime Office in Szczecin in writing of their undertaking and conducting such activities in the port premises and they shall present the permission required by separate regulations.

10. It is prohibited to use non-mechanical means to remove oil products from the water surface without permission being obtained from the Director of Maritime Office in Szczecin.

**§ 168a.** 1. The port or harbour managing entity is obliged to provide ships entering the port with access to waste port facilities either at their berthing place or at the place where the stationary waste port facility is located.

2. Providing access to waste port facilities cannot cause disturbances to ships movements.

3. The discharge and management of residues from vessels in the port area shall be maintained only in accordance with the rules established in the plan of management of waste and cargo residues from vessels.

4. The process of discharging cargo waste and residues from vessels should not cause the detention of the vessel

**§ 169.** If supervision or inspection proves that there exists a hazard of port waters pollution from a vessel, an authorised representative of the Maritime Office may close and seal the valves of the bilge system for the duration of the vessel's stay in the port.

**§ 170.** The disposal of dredged material from port basins to the sea bottom may only be executed after permission is obtained in compliance with the current regulations.

**§ 171.** Masters are directly responsible for the safety and order of passengers, for vehicles and cargo when carried by port ferries, and they should employ security personnel onboard for this purpose.

**§ 172.** Trials of onboard sirens in the port areas may take place exclusively between 15.00 and 17.00 provided that the permission of the Harbour Master's Office is obtained each time.

**§ 173.** 1. The Harbour Master shall command rescue operations on those vessels that have had marine incidents, in particular when fire has broken out or any other event has occurred that may endanger the safety of the vessel or cargo.

2. Such occurrences mentioned in subsection 1 shall be immediately reported to the Harbour Master's Office and depending on circumstances – SAR, Port Rescue Service or Fire Brigade.

**§ 174.** 1 The path of underwater lines (cables and pipelines) should be marked on both shore sides with warning signboards. The signboards should be mounted in a location as agreed with the Director of Maritime Office in Szczecin.

2. The dimensions of the warning signboards and signs should comply with the standards established by the Polish Standardisation Committee.

3. Warning signboards should be properly maintained and lit from sunset to sunrise and during reduced visibility

4. Mounting, maintenance and lighting of warning signboards shall be the responsibility of the operator of the protected facility.

5. In particular circumstances the Director of Maritime Office in Szczecin may grant an exemption from the obligation to mark cables and pipelines.

**§ 174a.** 1. All marine hydro-engineering structures are to be marked with navigational aids from the waterside. Operator of the structure is responsible for placing and maintaining the navigational aids.

2. Navigational aids mentioned in subsection 1 should comply with the requirements of separate regulations, and their location and color shall be agreed upon with the Director of the Maritime Office in Szczecin.

3. In justified cases the Director of the Maritime Office in Szczecin may issue an exemption from the duty of marking mentioned in subsection 1.

**§ 174b.** 1. Navigational passages under bridges should be marked at day and nighttime. Owner of the structure shall be responsible for maintenance of such marking.

2. The marking mentioned in subsection 1 should comply with the requirements of separate regulations and be agreed upon with the Director of the Maritime Office in Szczecin.

## **Chapter XII Final Provisions**

**§ 175.** The Standing Order No1 issued by the Director of the Maritime Office in Szczecin dated 28<sup>th</sup> April 2000 - Harbour Regulations (Official Journal of Laws of the West - Pomeranian Voivodship No 20, pos. 227 of 2000, and No 12 pos. 239 of 2001 and No 12 pos. 250 of 2002), becomes void.

**§ 176.** This Standing Order comes into force thirty days after its publication in Official Journal of Law of the West - Pomeranian Voivodship

### VTS SWINOUJSCIE AREA

The VTS Swinoujście area is determined by straight lines and the shore lines connecting positions in Pomeranian Bay and the areas set forth in this table:

No.	Positions on the chart and areas	Latitude	Longitude
1	Polish-German border on the shore line	53°55.7' N	14°13.6' E
2	a point indicating the road boundary	53°59.3' N	14°14.5' E
3	Position	54°07.6' N	14°12.1' E
4	a point indicating the road boundary	54°07.6' N	14°16.8' E
5	position on the shore line	53°54.6' N	14°20.2' E
6	stretch of the Swinoujście –Szczecin seaway from the eastern head of the breakwater to the Seaway Gate	-	-
7	Swina strait from buoy "SW-2" to the road bridge over Stara Swina in Karsibor	-	-

