**REGULATION NO. 3**

**of the Director of Maritime Office in Szczecin**

**of 26th July 2013**

**DISCLAIMER: For reference only. In case of any inconsistency or ambiguity between the English version and the Polish version, the Polish version shall prevail.**

This consolidated version contains amendments of regulation of the Director of Maritime Office in Szczecin:

- Regulation no. 1 of the 7th January 2014
- Regulation no. 1 of the 12th November 2015


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# PORT REGULATIONS

**According to Article 47 of the Act concerning the maritime areas of the Polish Republic and the marine administration of 21 March 1991 (JoL of 2003 no. 153 item 1502 and no. 170 item 1652, of 2004 no. 6 item 41, no. 93 item 895 and no. 273 item 2703, of 2005 no. 203 item 1683, of 2006 no. 220 item 1600 and no. 249 item 1834, of 2007 no. 21 item 125, of 2008 no. 171 item 1055, of 2009 no. 92 item 753 and no. 98 item 817, of 2011 no. 32 item 159, no. 106 item 622, no. 134 item 778 and no. 228 item 1368, of 2012 item 951 and 1069 and of 2013 item 165) and Article 84.2, 3 and 4 of the Maritime Safety Act of 18 August 2011 (JoL no. 228 item 1368 and of 2012 item 1068) it has been established as follows:**

## Chapter I

## General Regulations

**§ 1.** 1. The regulations, further referred to as the Port Regulations, define vessel traffic safety, use of port services important for maritime safety, environmental protection and order in seaports within the territorial jurisdiction of the Director of Maritime Office in Szczecin.

2. The Port Regulations shall apply to harbours and anchorages beyond seaports, as well as port roadsteads and fairways leading to ports and harbours.

3. Boundaries of seaports, harbours and roadsteads are defined in separate regulations.

**§ 2.** Sanitary issues, customs, fire protection, radio communication and occupational health and safety in seaports are defined in separate regulations.

**§ 3.** 1. Unless the Port Regulations provide otherwise, regulations of COLREG shall apply to preventing collisions.

2. As regards environmental protection other regulations are also applicable.

3. As regards safety of cargo terminals handling oil and its products, liquefied gases and other chemical substances, regulations specified in terminal safety instructions and in technology instructions shall also apply.

**§ 4.** 1. The Port Regulations apply to vessels, hydroplanes and users as well as individuals present within areas specified in § 1.1 and 1.2.

2. The Port Regulations apply to vessels of the Navy, Border Guard, and Police unless other regulations specify otherwise.

3. Regulations of § 44, § 50, § 51, § 55, § 66, § 81, § 86, § 98, § 99 and § 102 shall not apply to LNG carriers entering and leaving the Outer Port of Świnoujście. As specified further in the Regulations, LNG carriers shall follow regulations of § 180 to 189 in Chapter XII.

**§ 5.** For the purposes of the Port Regulations:

1) 'Shipowner' means the owner of a vessel or any organization, individual, such as the manager or charterer who has assumed responsibility for the operation of a vessel and after assuming

such responsibility has agreed to take over all obligations and full scope of responsibility specified in the ISM Code;

2) 'Flammable liquids' mean liquids comprising cargo which flash point is 60°C or less according to the closed cup test;
3) 'Harbour officer' means a harbour master, harbour officer or harbour bosun, as well as environmental inspector representing the Maritime Office in Szczecin;
4) 'Tug boat' means any vessel engaged in towing, pushing to or pulling away vessel or escorting that vessel during towing service;
5) 'IBC Code' means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk;
6) 'IGC Code' means the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk;
7) 'IMDG' Code means International Maritime Dangerous Goods Code published by the International Maritime Organization (IMO) based in London;
8) 'IMSBC' Code means the International Maritime Solid Bulk Cargoes Code;
9) 'ISM Code' means International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by IMO in resolution A.741(18);
10) 'ISPS Code' means the International Ship and Port Facility Security Code;
11) 'INF Code' means the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships;
12) 'DUMPING 72 Convention' means regulations of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter of 29 December 1972 (JoL of 1984 no. 11 item 46, 47 and of 1997 no. 47 item 300);
13) 'Helsinki Convention 92' means the Convention on the Protection of the Marine Environment of the Baltic Sea Area, (Helsinki, 9 April 1992) (JoL of 2000 no. 28, item 346, 347);
14) 'MARPOL Convention' means regulations of the International Convention for the Prevention of Pollution from Ships 1973, made in London on 2 November 1973, modified by the Protocol made in London on 17 February 1978 (JoL of 1987 no. 17, item 101) and Protocol made in London on 26 September 1997 (JoL of 2005 no 202, item 1679)
15) 'SOLAS 74 Convention' means regulations of the International Convention for the Safety of Life at Sea, (London, 1 November 1974) (JoL of 1984 no. 61, item 318 - 321 and of 1986 no. 35, item 177);
16) 'Anchorage' means an assigned water area where ships wait before entering the port;
17) 'Dangerous goods' mean:
    a) dangerous goods according to IMDG Code,
    b) dangerous goods in bulk, including liquefied gases listed in Chapter 19 of IGC Code, solid bulk listed in Annex B to IMSBC Code, dangerous liquid substances listed in Chapter 17 of IBC Code;
18) 'Polluting goods' mean:
    a) oils defined in Annex I to MARPOL,
    b) noxious liquid substances defined in Annex II to MARPOL,
    c) harmful substances defined in w Annex III to MARPOL;
19) 'COLREG' means regulations of the Convention on the International Regulations for Preventing Collisions at Sea of 1972 (JoL of 1977 no. 15, item 61 and of 1984 no. 23, item 106);
20) 'Berth' means any hydro-technical structure used for mooring and berthing of vessels;
21) 'Seaport area' means land with inner water area further referred to as the ‘port’ and external water area further referred to as the ‘roadstead’;
22) 'VTS area' means a geographic area defined in Appendix no. 1 and 2 to the Regulation, covering the VTS operating area;
23) 'Third country' means a country which is not a member state of the European Union;

24) 'PHICS' means the Polish Harbours Information and Control System, which is an electronic system for collecting and storing information;
25) 'Body managing the port or harbour' means a body established according to the Act on Seaports and Harbours of 20 December 1996 (JoL of 2010 no. 33, item 179);
26) 'Port' means a seaport or harbour;
27) 'Plan of management of waste and cargo residues' means a plan developed according to separate regulations;
28) 'Vessel' means a floating craft used in the marine environment, as defined by Article 5.1 of the Maritime Safety Act of 18 August 2011 (JoL no. 228, item 1368 and of 2012 item 1068);
29) 'Third country fishing vessel' means a fishing vessel, regardless of her size, having a flag and registered in a country which is not a member state of the European Union, used or designated to commercial exploitation of fishery resources; these include auxiliary vessels, processing vessels, vessels involved in reloading and transport fitted with equipment for carrying fishing products, except container carriers;
30) 'Approach channels to Świnoujście' mean an approach channel on the Zatoka Pomorska and entrance channel to the Outer Port of Świnoujście, which length, breadth and depth are defined in the regulation of the minister responsible for maritime economy;
31) 'Świnoujście – Szczecin fairway' means a fairway which depth and breadth are defined in a regulation of the minister responsible for maritime economy, which connects the port of Świnoujście with the port of Szczecin; it begins from breakwater heads at the entry to the port of Świnoujście (km 0.0), continues along Mieliński and Piastowski canals, through Zalew Szczeciński and Roztoka Odrzańska, and further along the Odra River and Przekop Mieleński to abeam of the northern corner of Katowickie Berth at the port of Szczecin (km 67.8);
32) 'Port facilities' mean any onshore and offshore facilities used for mooring and berthing of vessels, transhipment, handling and storage, and other facilities and equipment necessary for port operation or general use;
33) 'User' means a natural or legal person or an organizational unit without legal entity managing property as its owner, co-owner, perpetual user or exercising permanent management or use of property according to other legal title;
34) 'VTS' means the Vessel Traffic Services of the Maritime Office in Szczecin, mandatory from the roadstead at sea to the port of Świnoujście, on Świnoujście – Szczecin fairway, and in ports of Szczecin, Police and Świnoujście; the system provides monitoring and managing of vessel traffic and information services;
35) 'Recommended traffic area' means an area within limits of approach channels to Świnoujście on both sides of the channels, from buoy N1 to the pair of buoys '15 -16', a boundary of anchorage 1A and a boundary of the roadstead on its western side and a western boundary of anchorages 1B, 2A and 2B, quarantine anchorage and a boundary of the roadstead on its eastern side;
36) 'LNG carrier' means a vessel for carrying liquefied natural gas;
37) 'Sheltered water navigation' means navigation on internal seawaters, unless other regulations for a given ship specify otherwise;
38) 'Passenger cruise shipping' means navigation on port and sheltered waters, and roadsteads of ports, without calling at other seaports and harbours;
39) 'Port navigation' means navigation within ports including adjacent water areas listed in Appendix no. 8.

**§ 6.** 1. The use of seaports is permitted within limits and according to rules set by the Port Regulations and separate regulations.

2. The use of port facilities is allowed after obtaining a permission of the user, unless the Port Regulations provide otherwise.

**§ 7.** 1. Supervision and control of the compliance with the Port Regulations is the responsibility of a relevant harbour master.

2. Each time the Port Regulations refer to the harbour master or the Harbour Master Office it also includes a harbour bosun or Harbour Bosun Office, subject to the exclusion of § 13.1.

3. Supervision and control of the compliance with the Port Regulations as regards environmental protection and maintenance of cleanliness within the port areas is also exercised by the Chief Environmental Inspector of the Maritime Office in Szczecin.

**§ 8.** 1. All persons using ports and their facilities shall maintain order, apply safety measures in the port and avoid damage to port facilities, mutual damage and damage to the natural environment.

2. Persons, referred to in .1, shall immediately notify the Harbour Master Office or VTS about any failure of vessels and port facilities, faulty navigational equipment or marks, off station marks and environmental pollution. Those persons shall provide information and assistance to representatives of the Harbour Master Office in performing their duties.

**§ 9.** 1. Upon the request of harbour officer representing the Harbour Master Office, the ship's master, or his deputy, shall present documents of the ship and crew.

2. The regulation of 1. shall apply to persons responsible for the operation of port facilities as regards presentation of documents confirming qualifications for operating the facilities and their technical efficiency.

**§ 10.** 1. When on duty, harbour officers shall have the right to embark ships and enter storage yards, warehouses and other port facilities to inspect compliance with the Port Regulations.

2. The user shall provide such harbour officers with access to the ship and entry to storage yards, warehouses and other port facilities for inspection.

3. Upon request of harbour officers, each vessel shall stop, moor in an indicated location and suspend her voyage.

4. The Harbour Master shall have the right to detain ship’s safety documents during ship’s berthing in the port.

**§ 11.** 1. Harbour officers are authorised to give orders aimed at preventing threats to human life and health, natural environment, ships, port facilities and cargo, and resort, in case of need, for assistance to relevant authorities.

2. Persons staying in the port shall follow requests, referred to in .1.

3. Orders of harbour officers concerning navigational safety, safety and order in the port and protection of the environment shall be implemented immediately, unless their timing has been clearly defined otherwise.

**§ 12.** The Port Regulations shall be observed by:

1) the ship's master(skipper);
2) the port user;
3) other persons not listed in 1) and 2) making use of the port and its facilities.

## Chapter II

## Vessels Reports, Reporting System

**§ 13.** 1. A ship shall not enter or leave the port without permission of the Harbour Master Office.

2. After an information via VTS at VHF channel 12 about an LNG carrier navigating within the roadstead or the port of Świnoujście is broadcast, a ship shall not enter the area or cross the area of the roadstead of Świnoujście and Szczecin seaports at Zatoka Pomorska without permission of VTS.

3. Ships of length overall 20 m and more and ships authorised to provide commercial transport of passengers during carrying passengers shall not navigate within the port without permission of the Harbour Master Office or VTS, if applicable.

4. The obligation to obtain permission referred to in .1 shall not apply to ships required to use VTS and Navy ships which commanders are obliged to send ship's name and her call sign to the Harbour Master Office or VTS, if applicable, before entering and leaving the port.

5. To obtain permission referred to in .1, a ship shall contact the Harbour Master Office via radiotelephone or telephone on frequencies and according to rules defined in Appendix no. 5 to the Regulation.

6. A ship with a VHF radio station, as mandatory equipment, shall provide continuous radio watch of the VTS or port working channel during navigation, mooring or intention to enter the traffic. At the same time, it is recommended that all vessels with a radio station provide such radio watch.

**§ 14.** 1. A master or his authorised representative shall submit a preliminary ship's report to the Harbour Master Office, following the rules below:

1) The preliminary ship's report shall be provided in advance as follows:
   a) at the latest 24 hours before entry of the ship to the port of destination or arrival to the pilot boarding position,
   b) if the voyage of a ship takes less than 24 hours – immediately after the ship leaves the last port of call,
   c) if the port of destination is unknown – immediately when the master obtains such information.
2) The following information shall be provided together with the preliminary report:
   a) contact details:
      - ISM Designated Person,
      - person providing detailed cargo information, in case the ship carries dangerous or polluting goods,
   b) information about dangerous or polluting goods according to rules defined in § 17,
   c) ship's class according to INF Code, VII/14.2, if applicable,
   d) estimated time of departure (ETD),
   e) information about total number of persons on board,
   f) information about harmfulness category of cargo in case of carrying liquid chemicals in bulk,
3) According to the procedure defined in .1, together with their preliminary report, vessels, excluding those of the Navy, Border Guard and the Police, vessels on special state duty,

fishing vessels and sport vessels authorised to carry not more than 12 persons, shall provide information about waste on board.

1a. A ship involved in regular voyages between ports of EU member states can be exempted from obligations defined in .1 according to separate regulations.

2. The following shall be attached to the preliminary report:

1) Passenger List – in case of ships carrying up to 12 passengers – IMO FAL FORM 6;
2) Crew's Effects Declaration –IMO FAL FORM 4;
3) Ship's Stores Declaration – IMO FAL FORM 3;
4) Crew List – IMO FAL FORM 5;
5) Cargo Declaration or Dangerous Goods Manifest – IMO FAL FORM 2 or IMO FAL FORM 7;
6) Health Declaration.

3. In case of ships required to deliver a mandatory report for extended inspection by the Port State Control, the ship's master or his authorised representative shall notify arrival to the port or to the anchorage not later than 72 hours before arrival or departure from the previous port of call if the voyage is shorter than three days.

4. Immediately after arrival of the ship, the ship's master or his authorised representative shall provide:

1) General Declaration – IMO FAL FORM 1 to the Harbour Master Office,
2) Maritime Transport Declaration, as defined in separate regulations, to the Harbour Master Office.

5. Before departure of the ship, the ship's master or his authorised representative shall provide to the Harbour Master Office:

1) General Declaration – IMO FAL 1;
2) Passenger List – IMO FAL FORM 6;
3) revoked;
4) Crew List – IMO FAL FORM 5;
5) Cargo Declaration or Dangerous Goods Manifest – IMO FAL FORM 2 or IMO FAL FORM 7;
6) Ship's Stores Declaration – IMO FAL FORM 3.

6. The ship's master or his authorised representative shall submit to the Harbour Master Office a Maritime Transport Declaration, as defined regarding its form and content in separate regulations:

1) not later than 1 working day after leaving port;
2) not later than 1 working day after the end of given month – in case of form with collective information for given month.

7. Documents and information listed in:

1) Paragraph .1 and .2 shall be included in PRE – ARRIVAL submenu (expected arrival report),
2) Paragraph .3 shall be included in PSC Notice submenu,
3) Paragraph 4.1) and paragraph 5 shall be included in IMO FAL submenu (for approval)

within the PHICS system.

8. In case of PHICS failure, documents and information listed in .1, .2, .3, .4 and .5 shall be sent in writing, electronic mail or fax to the Harbour Master Office, using forms defined by separate regulations.

**§ 15.** The master of a passenger ship shall register passenger traffic by means of the PHICS. In case of PHICS failure, or when the master is not required to register within the system, information about passengers shall be provided via radio communication when reporting before entering/leaving the port and on each request of the Harbour Master Office or VTS.

**§ 16.** 1. Before entering the port, at least 72 hours before arrival, the master or his authorised representative of each fishing vessel of a third country shall contact Harbour Master Office providing the following information:

1) ship's identification information (name, call sign, IMO number, MMSI number);
2) ship's flag;
3) length, breadth, tonnage and vessel's type;
4) port of destination or coordinates of location for transhipment or processing of fishery products;
5) last port of call;
6) estimated time of departure (ETD) and estimated time of arrival to the next port (ETA);
7) planned route;
8) total number of persons on board;
9) quantity and type of cargo (at arrival);
10) name and detailed information (tel., fax, e-mail) of ship's and/or ship owner's representative.

2. Information listed in .1 can be reported as an arrival report through the PHICS system provided that it is done 72 hours in advance.

3. An authorised representative of the master of a fishing vessel of a third country shall provide information to the Regional Inspectorate of Sea Fisheries about fishery products declared to be unloaded.

**§ 17.** 1. At the latest on leaving the port of loading, the master or his authorised representative of a vessel carrying dangerous or polluting goods shall provide information about such goods through the PHICS system (DANGEROUS CARGO SUBMENU) to the Harbour Master Office. If the port of destination or an anchorage on the way to that port are unknown, the report shall be sent immediately after the master obtains such information.

2. If the ship leaves a port within the jurisdiction of the Director of the Maritime Office in Szczecin, the master or his authorised representative of a ship carrying dangerous or polluting goods shall provide information about such goods or cargo to the Harbour Master Office through the PHICS sytem at least 4 hours in advance.

3. Regulations of .1 and .2 shall apply to a gas carrier which is non gas free after carrying gases, flammable liquid goods or oils defined in an Annex I to the MARPOL Convention and not washed after carrying category X liquid chemicals. The master or his authorised representative shall provide information about the last carried cargo in the form of a Dangerous Goods Manifest by indicating cargo volume as '0'.

4. In case of PHICS failure, information about dangerous or polluting goods carried shall be sent to the Harbour Master Office, in the form of a Dangerous Goods Manifest using IMO FAL 7 together with preliminary report, referred to in § 14.1, via electronic channel or by fax.

**§ 18.** 1. Before commencement of navigation, masters of ships, in particular sport and pleasure crafts, inland waterway vessels and fishing cutters and boats shall be familiarised with current weather conditions and a weather forecast for the area where they plan to navigate.

2. Masters of all ships make decisions about leaving the port or harbour based on conditions defined in vessel's safety documents and weather conditions.

3. While reporting the leaving of the port or harbour, masters of fishing cutters and boats shall provide to the Harbour Master Office information concerning their planned fishing area and return time. Their return shall be reported immediately to the Harbour Master Office.

4. In ports and harbours without 24h duty service, masters of fishing cutters and boats shall provide information about leaving, estimated return time, fishing area and entry to the port in a manner defined by a relevant Harbour Master Office.

5. In sea fishing harbours, masters of fishing boats shall run a register of arrivals and departures to the harbour including information referred to in .3 and keep the register at relevant berthing place.

6. Before departure, cutters and fishing boats may be inspected by the Harbour Master Office.

7. Persons managing havens for sport and pleasure crafts shall run a register of arrivals and departures and provide enter in the register on request of the Harbour Master Office. Masters of sport and pleasure crafts shall make entries to the register providing information about navigational safety, in particular time of departure, number of persons, planned area of navigation and arrival time.

**§ 19**. 1. The following vessels are exempted from the obligation to provide information referred to in § 14.1.1 and 2, 14.2, 4 and 5:

1) vessels of the Navy, Border Guard, Police, Customs Service, and other vessels on special state duty, as well as auxiliary maritime facilities;
2) historical vessels of up to 45 m in length;
3) fishing boats of up to 24 m in length;
4) sea and inland yachts;
5) passenger cruise ships;
6) inland waterway vessels involved in sheltered water navigation, unless they carry dangerous or polluting goods.