### VTS SZCZECIN AREA

The VTS Szczecin area is determined by straight lines and the shore lines connecting positions in Zalew Szczecinski and Roztoka Odrzanska from Gate I to shore abutments of the Odolany gas pipeline in Roztoka Odrzanska and the areas set forth in this table:

	<b>Positions on the chart and areas</b>	<b>Latitude</b>	<b>Longitude</b>
1.	western abutment of the Odolany gas pipeline	53° 36.3' N	014° 34.3' E
2.	shore line to a point in way of the village of Podgordzie	53° 44.4' N	014° 18.5' E
3.	shallow water buoy "MO-S"	53° 47.0' N	014° 18.5' E
4.	western tower of Brama Torowa I (Gate I)	53° 48.5' N	14° 20.4' E
5.	eastern tower of Brama Torowa I(Gate I)	53° 48.6' N	014° 20.5' E
6.	shallow water buoy "KW-S"	53° 47.6' N	014° 24.7' E
7.	seaway buoy "MC"	53° 44.8' N	014° 28.6' E
8.	shore line in way of the village of Kopice	53° 42.1' N	014° 32.4' E
9.	eastern abutment of the Odolany gas pipeline (shore line)	53° 36.3' N	014° 35.8' E
10.	River Odra from shore abutments of the Odolany gas pipeline encompassing Szeroki Nurt, Waski Nurt, Domiaza, Ciasny Nurt, Inski Nurt to the eastern boundary of the anchorage	-	-
11.	stretch of the Swinoujscie-Szczecin fairway along Debina and Radolin islands to dolphin "80" (Dock No 5)	-	-

### REPORTING SYSTEM IN THE VTS SWINOUJSCIE AREA

1. Call sign: **Swinoujscie Traffic.**
2. Channels: **VHF 12, VHF 70 DSC code 002610800**
3. Types and rules of reporting, reporting points and kind of information communicated by a vessel are contained in the table below:

Type of report	Rules of reporting and reporting points	Type of message transmitted
Voyage plan	2 hrs before pilot embarkation position – if applicable	A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y
	15 minutes before entering a VTS area – for vessels not taking a pilot	A, C or D, H, O, G, I, P, Q, L, T, U, W, Y
	2 hrs before unberthing – for vessels intending to unberth and taking a pilot (except inland water vessels)	A1, D, O, J, I, K, P, W, Y
	1 hour before unberthing – for vessels intending to unberth and not taking a pilot (except inland water vessels)	A1, D, O, J, I, K, P, W, Y
Position report	15 minutes before entering a VTS area – for vessels taking a pilot	A1, D, L
	when leaving a VTS area	A1, D
	when embarking or disembarking a pilot	A1, D, X – time of pilot embarkation and his name
	when leaving the seaway or before entering the seaway	A1, D
	after dropping anchor	A1, C or D. X – time of dropping anchor
	15 minutes before weighing anchor	A1, X – request for permission to join traffic
	after weighing anchor	A1, X – time of weighing anchor
	abeam the head of the eastern breakwater of the entrance into the port of Swinoujscie	A1, D
Position report	15 minutes before unberthing (except for inland water vessels)	A1, D, X – pilot's name, number and names of tugs, request for permission to join traffic
	inland water vessels before unberthing	A1, D, O, J, I, P, W
	berthing alongside a quay in the port of Swinoujscie	A1, D, X – berthing time, number and names of tugs
Special report	abeam Brama Torowa I (Gate I) for vessels going from Zalew Szczecinski	A1, D
	given by a vessel that has sighted an incident affecting or that may affect the safety of navigation and/or the marine environment cleanliness	A1, C or D, Q

Legend:

A - vessel's name, call sign, flag, IMO number,

A1 - vessel's name and call sign,

C - vessel's position (latitude and longitude),

D - vessel's position relative to fixed objects,

H - point of entry into a VTS area,

O - maximum draught in fresh water,

J - time of arrival at pilot embarkation position PILOT-1, PILOT-2, PILOT-3, (ETA), or if the vessel requests a pilot,

G - last port of call,

I - port of destination,

K - position of leaving VTS area

P - type and quantity of dangerous goods,

Q - circumstances that may affect the safety of navigation and/or the marine environment,

L - planned passage route,

T- agent's name,

U - LOA, beam, GT capacity, vessel type,

W - number of passengers on board,

X - other information, including: time of dropping anchor, request for permission to join the traffic after weighing anchor, time of weighing anchor, berthing time, pilot's name, number and names of tugs,

Y- number of crew.

## REPORTING SYSTEM IN THE VTS SZCZECIN AREA

1. Call sign: **Szczecin Traffic**.
2. Channels: **VHF 69**.
3. Types and rules of reporting, reporting points and kind of information communicated by a vessel are contained in the table below:

Type of report	Rules of reporting and reporting points	Type of message transmitted
Voyage plan	2 hrs before pilot embarkation position – if applicable	A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y
	15 minutes before entering a VTS area – for vessels not taking a pilot	A, C or D, H, O, G, I, P, Q, L, T, U, W, Y
	2 hrs before unberthing – for vessels intending to unberth and taking a pilot (except inland water vessels)	A1, D, O, J, I, K, P, W, Y
	1 hour before unberthing – for vessels intending to unberth and not taking a pilot (except inland navigation vessels)	A1, D, O, J, I, K, P, W, Y
Position report	15 minutes before entering a VTS area – for vessels taking a pilot	A1, D, L
	when leaving a VTS area	A1, D
	when embarking or disembarking a pilot	A1, D, X – time of pilot embarkation and his name
	when leaving the seaway and before entering the seaway	A1, D
	after dropping anchor	A1, C or D. X – time of dropping anchor
	15 minutes before weighing anchor	A1, X – request for permission to join traffic
	after weighing anchor	A1, X – time of weighing anchor
	abeam Brama Torowa I (Gate I) for vessels going towards Zalew Szczecinski	A1, D
	abeam Brama Torowa IV (Gate IV)	A1, D
	abeam Dock No 5	A1, D
	15 minutes before unberthing (except inland water vessels)	A1, D, X – pilot's name, number and names of tugs, request for joining traffic
	inland water vessels before unberthing	A1, D, O, J, I, P, W
	after departing from the port of Stepnica, Police Barge Port and Trzebiez	A1, D
	berthing alongside a quay in the port of Szczecin, Stepnica, Trzebiez	A1, D, X – berthing time, number and names of tugs
Special report	given by a vessel that has sighted an incident affecting or that may affect the safety the safety of navigation and/or the marine environment cleanliness	A1, C or D, Q

Legend:

A - vessel's name, call sign, flag, IMO number,

A1 - vessel's name and call sign,

C - vessel's position (latitude and longitude),

D - vessel's position relative to fixed objects,

H - point of entry into a VTS area,

O - maximum draught in fresh water,

J - time of arrival at pilot embarkation position PILOT-1, PILOT-2, PILOT-3, (ETA), or if the vessel requests a pilot,

G - last port of call,

I - port of destination,

K - position of leaving VTS area

P - type and quantity of dangerous goods,

Q - circumstances that may affect the safety of navigation and/or the marine environment,

L - planned passage route,

T - agent's name,

U - LOA, beam, GT capacity, vessel type,

W - number of passengers on board,

X - other information, including: time of dropping anchor, request for permission to join the traffic after weighing anchor, time of weighing anchor, berthing time, pilot's name, number and names of tugs,

Y- number of crew.