2. The obligation to provide information referred to in § 14.2, 4 and 5 shall not apply to:

1) fishing boats up to 45 m in length;
2) ships of gross tonnage below 300, not designated for carrying cargo and passengers, except mobile oil platforms;
3) passenger ships of gross tonnage below 300 involved in home trade, provided that they do not carry passengers. Such ships, however, shall submit Maritime Transport Declaration.

3. The following ships are not required to provide information referred to in §14.2, 14.4.1 and 14.5, subject to obtaining an exemption from preliminary report according to §14.1.3:

1) passenger ships of gross tonnage below 300 involved in regular sheltered water navigation;
2) passenger ships of gross tonnage below 300 involved in regular services between ports of Zatoka Pomorska.

**§ 20**. 1. All ships required under the SOLAS Convention to have AIS equipment shall maintain the equipment in continuous operation, except cases in which international agreements, regulations or IMO requirements provide for protecting navigational information.

2. Information transferred by a ship via AIS shall be in compliance with IMO requirements, complete and up to date.

3. In case the master decides to switch off ship’s AIS, he shall inform VTS using available communication channels and explain reasons of the decision.

**§ 21.** 1. In case of a threat to navigation or port order, a ship shall not enter the port, navigate within its area or leave the port without permission of and conditions defined by the harbour master, in particular when the ship:

1) tows wrecks;
2) tows vessels with engine or steering equipment failure when their length overall is more than 20 m;
3) tows vessels with the overall length more than 50 m without their own propulsion;
4) has leakage of the hull or was on fire during the voyage;
5) may pollute the environment due to damage inflicted;
6) does not have a free pratique certificate, if the certificate is required according to sanitary regulations;
7) is prohibited to enter ports of Paris Memorandum countries;
8) is prohibited to enter ports of the European Union, and was indicated by a relevant service and is reported in the PHICS system to enter the port.

2. The ship shall not enter the port or navigate within its area without permission and conditions defined by the harbour master, if:

1) it fails to submit a preliminary report in due time;
2) is overloaded in relation to permitted draught lines defined in the certificate;
3) is excessively trimmed or dangerously listed;
4) does not have valid safety documents.

3. Before arrival to the anchorage or commecement of navigation, ships referred to in 21.1. and 2. shall notify the Harbour Master Office or VTS, if applicable, about causes of a threat to safety or port order, or the ship failure to file a preliminary report.

4. Ships which do not have valid safety documents because lost them during their stay in the port shall not navigate within the port.

**§ 22.** 1. Vessels are prohibited to leave the port if they:

1) have dangerous list;
2) do not have valid safety documents;
3) do not comply with requirements specified in safety documents;
4) are required to be detained by the decision of the court;
5) are required to be detained due to safety inspection by an inspection body or upon request of the harbour master;
6) are detained by the Border Guard or Customs Service;
7) due to sanitary and epidemiology status may pose a threat of contagious decease according to a decision by the State Sanitary Inspection;
8) have not disposed of waste, referred to in § 170.3 - 6, provided such an obligation is defined in the environmental protection regulations;
9) have master of limited ability to control safety and navigation of ship for whatever reason;
10) are temporarily detained upon the request of a creditor or the Director of Maritime Office in Szczecin to secure financial liabilities;
11) have not subjected themselves to mandatory PSC inspection;
12) have not submitted documents, refered to in § 14.3 and 4;
13) are overloaded in relation to permitted draught defined in the certificate.

2. In case a vessel has had a failure, has been involved in a colision or had contact with the bottom, before leaving the port, the master or his authorised representative shall deliver to the Harbour Master Office a relevant document or its copy confirming that the ship did not lose her seaworthiness due to a failure or the seaworthiness has been restored.

3. Departure of a ship from the port is allowed after border, customs and sanitary clearance, provided that such clearance is required by separate regulations.

**§ 23.** 1. Ships carrying more than 2000 tonnes of oil in bulk as cargo shall not enter or leave the port, if they do not have a valid insurance certificate or other financial civil liability insurance against damage caused by oil pollution.

2. Before arrival to or departure from the port, ships referred to in .1 shall notify the Harbour Master Office, through PHICS regarding the expiry date of the financial insurance certificate.

3. Ships of gross tonnage more than 1000 shall not enter or leave the port unless they have a valid insurance certificate or other civil liability insurance against damage caused by bunkers oils.

## Chapter III

## Use of VTS

**§ 24.** The use of VTS is mandatory for ships:

1) which remain in or intend to enter the VTS area, as defined in Appendices no. 1 and 2 to the Regulation:
   a) ships with their own propulsion or tow or push set of length overall 20 m and more – when they navigate,
   b) ships carrying dangerous or polluting goods,
   c) ships authorised to provide commercial transport of passengers – during such transport;
2) required to report to VTS about incidents referred to in § 28.2.

**§ 25.** The use of VTS does not relieve the vessel's master of responsibility for navigational safety.

**§ 26.** The use of VTS may be extended to cover any vessel underway to or anchored at the VTS area as determined by the VTS itself.

**§ 27.** 1. To improve navigational safety and marine environment protection, the VTS provides the following services within its area:

1) provision of information about conditions within the VTS area, in particular:
   a) any hazards,
   b) groups of vessels,
   c) density of traffic,
   d) meteorological and hydrological conditions,
   e) condition of navigational aids,
   f) expected encounters of other ships,
   g) names of ships approaching, their type, position, dangerous conditions of manoeuvring, if present, and manoeuvring intentions, if reported,
   h) local operations and port conditions, including crossing traffic of ferries, dredgers and other vessels,

i) availabilities of anchorages;

2) management of vessels' traffic and its control through instructions, recommendations and orders, applies in particular to:

a) planning of vessels' traffic within VTS area,
b) giving permission to vessels to enter or leave the port,
c) determining time of entering or leaving specific VTS areas,
d) determining reporting points and procedures,
e) defining requirements for vessels regarding sequence and priority of passage along fairway,
f) controlling of vessels' compliance with traffic regulations applicable to navigational routes.

2. Information, referred to in .1.1, is provided during correspondence via a reporting system within VTS areas in Świnoujście and Szczecin, as well as additionally when the VTS considers applicable or upon request of a ship situated in or intending to enter the VTS area.

Navigational warnings about permanent difficulties within VTS areas are broadcast:

- at 0003, 0603, 1203 and 1803 within VTS Świnoujście,
- at 0533, 1133, 1733 and 2333 within VTS Szczecin.

3. The VTS does not provide navigational assistance.

**§ 28.** 1. Every ship using VTS shall keep watch on requested frequencies, defined in the communication instruction included in Appendix no. 5 to the Regulation. A vessel is required to respond immediately to VTS call and communicate with the operator in Polish or English.

2. Regardless of the fact whether VTS is used or not, the master of a vessel shall immediately inform the VTS about any occurrences that may have impact on decisions made by the VTS, in particular about:

1) casualties at sea;
2) any incident having impact on ship's safety, in particular collision, grounding, leakage, damage to ship's hull or construction, defect or failure of ship's equipment and mechanisms, and displacement of cargo;
3) any situation that may lead to pollution of water or coast, such as dumping or risk of dumping polluting substances to sea;
4) failure or irregularity in the operation of navigational aids;
5) any conditions having impact on navigational safety;
6) improperly operating vessel's equipment that may have impact on safe navigation;
7) situations required to be reported due to carrying of dangerous goods;
8) any dangerous conditions for vessel's manoeuvring;
9) any noticed pollution slicks on the surface of the sea and drifting objects.

**§ 29.** 1. As required by the reporting system applicable within the VTS area, every vessel referred to in § 24.1 and § 26 approaching the VTS area or already operating within VTS Świnoujście and VTS Szczecin area shall deliver the following reports as defined in Appendices no. 3 and 4 to the Regulation:

1) voyage plan;
2) position report;
3) special report.

2. Vessel escorting other vessels or assisting other vessels in manoeuvring are relieved of the obligation to submit position reports.

**§ 30.** 1. The VTS operator shall have the right to:

1) request from the ship's master to provide any necessary information according to principles defined by IMO standards;
2) change radio frequency on which ships are required to provide reports, if reports cannot be provided on designated frequencies;
3) require vessel to change her radio frequency used for communication, if necessary;
4) request ship's master to deliver report at any time if needed for ships traffic planning.

2. All reports, required under this chapter, shall be provided as early as possible on radio frequencies defined in the communication instruction included in Appendix no. 5 to the Regulation.

## Chapter IV

## Vessels' traffic rules

**§ 31.** Unless the VTS decides otherwise and the vessel intending to enter the port of Świnoujście from the Zatoka Pomorska cannot pass a vessel leaving the port, it shall give way to the vessel leaving the port, subject to § 38.4.

**§ 32.** While navigating within the port and fairways, ships and towed or pushed sets shall keep to starboard side except when the port regulations or traffic rules for a given water area specify otherwise.

**§ 33.** 1. Traffic of all vessels of length overall below 20 m, including sport crafts, on fairways, anchorages and within the port is subordinated to traffic of ships which length overall is 20 m and more.

2. Traffic of vessels under sail on fairways, anchorages and within the port is permitted during day time only and at visibility above 5 cables.

**§ 34.** Ships calibrating their navigational equipment or making compensation and determining deviation of their magnetic compasses at the roadstead, anchorages and fairways do not have any privileges as regards right of way. Such vessels shall not impede other vessels using a fairway.

**§ 35.** 1. In case of vessels and sets of length overall 20 m and more, navigation at visibility less than 1 NM is permitted provided that they are fitted with operative radar.

2. In the case of vessels of length overall below 20 m, navigation at visibility less than 2 cables is permitted provided that they are fitted with operative radar or in case of open deck fishing boats with AIS transponder class A or B.

3. Conditions and areas for navigation shall be in line with those specified in the certificate of seaworthiness or other vessel's documents.

**§ 36.** Vessel proceeding along fairways one following the other shall keep the distance of at least 2 cables. This does not apply to vessels navigating in ice and vessels which agreed the overtake manoeuvre.

**§ 37**. Each intention to overtake vessels at the Świnoujście – Szczecin fairway shall be reported to VTS. The overtake manoeuvre is permitted within the stretch from Karsibór (10.0 km) to the northern head of Chełminek Island (35.0 km) and from Mańków bend (abeam of Mańków Dolna beacon – 43.0 km) to Iński Nurt (abeam of Ina-S beacon – 54.0 km) provided that one of the vessels' draught is not more than 5.50 m. Overtaking of passenger cruise vessels, pushed sets, referred to in § 47.1, auxiliary vessels and vessels which are permitted by the VTS to be overtaken is allowed on the entire length of the fairway.

**§ 38.** 1. A vessel which intends to cross the fairway shall give way to other vessel which is able to navigate safely only on this fairway.

2. A vessel navigating on a fairway, other than the Świnoujście – Szczecin fairway, shall give way to a vessel of length overall 20 m and more which navigates on the Świnoujście – Szczecin fairway, unless the VTS requests otherwise or vessels agree by the radio another way of passing each other.

3. It is possible to cross the course of a vessel navigating on the Świnoujście – Szczecin fairway ahead of her provided that the distance is not less than 5 cables.

4. Once VTS broadcasts on VHF channel 12 that an LNG carrier navigates within the roadstead or the port of Świnoujście, all vessels within the area of VTS Świnoujście shall subordinate their manoeuvring intentions to manoeuvres of that LNG carrier.

5. A ship navigating within the roadstead or the port of Świnoujście shall not approach an LNG carrier closer than:

1) 1 NM – when LNG carrier is anchored at anchorage no. 3;
2) 0.5 NM – when LNG carrier is anchored at emergency manoeuvring area close to pair of buoys '5 – 6';
3) in case of vessels navigating out of fairways: 0.5 NM – when LNG carrier navigates along approach channels to Świnoujście;
4) in case of ships navigating along fairways:
   a) 5 NM ahead of LNG carrier – when LNG carrier navigates along approach channel to Świnoujście, at stretch to pair of buoys '9 – 10';
   b) 4 NM ahead of LNG carrier – when LNG carrier navigates along approach channel to Świnoujście, at stretch from pair of buoys '9 – 10';
   c) 3 NM astern of LNG carrier;
   d) 2 NM – when LNG carrier navigates along approach channel to the Outer Port of Świnoujście.

6. Within the VTS area, while leaving the port of Świnoujście, a vessel with a pilot on board and a sea ferry which master has got Pilot's Exemption Certificate may pass an LNG carrier navigating along the approach channel to Świnoujście, provided that it moves within an area determined by a line parallel to the eastern boundary of the channel, 0.5 NM from that boundary and a line of the western boundary of 1B, 2A, 2B, quarantine anchorages.

7. Vessels entering or leaving the port of Świnoujście with draught 9.0 m or more may navigate the approach channel to Świnoujście at the stretch to parallel 54º 01.4´N. Ships with draught less than 9.0 m may navigate that channel only with the permission of VTS.

8. While navigating within the roadstead of Świnoujście and Szczecin seaports, ships which do not use the approach channel to Świnoujście are recommended to move along proper recommended areas:

1) west of approach channel, if they navigate southward;
2) east of approach channel, if they navigate northward.

9. Before the pilot disembarks, ships leaving the port of Świnoujście to Zatoka Pomorska should leave the channel and move to the eastern recommended area:

1) after passing pair of buoys '15 – 16', if their draught is less than 7.0 m;
2) before passing pair of buoys '11 – 12', if their draught is less than 9.0 m.

10. It is recommended as far as possible to avoid crossing the approach channel to Świnoujście at the following stretches:

1) between parallels 53º 57.5´N and 53º 59.6´N,
2) between parallels 54º 01.4´N and 54º 03.7´N.

11. Ships entering the traffic from their anchorages shall give way to ships navigating in other areas of the roadstead, unless the VTS requests otherwise or ships agree on the radio another way of passing each other.

12. It is recommended as far as possible to avoid crossing anchorages area by vessels heading to or leaving the port of Świnoujście .

**§ 39.** In areas where traffic of other vessels can be obscured, inland waterway vessels and towed sets shall keep lookout on the bow of the vessel.

**§ 40.** In case of threat of sinking, master of the vessel is required to direct the vessel, if possible, out of the fairway to shallower water.

**§ 41.** While passing under a bridge, a vessel proceeding upstream shall give way to a vessel proceeding downstream, unless there is sufficient space for safe passing.

**§ 42.** 1. Vessels are allowed to pass under bascule bridges after receiving permission from the bridge service.

2. A vessel requesting a bridge to be opened shall establish radio communication with the bridge service on the VHF working channel valid in the port to obtain permission for passing. In case of VHF equipment failure, a vessel shall sound the following signal at a distance of about 500 m: two short, one long, one short (· · – ·), repeated if needed.

3. A signal meaning:

1) 'passage open' consists of two green fixed lights placed horizontally;
2) 'passage closed' consists of two red fixed lights placed horizontally;
3) 'passage not possible' consists of two pulsating red lights placed horizontally.

4. Until receiving a signal of passage open, a vessel shall not approach a bridge at a distance less than 100 m.

**§ 43.** 1. A ship entering or leaving the port shall have anchors ready to be dropped.

2. It is prohibited to drop and drag anchors at locations of submarine cables, pipelines and bottom reinforcement, as well as less than 50 m from such locations as marked by warning signs.

**§ 44.** 1. A place of anchoring of a ship shall be assigned by the Harbour Master Office or VTS, if applicable.

2. Maximum permitted draught of vessels at anchorages of the Świnoujście port roadstead is defined in the table below:

| Anchorages | Maximum draught |
|---|---|
| 1A | 7.0 m |
| 1B | 6.0 m |
| 2A | 9.5 m |
| 2B | 11.0 m |
| Quarantine | 11.0 m |
| 3 | 13.2 m |

**§ 45.** 1. Anchoring of vessels out of anchorages is allowed in cases relating to safety issues only.

2. An anchored ship shall not enter the fairway while swinging.

3. Except in emergency, anchoring, lying adrift and obstructing of fairways is prohibited. In port areas excluding fairways, anchoring and lying adrift is allowed after obtaining permission of the Harbour Master Office or VTS, if applicable.

4. A ship which is forced to anchor on the fairway shall, if possible, avoid anchoring in leading and sector lights and shall immediately notify the Harbour Master Office or VTS, if applicable, about her position and cause of anchoring. After the cause of anchoring ceases to exist, a ship shall immediately leave that place on the fairway.

5. Regulations of 1-4 shall not apply to vessels involved in hydrographical, hydro-engineering, underwater works or service related to navigational aids. Such vessels shall not remain anchored after completion of such works.

6. In agreement with the Harbour Master Office, dredgers, pilling machines, floating cranes and other similar floating machines shall mark the place of dropping anchor with orange buoys of at least 0.8 m in diameter, fitted with orange flashing lights at night.

7. Works listed in .5 can be carried out after permission of the harbour master. The Harbour Master Office or VTS, if applicable, shall be informed continuously about the position of a ship, anchor buoys, work progress and its completion.

**§ 46.** 1. Before commencing navigation in the port, entering the port or the fairway, towing sets, consisting of towed objects more than 50 m in length, are required to obtain permission of the harbour master. To obtain such permission, the master or his authorised representative shall present a towing plan defining towing method, number and type of tug boats used and estimated time of passage.

2. Tug boats shall not leave a towed or pushed vessel before her safe mooring at a proper place.

3. While providing their service, tug boats shall not tow and push vessels at the same time.

**§ 47.** 1. Maximum length of pushed sets in port and sheltered waters navigation shall not be more than 156 m and breadth 11.45 m or shall not be more than 140 m in length and breadth of two barges, provided that the total breadth of the set is not more than 23 m.

2. The size of pushed sets proceeding from the port of Trzebież through the Zalew Szczeciński to Germany shall not be more than 175 m in length and breadth of two barges.

3. Towing of barges in port and sheltered waters navigation is allowed when the wind force is up to 6B for loaded barges and 5B for pontoons, docks and empty barges.

4. Pushing barges in port navigation is allowed at wind force up to 9B for loaded barges and 7B for empty barges and pontoons. A barge is considered empty when less than 50% of her total deadweight is used.

5. Power of a tug boat shall be relevant to the size of a pushed or towed set and conditions and circumstances of towing or pushing.

**§ 48.** If in doubt, a vessel approaching a dredger shall agree in advance the manner of safe passing on the VHF working channel of the Harbour Master Office or VTS, if applicable.

**§ 49.** 1. On the Odra River, between its western bank and Okrętowa and Gryfia Islands in Szczecin, traffic of vessels is closed. In exceptional cases, the VTS may agree to open the traffic after consulting it with the MSR Gryfia dispatcher.

2. The prohibition referred to in .1, shall not apply to shipyard vessels and vessels mooring in that area.

3. revoked

**§ 50.** 1. A vessel carrying dangerous or polluting goods:

1) class 1 (except Class 1.4 S) according to IMDG Code, more than 1000 kg;
2) oils in bulk, according to Annex I MARPOL Convention, more than 1200 tonnes;
3) gases in bulk, according to IGC Code;
4) liquid chemicals in bulk Class X, listed in IBC Code;
5) tanker carrying flammable liquids and non-gas free vessel after carrying flammable liquids or gases,

shall not pass other vessels in the ports and within fairway from pair of buoys 15-16 at the Zatoka Pomorska to ferry crossing of Karsibór (9.5 km) and from Iński Nurt (abeam of beacon Ina S) to the port of Szczecin, except auxiliary port vessels, pushed sets, referred to in § 47.1 and tankers delivering fuel to vessels.

2. While passing, the traffic of auxiliary port vessels, pushed sets, referred to in § 47.1, and tankers delivering fuel to vessels shall be subordinated to the traffic of vessel carrying dangerous or polluting goods. When passing each other, such vessels shall reduce their speed to steerageway with the possibility to stop, and enable the safety passage of a vessel carrying dangerous or polluting goods.

**§ 51.** 1. The following vessels shall use the escort of a fire-fighting vessel:

1) tankers carrying flammable liquids of flash point temperature up to 60 ºC and non-gas free vessels after carrying such liquids, except tankers delivering fuel for vessels;
2) tankers carrying flammable gases and non-gas free vessels after carrying such gases.

2. The escort, referred to in .1, is mandatory during movement of vessels:

1) on approach channel to Świnoujście from the pair of buoys 15 – 16 to Fairway Gate I on Świnoujście – Szczecin fairway;
2) on Świnoujście – Szczecin fairway from Iński Nurt (abeam of Ina S beacon) to the port of Szczecin;
3) during berthing or unberthing.

3. In case of absence of fire fighting vessel, tankers might be escorted by a tug boat with fire fighting class, suitable for combating fire on ships referred to in .1, additionally manned with team of the Port Rescue Service.

3a. In case of absence of fire fighting vessel in the port, her duties can be fulfilled by a tug boat with fire fighting class, suitable for combating fire on ships calling at ports of Świnoujście, Szczecin and Police, additionally manned with team of the Port Rescue Service.

4. The duty commander of fire fighting section on board of the fire fighting vessel or tug boat assuming her duties shall be responsible for their use in fire fighting and rescue action, readiness of fire fighting equipment of the vessel and training of the crew.

4a. For the occurrence referred to in 3 and 3a, a body managing the port will prepare fire security duty organization rules for a tug boat with fire fighting class. The rules shall be approved by the Director of Maritime Office in Szczecin.

5. Movement of tankers, referred to in .1, may take place at visibility not less than 1 NM.

**§ 52.** Subject to § 50:

1.

a) at stretch of approach channel to Świnoujście, from the pair of buoys 9 – 10 to pair of buoys 15 – 16, ships of up to 9.15 m in draught are permitted to proceed in both directions,

b) at stretch of approach channel, referred to in .1.a), vessels of more than 9.15 m in draught can be passed by vessels of up to 9.15 m in draught; the latter shall give way to vessels of more than 9.15 m in draught to enable them passing along axis of the fairway.

2.

a) at stretch of fairways from the pair of buoys 15 – 16 on Zatoka Pomorska to Orli Przesmyk (63.0 km) in Szczecin, vessels of up to 7.40 m in draught are permitted to proceed in both directions, provided that the sum of lengths overall of vessels passing each other does not exceed 320 m,
b) at stretch of fairways referred to in .2.a), vessels of more than 7.40 m in draught may pass vessels of up to 6.10 m in draught, provided that the sum of lengths overall of vessels passing each other does not exceed 320 m.

3.

a) as regards to regulations of .2, traffic in both directions is limited from the pair of buoys 15 – 16 to buoy D. At that stretch vessels of up to 9.50 m in draught can be passed by vessels of up to 6.10 m in draught, provided that the sum of lengths overall of vessels passing each other does not exceed 280 m,
b) as regards to regulations of .2, the scope of traffic in both directions is extended at stretch from buoy D to northern head of Kosa Peninsula (3.7 km).

At that stretch:

- vessels of up to 7.40 m in draught and up to 160 m in length overall can be passed by passenger and cargo ferries,

- vessels of up to 7.40 m in draught can be passed by vessels of up to 9.50 m in draught provided that the sum of lengths overall of vessels passing each other does not exceed 320 m,

c) as regards to regulations of .2, traffic in both directions is limited from northern head of Kosa Peninsula (3.7 km) to Karsibór Bend (10.5 km).
At that stretch, vessels of length overall more than 160 m or draught more than 7.40 m can be passed by vessels of length overall up to 120 m and draught up to 6.10 m,

d) as regards to regulations of .2, traffic in both directions is extended onto the following stretches of the fairway:

- from Karsibór Bend (10.5 km) to northern head of Chełminek Island (35.0 km),
- from Mańków Bend (abeam of Mańków Dolna beacon) to Iński Nurt (abeam of Ina beacon S).

On those stretches of the fairway, ships of up to 9.15 m in draught can be passed by vessels of up to 7.40 m in draught, provided that the sum of lengths overall of vessels passing each other does not exceed 320 m.

4.

a) at stretch of fairway from Orli Przesmyk to Górniczy Basin in Szczecin, vessels of more than 7.40 m in draught or length overall more than 160 m can be passed by vessels of length overall up to 60 m and draught up to 3 m, subject to c),

b) at stretch of fairway referred to in a), vessels of up to 7.40 m draught and length overall up to 160 m can be passed by vessels of up to 5.50 m in draught, provided that the sum of lengths overall of vessels passing each other does not exceed 240 m,

c) regulation of a) shall not apply to floating cranes, pushed inland waterway vessels consisting of more than one segment and towed inland waterway vessels, which cannot pass ships of more than 7.40 m in draught or length overall of more than 160 m.

**§ 53.** Vessels, which due to their draught or nature of cargo, cannot pass other ships on the Świnoujście – Szczecin fairway shall use passing areas and anchorages assigned by VTS.

**§ 54.** 1. Vessels and pushed and towed sets with draught of more than 3 m may use the Świnoujście – Szczecin fairway at its entire length.

2. Ships and pushed and towed sets of up to 3 m in draught may use the Świnoujście – Szczecin fairway, except:

1) the stretch of fairway on the Zalew Szczeciński between pairs of buoys 1 – 2 and 9 – 10. At that stretch vessels shall move out of the fairway within strip of 200 m in breadth; northbound traffic – east of red buoys line; southbound traffic – west of green buoys line determining Świnoujście – Szczecin fairway;

2) the stretch of fairway Szeroki Nurt. Navigation of vessels in this area shall proceed along Wąski Nurt (Policki Canal).

3. VTS may agree to navigation of vessels and sets listed in .2 at the entire length of the Świnoujście – Szczecin fairway, subject to weather conditions and traffic intensity at the fairway.

**§ 55.1** Ships calling at the port of Świnoujście shall comply with the following conditions:

1) their length overall shall not be more than 270 m, total breadth 42 m, and fresh water draught 13.2 m;

2) entry or departure of vessels of length overall between 220 m and 240 m or draught between 11,0 m and 12,8 m in case of current more than 1.0 knot or wind more than 6B, is permitted according to conditions defined by the harbour master, after consulting the chief pilot;

3) entry without turn, entry with turn or departure with turn of vessels of length overall more than 240 m is permitted in day time only, according to conditions defined by the harbour master, after consulting the chief pilot;

4) departure without turn of vessels of length overall more than 240 m, is permitted at night according to conditions defined by the harbour master, after consulting the chief pilot;

2.Entry to or departure from port of Świnoujście, for the vessels:

1) with fresh water draught up to 12,8 m is permitted if water level, with consideration of predicted changes tendency, guarantees static under-keel clearance, increased by dynamic factor, of not less than 1,3 m, on approach channels and within manoeuvring areas;

2) with fresh water draught up to 13,2 m is permitted if water level, with consideration of predicted changes tendency, guarantees static under-keel clearance, increased by dynamic factor, of not less than 1,1 m, on approach channels and within manoeuvring areas, provided that:

a) speed of the current in the harbour is not more than 0.7 knot,

b) speed of ships entering, at approach channel from buoy N–1 to the port of Świnoujście is not more than 6 knots,

c) wind speed at Zatoka Pomorska is not more than 10 m/s,

d) navigational reserves at berths are not reduced,

e) while using the dynamic under-keel clearance system, the VTS may request other maximum speed at approach channel from buoy N-1 to the port of Świnoujście.

3) of length overall more than 180 m, excluding sea ferries, is permitted at visibility of not less than 1,0 Nm;

4) of length overall more than 140 m, excluding sea ferries, is permitted at visibility of not less than 0,3 Nm;

5) of length overall between 140 m and 160 m, is permitted at visibility of less than 0,3 Nm, provided that in the area of reduced and bad visibility, one way traffic conditions are met. The rule is not valid for vessels manoeuvring with turn.

**§ 56.** Vessel calling at the port of Szczecin and Sea Port Police shall comply with the following conditions:

1) length overall is not more than 215 m and total breadth 31 m;

2) draught of vessels of length overall up to 160 m, entering or leaving the port of Szczecin is not more than 9.15 m;

3) ratio of permissible length, breadth and draught for ships of length overall more than 160 m entering the port of Szczecin is defined in table included in Appendix no. 6 to the Regulation;

4) draught of ships entering or leaving Sea Port Police is not more than 9.15 m with length overall up to 170 m;

5) ratio of permissible length, breadth and draught for ships of length overall more than 170 m entering Sea Port Police is defined in table included in Appendix no. 7 to the Regulation;

6) ships, which are to be loaded to reach draught specified in .2, .3, .4 and .5, shall be reported to Harbour Master Office Szczecin at least 12 hours before completion of loading in Szczecin or lightering in Świnoujście;

7) vessels of length overall more than 120 m at stretch of Świnoujście – Szczecin fairway from the northernmost tip of Mielin Island are permitted to proceed at visibility not less than 0.5 NM;

8) vessels of length overall between 120 m to 160 m at stretch of Świnoujście – Szczecin fairway from the northernmost tip of Mielin Island are permitted to proceed at visibility less than 0.5 NM, provided that in area of restricted and low visibility conditions of one direction passage are complied with;

9) vessels of length overall between 180 m to 200 m, at stretch of Świnoujście – Szczecin fairway from the northernmost tip of Mielin Island, are permitted to proceed at visibility not less than 2.0 NM, and at night at stretch of Świnoujście – Szczecin fairway from Fairway Gate I, each time subject to permission and according to conditions specified by Szczecin Harbour Master, after consulting the chief pilot;

10) vessels of length overall more than 200 m or draught more than 9.00 m, at stretch of Świnoujście – Szczecin fairway from the northernmost tip of Mielin Island, are permitted to proceed during day time only and at visibility not less than 2.0 NM;

11) passenger ships of length overall more than 200 m are permitted to proceed at night time, subject to conditions specified by harbour masters of Szczecin and Świnoujście.

**§ 57.** In the Barge Port Police, the following vessels traffic rules shall apply:

1) maximum length overall of vessels calling at port: 120 m;
2) valid permissible draught of vessels shall be specified by the harbour master of Szczecin;
3) while turning vessels of length overall more than 85 m, no other vessel can be moored at the opposite berth.

**§ 58.** In the port of Trzebież, the following ships traffic rules shall apply:

1) maximum length overall of vessels calling at port is 90 m and maximum total breadth 20m;
2) to obtain permission for entering or leaving the port, vessels and towed sets shall communicate with the Harbour Master Office of Trzebież 30 minutes in advance;
3) in case of lack of floating navigational marks, navigation may take place during day time only;
4) valid permissible draught of vessels shall be specified by the harbour master of Trzebież;
5) conditions of entering and leaving the port for vessels of length overall more than 75 m or breadth more than 13 m and all ships at wind force more than 6B, shall be specified each time by the harbour master of Trzebież.

**§ 59.** In the port of Stepnica, the following ships traffic rules shall apply:

1) maximum length overall of vessels calling at port is 115 m and maximum total breadth 13,5 m, on the stipulation that navigation of vessels of length overall more than 75 m is permitted during daytime, at visibility more than 2.0 Nm, wind force up to 4B and opposite berth is not occupied,
2) maximum length overall of barges calling at port is 96 m and maximum total breadth 9.5 m, on the stipulation that navigation of barges of length overall more than 75 m is permitted during daytime, at visibility more than 1.0 Nm and wind force up to 4B,

3) maximum length overall of pushed sets calling at port is 125 m and maximum total breadth 9.5 m, on the stipulation that:
   a) navigation of pushed sets of length overall more than 75 m is permitted during daytime, at visibility more than 1.0 Nm, and wind force up to 4B;
   b) entering or leaving the port for sets of length overall more than 96 m is permitted provided that:
   - set is not to be turned,
   - re-coupling of set is to take place at port,
   - operation is permitted during daytime, at visibility more than 1.0 Nm, wind force up to 4B and opposite berth is not occupied.
4) in case of lack of floating navigational marks at port approach channel, navigation may take place during day time only,
5) valid permissible draught of vessels shall be specified by the harbour master of Trzebież,
6) conditions of entering or leaving the port for ships listed in 1) with total breadth of more than 11 m, and regardless of total breadth when the wind force is more than 5B shall be specified each time by the harbour master of Trzebież.

**§ 60.** In the port of Nowe Warpno, the following ships traffic rules shall apply:

1) vessels mooring at Przemysłowe Berth (custom clearance):
   a) maximum length overall is 40 m,
   b) maximum total breadth is 8 m,
   c) valid permissible draught of vessels to be specified by harbour bosun of Nowe Warpno,
   d) entering or leaving the port is permitted at visibility more than 0.5 NM,
   e) conditions for navigation at wind force more than 6B to be specified each time by harbour bosun of Nowe Warpno,
   f) total engine power shall not be more than 300 kW;

2) ships mooring at Passenger Pier:
   a) maximum length overall is 40 m,
   b) maximum total breadth is 10 m,
   c) valid permissible draught to be specified by harbour bosun of Nowe Warpno,
   d) entering or leaving the port is permitted at visibility more than 0.5 NM,
   e) conditions for navigation at wind force more than 6B, to be specified each time by harbour bosun of Nowe Warpno,
   f) total engine power shall not be more than 300 kW.

**§ 61.** In the port of Wolin, the following ships traffic rules shall apply:

1) maximum length overall of vessels calling at port is 90 m and maximum total breadth 10m;
2) valid permissible draught to be specified by harbour bosun of Wolin;
3) entering or leaving the port is permitted at visibility more than 0.5 NM and wind up to 6B.

**§ 62.** In the port of Dziwnów, the following vessels traffic rules shall apply:

1) maximum length overall of vessels calling at port is 60 m and maximum total breadth 11.5m;
2) valid permissible draught to be specified by harbour master of Dziwnów;
3) depending on conditions of navigation harbour master may require entering or leaving the port with shore based radar assistance;
4) entering or leaving the port is permitted at sea state of up to 4 and visibility more than 0.5 NM;

5) conditions for entering or leaving the port at wind force more than 8B, shall be specified each time by harbour master of Dziwnów.

**§ 63.** In the port of Mrzeżyno, the following vessels traffic rules shall apply:

1) maximum length overall of vessels calling at port is 12 m and maximum total breadth 4m;
2) valid permissible draught to be specified by harbour bosun of Mrzeżyno;
3) entering or leaving the port is permitted at visibility more than 2 NM, wind force up to 3B and sea state of up to 2.

**§ 64.** In the port of Kamień Pomorski, the following vessels traffic rules shall apply:

1) maximum length overall of vessels calling at port is 50 m and maximum total breadth 7m;
2) valid permissible draught to be specified by harbour master of Dziwnów;
3) Entering or leaving the port is permitted at visibility more than 0.5 NM and wind force up to 5B.

**§ 65.** 1. In particular cases, the harbour master may allow vessels of length overall or breadth more than those specified in § 55 – § 64 entering, leaving or navigating within the port. In such circumstance, the harbour master, after consulting the chief pilot, shall specify each time conditions of navigation.

2. The harbour master may limit traffic of vessels which parameters are close to maximum specified in § 55 – § 64, depending on hydro-meteorological and navigational conditions.

3. At water level in the port below average fixed level at the level rod, permissible draught shall be reduced by a correction factor of difference between water levels in centimetres.

4. Permissible draught at berths for average water levels shall be specified by the Director of Maritime Office in Szczecin.

5. At water level more than average the harbour master may agree to entering or leaving the port of a vessel which draught is more than permissible. Each time the correction factor shall be specified by the harbour master according to water level analysis and trends regarding water level along the route of her passage.

6. During winter, in case of icing and threat to safety of navigation, the assistance of an icebreaker may be provided on request of the harbour master only to a vessel with ice class and power of engines adequate to the present ice conditions. Ice restrictions taking into consideration required ice class and power of engines are published on website of the Maritime Office in Szczecin and provided by the VTS on request.

7. In justified cases, the harbour master may speciefy conditions of vessel traffic on particular water areas and stretches of fairways in different than established way.

**§ 66.** 1. In any case, regulations of this paragraph shall not limit the application of COLREG concerning safe speed.

2. Ships, which while moving with permitted speed, generate waves overflowing bank reinforcements or potentially causing damage to port facilities or berthed ships shall reduce their speed not to cause dangerous waving.

3. Maximum permitted speed through the water at particular stretches of fairways leading to ports of Świnoujście and Szczecin and within the VTS area at Zatoka Pomorska is specified in the table below:

| No. | Fairway stretch | Maximum speed [knots] |
|---|---|---|
| 1. | VTS area south of pair of buoys 7 – 8 at Zatoka Pomorska to pair of buoys 15 – 16 | 12 |
| 2. | From pair of buoys 15 - 16 to Fairway Gate I and in port areas of Świnoujście | 8 |
| 3. | From Fairway Gate I to abeam of northern head of Chełminek Island | 12 |
| 4. | From abeam of northern head of Chełminek Island to pair of buoys 13 – 14 | 8 |
| 5. | From pair of buoys 13-14 to abeam of Krępa Dolna beacon | 12 |
| 6. | From abeam of Krępa Dolna beacon to abeam of Raduń Górna beacon | 8 |
| 7. | From abeam of Raduń Górna to Iński Nurt | 12 |
| 8. | From Iński Nurt and in Szczecin port areas | 8 |

4. Vessels not required to use VTS may proceed at speeds higher than specified in .3, provided that they comply with requirements of .1 and .2.

5. Within ports and fishing harbours and at fairways leading to them the speed of vessel shall not be more than 5 knots.

6. While overtaking, a ship which agrees to be overtaken shall reduce her speed, and a vessel overtaking shall not proceed with more than the maximum speed for a given stretch of the fairway.

7. The speed specified in .3 does not apply to sea ferries from the roadstead to pair of buoys 15 – 16. Ferries, however, shall remain cautious and keep a safe distance from overtaken and passed ships.

8. While passing:

1) anchored vessels, operating dredgers and hydrographical vessels, vessel's speed shall reduced not to cause dangerous waving;
2) berthed vessels, vessel's speed shall be reduced to steerageway to avoid damage to those vessels due to waving.

9. Maximum permitted speeds, specified in .3, can be increased in case of major drift or pressure of an ice field. In such cases, VTS shall be reported immediately.

**§ 67.** Vessels such as hydrofoils, hovercrafts, catamarans, which due to their operation intend to navigate within ports, berths, anchorages and fairways at speeds higher than those specified in § 66.3, shall obtain permission of the Director of Maritime Office in Szczecin.

**§ 68.** 1. Limitation of speed specified in § 66.3 shall not apply to vessels of Border Guard, Police, Customs Service, Maritime Office in Szczecin, supervision ships of the Navy, Regional Inspectorate of Sea Fisheries, state special service, pilot vessels, and other vessels on duty and vessels directed to rescue operations.

2. Ships listed in .1 that may cause waving hampering berthed vessels shall broadcast relevant communicate on VTS or port working channel.

**§ 69.** 1. Port ferries are prohibited to carry at the same time passengers and vehicles with dangerous goods of Class 1.1, 1.2, 1.3, 2.3, 4.2 and 6 and 7 according to the IMDG Code more than 50 kg, flammable liquids or dangerous goods in bulk except oil. Such materials shall be carried by ferries at night only, between 23:00 and 05:00 of the following day, while complying with requirements defined in valid instructions or regulations.

2. The harbour master may agree to desist from other requirements then those set in .1 by defining additional conditions concerning safety of passengers and dangerous goods.

**§ 70.** Carriage in the port by means of other vessels than ferries or passenger ships is prohibited.

**§ 71.** Port ferries in operation shall maintain continuous radio watch on the VHF working channel of the relevant Harbour Master Office or VTS, if applicable.