**Example**

**ZGLOSZENIE OGOLNE  
IMO GENERAL DECLARATION**

		<input type="checkbox"/> Przybycie/ <i>Arrival</i>	<input type="checkbox"/> Wyjście / <i>Departure</i>		
1. Nazwa i rodzaj statku / <i>Name and description of ship</i>		2. Port przybycia / wyjścia <i>Port of arrival/departure</i>		3. Data-czas przybycia/wyjścia <i>Date-time of arrival/departure</i>	
4. Bandera / <i>Nationality of ship</i>	5. Nazwisko kapitana / <i>Name of master</i>	6. Port skąd przybył / port przeznaczenia <i>Port arrived from/port of destination</i>			
7. Certyfikat okretowy (port; data; numer) / <i>Certificate of registry (port: date; number)</i>		8. Nazwa i adres agenta statku / <i>Name and address of ship's agent</i>			
9. Tonaz gros / <i>Gross tonnage</i>	10. Tonaz netto / <i>Net tonnage</i>				
11. Pozycja statku w porcie (nabrzeże lub pozycja) / <i>Position of the ship in the port (berth or station)</i>					
12. Krotkie dane dotyczace podrozy (poprzednie i kolejne porty zawinięcia, podkreślić gdzie pozostały ładunek będzie wyladowany) / <i>Brief particulars of voyage (previous and subsequent ports of call; underline where remaining cargo will be discharged)</i>					
13. Krotki opis ładunku / <i>Brief description of the cargo</i>					
14. Ilość załogi (z kapitanem) / <i>Number of crew (incl. master)</i>	15. Liczba pasażerów / <i>Number of passengers</i>	16. Uwagi / <i>Remarks</i>			
Załączone dokumenty (podać ilość kopii) <i>Attached documents (indicate number of copies)</i>					
17. Deklaracja ładunkowa** / <i>Cargo declaration**</i>	18. Zgłoszenie zasobów statku** <i>Ship's stores declaration**</i>	21. Data i podpis kapitana, upoważnionego agenta lub oficera / <i>Date and signature by master, authorized agent or officer</i>			
19. Lista załogi / <i>Crew list</i>	20. Lista pasażerów / <i>Passenger list</i>				
22. Zgłoszenie rzeczy załogi(*)(**) <i>Crew's effects declaration (*)(**)</i>	23. Morska deklaracja zdrowia <i>Maritime declaration of health (*)</i>				

Do użytku służbowego/  
*For official use*

Konwencja IMO o ułatwieniu międzynarodowego obrotu morskigo / *Imo Convention on facilitation of International Maritime Traffic*

Formularz  
IMO FAL  
Form 1

(\*) tylko po przybyciu  
(\*) *only on arrival.*  
(\*\*) dotyczy służb innych niż administracja morską

(\*\*) *for services other than maritime administration*

**MANIFEST LADUNKOW NIEBEZPIECZNYCH (wg IMO)**

NR STRONY / PAGE NUMBER (.....)

**IMO DANGEROUS GOODS MANIFEST**

(Wymagane przez Solas 74, rozdział VII;      MARPOL 73/78 aneks III;      Wstęp do Kodu IMDG)  
(As required by SOLAS 74, chapter VII;      MARPOL 73/78, annex III;      the General Introduction to the IMDG Code)

NAZWA STATKU <b>SHIP'S NAME</b>	NUMER IMO <i>IMO NO.</i>	PANSTWO BANDERY <b>FLAG STATE</b>	NAZWISKO KAPITANA <b>MASTER'S NAME</b>
NUMER PODROZY <i>VOYAGE NO.</i>	PORT ZALADUNKU <i>PORT OF LOADING</i>	PORT WYLADUNKU <b>PORT OF DISCHARGE</b>	AGENT <b>SHIPPING AGENT</b>

NR WPISU <i>BOOKING/ REF.NO.</i>	ZNAKI I NUMERY, NUMERY KONTENEROW, NUMERY REJESTRACYJNE POJAZDOW <i>MARKS &amp; NUMBERS, CONTAINER ID. NO(s), VEHICLE REG. NO (s).</i>	ILOSC I RODZAJ OPAKOWAN <i>NUMBER AND KIND OF PACKAGES</i>	WLASCIWA NAZWA TECHNICZNA <i>PROPER SHIPPING NAME</i>	KLASA CLASS	NR ONZ UN NO.	KATEGORIA OPAKOWANIA PACKING GROUP	INNE ZAGROZENIA SUBSIDIARY RISK(S)	TEMPERATURA ZAPLONU FLASH - POINT (IN ° C, c.c.)	SUBSTANCJA ZANIECZYSZCZAJACA SRODOWISKO MORSKIE MARINE POLLUTANT	MASA (kg) BRUTTO/NET MASS (KGS) GROSS/NET	PROCE- DURY AWARYJ -NE EmS	POZYCJA ZASZTAUOWANIA STOWAGE POSITION ON BOARD