## Chapter V

## Lights, shapes and signals of vessels

**§ 72.** Unless the regulation provides otherwise, lights, shapes and signals shall comply with COLREG and the International Code of Signals.

**§ 73.** Ships and hydroplanes shall sound signals in cases specified in COLREG and the Port Regulations.

**§ 74.** 1. Vessels underway:

1) from the sea anchorage to the port of Świnoujście and in the port of Świnoujście with draught more than 9.15 m or length overall more than 176 m;
2) from abeam of northern head of Kosa Peninsula in Świnoujście to the port of Szczecin and in ports of Szczecin and Police with draught more than 7.40 m or length overall more than 160 m,

shall exhibit lights and shapes specified in COLREG for ships constrained by their draught.

2. A hydrofoil or other vessels in non-displacement mode proceeding along the fairway, in addition to the lights prescribed in COLREG, shall exhibit in the best visible place an all-round flashing yellow light.

3. A power driven port ferry shall exhibit a yellow ball in the most visible location during daytime, and at night, in addition to lights specified in COLREG, a yellow flashing light above the foremast light of 15 to 60 flashes per minute.

**§ 75.** Vessels carrying dangerous and polluting goods, referred to in § 50.1, in addition to lights and shapes specified in COLREG, shall exhibit in the best visible place:

1) all-round visible red light; and
2) during a day, flag B according to International Code of Signals.

**§ 76.** 1. When on duty, ships of the Navy, Border Guard, Police, Customs Service, Maritime Office in Szczecin, SAR and other special state services, in addition to lights and shapes specified in COLREG, may draw attention by exhibiting:

1) all-round visible blue flashing or fixed light;
2) during day, their flag of service in best visible place.

2. In addition to lights and shapes, ships listed in .1 may also use sound modulated signals.

**§ 77.** 1. From sunset to sunrise as well as from sunrise to sunset during restricted visibility, every ship moored in the port shall turn on her external lighting.

2. When berthed if vessel's bow or an aft extends beyond the berth, a vessel shall exhibit white light at the extended part, in addition to lights defined in1.

3. At night, vessel's equipment extending overboard shall be marked with white light.

4. At night, a vessel with an extended bulbous bow shall exhibit white light above it.

**§ 78.** A ship on fire, regardless of reporting to the Harbour Master Office and VTS, if applicable, and the port rescue service, shall sound a signal consisting of two short and one long blasts (* * –) repeated with breaks not longer than one minute, using siren, whistle, horn or continuous ringing of the ship's bell. The signals shall be sounded until a fire brigade appears at the site.

**§ 79.** In situations specified below, a vessel shall sound the following signals:

1) ship of special state service to stop other vessel: one short, one long, two short (· – · ·);
2) to drop towing line by tug boat: one short, two long, one short (· – – ·);
3) to call linesmen: one long, three short, one long (– · · · –);
4) to call for VHF to be switched on: one long, one short, one long (– · –).

**§ 80.** 1. In VTS Świnoujście area, vessels approaching ferry terminals shall broadcast a warning on the VHF working channel addressed to ferries while passing the following points:

1) vessels proceeding from the sea towards Zalew Szczeciński:
   a) on abeam of Świnoujście lighthouse, to warn city ferries of Świnoujście – communicate directed to city ferries of Świnoujście,
   b) on abeam of Mulnik canal, to warn Karsibór ferries – communicate directed to Karsibór ferries;
2) vessels proceeding from Zalew Szczeciński towards sea:
   a) on abeam of upper leading light beacon of Paprotno, to warn Karsibór ferries – communicate directed to Karsibór ferries,
   b) on abeam of Mielin N light, to warn city ferries of Świnoujście - communicate directed to city ferries of Świnoujście;
3) vessels entering traffic and intending to cross ferry route shall broadcast on VHF working channel warning addressed to ferries before entering traffic.

2. In VTS Szczecin area, vessels shall broadcast a warning on the VHF working channel addressed to all vessels while passing the following points:

1) vessels inbound:
   a) on abeam of Dock no. 5, to warn vessels at Grabowski Canal and Przekop Mieleński,

b) on abeam of Duńczyca River at Przekop Mieleński, to warn vessels in Górniczy Basin;

2) vessels outbound:

a) on abeam of CPN 3 berth to warn vessels approaching or manoeuvring in Górniczy Basin,
b) on abeam of Dąbrowieckie berth to warn vessels approaching or manoeuvring in Górniczy Basin;

3) on abeam of Zbożowe berth to warn vessels approaching Orli Przesmyk;
4) on abeam of Plaża Mieleńska to warn vessels approaching Orli Przesmyk.

3. Vessels intending to enter or cross the fairway shall broadcast a warning on the VTS working channel addressed to all vessels.

4. Barges or barge sets approaching the fairway from sheltered directions shall broadcast a warning on the VTS working channel addressed to all vessels.

## Chapter VI

## Pilotage

**§ 81.** 1.Pilotage is compulsory for:

1) ships and pushed or towed sets of length overall more than 60 m;
2) regardless of their length, vessels which may pose threat to safety of navigation and port order, in particular ships referred to in § 21.1. of the Regulation;
3) vessels carrying dangerous goods, polluting goods or non-gas free after carrying such cargo;
4) passenger vessels while carrying passengers, except inland waterway passenger ships at stretch of Trasa Zamkowa – Bulwar Chrobrego in the port of Szczecin.

2. Rules and conditions applicable to exemption from the obligation to use pilot services are specified in separate regulations.

3. The harbour master may request every vessel to use pilot services, if he considers it necessary for safety of navigation.

**§ 82.** According to requirements of the reporting system, a vessel exempted from the obligation to use pilot services shall notify the fact to the Harbour Master Office or VTS, if applicable.

**§ 83.** 1. A ship may only use a pilot with qualifications and certificates specified in separate regulations.

2. Organization of pilot services, pilot qualifications and certificates, reciprocal obligations, rights of a pilot and master of a piloted ship and fees for pilot services and their collection are specified in separate regulations.

3. The harbour master may allow for pilotage of the foreign Navy ship by an officer of the Polish Navy while entering or leaving the port of Świnoujście, provided that the length overall of the ship is not more than 85 m.

**§ 84.** While providing his service, a pilot shall comply with requirements of the reporting system applicable to the ship and on each request of the Harbour Master Office or VTS provide required information.

**§ 85.** 1. Request for a pilot shall be made by the master or his authorised representative in the pilot station:

1) for vessels entering port – at least 4 hours before taking pilot on board;
2) for vessels leaving port - at least 2 hours before planned departure.

2. Request for a pilot shall contain:

1) ship's name, call sign, flag;
2) gross tonnage (GT);
3) length overall (LOA);
4) maximum fresh water draught
5) estimated time of arrival to pilot boarding place (ETA) Pilot-1, Pilot-2N, Pilot-2E or Pilot-3, according to areas specified in § 86;
6) information about tug boats designated;
7) any information regarding place and way of mooring.

3. Before embarking of a ship, a pilot shall familiarize himself with the following:

1) current traffic situation;
2) current navigational warnings;
3) locations of hydro-technical works on Świnoujście - Szczecin fairway and in ports of Świnoujście, Szczecin and Police;
4) changes to navigational aids;
5) current and expected hydro-meteorological situation.

4. If in the opinion of a designated pilot circumstances justify the use of more tug boats than specified in § 99.1., the pilot shall inform the master and communicate the final decision of the master to the Harbour Master Office or VTS, if applicable.

5. Regulations of .1, .2 and .4 shall not apply to a vessel not obligated to use pilot services.

**§ 86.** 1. The pilotage is mandatory from assigned pilot boarding place to place of berthing and vice versa.

2. The pilotage is mandatory from the following pilot boarding places:

1) Pilot-3 – at N2 buoy, for vessels with draught more than 11.0 m to 13.2 m proceeding from Zatoka Pomorska;
2) Pilot-2N – about 1 NM north of pair of beacons 11 - 12, for vessels with draught from 7.0 m to 11.0 m proceeding from north at Zatoka Pomorska;
3) Pilot-2E – about 0.5 NM from eastern boundary of VTS area, at southern boundary of anchorage 2A, for vessels with draught more than 7.0 m, proceeding from east at Zatoka Pomorska;
4) Pilot-1 – about 0.5 NM south of pair of buoys 13 – 14 for vessels with draught below 7.0 m, proceeding from Zatoka Pomorska;
5) from place of stay at anchorages;
6) at TW-1 buoy near Fairway Gate II for vessels proceeding from Polish border at Zalew Szczeciński.

3. Subject to § 11.1 and 2 and § 27.1.2) f), in the case of excessive waving for a given type and size of a vessel, a pilot may embark or disembark a vessel in a different location than specified in 86.2, provided that it does not pose threat to vessel’s navigation and does not impede navigation of other vessels.

4. Regulation of .3 shall not apply to:

1) vessels carrying dangerous or polluting goods, referred to in § 50.1;

2) vessels of draught more than 7.5 m;
3) vessels of draft more than 4.5 m entering port of Świnoujście at night time .

5. A pilot who intends to embark a vessel in other locations than specified in .2, for reasons specified in .3, may do so with the master permission granted before the vessel reaches her position defined in .2 and shall do the following:

1) familiarize the master with navigational conditions in given area, in particular navigational dangers and traffic of other vessels;
2) provide the master with any information necessary for safe navigation;
3) report reasons and position of embarkation to VTS;
4) start providing information and advice to the master regarding navigation of the vessel from the pilot boat from Pilot-1 position.

6. A pilot who intends to disembark the ship in other locations than specified in .2, for reasons defined in .3, may do so with permission of the master and shall do the following:

1) familiarize master with navigational conditions in given area, in particular navigational dangers and traffic of other vessels;
2) provide master with any information necessary for safe navigation;
3) notify reasons and position of disembarkation to VTS;
4) continue pilot service from pilot boat until ship reaches pair of buoys 15 - 16.

7. Before disembarkation of outbound ship, a pilot shall notify VTS about his intention to disembark the ship. In case an LNG carrier navigates on the approach channel to Świnoujście entering the Outer Port of Świnoujście, VTS may request prolonging of the pilot service until safe passing or reaching a designated location.

8. Regulations of 1 – 6 shall not apply to a ship not obligated to use pilot services.

**§ 87.** 1. Obligatory change of pilots shall apply to:

1) ships of length overall more than 140 m which arrive from the port of Szczecin or the port of Police and moor in the port of Świnoujście, and ships of length overall more than 100 m which arrive from the port of Szczecin or port of Police and moor in Bałtycki and Atlantycki Basins and Ship Repair Yard of Świnoujście;
2) ships of length overall more than 140 m entering or leaving the port of Szczecin;
3) ships of length overall more than 150 m entering or leaving the port of Police;
4) ships unberthing in Świnoujście and proceeding to Szczecin or Police, provided that their length overall is more than 160 m or draught more than 9.00 m, and ships of length overall more than 100 m unberthing in Bałtycki and Atlantycki Basins and Ship Repair Yard and proceeding to Szczecin or Police.

2. The harbour master may extend the obligation to change a pilot to cover other ships than those listed in 1.2) and 1.3).

3. A place of changing pilots is established 2.0 NM from the place of berthing/unberthing.

**§ 88.** 1. Pilots shall be transported by vessels designated for the purpose only (pilot boats) or adapted vessels.

2. In case of icing of port waters and roadstead, the Harbour Master Office or VTS may permit to use a tug boat to transport a pilot.

3. Embarkation and disembarkation of a pilot shall comply with the SOLAS 74 Convention.

**§ 89.** 1. A pilot shall refuse to provide services, if he considers that it would breach the Port Regulations or that the ship is not seaworthy.

2. Each instance of refusing pilot services shall be reported by the pilot to the Harbour Master Office or VTS, if applicable, while providing a reason of refusal and the pilot shall follow instructions received.

3. Each time before embarkation, a pilot shall read the current draught of a ship and report it to the Harbour Master Office or VTS, if applicable.

3a. Pilot shall inform the ship master about navigational conditions and regulations mandatory in given port and fairways and shall obey regulations concerning maritime safety by himself.

4. A pilot providing his services to a ship of draught more than 11.0 m or an LNG carrier shall use the pilot navigation system for precise positioning of the ship.

5. A pilot providing his services to an LNG carrier shall have required qualifications for the type of a ship as defined in separate regulations.

6. After embarkation of an LNG carrier, a pilot together with the master shall inspect equipment that may have influence on navigational safety.

**§ 90.** A ship, which is obligated to use pilotage under the regulation, may change her place of berthing in the port without the assistance of a pilot by shifting along the same berth with the use of her own mooring lines, provided that the ship receives permission of the Harbour Master Office or VTS, if applicable.

**§ 91.** 1. During a storm, a chief pilot or a designated person decides about suspension of pilot boats service at the sea; the disposer of the pilot station shall notify the fact in writing, via e-mail or fax to VTS Świnoujście and VTS Szczecin.

2. In case pilot boats service is suspended at the sea, all ships intending to leave or enter the port shall be reported by:

1) disposer of pilot station on requesting pilot;
2) relevant Harbour Master Office or VTS.

3. In the case there is free space at a berth, on request of the ship's master who does not decide to leave the port without a pilot during a storm, the berth user shall provide the berth for mooring of the ship while the ship is waiting for weather to improve. Conditions of berthing shall be defined by the berth user.

**§ 92.** Dry docking, undocking and launching of ships shall be conducted by a pilot designated by the chief pilot.

## Chapter VII

## Towing and tug boat service

**§ 93.** The use of tug boat services in the port is mandatory within the scope defined in the Regulation.

**§ 94.** Without permission of the harbour master, it is prohibited to provide towing of objects or ships of length overall 20 m and more by ships that are not designated for the purpose. An exception is the towing in emergency.

**§ 95.** 1. Within the port, each towed set shall be manned with a qualified crew for operating mooring and towing lines.

2. In the case of towing barges, floating cranes, auxiliary equipment and similar floating devices without their own propulsion, which do not have a designated master with relevant qualifications, the master of a tug boat of the largest engine power shall take command of the towed set..

**§ 96.** The towed set shall not consist of more than one towed vessel, unless the harbour master agrees otherwise.

**§ 97.** 1. Without request or permission of the master of a towed ship, a tug boat shall not leave the ship; it shall also apply to providing escort only.

2. A towing line may be let go by a tug boat without permission of the ship's master only in case of risk to a tug boat.

**§ 98.** Bollard pull of a tug boat shall be confirmed by a document issued by a classification society.

**§ 99.** 1. In the ports of Szczecin, Police and Świnoujście, depending on the length overall of a ship, the minimum number of tug boats used and their minimum total bollard pull during manoeuvres of entering or leaving the port and berthing and unberthing is specified in the table below:

| Length overall [m] | Minimum number of tug boats | Minimum total bollard pull [tonnes] |
|---|---|---|
| more than 90 – 120 | 1 | 12 |
| more than 120 - 140 | 2 – for ships without thrusters in ports of Szczecin and Police<br>1 – for other ships | 25 |
| more than 140 – 160 | 2 | 50 |
| more than 160 – 180 | 2 – in port of Świnoujście<br>3 – in ports of Szczecin and Police | 70 |
| more than 180 – 210 | 3 | 80 |
| more than 210 – 230 | 3 | 90 |
| more than 230 | 4 | 110 |

2. Ships of length overall from 75 m to 90 m manoeuvring with a turn in the port of Świnoujście in Atlantycki and Bałtycki Basins and Ship Repair Yard, and manoeuvring with a turn in the port of Szczecin in Wschodni, Zachodni, Warty and Notecki Basins, along

Starówka and Węgierskie berths, in Dębicki canal and on the Parnica River shall use a tug boat if they do not have operational thruster.

3. In case of ships of length overall more than 160 m, at least one tug boat shall have azimuth or Voith-Schneider propulsion, subject to .6.

4. In the port of Szczecin, in case of ships of length overall more than 210 m, at least one of tug boats shall have azimuth or Voith-Schneider propulsion and bollard pull not less than 30 tonnes, subject to .6.

5. In the port of Świnoujście, in case of ships of length overall more than 210 m, at least one of tug boats shall have azimuth or Voith-Schneider propulsion, possibility to control the length of a towing line and bollard pull not less than 40 tonnes, subject to .6.

6. In justified cases, after consulting the chief pilot, the harbour master may agree to use other tug boats than specified in .3, .4 or .5, and each time specify number and parameters of tug boats engaged and navigational conditions during the towing service.

7. In the port of Świnoujście, ships of length overall more than 160 m shall receive a towing line from a tug boat and the maximum bollard pull of the tug boat shall be not less than 18 tonnes.

8. In the ports of Szczecin and Police, ships using towing service shall accept a towing line from a tug boat of bollard pull 30 tonnes and more. If the length overall of a ship is more than 180 m, the maximum bollard pull of a tug boat shall not be less than 18 tonnes.

9. In case of poor technical condition or operational conditions of a berth, as defined by the designer of the berth, rules of tug boat service shall be defined by the harbour master.

10. The harbour master may request the use of more tug boats than specified in .1, if necessary due to navigational safety.

**§ 100.** 1. In the port of Stepnica, during manoeuvring with a turn, ships of length overall more than 60 m shall use the escort of a tug boat.

2. In the port of Trzebież, during manoeuvring with a turn, ships of length overall more than 75 m shall use the escort of a tug boat.

**§ 101.** The number of tug boats specified in § 99 and § 100 shall not apply to inland waterway, port and shelter waters navigation vessels. The number of tug boats or pushers and their manoeuvrability shall ensure their safe manoeuvring.

**§ 102.** 1. The use of the assistance of tug boats when entering the port of Szczecin shall apply to ships:

1) of length overall up to 120 m – from entry to Przekop Mieleński (Święta Straight) to place of berthing;
2) of length overall more than 120 m, heading to berths and basins south of Huk Berth – from Kra Berth to place of berthing;
3) heading to berths on Odra River north of Huk Berth – from abeam of south head of Żurawia Island to place of berthing.

2. The use of the assistance of tug boats when entering the port of Police shall apply to ships:

1) of length overall more than 120 m mooring in the Sea Port of Police – from abeam of Krępa Górna beacon to place of berthing;
2) of length overall up to 120 m – 1500 m from place of berthing.

3. The use of assistance of tug boats when entering the port of Świnoujście shall apply to ships:

1) of length overall up to 120 m – 1500 m from place of berthing;
2) of length overall 120 m to 160 m, entering port from sea – from entry to the port to place of berthing, and entering port from Zalew Szczeciński – 1.5 NM from place of berthing;
3) of length overall more than 160 m when entering the port from sea – 2.0 NM before entry to the port to place of berthing, and entering port from Zalew Szczeciński – 2.0 NM from place of berthing.

4. After consulting the pilot, the master of a ship shall decide about the position of letting go tug boats providing services for ships leaving the ports of Szczecin and Police and for ships of length overall up to 180 m leaving the port of Świnoujście.

5. In the case of ships of length overall more than 180 m leaving the port of Świnoujście, the escort of tug boats shall be provided from the place of berthing in the port to 2.0 NM behind the head of the central breakwater.

**§ 103.** 1. In justified cases, on request of the ship's master, the harbour master after consulting the chief pilot may free the ship from the obligation to use a tug boat for a limited time and area, allow for the use of fewer tug boats or reduce their required minimum total bollard pull, if in his opinion manoeuvrability of a ship (e.g. availability of thrusters or similar equipment) is beyond doubt and the decision does not pose risk to navigational safety and order in the port.

2. On request of the ship's master and after consulting the chief pilot, the harbour master may free a ship departing without a turn from the ports of Szczecin, Police and Świnoujście from mandatory number of tug boats to be used or reduce their required minimum total bollard pull, provided that the decision does not pose risk to navigational safety and order in the port. Conditions of departure shall be defined by the harbour master.

3. On request of the ship's master, the harbour master, while considering special manoeuvrability of a ship, may allow for reducing the minimum total bollard pull of tug boats used according to § 99.1.

4. Regulations of .1, .2 and .3 shall not apply to LNG carriers.

**§ 104.** If the Harbour Master of Świnoujście and the Harbour Master of Szczecin, each one within their respective jurisdiction, decide it to be necessary for navigational safety, they may request ships of length overall more than 180 m to use the escort of a tug boat while moving along the Świnoujście – Szczecin fairway.

**§ 105.** From commencing the towing service until its completion, tug boats shall communicate with the ship towed using designated VHF channels, as specified in the communication instruction included in Appendix no. 5 to the Regulation.

**§ 106.** Ships which for safe entering the port need to be towed can be led to the port provided that the sea state at the roadstead enables safe sending of a towing line.

**§ 107.** 1. Regardless their size, new built ships leaving to undergo sea trials and returning from such trials shall use the escort of one tug boat on fairways, from their berth until leaving the port to the roadstead and back.

2. A ship may be free from the obligation to use the escort of a tug boat at the fairway while going to a shipyard, provided that before entering the port the master of a ship which underwent trials confirms that trials were successful and rudder, main engine and a thruster are operational.

3. Ships after repair of their engines or steering gear and before sea trials shall use the escort of one tug boat:

1) in the port of Szczecin – from place of mooring to abeam of Police Dolna beacon;
2) in the port of Police - from place of mooring to Fairway Gate IV;
3) in the port of Świnoujście - from place of mooring to roadstead in case of outbound ships or from place of mooring to Fairway Gate I in case of ships heading towards Zalew Szczeciński.

**§ 108.** 1. Ships with failure of their engine or steering gear may be towed during day time and at wind force up to 6B. Provided that navigational conditions are good, the harbour master may also exceptionally allow for towing at night.

2. Dry docking and undocking of ships shall comply with rules defined in the instruction of dry docking and stay of a ship and other floating craft at docks during a day time and at wind force not more than 5B and visibility equal to at least one length overall of a ship. In special cases, provided that weather conditions are good, the harbour master may allow for docking or undocking at night after prior permission of the pilot and subject to proper lighting of manoeuvring stations.

3. Launching ships from shipways shall take place during day time and at wind force up to 5B.

4. After launching, a shipyard shall immediately remove residues from the adjacent water area, including anchors, pieces of wood, buoys etc. Navigational obstructions which the shipyard is not able to remove immediately shall be marked with navigational lights and reported to the Harbour Master Office and VTS, if applicable.

## Chapter VIII

## Berthing and berthing regulations

**§ 109.** All ships of length overall 50 m and more shall use the assistance of port linesmen.

**§ 110.** 1. Depending on the length of a ship, the number of port linesmen servicing that ship has been specified in the table below:

| Manoeuvre | Ship's length overall [m] | | | | |
|---|---|---|---|---|---|
| | 50.00 – 80.00 | 80.01 – 140.00 | 140.01 – 170.00 | 170.01 – 200.00 | More than 200.00 |
| Berthing | 2 | 3 | 4 | 5 | 6 |
| Unberthing | 1 | 2 | 3 | 4 | 5 |

2. Linesmen shall wear personal protection equipment, including lifejackets, and work in line with occupational safety and health regulations.

3. During berthing or unberthing, linesmen are managed by a berth user equipped with means of communication with the ship. The user indicates a place of berthing for a ship according to § 120.1 of the Regulation.

4. Each linesman shall be trained as regards service provided, based on a training programme recommended by the IMO, confirmed by a certificate.

5. At berths designated for transhipment of dangerous or polluting goods, mooring operations, occupational safety and health and training requirements as regards work provided shall be described in the Berth Safe Operation Instruction.

**§ 111.** 1. A ship shall be moored properly to ensure her own safety and safety of other ships and port facilities.

2. Removing and letting go of mooring lines from the berth shall be done on request of the ship's master only.

3. On request of the Harbour Master Office, ships berthing at the same berth shall reduce distances between them as required.

**§ 112.** 1. A ship shall be equipped with mooring lines of relevant length and quality that guarantee safe mooring and stay.

2. Berthing or towing of a tanker carrying flammable liquids, gases or a tanker which is non-gas free after carrying such cargo shall be performed using safe lines which do not generate sparks.

3. The crew of a ship shall receive or let go mooring lines belonging to service vessels.

4. Rat guards shall be placed on mooring lines.

**§ 113.** 1. Mooring lines shall be made fast on bollards or other suitable facilities in such a way that every line could be easily let go in any order.

2. It is prohibited to berth ships in places that are not designated for that purpose.

**§ 114.** 1. Ships carrying oils in bulk defined in Annex I to the MARPOL Convention, liquefied gases listed in Chapter 19 of the IGC, flammable liquids and ships which are non-gas free or made inert after carrying such cargo can moor at designated berths only.

2. In case of failure of a ship which has been granted shelter in the port while carrying cargo listed in .1 and proceeding along the Świnoujście – Szczecin fairway, the harbour master may agree to mooring at a berth which is not designated for that purpose subject to defining conditions for mooring and stay of the ship.

3. If there is no place at a berth designated for transhipment of oils defined in Annex I to the MARPOL Convention, bunker barges delivering fuel to ships in the port can moor at berths indicated and according to rules defined in the instruction provided by the ship's owner. The Instruction shall be consulted with the Port Rescue Service and approved by the Director of Maritime Office in Szczecin.

**§ 115.** 1. Stretching of ropes across the basin, port canal or fairway is allowed only if necessary and after prior permission of the Harbour Master Office. Such ropes shall be removed immediately after the cause ceases to exist and additionally during fog or other

conditions reducing visibility. Each change of the position of a rope shall be immediately reported to the Harbour Master Office or VTS, if applicable.

2. Each line, except towing and mooring lines, which even partially crosses the port water area shall be marked as follows:

1) during day: two red flags;
2) at night: two red lights.

Signs and lights shall be placed horizontally in the middle of a line, 3 m from each other.

3. Regulations included in .1 and .2 shall not apply to measurement lines stretched during sounding and lines of dredgers. Such lines shall always be lowered in due time when another ship is approaching.

**§ 116.** Mooring lines of other ships can be removed in emergency only after prior report and receiving permission from the ship's master, his deputy or a person supervising that ship. Mooring lines removed shall be placed back appropriately immediately after the reasons of their removal ceased to exist.

**§ 117.** 1. During berthing or unberthing of a ship a motorboat shall be used if mooring dolphins are not linked with the berth by catwalks or when it is not possible to receive a mooring line from the ship.

2. Ships mooring at the following berths: Huta – Kra, Cementowe, Fosfatowe, Snop, Huk, Mak, Cal, Oko, Gnieźnieńskie, Krakowskie, Angielskie, Polskie, Węgierskie, Belgijskie, Holenderskie and Zbożowe shall set additional lines at the fore and aft of a ship.

**§ 118.** In case it is necessary to moor one ship alongside of the other, it can be done with the permission of and according to conditions defined by the harbour master.

**§ 119.** 1. During berthing in the port, ships under construction, repair, port warehouse ships, ships temporarily or permanently lay up and tankers shall have towing lines ending with an eye, passed through fairleads and placed above the water fore and aft.

2. The lines, referred to in .1, shall be made fast on mooring bollards and protected against inadvertent slackening, and their length shall enable towing immediately after lines are taken by tug boats. The excess line shall be cleared at deck or side of a ship to enable manual heaving up made by the crew of a tug boat.

**§ 120.** 1. A relevant user shall define a place of berthing of ships at quays, piers, breakwaters and other port facilities in consultation with the harbour master. The position of the bow shall be marked at a quay before a ship approaches and until it is moored:

1) during day: orange flag of 50 cm x 50 cm;
2) at night: orange light.

2. A berth which is out of service shall be clearly marked by its user with a white information board of 100 cm x 75 cm and black inscription agreed with the Harbour Master Office.

3. Ships are prohibited to approach and berth at quays, piers, breakwaters and other port facilities without permission of their users.

4. To perform their official duties vessels of the Maritime Office in Szczecin, Border Guard, Police, Navy and SAR may berth all over the port at all berths and berthing facilities irrespective of their owners.

5. In special cases, to ensure safety of navigation or port order, the Harbour Master Office may define a place of berthing of a ship in a way different than specified in .1, .3 and .4.

6. Ships shall be moored in such a way that the bow or stern shall not extend beyond the edge of a berth, unless such a manner of mooring has been defined in the berth operation documents.

**§ 121.** 1. The user of a berth to which a ship is approaching shall prepare a place of her stay. During the icing period, the preparation of a berth includes ice breaking at the water area adjacent to the berth.

2. A ship shall occupy her place of berthing and shall not change it without permission of the Harbour Master Office, unless it is necessary due to navigational safety. The above shall also apply to shifting ships along berths.

**§ 122.** 1. A ship berthing at a quay or another onshore facility shall have at least one fixed, safe and properly mounted connection with land (gangway, accommodation ladder, catwalk). Before fixing such a connection movement between a ship and land is prohibited. These regulations shall not apply to a pilot boat and open craft, vessels of Harbour Master Office and other ships which construction excludes mounting such connections.

2. At the connection with land, a life buoy with heaving line shall be placed on a ship. The end of a connection lying on land shall not be an obstacle for free movement of cranes and railway cars along berths and shall be painted in a warning colour.

3. The connection with land shall have appropriate lighting at night, and during icing it shall be protected against slipping.

4. After removing the connection with land, gates in bulwark or railing shall be closed.

5. In case one ship is moored alongside of another ship, the ship at the berth shall provide safe passage to the other ship and assistance while arranging such passages.

6. It is prohibited to use connections, referred to in .1 and .5, which are damaged.

**§ 123.** 1. Gangways, catwalks, accommodation ladders, connecting with land shall have appropriate construction and protection on both sides with railings and nets.

2. If a ship is not directly adjacent to the berth, a net shall be placed under a gangway or an accommodation ladder. If needed, the user of a berth shall provide a pontoon under the ladder.

3. To enable passenger traffic between a passenger ship and land, gangways shall be protected on both sides with fixed railings and a net.

4. Embarkation and disembarkation of passengers shall be monitored by a member of the ship's deck crew.

5. On gangways, referred in .3, simultaneous both way traffic is prohibited except for gangways suitable for such traffic.

**§ 124.** 1. Any part of ship's construction or cargo handling equipment shall not obstruct free movement of cranes and railway cars along the side of a ship.

2. If it is necessary to leave an anchor in water during the stay of a ship at a berth, the anchor chain shall be slackened and lead up and down. The ship's master shall inform the Harbour Master Office or VTS, if applicable, about keeping an anchor in water. Additionally, such a ship shall exhibit lights and shapes relevant for an anchored ship according to COLREG.

3. Outlets from a ship shall be protected to prevent water flowing onto berths and port facilities.

**§ 125.** 1. During her berthing in the port, a ship shall be manned according to the ship's safe manning certificate.

2. Ships temporarily laid up may have reduced manning. Permission for berthing of such a ship in the port is given by the harbour master after shipowner or his authorised representative presents:

1) certificate of safe manning of a ship laid up, issued by the administration of the flag country;
2) permission of berth user for planned period of berthing;
3) certificate of mandatory liability for maritime claims.

3. Depending on the nature of operation and construction of a ship, according to conditions defined by the harbour master, a ship or a group of ships can be supervised by one person provided that it does not pose a threat to navigational safety.

4. The ship's master shall be responsible for port watches as required by the STCW Convention and the shipowner shall be responsible for appropriate supervision of a ship other than a seagoing vessel.

**§ 126.** 1. Repair of ships shall take place at shipyard berths only, unless provision of repair has been included in the berth operation documents.

2. Minor repair during ship's regular operation can be provided at other berths, subject to permission of the owner or user of a berth and permission of the harbour master.

3. Provision of minor work onboard vessels which pose a threat of fire at other berths than referred to in .1 shall require permission of the harbour master and conditions defined by the Port Rescue Service.

**§ 127.** Fumigation is permitted after informing the Harbour Master Office about location and method of providing the service as well as safety measures planned.

**§ 128.** 1. In the port of Szczecin, ships are permitted to occupy water areas at the following berths:

1) Huk, Mak, Holenderskie, Belgijskie, Angielskie, Polskie, Węgierskie, Greckie, Albańskie, Jugosłowiańskie, Bułgarskie, Noteckie and Gnieźnieńskie and dolphin berth on Odra River – within a strip up to 24 m;
2) Snop, Zbożowe, Rumuńskie, Rosyjskie, Starówka, Czeskie, Słowackie, Parnica and Górnośląskie - within a strip up to 28 m.

2. In the port of Szczecin, it is permitted to place ships within a strip up to 31 m in width at berths not listed in .1.

3. The harbour master may agree that a ship occupies a water strip wider than defined in .1.

**§ 129.** 1. A permission of the Harbour Master Office shall be obtained each time of the shutdown vessel's propulsion system (except ships berthing at shipyard berths).

2. Every failure preventing the use of own propulsion shall be immediately reported to the Harbour Master Office and VTS, if applicable.

**§ 130.** 1. During berthing, a ship is prohibited to operate her propellers (main and auxiliary), except when mooring.

2. Mooring engine trials can only be performed at trial stations adapted for the purpose according to the trial station operating instruction. The instruction shall be agreed with the Director of Maritime Office in Szczecin and after the approval of the owner of the facility it shall be delivered to the relevant Harbour Master Office.

3. During entire mooring engine trials, a deck officer shall be present on the bridge. He shall be responsible for providing continuous lookout of the adjacent water area, maintaining continuous watch on VHF channel agreed with the Harbour Master Office or VTS, if applicable, continuous control of ship's mooring, broadcasting of warnings to other ships and, if necessary, stopping ship's engines. Each time, the ship's master shall determine the number of crew members required during trials.

4. During mooring engine trials, the ship shall exhibit the following signals in the most visible place:

1) during day: flag 'C' according to International Code of Signals, and a cone with its apex upward at least 0.5 m under the flag;
2) at night: two all-round lights placed vertically one above the other - upper light shall be green and lower one red.

5. Owner, operator or user of the trial station shall inform in wirting the master of a ship undergoing mooring engine trials about regulations of the trial station operating instruction.

**§ 131.** 1. Every commencement and completion of the main engine trial on the trial station shall be reported to the Harbour Master Office and VTS, if applicable.

2. If a ship approaching the trial station demands engines of the ship undergoing trials to be stopped, it shall sound a signal consisting of four short blasts and one long blast. A ship undergoing mooring trials shall immediately repeat the signal and stop her engines.

3. Resuming of trials shall be reported to the Harbour Master Office or VTS, if applicable, and is possible when a ship which demanded engines to be stopped safely passed the ship undergoing trials and departed or completed berthing.

**§ 132.** Entering and leaving of a ferry from/to a berth and any movement of vehicles using ferries shall take place after mooring to the berth is completed and permission given by the ferry master or his deputy on deck.

**§ 133.** When visibility is less than 5 cables, each unberthing of a port ferry shall be agreed with the relevant Harbour Master Office or VTS, if applicable.

**§ 134.** 1. Ships' clearance shall take place in a location selected by the Harbour Master Office and in compliance with port facilities protection regulations or at the place of berthing of a ship.

2. Before clearance of a ship entering the port and after clearance of a ship leaving the port, any traffic of freight and persons between the ship and land and other ships in the port shall require permission of authorities providing clearance.

3. Regulation of.2 shall not apply to officers of the Harbour Master Office.

**§ 135.** Border and customs clearance for passenger ships involved in regular services between Polish ports and ports of other countries shall be provided at berths suitable for safe passenger traffic handling.

## Chapter IX

## Berths and harbours

**§ 136.** 1. For the operation of port berths, their user shall have the following:

1) bottom cleanliness certificate stating that the strip of bottom of 50 m in width along the entire berth and a strengthened strip of bottom have been inspected and are free of any navigational obstructions;
2) sounding plan of 1:1000 or larger scale developed or approved by a relevant Maritime Office or the Hydrographic Office of the Polish Navy (Gdynia), developed for 50 m bottom strip along entire berth;
3) approval of mooring facilities, as required by separate regulations, or in case such document is missing, expert opinion regarding technical status of mooring facilities.

2. The berth user shall provide periodical soundings and bottom cleanliness tests at water areas adjacent to berths as required for their ongoing operation. Frequency and scope of sounding and tests are defined by separate regulations.

3. The Director of Maritime Office in Szczecin may request the user to provide works, referred to in .2, on other dates than specified in separate regulations, provided that it is necessary for navigational safety.

4. Users of berths shall provide maintenance of mooring facilities and fenders, access ladders, lighting and order at their berths and harbours. Any damage to the equipment shall be repaired immediately.

**§ 137.** 1. In ports and berths, at night and during reduced visibility, all mooring stations shall be lit with white light.

2. Lights shall be spaced in such a way that they do not obstruct identification of navigational lighting installed in the port or berth, and those on vessels, and they shall not glare ships manoeuvring at an adjacent water area.

3. Sources of light which may obstruct visibility of navigation lights from a ship towards land shall be:

1) moved away from axis of leading lights and navigational lights;
2) obscured from the waterside to prevent direct flow of light rays beyond the mooring station or waterside edge of a marine facility.

**§ 138.** Construction and equipment of berths and harbours shall ensure safe berthing, stay and unberthing of ships.

**§ 139.** 1. The berth user shall place life saving equipment, such as boat hooks and lifebuoys with lines at least 30 m long, along berths, jetties or other hydro-technical facilities bordering water areas. The distance between sets of life saving equipment shall not be more than 200 m. The equipment shall be placed in a way enabling its immediate use. It shall be technically fit and properly lit at night time.

2. The harbour master may waive the obligation referred to in .1, provided that a hydro-technical facility is equipped with a structure protecting against falling into water.

**§ 140.** 1. Berths and harbours shall be equipped with:

1) sufficient number of mooring facilities enabling proper and safe mooring of ships;
2) fenders protecting ships and berths and harbours against damage while mooring.

2. Additionally, ferry and passenger berths shall be equipped with:

1) special mobile equipment to level height of berths and ship's ramps for vehicles;
2) special boarding bridges designated solely for passenger traffic between a berth and a ship; bridges shall be protected according to regulations and have test certificate issued by an authorised body;
3) special information boards in a visible place, containing apart from the schedule for ferries or passenger ships conditions of passengers and vehicles transport.

3. Additionally, sea fishing landing places shall be equipped with:

1) certified technical facilities for hoisting fishing boats onshore, equipped with light and sound signalling device informing about the start of their drive;
2) red boards with white inscription 'Fishing Landing Place;
3) information boards informing about prohibited access during operation of hoists;
4) information boards containing excerpt from the Port Regulations, as regards sea landing places.

4. Obligations defined in 3. 1) shall be performed by the berth user, and those defined in 2), 3) and 4) a body managing the sea fishing landing place.

**§ 141.** At ferry and passenger berths, passages for passengers entering and leaving ships shall be fenced to enable safe passage and order, as well as control of the number of passengers. Fencing shall exclude possibility of crowding which could pose risk to life or health.

**§ 142.** The user of a ferry or passenger terminal shall be responsible for safety of persons and order at the terminal. For this reason, the user shall provide his own maintenance service and sufficient resources to provide voice information and communication.

**§ 143.** 1. The owner or user of all berths, harbours and other places where ships are moored shall define permissible parameters of vessels moored.

2. It is prohibited to operate berths in a way which is not in line with regulations of technical berth documentation.

3. Ships are prohibited to exceed permissible draught for a given place of berthing in the port.

## Chapter X

## Cargo handling and storage

**§ 144.** 1. Sea cargo handling shall take place in designated locations only.

2. Each time transhipment on water shall require permission of the harbour master and may take place in designated locations only.