PODPIS AGENTA  
**AGENT'S SIGNATURE** \_\_\_\_\_

MIEJSCE I DATA  
**PLACE AND DATE** \_\_\_\_\_

PODPIS KAPITANA  
**MASTER'S  
SIGNATURE** \_\_\_\_\_

MIEJSCE I DATA  
**PLACE AND DATE** \_\_\_\_\_

## INSTRUCTION FOR RADIOCOMMUNICATIONS

1. For traffic requirements, vessels shall comply with the following rules:
  - 1) VTS Swinoujscie area:
    - a) working channel: VHF 12, 70 VHF DSC code 002610800,
    - b) calling: Swinoujscie Traffic,
    - c) area: the road from N-4 buoy, port in Swinoujscie, and the Swinoujscie -Szczecin fairway from the entrance heads to Brama Torowa I (Gate I),
    - d) objective: VTS operator contact with traffic vessels or those intending to join the traffic,
    - e) channel 12 VHF is used exclusively for VTS – vessel communications,
    - f) persons on land should make arrangements concerning fairway traffic and vessel berthing by telephone via a VTS operator,
    - g) companies may determine other calling channels for their purpose on a frequency assigned to them,
    - h) arrangements between VTS and vessels requiring more time should be made on VHF channel 18.
  - 2) Area VTS Szczecin
    - a) working channel: 69 VHF,
    - b) calling: Szczecin Traffic,
    - c) area: part of Zalew Szczecinski, Roztoka Odrzanska, ports in Police and Szczecin and the Swinoujscie -Szczecin fairway from Brama Torowa (Gate I) to Dock no 5,
    - d) objective: VTS operator contact with traffic vessels or those intending to join the traffic,
    - e) VHF channel 69 is used exclusively for VTS – vessel communications,
    - f) in matters concerning calling the rules of section 1, points 1) f and g apply,
    - g) arrangements between VTS and vessels requiring more time should be made on VHF channel 20.
2. While communicating on port traffic matters in the respective areas of Swinoujscie, Police and Szczecin, vessels shall use the following channels:
  - 1) rendering berthing and unberthing services:
    - a) working channel: VHF 17,
    - b) area: areas of commercial ports including the shipyard and repair shipyards,
    - c) objective: maintaining communications between a pilot, tug, quay (dock) operator, quay bosun and linesman,
    - d) in the event there are many berthing, unberthing or docking operations, VHF channels 08 and 06 should be used according to the rules determined in the radiocommunication regulations.,
    - e) each berthing vessel shall maintain an additional watch on the VHF channel of the competent VTS.
  - 2) for pilot services in the Swinoujscie and Szczecin pilot station area of operation
    - a) working channel: VHF 68,
    - b) area: ports in the area of Zalew Szczecinski i Roztoka Odrzanska and area of port Swinoujscie, Police and Szczecin,
    - c) objective: requesting and co-ordinating pilot services..
3. For the traffic in and near other ports and harbours, not mentioned in items 1 and 2, vessels shall use the following VHF channels:
  - a) calling channel: VHF 71,
  - b) working channel: VHF 71,
  - c) objective: establishing contact between the Harbour Master's (Bosun's) Office and arriving or departing vessels,
  - d) vessels intending to cross the Polish-German border in the area of Nowe Warpno harbour should contact the Coast Guard on VHF channel 71 (power reduced to 1 Watt).
4. For ship-to-ship communications, vessels shall use the following VHF channels:

- a) calling channel: working channel of the competent VTS,
  - b) VHF channel 13: for communications concerning the safety of navigation,
  - c) VHF channel 10: for communications concerning co-ordination in oil clearance and similar operations in port waters, fire, flood, local rescue operations.
5. For berthing services rendered by quay and dock operators and linesmen in the area of Swinoujscie, Police and Szczecin port zone the channels determined in subsection 2 point 1 shall be used.
6. For vessel – port operator communications, the following VHF channels should be used:
- a) working channels: as permitted by Office of Telecommunications Regulation for port operators,
  - b) channels allocated to a company are to be used for calling and correspondence between a port operator (company) and his vessels.
7. VHF channels may be used only with valid permission has been given by the Office of Telecommunications Regulation (Urząd Regulacji Telekomunikacji).