3. Transhipment on water, referred to in .2, refers to a situation when none of vessels involved is moored to a berth or a dolphin.

**§ 145**. 1. Transhipment shall be protected against spilling and dropping of cargo into water, onto berths and against dusting.

2. A shipper shall clear the location of any cargo residues immediately after completion of transhipment.

**§ 146.** It is prohibited to:

1) use handling equipment which does not have a valid test certificate or equipment withdrawn from operation by a relevant technical supervision body;
2) use of handling auxiliary equipment , which is not in line with relevant standards or is damaged;
3) drag cargo and equipment along berths, cargo piers and shore strengthening facilities, rolling down walls and slopes, and rolling cargo over kerbs at berths and piers without relevant protection;
4) use of handling equipment for other purposes than designated and overloading it beyond its safe working load;
5) store cargo in places which are not designated for that purpose;
6) overloading berths beyond their safe working load.

**§ 147.** 1. At berths and piers, cargo can be stored temporarily only, not longer than required for handling and in a way that does not obstruct the access for emergency vehicles.

2. The distance between cargo stored and the edge of a berth or pier shall be at least 2 m from waterside. The distance between cargo stored and a crane track or railway shall be at least 1.5 m.

3. A berth user shall place information boards defining safe working load of berths, piers, storage yards and other facilities.

4. Free passage shall be left along mooring stations of at least 1.20 m in width from the waterside edge of any structure. The mooring path may only include numbered mooring facilities, facilities to enter the berth, recesses with covers, which shall not extend beyond the surface of the mooring path.

**§ 148**. 1. Before commencing transhipment of oil products and any oil in bulk, except bunkering and discharging waste oil, a ship shall be surrounded with floating booms during such transfer and when the harbour master deems necessary it shall be assisted by a vessel suitable for removing oil spills. In the case port basins are equipped with properly operating pneumatic booms preventing the spread of oil pollution beyond the basin, the harbour master may waive the obligation of using an additional floating boom. However, the cargo terminal shall ensure readiness to use the floating boom immediately after pollution occurs.

2. The same requirements shall apply to the transhipment of chemicals in bulk, lighter than water and insoluble in water.

3. Ships carrying dangerous or polluting goods, which are provided with shelter in the port or ships that require emergency lightening, may tranship cargo at a berth which does not have a safe service instruction developed, referred to in § 154.1 and 2, according to conditions defined by the harbour master.

4. In justified cases, when setting of a floating boom is difficult or impossible or the volume of transhipped oil or chemicals is less than 2,000 tonnes, on request of the shipper, the harbour master may express a one-off permission for the assistance of a vessel with a boom ready to be set. The shipper shall bear full responsibility for the readiness of the vessel.

**§ 149.** 1. Bunkering shall take place during berthing of a vessel at the berth accepted by the Harbour Master Office. In justified cases, on request of the shipowner, the harbour master may agree to bunkering at the roadstead or anchorage and define conditions for the operation. All costs of bunkering at the roadstead or anchorage shall be borne by a party requesting permission.

2. Bunkering of a ship from a tank truck may take place at a berth in a location determined by the berth user. Properly prepared and protected location shall be approved by the Harbour Master Office.

3. Before bunkering a check list shall be developed confirming compliance with safety conditions as regards the status of ships involved in the operation, communication during the operation, transhipment rules, emergency procedures and safety of persons and the natural environment. After bunkering, a copy of the checklist shall be sent to a relevant Harbour Master Office.

4. Commencement and completion of the operation, referred to in.1 and.2, shall be reported to the Harbour Master Office and VTS, if applicable.

5. During the operation, ships receiving and providing fuel shall maintain watch on the VHF working channel of the Harbour Master Office or VTS, if applicable, and exhibit signals according to the International Code of Signals.

6. Ships navigating on port waters shall be notified in advance by ships involved in bunkering about the need of passing them at a safe distance.

7. Bunkering of a tanker carrying dangerous or polluting goods shall take place before or after cargo handling and ballast operations according to conditions each time defined by the harbour master.

8. Regulations of .1 to .7 shall be also applied during discharge of waste oil.

**§ 150.** Commencement and completion of handling of dangerous or polluting goods shall be reported to the relevant Harbour Master Office and VTS, if applicable.

**§ 151.** Before loading dangerous or polluting goods, the shipper shall provide the following information to the master or operator of the ship:

1) correct technical name of cargo;
2) UN number, if exists;
3) harmfulness class according to the IMO classification, included in the IMDG, IBC, IGC and Annex II – Appendix I, II and III to the MARPOL Convention;
4) ship’s class defined by IMO according to the INF code, Rule VII/14.2, if applicable;
5) statement on compliance of packaging and marking according to IMDG Code;

6) cargo volume;
7) address of person who can provide detailed information about cargo.

**§ 152**. It is prohibited to store and handle dangerous goods listed in the IMDG Code as materials not suitable for sea transport.

**§ 153.** 1. Storage places for dangerous or polluting goods shall comply with construction, fire protection, and technical supervision regulations and shall be used according to their purpose.

2. During handling and storage of dangerous or polluting goods, instructions developed by manufacturers and transport companies regarding handling of such goods shall also apply.

**§ 154.** 1. Transhipment and storage of dangerous or polluting goods, except bunkering and discharging of waste oil, shall comply with conditions defined in the safe berth operation instruction developed by the berth user and submitted to the Director of Maritime Office in Szczecin for approval as regards navigational safety.

2. Instruction, referred to in .1, shall define safety conditions for mooring, stay of a ship, handling and storage of dangerous or polluting goods within a berth, including in particular a person responsible for handling, handling rules, EmS emergency procedures, MFAG first aid rules, communication during the operation as well as reporting rules and requesting for help.

3. Persons engaged in transhipment of dangerous or polluting goods shall attend relevant training, taking into consideration risks, rules of transhipment, storage and handling of cargo. A person responsible for training is the person responsible for transhipment. Such training shall be confirmed by an attendance list signed by participants. The list shall be presented on request of inspection bodies.

**§ 155.** 1. Before transhipment of dangerous or polluting goods, a ship shall be subject to joint inspection by representatives of the terminal or berth and representatives of the ship. The inspection shall end with compiling of a checklist.

2. The checklist, referred to in .1, shall confirm compliance with safety requirements as regards status of a ship, terminal or berth, people and natural environment, communication during the operation, transhipment rules and emergency procedures.

3. After completion of transhipment, a copy of the checklist shall be delivered by the berth user to the relevant Harbour Master Office.

**§ 156.** 1. Transhipment and storage of class 1 dangerous goods, except class 1.4 S and 7 according to the IMDG Code, shall each time require reporting to and permission of the harbour master.

2. Each storage of dangerous goods of class 2.3, 4, 5.2 and 6 according to the IMDG Code shall be reported to the Harbour Master Office.

3. Rules of segregation and storage of dangerous goods in the storage places shall be as far as possible in line with the IMDG Code.

4. Marking, packaging, documentation and conditions of carrying dangerous goods shall comply with recommendations included in Chapter VII of the SOLAS Convention, unless their transport takes place according to separate international agreements. If so, conditions of such agreements shall be complied with.

5. Handling of dangerous goods listed in .1 and dangerous goods showing signs of damage to themselves or to their package shall be supervised by an expert.

6. An expert, referred to in .5, shall have relevant certificates defined in separate regulations.

**§ 157.** During transhipment of flammable liquids in bulk and flammable liquefied gases in bulk, the user of the terminal shall ensure escort of a fire fighting vessel when:

1) ship is not wholly protected by fixed fire extinguishing installation at the terminal;
2) due to bad weather conditions, fixed fire extinguishing installation at the terminal cannot protect entire ship.

**§ 158.** 1. Gas freeing of a tanker in the port is prohibited.

2. The operation of cleaning tanker holds in the port may take place after permission of the Harbour Master Office and according to conditions defined by the Inspectorate of Maritime Environment Protection of the Maritime Office in Szczecin.

3. Commencement and completion of the operation, referred to in .2, shall be reported to the Harbour Master Office.

## Chapter XI

## Maintenance of order and protection of environment

**§ 159.** Within the port and berths it is prohibited to:

1) remove, damage and misuse fire alarm system, life saving appliances, signalling and pyrotechnical devices;
2) remove, damage and move navigational buoys, barrels, mooring buoys and other navigational aids and warning boards and signs;
3) manoeuvre ship in a way that may cause shifting or damage to navigational aids, referred to in .2;
4) cover and obscure mooring facilities, hydrants, telephone and electrical equipment and warning signs;
5) use ship radio station, other than VHF;
6) walk and stay in restricted areas and to damage plants;
7) wash ship's superstructures and decks, except passenger ships washed with fresh water, subject to § 170.1;
8) walk and skate on ice;
9) swim and bathe, unless Director of Maritime Office designates place where it is permitted;
10) hunt;
11) carry passengers by ship if her safety document does not provide for such transport;
12) fish from navigation facilities, bridges and port facilities.

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

1) perform any hydro-technical works;
2) perform underwater works;
3) use pyrotechnical materials during hydro-technical and other works;

4) ship breaking;
5) berth wrecked ships and at end of operational live;
6) set mooring piles on water and on shore.

2. A request for permission concerning activities referred to in .1 shall contain legally required documents.

**§ 161.** 1. Without permission of the harbour master it is prohibited to:

1) perform ship stability tests;
2) recover sand, gravel, stone and ice;
3) recover submerged objects and diving;
4) organize sport and entertainment events on water;
5) exercise motorboat sports and water skiing, canoeing, rowing, scuba diving and sailing on sport and pleasure crafts, in particular: water bikes, canoes, rowing boats, windsurfing baords, jet skis and inflatable pontoons without own propulsion;
6) sand blast, scratch and paint external parts of the ship's hull;
7) revoked;
8) setting campfires.

2. The prohibition referred to in 1.3) shall not apply to cases defined in § 163 and recovery of lost goods by a stevedoring company during cargo handling.

3. Each commencement and completion of underwater works by a diver shall be reported via working VHF channel to the relevant Harbour Master Office and VTS, if applicable.

4. The prohibition referred to in 1.6) shall not apply to areas designated for shipyard and repair activities.

**§ 162.** 1. Without notifying the Harbour Master Office or VTS, if applicable, it is prohibited to:

a) immerse docks,
b) leave cargo handling equipment extended above water beyond the bounds of a ship,
c) commence and complete hydro-technical works;

2. Without permission of the Harbour Master Office and VTS, if applicable, it is prohibited to launch boats from ships.

**§ 163.** 1. In case pieces of ship's equipment are sunk, especially in case of losing anchors, chains and steel ropes or other objects posing risk to navigational safety, the master or a person using that piece of equipment shall immediately temporarily mark the location and notify the Harbour Master Office and VTS, if applicable.

2. Objects mentioned above shall be immediately removed by the ship or persons who lost them. In case such objects are not removed within time defined by the Harbour Master Office, the harbour master may commission their removal and the cost of removal shall be borne by the owner according to separate regulations.

**§ 164.** 1. The use of fishing gear for other purposes than sports and leisure fishing is permitted beyond ports only, 200 m from the boundary of the Świnoujście - Szczecin fairway and not less than 150 m from axes of other fairways, and the boundary of the roadstead or anchorages.

2. Fishing with trawling gear within the roadstead and anchorages shall each time require permission of the VTS.

**§ 165.** 1. The Harbour Master shall have the right to limit or close traffic in the port or its part, if required by navigational safety or environmental protection, in particular during:

1) stormy weather;
2) particularly high or low water level;
3) fog and reduced visibility;
4) rescue operation and pollution removal actions;
5) construction works, dredging, underwater or other hydro-technical works on water areas defined in § 1.1 and 2.

2. The harbour master shall inform interested parties in a usual manner about limiting or closing of traffic.

3. In case limiting or closing of traffic applies to berths, piers or jetties, their users shall produce and place relevant information boards and warning signs.

**§ 166.** 1. A ship on which cargo handling started shall not be shifted until her master confirms that in such a loading condition the ship may be unberthed.

2. The harbour master may request removing the ship from the port or changing her place of berthing, when the ship is considered to pose risk to safety of other ships in the port.

**§ 167.** 1. Users shall be responsible for maintenance of cleanliness and order in ports and berths.

2. Users shall be responsible for consequences of their negligence as regards cleanliness and environmental protection and damage caused by such negligence.

3. Responsibility for maintenance of cleanliness and order shall also be borne by persons who assumed such responsibility under contracts, and in case no such a contract has been signed, the responsibility is borne by employees of an entity managing property in whom such activities has been temporarily vested.

**§ 168.** 1. Waste shall be placed in relevant containers.

2. Waste containers shall be closed tight.

3. Waste containers shall be systematically emptied and their surrounding kept clean and in order.

4. It is prohibited to discharge liquid waste to solid waste containers and bury any waste in the port, in particular carrion, perished fish, fish waste and garbage, non-usable production waste and waste from cleaning of industrial, port and ship tanks.

**§ 169.** 1. Discharging of sewage to the sewer, port waters and ground is subject to separate regulations.

2. Within the port, it is prohibited to pollute air. The prohibition does not include emission resulting from proper operation of a ship and emission from onshore equipment according to permits defined by separate regulations.

**§ 170.** 1. It is prohibited to pollute water, land, property and other port facilities. In case of pollution, polluters or users shall immediately or within time defined by the Harbour Master Office remove such pollution, and cover the cost of removal and related claims by third parties. In

case of failure to meet the obligation, the Director of Maritime Office in Szczecin may commission such removal and the cost of it shall be borne by the polluter or user.

2. Regulation of .1 shall also apply in case of removing from port area floating objects which obstruct navigation.

3. Oil wastes and oily water shall be delivered from a ship to relevant reception facilities. Connecting of a reception hose to the end of the pipeline shall be made by the crew of the delivering ship.

4. Sewage – polluted water from ship's sanitary installations free from oil or other cargo residue shall be delivered to relevant reception facilities before the ship leaves the port, unless free retention capacity of tanks is sufficient for keeping it until the ship reaches the distance more than 12.0 NM from the nearest land.

5. Solid, domestic, operation and transhipment waste shall be delivered from the ship to relevant reception facilities before leaving the port:

1) to vehicles arriving at ship's side;
2) to containers placed at port berths.

6. Water from washing holds or cargo tanks shall be delivered to port reception facilities.

7. Regulations of 3 – 6 shall also apply to ships having own facilities of the type recognised by the classification institution, which ensure waste disposal.

8. A party which undertook to perform services listed in 3 - 6 under a contract shall be responsible for their performance.

9. Companies dealing with collection, storage and management of waste from ships and transport of waste shall inform the Director of Maritime Office in Szczecin in writing about commencing and running such activity in the port and present relevant permits required according to separate regulations.

10. It is prohibited to use means other than mechanical to remove oil substances from water surface without permission of the Director of Maritime Office in Szczecin.

**§ 171.** 1. A party managing the port or berth shall provide ships calling at the port with access to waste reception facilities at the place of their berthing or at the location of a fixed reception facility.

2. Provision of reception facilities shall not cause interruption to traffic of ships.

3. Collection and managing of waste from ships within the port shall be performed according to rules defined in the port waste and cargo residue management plan.

4. Collecting waste and cargo residues from ships shall not cause unjustified prolonged stay of a ship in the port.

**§ 172.** If supervision or inspection reveal that a ship might pollute port waters, an authorised representative of the Maritime Office in Szczecin may close and seal valves of the bilge system and sanitary sewage installation during ship's stay in the port.

**§ 173.** Dredging and discharging dredge spoil from port area or fairways to the sea may take place after obtaining a permit according to valid regulations.

**§ 174.** Masters of port ferries shall be directly responsible for order and safety of passengers, vehicles and cargo carried by the ferries. For this reason, they shall provide special maintenance service on board.

**§ 175.** Tests of ship's sirens within the port may take place between 1500 – 1700 hrs only and shall each time require permission of the Harbour Master Office.

**§ 176.** 1. General command of rescue operations for ships involved in sea incidents, in particular those which are on fire or in case of incidents which threaten safety of a ship or cargo, shall be provided by the harbour master.

2. Incidents, referred to in .1, shall be immediately reported to the Harbour Master Office and VTS, and if needed to SAR, Port Rescue Service or the State Fire Department.

3. Services listed in .2 provide on-scene command.

**§ 177.** 1. Locations of underwater cables and pipelines shall be marked on land on their both sides with warning boards placed in a location agreed with the Director of Maritime Office in Szczecin.

2. Size of warning boards and signs on those boards shall comply with valid standards defined by the Polish Committee for Standardization.

3. Warning boards shall be properly maintained and readable as well as lit from sunset to sunrise and during reduced visibility.

4. A user of a protected facility shall be responsible for placing, maintaining and lighting of warning boards.

5. In exceptional and justified cases, the Director of Maritime Office in Szczecin may waive the obligation to mark the route of cables and pipelines.

**§ 178.** 1. Maritime hydro-technical facilities shall be marked with navigational aids from the waterside. The user of a given facility shall be responsible for placing and maintaining of navigational aids. The user shall immediately repair any failure of navigational signs, and shall inform the Harbour Master Office or VTS, if applicable, about any failures of the navigational aids.

2. Navigational aids, referred to in .1, shall comply with requirements set in separate regulations, and their location and colour shall be agreed with the Director of Maritime Office in Szczecin.

3. In justified cases, the Director of Maritime Office in Szczecin may waive the obligation of providing navigational aids referred to in .1.

**§ 179.** 1. Navigational passages under bridges shall be marked with signs during day and night. The owner of a facility shall be responsible for maintenance of such signs.

2. Signs, referred to in .1, shall comply with requirements set in separate regulations and agreed with the Director of Maritime Office in Szczecin.

## Chapter XII

**Special regulations applicable to LNG carriers entering and leaving the Outer Port of Świnoujście.**

**§ 180.** 1. An LNG carrier of length overall up to 320.0 m, total breadth up to 51.0 m and maximum fresh water draught up to 12.5 m intending to anchor within the Świnoujście seaport roadstead shall use anchorage no. 3 and anchor in the safe manoeuvring area for LNG carriers, with centre in position: 54º17.6´N, 014º08.1´E.

2. An LNG carrier forced to abort approaching or leaving the port, emergency anchoring for a short period or turning back at the approach channel shall use the emergency manoeuvring area, subject to § 189.1.1), located south of pair of buoys '5-6' west of the approach channel.

**§ 181.** 1. LNG carriers entering the Outer Port of Świnoujście and leaving the port shall use the escort of an escort vessel from buoy 'N-2' at the approach channel until mooring and vice versa.

2. While maintaining a radio contact with VTS and a pilot on board of the LNG carrier, an escort vessel shall enforce relevant behaviour of other ships navigating close to an LNG carrier as requested by VTS and monitor other threats not detected by VTS.

**§ 182.** 1. LNG carriers shall use the escort of a fire fighting vessel prepared to combat fire on board of LNG carriers referred to in **§** 180.1.

2. The escort, referred to in .1, shall be required during:

1) proceeding of LNG carrier on approach channel from pair of buoys '13 – 14' to the Outer Port of Świnoujście and vice versa;
2) berthing and unberthing of LNG carrier;
3) stay of the carrier at LNG terminal.

3. While escorting an LNG carrier moored at the LNG terminal, a fire fighting vessel shall maintain immediate readiness to start fire fighting action close to the LNG carrier in the Outer Port of Świnoujście.

4. The duties of fire fighting vessel can be fulfilled by a tug boat referred to in § 188.3, provided that she has a fire fighting class and is suitable for combating fire on LNG carriers referred to in § 180.1, and is additionally manned with team of the Port Rescue Service.

5. The duty commander of fire fighting section on board of the fire fighting vessel or tug boat assuming her duties shall be responsible for their use in fire fighting and rescue action, readiness of fire fighting equipment of the vessel and training of the crew.

**§ 183.** Rules determining permission for an LNG carrier to enter or leave the Outer Port of Świnoujście are as follows:

1) length overall of an LNG carrier shall not be more than 320 m, total breadth 51 m, and fresh water draught 12.5 m;

2) entering of LNG carrier to the Outer Port of Świnoujście for the first time is allowed during day time only;

3) to obtain permission for entering or leaving port, master of LNG carrier together with pilot shall control readiness of ship according to checklist included in Appendix no. 9 to the regulation and notify VTS about findings:

   a) before turning at buoy ‘N-2’ at approach channel,
   b) before unberthing of ship;

4) hydro-meteorological information which determines permission for LNG carrier to enter or leave the port shall be obtained from a measurement station situated at beacons ‘11 – 12’ at the approach channel. In case of a failure of the station, VTS shall define hydro-meteorological information based on available equipment installed in the vicinity of the Outer Port;

5) VTS agrees to entry of an LNG carrier to port, provided that:

   a) wind speed is not more than 10 m/s,
   b) wave height is not more than 1.2 m,
   c) visibility is not less than 1 NM,
   d) speed of current in manoeuvring area between port heads and pair of buoys ‘15 -16’ is not more than 0.5 knots (speed of 1.5 knots measured at Świnoujście – Szczecin fairway, in the vicinity of GPK Berth is considered equivalent),
   e) water level, with consideration of predicted changes tendency, guarantees static under-keel clearance, increased by dynamic factor calculated for maximum speed of 10 knots, of not less than 2.3 m at Świnoujście port approach channel to pair of buoys ‘9– 10’,
   f) dispatcher of the terminal reports on VHF channel 12 readiness to receive LNG carrier,
   g) towing company servicing LNG carrier reports on VHF channel 12 readiness, set of vessels and efficiency of tug boats,
   h) weather forecast for the time of entry of LNG carrier to port does not anticipate the weather condition to rapidly worsen;

6) master of LNG carrier or pilot on his behalf shall report to VTS when LNG carrier passes pair of buoys ‘5 – 6’ at approach channel to the port of Świnoujście to obtain permission to continue entering the port. VTS shall grant such permission, provided that:

   a) wind speed is not more than 12.5 m/s,
   b) wave height is not more than 1.5 m,
   c) water level, with consideration of predicted changes tendency, guarantees static under-keel clearance, increased by dynamic factor calculated for maximum speed of 8 knots, of not less than 2.0 m at Świnoujście port approach channel from pair of buoys ‘9– 10’ and within manoeuvring areas;

7) VTS may grant permission to LNG carrier for leaving the port, provided that:

   a) wind speed is not more than 10 m/s,
   b) wave height is not more than 1.5 m,
   c) visibility is not less than 1 NM,
   d) speed of current in manoeuvring area between port heads and pair of buoys ‘15 -16’ is not more than 0.5 knot (speed 1.5 knots measured at Świnoujście – Szczecin fairway, in the vicinity of GPK Berth is considered equivalent),
   e) dispatcher of the terminal reports on VHF channel 12 readiness to unberth LNG carrier,
   f) towing company servicing LNG carrier reports on VHF channel 12 readiness set of vessels and efficiency of tug boats,
   g) weather forecast for the time of leaving the port by LNG carrier does not anticipate the weather condition to rapidly worsen.

**§ 184.** 1. Regulations of this paragraph shall not restrict in any way the application of COLREG rules concerning safe speed.

2. Maximum permitted speeds of an LNG carrier entering the port at particular stretches of the approach channel and within the VTS area on Zatoka Pomorska are specified in the table below:

| No. | Fairway stretch | Maximum speed in knots |
|---|---|---|
| 1. | From buoy N-1 to pair of buoys 9 – 10 | 10 |
| 2. | From pair of buoys 9 – 10 to pair of buoys 15 – 16 | 8 |
| 3. | From pair of buoys 15 – 16 and within the Outer Port | 4 |

3. The maximum permitted speed of an LNG carrier in ballast conditions while leaving the port of Świnoujście, in the area of the roadstead and at the approach channel after passing pair of buoys 15 – 16 is 12 knots.

4. While using the dynamic under-keel clearance system, the VTS may request maintaining other maximum speed than defined in .2.

**§ 185.** 1. LNG carriers entering the Outer Port of Świnoujście shall use services of two pilots.

2. LNG carriers:

1) while leaving the port, until leaving area of roadstead, passing buoy N-1 or entering anchorage no. 3;
2) anchoring at emergency manoeuvring area;
3) during stay at LNG terminal,

shall use the service of one pilot.

**§ 186.** LNG carriers entering the Outer Port of Świnoujście shall have a pilot on board:

1) at anchorage no. 3 – from place of ship's anchoring position ;
2) while proceeding – from vicinity of buoy N-1,

until berthing at LNG terminal.

**§ 187.** 1. The bollard pull of a tug boat shall be confirmed with a document issued by the classification society.

2. Tug boats servicing LNG carriers shall have a class authorising them to service ships carrying cargo with a flash point not exceeding 60 ºC.

3. Regardless of requirements set by the classification society giving a class which authorises to service ships carrying cargo with a flash point not exceeding 60 ºC, a tug boat shall be equipped as follows:

1) system of automatic towing line tension control;
2) fenders fitted to fender beam around entire hull by the use of synthetic fixings;
3) anti-explosive lighting fittings in lighting systems on outer decks;

4) methane detectors system installed on outer deck;
5) sparkle dampers in exhaust pipes;
6) system of sprinklers for bow fenders.

4. Apart from obligatory equipment listed in .3, tug boats escorting an LNG carrier on approach channels and during stay at the LNG terminal shall have a water curtain system for their own protection.

5. Mandatory equipment, listed in .3 and .4, shall comply with technical requirements set by a recognized classification society. Compliance shall be confirmed by classification documents of a tug boat.

6. Tug boats escorting LNG carriers shall be equipped with azimuth thrusters or Voith-Schneider propellers.

**§ 188.** 1. While entering, leaving or manoeuvring in the Outer Port of Świnoujście, LNG carriers shall use escort of at least four tug boats. Two tug boats shall have bollard pull of at least 80 tonnes each, and remaining two at least 45 tonnes each.

2. During stay at the LNG terminal, LNG carriers shall use assistance of at least two tug boats of total bollard pull 160 tonnes. One of the tug boats shall have bollard pull not less than 80 tonnes.

3. The required set of tug boats, listed in .1, shall be supplemented with an additional tug boat with bollard pull at least 45 tonnes, which is a reserve vessel, present at Outer Port of Świnoujście, ready for immediate assistance.

**§ 189.** 1. While entering the Outer Port of Świnoujście, LNG carriers shall be escorted as follows:

1) at the stretch of approach channel, from position 1 NM north of pair of buoys 1 – 2 and during emergency stay at emergency manoeuvring area - one tug boat of at least 80 tonnes bollard pull shall be used to provide passive escort and one tug boat of at least 80 tonnes bollard pull with an aft towing line made fast to provide active escort;
2) at the stretch of approach channel from pair of buoys 13 –14 – two tug boats of at least 80 tonnes bollard pull each with fore and aft towing lines made fast shall be used to provide active escort;
3) from pair of buoys 15 – 16 – four tug boats shall be used to provide escort as defined in 2) and other tug boats to provide escort as determined by pilot in consultation with master of LNG carrier.

2. Escort of a tug boat for an LNG carrier leaving the Outer Port of Świnoujście shall be provided as follows:

1) as described in § 188.1 – to pair of buoys 15 – 16;
2) set of two tug boats of total bollard pull not less than 160 tonnes – to pair of buoys 9 – 10;
3) one tug boat of bollard pull not less than 80 tonnes - to pair of buoys 5 – 6 at approach channel and during emergency stay at emergency manoeuvring area;
4) as determined by the pilot in consultation with the ship’s master.

## Chapter XIII

## Final regulations

**§ 190.** The following regulations shall cease to be effective:

1) Regulation no. 4 of Director of Maritime Office in Szczecin of 17 September 2002 Port Regulations (Regional Journal of Laws no. 67 item 1429, of 2003, no. 30 item 430, no. 74 item 1301 and no. 113 item 1936, of 2004 no. 32 item 597, of 2005 no. 1 item 3, no. 9 item 154, no. 56 item 1276 and no. 115 item 2483, of 2006 no. 45 item 806 and 2008 no. 71 item 1558);
2) Regulation no. 4 of Director of Maritime Office in Szczecin of 25 July 2005 amending regulation on changing the Port Regulations (Regional Journal of Claws no. 60 item 1331).

**§ 191.** The Regulation shall become effective 14 days after its announcement in the Regional Journal of Laws.

Director of
Maritime Office in Szczecin

Appendices to Regulation no. 3
Director of Maritime Office in Szczecin
26 July 2013

**Appendix no. 1**

## VTS ŚWINOUJŚCIE AREA

The area of VTS Świnoujście is defined by straight lines and the shore line between positions and water areas listed in the table below:

| No. | Positions on map and water areas | Latitude | Longitude |
|---|---|---|---|
| 1 | Polish – German border (Zatoka Pomorska) at shore line | 53°55.7’ N | 14°13.6’ E |
| 2 | Point determining boundary of roadstead | 53°59.3’ N | 14°14.5’ E |
| 3 | Position | 54°07.6’ N | 14°12.1’ E |
| 4 | Point determining boundary of roadstead | 54°07.6’ N | 14°16.8’ E |
| 5 | Position at shore line | 53°54.6’ N | 14°20.2’ E |
| 6 | Stretch of Świnoujście – Szczecin fairway to Fairway Gate II, areas: Port of Świnoujście and Piastowski Canal | - | - |

**Appendix no. 2**

## VTS SZCZECIN AREA

The area of VTS Szczecin is defined by straight lines and the shore line linking positions on the Zalew Szczeciński and Roztoka Odrzańska from Fairway Gate I to shore abutment of the Odolany gas pipeline at Roztoka Odrzańska and water areas listed in the table below:

| No. | Positions on map and water areas | Latitude | Longitude |
|---|---|---|---|
| 1. | Western abutment of Odolany pipeline | 53$^{o}$ 36.3' N | 14$^{o}$ 34.3' E |
| 2. | Shore line to point at Podgrodzie village | 53$^{o}$ 44.4' N | 14$^{o}$ 18.5' E |
| 3. | Shallow water buoy MO-S | 53$^{o}$ 47.0' N | 14$^{o}$ 18.5' E |
| 4. | Western beacon of Fairway Gate I | 53$^{o}$ 48.5' N | 14$^{o}$ 20.4' E |
| 5 | Western beacon of Fairway Gate II | 53$^{o}$ 45.6' N | 14$^{o}$ 24.1' E |
| 6 | Eastern beacon of Fairway Gate II | 53$^{o}$ 45.7' N | 14$^{o}$ 24.3' E |
| 7. | Eastern beacon of Fairway Gate I | 53$^{o}$ 48.6' N | 14$^{o}$ 20.5' E |
| 8. | Shallow water buoy KW-S | 53$^{o}$ 47.6' N | 14$^{o}$ 24.7' E |
| 9. | Fairway buoy MC | 53$^{o}$ 44.8' N | 14$^{o}$ 28.6' E |
| 10. | Position on shore line at Kopice village | 53$^{o}$ 42.1' N | 14$^{o}$ 32.4' E |
| 11 | Shore line to eastern abutment of Odolany pipeline | 53$^{o}$ 36.3' N | 14$^{o}$ 35.8' E |
| 12. | Odra River from shore abutments of Odolany pipeline covering Szeroki Nurt, Wąski Nurt, Domiąża, Ciasny Nurt, Iński Nurt to eastern boundary of anchorage | - | - |
| 13. | Stretch of Świnoujście - Szczecin fairway along islands of Dębina and Radolin to dolphin 80 (Dock no. 5) | - | - |
| 14. | Area of Szczecin Seaport | - | - |

**Appendix no. 3**

## VTS ŚWINOUJŚCIE REPORTING SYSTEM

1. Call sign: **Świnoujście Traffic.**
2. Channels: **12 VHF, 70 VHF DSC 002610800**
3. Types and rules of reports, reporting points and type of information provided by ship is defined in table below:

| Report | Reporting rules and points | Type of information provided |
|---|---|---|
| Voyage plan | 2 hours before embarkation of pilot – ships taking pilot on board | A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y |
| | 15 minutes before entering VTS area – ships that do not take pilot on board | A, C or D, H, O, G, I, P, Q, L, T, U, W, Y |
| | 2 hours before unberthing - ships planning to unberth and taking pilot (except pushed sets and inland waterway ships) | A1, D, O, J, I, K, P, W, Y |
| | 1 hour before unberthing - ships intending to unberth and not taking pilot (except pushed sets and inland waterway ships) | A1, D, O, J, I, K, P, W, Y |
| Position report | 15 minutes before entering VTS area - ships taking pilot | A1, D, L |
| | On leaving VTS area | A1, D |
| | On embarkation or disembarkation of pilot | A1, D, X – time of pilot embarkation and pilot's name |
| | On leaving fairway and before entering fairway | A1, D |
| | After dropping anchor | A1, C or D.<br>*X* – time of dropping anchor |
| | 15 minutes before heaving up anchor | A1,X – request for permission to enter traffic |
| | After heaving up anchor | A1, X – time of heaving up anchor |
| | abeam of eastern breakwater head | A1, D |
| | 15 minutes before unberthing (except pushed sets and inland waterway ships) | A1, D, X – name of pilot, number and names of tug boats, request for permission to enter traffic |
| | before unberthing, pushed sets and inland waterway ships | A1, D, O, J, I, P, W, Y (if leaving port) |
| | On mooring at berth in port of Świnoujście | A1, D, X – current time of mooring (ATA), number and name of tug boats |

| | | |
|---|---|---|
| | abeam of Fairway Gate I - ships proceeding from/to Zalew Szczeciński which do not use Świnoujście – Szczecin fairway on Zalew Szczeciński | A1, D |
| | Abeam of Fairway Gate II | A1, D |
| | On unberthing (except pushed sets and inland waterway ships) | A1, D, X – current time of unberthing (ATD) |
| Special report | Ship which notices incident that influences or may influence navigational safety, poses threat to life and/or cleanliness of marine environment | A1, C or D, Q |

Legend:

A - ship's name, call sign, flag, IMO number,
A1 - ship's name and call sign,
C - ship's position (latitude and longitude),
D - ship's position relative to fixed objects,
H - place of entering VTS area,
O - maximum fresh water draught,
J - time of arrival pilot embarkation position: PILOT-1, PILOT-2, PILOT-3, (ETA), or information whether ship requests pilot,
G - last port of call,
I - port of destination,
K - position of leaving VTS area
P - class and volume of dangerous goods,
Q - circumstances that may influence safety of navigation and cleanliness of marine environment,
L - planned passage,
T - name of agent,
U - LOA, total breadth, GT, ship's type,
W - number of passengers on board
X - other information, including: time of dropping anchor, request for permission to enter traffic after heave up anchor, time of heaving up anchor, time of berthing, time of unberthing, name of pilot, number and names of tug boats.
Y - number of crew members

**Appendix no. 4**

## VTS SZCZECIN REPORTING SYSTEM

1. Call sign - **Szczecin Traffic.**
2. Channels - **69 VHF.**
3. Types and rules of reports, reporting points and type of information provided by ship are defined in table below:

| Report | Reporting rules and points | Type of information provided |
|---|---|---|
| Voyage plan | 2 hours before embarkation of pilot – ships taking pilot on board | A, C or D, H, O, J, G, I, P, Q, L, T, U, W, Y |
| | 15 minutes before entering VTS area – ships that do not take pilot on board | A, C or D, H, O, G, I, P, Q, L, T, U, W, Y |
| | 2 hours before unberthing - ships planning to unberth and taking pilot on board (except pushed sets and inland waterway ships) | A1, D, O, J, I, K, P, W, Y |
| | 1 hour before unberthing- ships intending to unberth and not taking pilot (except pushed sets and inland waterway ships) | A1, D, O, J, I, K, P, W, Y |
| Position report | 15 minutes before entering VTS area - ships taking pilot | A1, D, L |
| | On leaving VTS area | A1, D |
| | On embanking or disembarking pilot | A1, D, X – time of embarking of pilot and his name |
| | On leaving fairway and before entering fairway | A1, D |
| | After dropping anchor | A1, C or D.<br>X – time of dropping anchor |
| | 15 minutes before heaving up anchor | A1,X – request for permission to join traffic |
| | After heaving up anchor | A1, X – time of heaving up anchor |
| | abeam of Fairway Gate II | A1, D |
| | abeam of Fairway Gate IV | A1, D |
| | abeam of Dock no. 5 | A1, D |
| | On unberthing (except pushed sets and inland waterway ships) | A1, D, X – current time of unberthing (ATD), name of pilot, number and names of tug boats |
| | pushed sets and inland waterway ships before unberthing | A1, D, O, J, I, P, W, Y (if leaving port) |
| | After leaving ports of Stepnica, Police Barge Port and Trzebież | A1, D |

| | | |
|---|---|---|
| | On berthing at berth in ports of Szczecin, Police, Stepnica, Trzebież | A1, D, X – current time of berthing (ATA), number and names of tug boats |
| Special report | Ship which notices incident that influences or may influence navigational safety, poses threat to life and/or cleanliness of marine environment | A1, C or D, Q |

Legend:

A - ship's name, call sign, flag, IMO number,
A1 - ship's name and call sign,
C - ship's position (latitude and longitude),
D - ship's position relative to fixed objects,
H - place of entering VTS area,
O - maximum fresh water draught,
G - last port of call,
J - time of arriving at place of embarking pilot or information whether ship requests pilot,
I - port of destination,
K - position of leaving VTS area
P - class and volume of dangerous goods,
Q - circumstances that may have influence on navigation safety and cleanliness of marine environment,
L - planned passage,
T - name of agent,
U - LOA, total breadth, GT, ship's type,
W - number of passengers on board,
X - other information, including: time of dropping anchor, request for permission to enter traffic after heaving up anchor, time of heaving up anchor, time of mooring, time of unberthing, name of pilot, number and names of tug boats.
Y - number of crew members

**Appendix no. 5**

## COMMUNICATION INSTRUCTION

For the purpose of ships traffic and port operations the following rules shall be applied to:

1. VTS Świnoujście area:

1) Working channel: 12 VHF, 70 VHF DSC 002610800;
2) Call sign: Świnoujście Traffic;
3) Area: roadstead, port of Świnoujście and Świnoujście-Szczecin fairway to Fairway Gate II;
4) Objective: contact of VTS operator with ships underway or intending to enter traffic;
5) VHF channel 12 used only to communicate between VTS and ship;
6) Correspondence between land based entities and VTS operator regarding traffic of ships on fairway and their mooring, telephone communication shall be used;
7) Companies may indicate other channels for their own purposes within frequencies allocated;
8) Consultations between ship and VTS which require more time, VHF channel 18 shall be used.

2. VTS Szczecin area:

1) Working channel: 69 VHF;
2) Call sign: Szczecin Traffic;
3) Area: VTS area on Zalew Szczeciński, Roztoka Odrzańska, ports of Police and Szczecin and Świnoujście-Szczecin fairway from Fairway Gate II;
4) Objective: contact between VTS operator and ships underway or intending to enter traffic;
5) VHF channel 69 is used only for communication between VTS and ship;
6) For correspondence between land-based entities and VTS operator concerning ships traffic on fairway and their mooring, telephone communication shall be used;
7) companies may indicate other channels for their own purposes within frequencies allocated;
8) Consultations between ship and VTS which require more time, VHF channel 20 shall be used.