**TABLE OF PERMITTED DRAUGHTS FOR VESSELS OF OVERALL LENGTH GREATER THAN 160 M ENTERING THE PORT OF SZCZECIN.**

Length overall in metres	Breadth of vessel in metres						
	do 25.00	25.01-26.00	26.01-27.00	27.01-28.00	28.01-29.00	29.01-30.00	30.01-31.00
	Maximum draught in fresh water						
160	9.15	9.15	9.15	9.15	9.15	9.15	9.15
161	9.14	9.14	9.14	9.14	9.14	9.13	9.13
162	9.13	9.13	9.12	9.12	9.12	9.11	9.11
163	9.12	9.11	9.11	9.10	9.09	9.08	9.08
164	9.11	9.10	9.09	9.08	9.07	9.06	9.05
165	9.10	9.08	9.07	9.06	9.04	9.03	9.02
166	9.09	9.07	9.05	9.04	9.02	9.00	8.99
167	9.08	9.06	9.04	9.02	9.00	8.98	8.96
168	9.07	9.04	9.02	9.00	8.97	8.95	8.93
169	9.06	9.03	9.00	8.98	8.95	8.92	8.90
170	9.05	9.02	8.99	8.96	8.93	8.90	8.87
171	9.04	9.00	8.97	8.94	8.90	8.87	8.84
172	9.03	8.99	8.95	8.92	8.88	8.84	8.81
173	9.02	8.98	8.94	8.90	8.86	8.82	8.78
174	9.01	8.96	8.92	8.88	8.83	8.79	8.75
175	9.00	8.95	8.90	8.86	8.81	8.76	8.72
176	8.99	8.94	8.89	8.84	8.79	8.74	8.69
177	8.97	8.92	8.87	8.82	8.77	8.72	8.67
178	8.95	8.90	8.85	8.80	8.75	8.70	8.65
179	8.93	8.88	8.83	8.78	8.73	8.68	8.63
180	8.91	8.86	8.81	8.76	8.71	8.66	8.61
181	8.89	8.84	8.79	8.74	8.69	8.64	8.59
182	8.87	8.82	8.77	8.72	8.67	8.62	8.57
183	8.85	8.80	8.75	8.70	8.65	8.60	8.55
184	8.82	8.77	8.72	8.67	8.62	8.57	8.52
185	8.79	8.74	8.69	8.64	8.59	8.54	8.49
186	8.76	8.71	8.66	8.61	8.56	8.51	8.46
187	8.75	8.70	8.65	8.60	8.55	8.50	8.45
188	8.74	8.69	8.64	8.59	8.54	8.49	8.44
189	8.73	8.68	8.63	8.58	8.53	8.48	8.43
190	8.72	8.67	8.62	8.57	8.52	8.47	8.42
191	8.71	8.66	8.61	8.56	8.51	8.46	8.41
192	8.69	8.64	8.59	8.54	8.49	8.44	8.39
193	8.67	8.62	8.57	8.52	8.47	8.42	8.37
194	8.65	8.60	8.55	8.50	8.45	8.40	8.35
195	8.63	8.58	8.53	8.48	8.43	8.38	8.33
196	8.61	8.56	8.51	8.46	8.41	8.36	8.31
197	8.60	8.55	8.50	8.45	8.40	8.35	8.30
198	8.59	8.54	8.49	8.44	8.39	8.34	8.29
199	8.58	8.53	8.48	8.43	8.38	8.33	8.28
200	8.57	8.52	8.47	8.42	8.37	8.32	8.27
201	8.56	8.51	8.46	8.41	8.36	8.31	8.26
202	8.55	8.50	8.45	8.40	8.35	8.30	8.25
203	8.54	8.49	8.44	8.39	8.34	8.29	8.24
204	8.53	8.48	8.43	8.38	8.33	8.28	8.23
205	8.52	8.47	8.42	8.37	8.32	8.27	8.22
206	8.51	8.46	8.41	8.36	8.31	8.26	8.21
207	8.50	8.45	8.40	8.35	8.30	8.25	8.20
208	8.49	8.44	8.39	8.34	8.29	8.24	8.19
209	8.48	8.43	8.38	8.33	8.27	8.22	8.17
210	8.46	8.41	8.36	8.31	8.25	8.20	8.15
211	8.45	8.40	8.35	8.30	8.24	8.19	8.14
212	8.44	8.39	8.34	8.29	8.23	8.18	8.13
213	8.43	8.38	8.33	8.28	8.22	8.17	8.12
214	8.42	8.37	8.32	8.27	8.21	8.16	8.11
215	8.40	8.35	8.30	8.25	8.20	8.15	8.10