3. Ports of Świnoujście, Police and Szczecin, for berthing and unberthing services for ships:

1) Working channel: 17 VHF;
2) Area: area of commercial ports, including production shipyard and ship repair yard;
3) Objective: communication between pilot, tug boat, berth (dock) user, berth bosun and linesman;
4) In case of larger number of berthing, unberthing and docking at the same time, for communication between ship and tug boats or other vessels involved in manoeuvring, VHF channels 08 or 06 shall be used according to rules defined in the radio communication regulations, subject to the following limitations:

   a) transmission power reduced to 1 W,
   b) communication shall be immediately terminated and moved to another VHF channel on receiving information that use of VHF channel 06 interrupts rescue operation communication involving aircraft.

4. Area of Szczecin and Świnoujście pilot station operation while providing pilot services:

1) Working channel: 68 VHF;
2) Area: ports of Zalew Szczeciński and Roztoka Odrzańska and ports of Świnoujście, Police and Szczecin;
3) Objective: requesting and coordinating pilot services.

5. Area of other ports and harbours, not listed in .1 and .2:

1) Call channel: 71 VHF;
2) Working channel: 71 VHF;
3) Objective: for purpose of ships traffic, including starting communication between harbour master office (bosun office) and ships entering or leaving port.

6. In ports listed below, to obtain permission for entering or leaving port by ships not using VTS and for the purpose of communication with the Harbour Master Office:

**Świnoujście:**

- tel. +48 91 4403 391, +48 91 321 2551, +48 91 4403 593
- 11 VHF Channel (Call sign: ŚWINOUJŚCIE HARBOUR MASTER OFFICE)

**Dziwnów:**

- tel. +48 91 381 3340,
- 10 VHF Channel (Call sign: DZIWNÓW HARBOUR MASTER OFFICE)

**Trzebież:**

- tel. +48 91 312 8346,
- 11 VHF Channel (Call sign: TRZEBIEŻ HARBOUR MASTER OFFICE)

**Szczecin:**

- tel. +48 91 4403 217,
- 11 VHF Channel (Call sign: SZCZECIN HARBOUR MASTER OFFICE)

To obtain permission for entering or leaving, telephone or radiotelephone communication shall be established with duty service of the relevant Harbour Master Office not later than 15 minutes before passing entrance heads of port or unberthing at place of berthing.

7. For purpose of communication ship to ship, ships shall use the following VHF channels:

1) Call channel: working channel of applicable VTS or port;
2) VHF channel13: for communication regarding navigational safety;
3) VHF channel10: for communication regarding coordination of port water pollution action, fire, flood and local rescue.

8. While providing mooring services by berth and dock users and linesmen in ports of Świnoujście, Police and Szczecin, channels defined in .3 shall be used.

9. For ship – port clients communication:

1) Working channels: according to radio permissions by Electronic Communication Office for port clients;
2) Channels operated by company are used to call and provide correspondence between company communication officer and ships.

10. The use of VHF channels shall be in line with valid permit issued by Electronic Communication Office.

**Appendix no. 6**

## PERMITTED DRAUGHT OF SHIPS OF LENGTH OVERALL MORE THAN 160 m ENTERING PORT OF SZCZECIN

| Length overall [m] | Breadth [m] | | | | | | |
|---|---|---|---|---|---|---|---|
| | Up to 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 fresh water draught | | | | | | |
| 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 |

**Appendix no. 7**

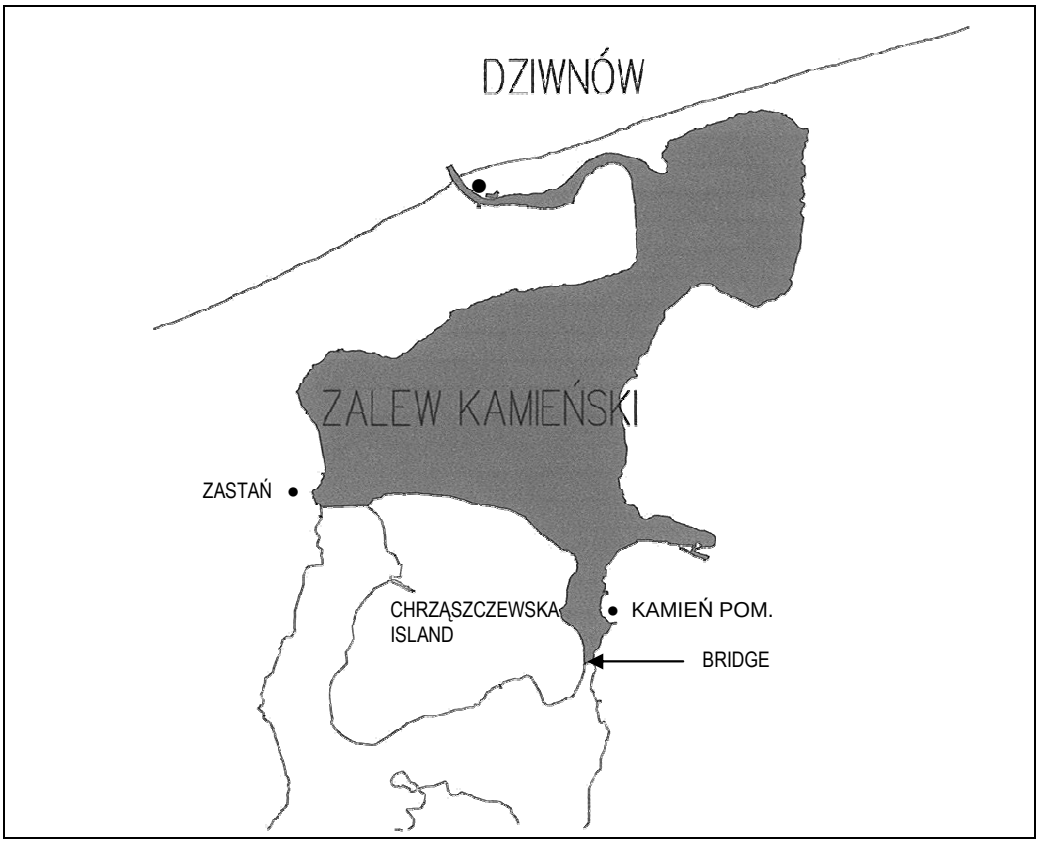
## PERMITTED DRAUGHT OF SHIPS OF LENGTH OVERALL MORE THAN 170 m ENTERING PORT OF POLICE

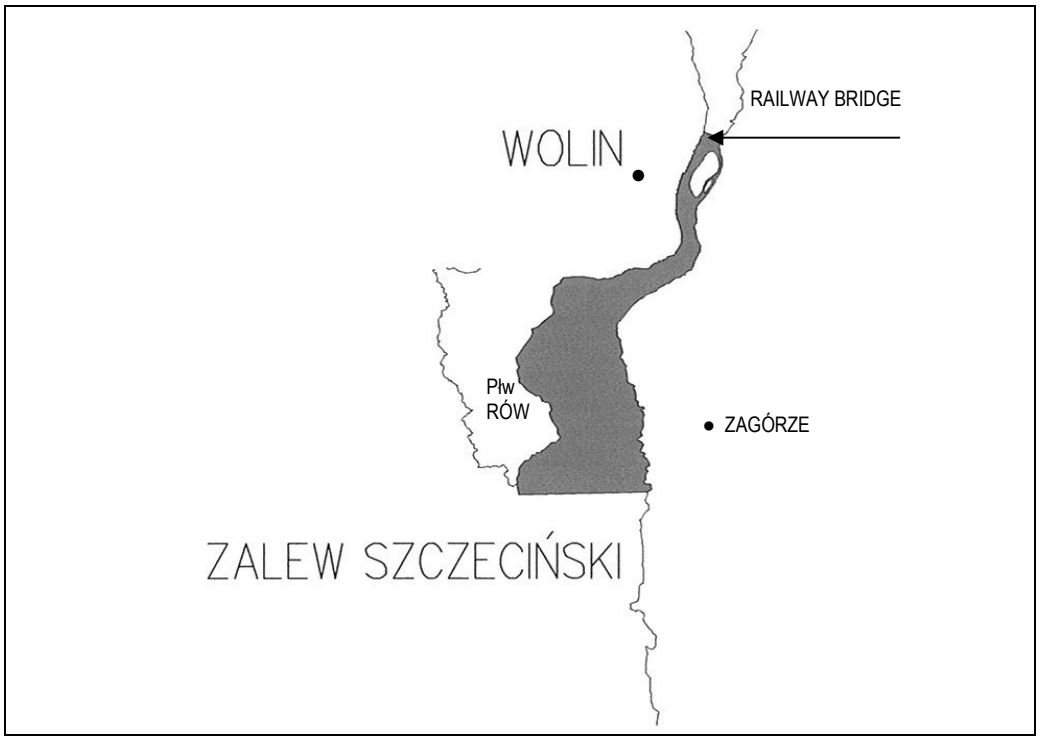
| Length overall [m] | Breadth [m] | | | | | | |
|---|---|---|---|---|---|---|---|
| | Up to 25.00 | 25.01-26.00 | 26.01-27.00 | 27.01-28.00 | 28.01-29.00 | 29.01-30.00 | 30.01-31.00 |
| | Maximum fresh water draught | | | | | | |
| 170 | 9.15 | 9.15 | 9.15 | 9.15 | 9.15 | 9.15 | 9.15 |
| 171 | 9.14 | 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 |

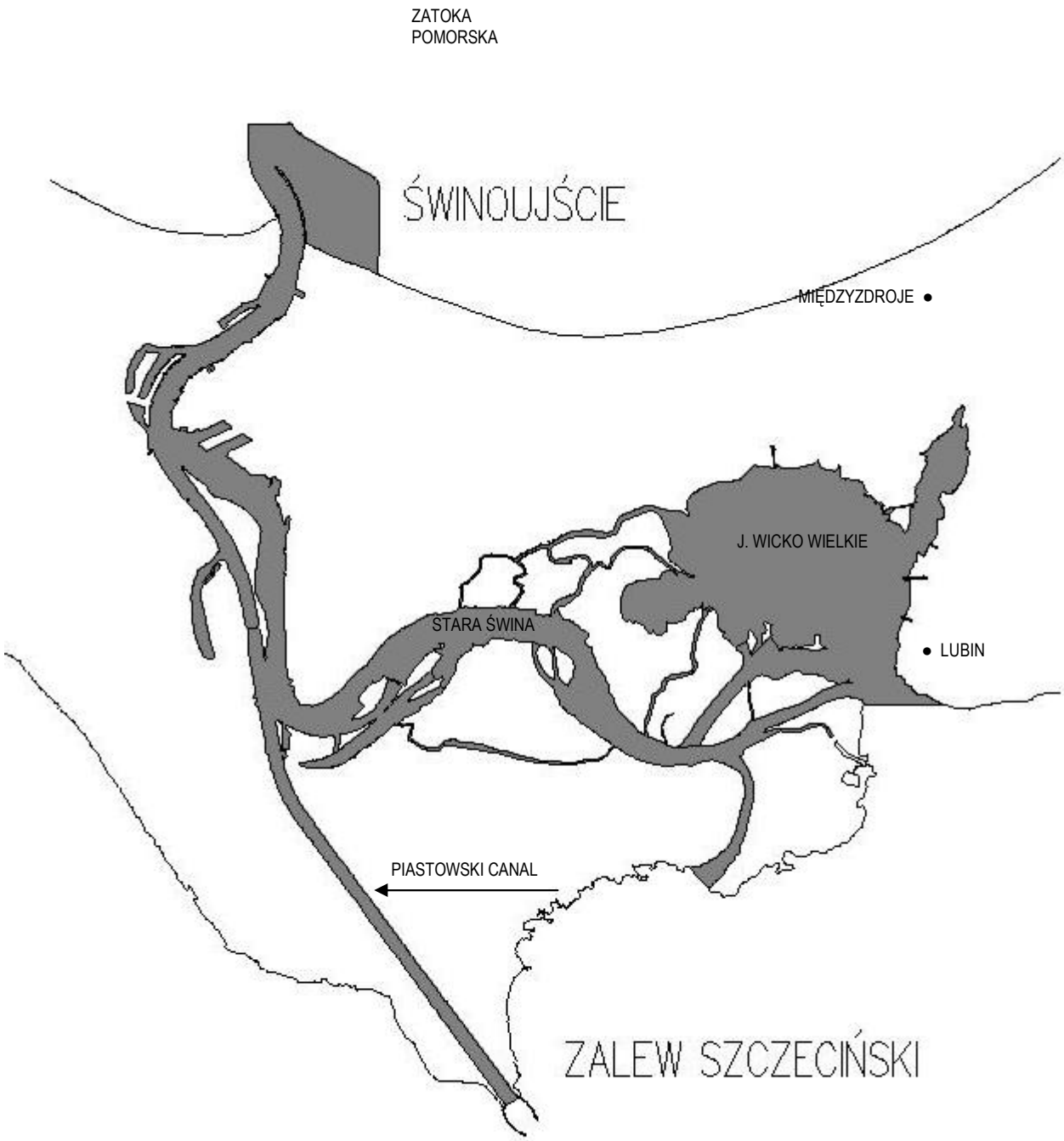
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 210 | 8.75 | 8.71 | 8.66 | 8.62 | 8.57 | 8.52 | 8.48 |
| 211 | 8.74 | 8.69 | 8.65 | 8.60 | 8.56 | 8.50 | 8.46 |
| 212 | 8.73 | 8.68 | 8.64 | 8.59 | 8.54 | 8.49 | 8.45 |
| 213 | 8.72 | 8.67 | 8.62 | 8.58 | 8.53 | 8.48 | 8.43 |
| 214 | 8.71 | 8.66 | 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 |

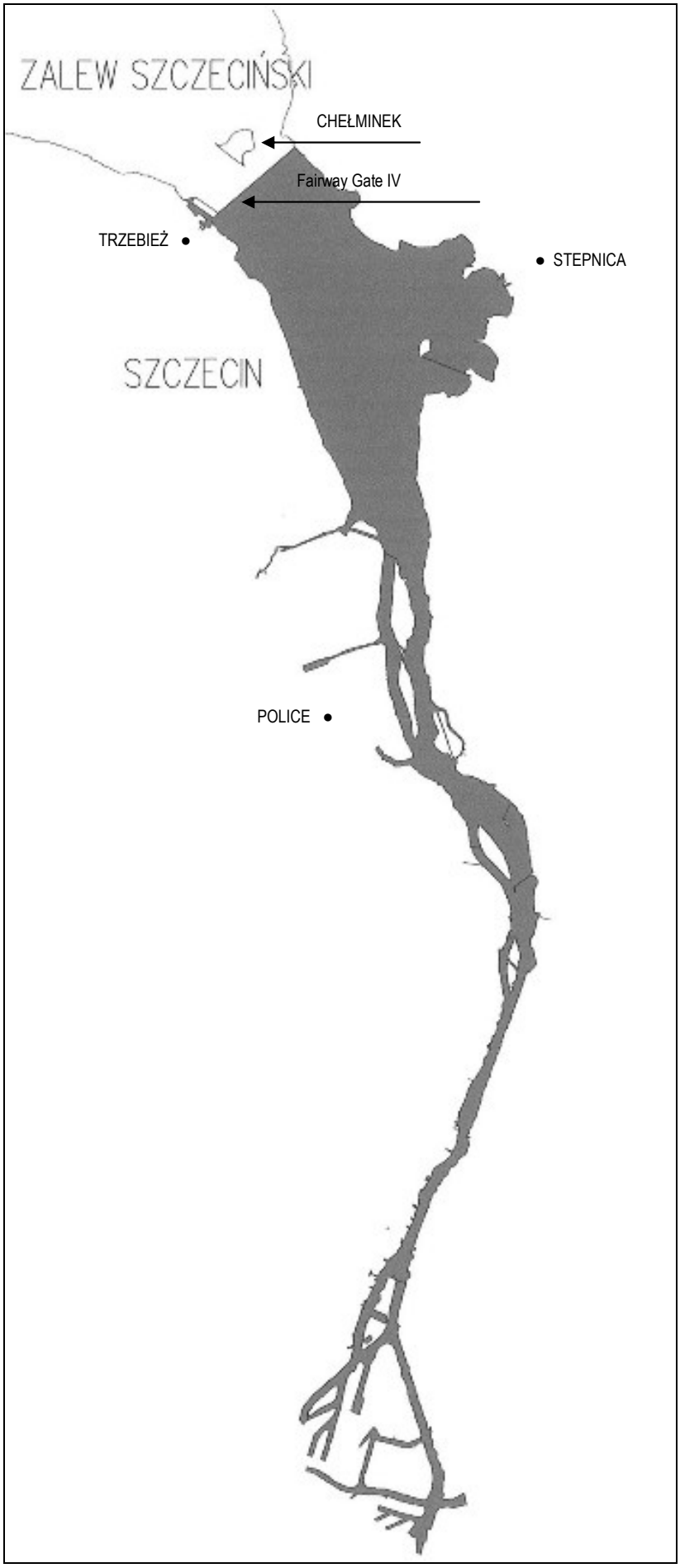
**Appendix no. 8**

## BOUNDARIES OF PORT NAVIGATION AREAS (shadowed)




ZATOKA
POMORSKA
ŚWINOUJŚCIE
MIĘDZYZDROJE
J. WICKO WIELKIE
STARA ŚWINA
LUBIN
PIASTOWSKI CANAL
ZALEW SZCZECIŃSKI


ZALEW SZCZECIŃSKI
CHEŁMINEK
Fairway Gate IV
TRZEBIEŻ
STEPNICA
SZCZECIN
POLICE

**Appendix no. 9**

# CHECKLIST FOR LNG CARRIER READINESS WHILE CALLING AT THE OUTER PORT OF ŚWINOUJŚCIE.

| | | | | |
|---|---|---|---|---|
| Ship's name: | | Port: **Świnoujście** | | Date: |
| Flag: | Call sign: | Length overall: m | Total breadth: m | Draught: F= m<br>A= m |
| Gross/Net capacity: / **MT** | | Deadweight: **MT** | | Displacement: |
| Bulbous bow: **Yes / No** | | Max. permitted bollard pull of tug boat = **T** | | |
| Ship: **inert / not inert ; gas free / non-gas free; under ballast / loaded: LNG** | | | | **MT** |
| Damage influencing manoeuvring: **Yes / No** | | If **Yes** Description: | | |
| Navigation aids | | | | |
| Gyrocompass operational: **Yes / No** Constant correction factor = **degrees** | | | VHF radio station operational and ready to use: **Yes / No** | |
| Electrical navigation system operational and ready to use: **Yes / No** Type: | | | Ship siren tested and operational **Yes / No** | |
| Echo sounding operational and ready to use: **Yes / No** Scale = **m** Transmitter: **bow / stern** | | | | |
| Log operational: **Yes / No** Type Doppler: **Yes / No** If **Yes**, speed indicated: **on water/ above bottom / bi-axial** | | | | |
| Radars operational and ready to use: 3 cm **Yes / No**<br>10 cm **Yes / No**<br>ARPA **Yes / No** | | | Indicators operational and ready to use: Revolutions / setting **Yes / No**<br>Stern angle **Yes / No**<br>Angular speed **Yes / No** | |
| Anchors | | | | |
| Left: shackle. Ready: **Yes / No** | | | Right: shackle. Ready: **Yes / No** | |
| Steering gear | | | | |
| Rudder type:<br>Max. angle: **degrees** | | Number of pumps: **per rudder**<br>Neutral angle: **degrees** | **Bow** / **stern** thruster operational and ready to use: **Yes / No** | |
| Main engine | | | | |
| Main engine type: **turbine / motor** | | Max. power: **kW / HP** | Reverse power accounts for: **%** **power forward** | |
| **Control at bridge / Control in power section** | | Telegraph in power section operational: **Yes / No** | Over steering Forward/ Reverse tested: **Yes / No** | |
| Ship's manoeuvring data provided to pilot: **Yes / No** | | | | |
| **Name and signature** | | | | |
| **Master:** | | | **Pilot:** | |