**TABLE OF PERMITTED DRAUGHTS FOR VESSELS OF OVERALL LENGTH GREATER THAN 170 M ENTERING THE PORT OF POLICE.**

Length overall in metres	Breadth of vessel in metres						
	do 25.00	25.01-26.00	26.01-27.00	27.01-28.00	28.01-29.00	29.01-30.00	30.01-31.00
	Maximum draught in fresh water						
170	9.15	9.15	9.15	9.15	9.15	9.15	9.15
171	9.14	9.14	9.14	9.14	9.13	9.13	9.13
172	9.13	9.13	9.13	9.12	9.12	9.11	9.11
173	9.12	9.12	9.11	9.11	9.10	9.10	9.10
174	9.11	9.10	9.10	9.10	9.09	9.08	9.08
175	9.10	9.09	9.09	9.08	9.08	9.07	9.06
176	9.09	9.08	9.07	9.07	9.06	9.05	9.05
177	9.08	9.07	9.06	9.06	9.05	9.03	9.03
178	9.07	9.06	9.05	9.04	9.03	9.02	9.01
179	9.06	9.05	9.04	9.03	9.02	9.01	9.00
180	9.05	9.04	9.03	9.02	9.00	8.99	8.98
181	9.04	9.03	9.02	9.00	8.99	8.97	8.96
182	9.03	9.02	9.00	8.99	8.98	8.96	8.95
183	9.02	9.01	8.99	8.98	8.96	8.94	8.93
184	9.01	8.99	8.98	8.96	8.95	8.92	8.91
185	9.00	8.98	8.97	8.95	8.93	8.91	8.90
186	8.99	8.97	8.95	8.94	8.92	8.89	8.88
187	8.98	8.96	8.94	8.92	8.90	8.88	8.86
188	8.97	8.95	8.93	8.91	8.89	8.86	8.85
189	8.96	8.94	8.92	8.90	8.88	8.85	8.83
190	8.95	8.93	8.91	8.88	8.86	8.83	8.81
191	8.94	8.92	8.89	8.87	8.85	8.81	8.80
192	8.93	8.91	8.88	8.86	8.83	8.80	8.78
193	8.92	8.90	8.87	8.84	8.82	8.78	8.76
194	8.91	8.88	8.86	8.83	8.80	8.77	8.75
195	8.90	8.87	8.84	8.82	8.79	8.75	8.73
196	8.89	8.86	8.83	8.80	8.78	8.74	8.71
197	8.88	8.85	8.82	8.79	8.76	8.72	8.70
198	8.87	8.84	8.81	8.78	8.75	8.71	8.68
199	8.86	8.83	8.80	8.76	8.73	8.69	8.66
200	8.85	8.82	8.78	8.75	8.72	8.67	8.65
201	8.84	8.81	8.77	8.74	8.70	8.66	8.63
202	8.83	8.80	8.76	8.72	8.69	8.64	8.61
203	8.82	8.79	8.75	8.71	8.68	8.63	8.60
204	8.81	8.77	8.73	8.70	8.66	8.61	8.58
205	8.80	8.76	8.72	8.68	8.65	8.60	8.56
206	8.79	8.75	8.71	8.67	8.63	8.58	8.55
207	8.78	8.74	8.70	8.66	8.62	8.56	8.53
208	8.77	8.73	8.69	8.64	8.60	8.55	8.51
209	8.76	8.72	8.67	8.63	8.59	8.53	8.50
210	8.75	8.71	8.66	8.62	8.57	8.52	8.48
211	8.74	8.69	8.65	8.60	8.56	8.50	8.46
212	8.73	8.68	8.64	8.59	8.54	8.49	8.45
213	8.72	8.67	8.62	8.58	8.53	8.48	8.43
214	8.71	8.66	8.61	8.56	8.51	8.47	8.41
215	8.70	8.65	8.60	8.55	8.50	8.45	8.40









