

Guidance

(for masters navigating their ships without pilot assistance on Świnoujście – Szczecin fairway)

The publication provides brief summary of traffic regulations on Świnoujście – Szczecin fairway, including extracts from *Port regulations* and other vital information regarding fairway and berths topography.

This guidance is meant for masters navigating their ships without pilot assistance.

Nevertheless pilot services are recommended to masters of ships not subject to compulsory pilotage who enter or leave ports of Świnoujście, Szczecin, Police or ports of Zalew Szczeciński, for the first time as well as during adverse weather conditions.

The guidance is not an official nautical publication and is not meant to supersede any. It does not exempt master of the ship from the duty of familiarisation and observance of relevant regulations.

COLREG Convention and Regulation no.3 of the Director of Maritime Office in Szczecin of 26th July 2013 “Port regulations”, as amended, remain source of law regarding navigational safety.

Master of the ship navigates on his own risk and responsibility.

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I. Świnoujście-Szczecin fairway

Świnoujście-Szczecin fairway is navigational route leading to three major ports: Świnoujście, Szczecin and Police as well as minor ones like Stepnica and Trzebież.

Supplemented by network of Zalew Szczeciński fairways it provides access to other minor Polish harbours and German ports like Greifswald, Lubmin, Peenemünde, Wolgast, Anklam and Ueckermünde.

Approach channel to the port of Świnoujście, from N1 buoy to central breakwater head is about 23 Nm long.

Main Świnoujście-Szczecin fairway, from central breakwater head southwards, to the port of Szczecin is about 67, 4 km long. Technical width of the fairway is 90 m (from 5,5 km to 67, 4 km). Kilometre is the common distance unit in use with reference to the main fairway.

Scheme 1. Distinctive fairway points(km of the fairway)

0 km	Świnoujście entrance
2 km	Świnoujście lighthouse
3,5 km	“Bielik” city ferries, Ro-Ro terminal
9 km	“Karsibór” city ferries
16 km	Fairway Gate I
23 km	Fairway Gate II
30 km	Fairway Gate III
37 km	Fairway Gate IV
42 km	Beacon no 24
46 km	Lightbuoy no 33
51 km	Lightbuoy no 37
55 km	“Babina” leading light
62 km	Dock no 5
67 km	Lightbuoy no 101



II. Vessels' traffic rules

Approach to Świnoujście

All vessels with draught less than 10m should keep West of the approach fairway (unless granted VTS Świnoujście permission to proceed by fairway).

Vessels approaching from East should cross the fairway and continue approach on the West side as well (report to VTS intention to cross). Crossing anchorage area is prohibited unless VTS permission is granted.

There are 6 anchorages available on the roads of Świnoujście harbour:

- 1A - max. draught up to 7.0m
- 1B - max. draught up to 6.0m
- 2A - max. draught up to 9.5m
- 2B - max. draught up to 11.0m
- Quarantine - max. draught up to 11.0m
- 3 - max. draught up to 13.2m

In case of LNG carrier call to the Outer Port of Świnoujście additional restrictions are applicable (see *Port regulations §38*)

There is a turning circle for vessels calling at Ro-Ro terminal, located at 3,5 km of the fairway. VTS Świnoujście stipulates conditions of passage in the area. Hours of intense Ro-Ro ships traffic: 0540 - 0640, 1200 – 1330, 1900 – 2000, 2230 – 2400 (information can be obtained from VTS Świnoujście).

1,5 km prior to passage of “Bieliki” and “Karsibór” city ferries (see: Scheme 1) vessel is obliged to call „Bieliki ferries” or „Karsibór ferries” respectively, on VHF Ch 12, giving ship's name and actual position(km of the fairway).

Main fairway Świnoujście- Szczecin

As a rule two-way traffic is allowed on the main fairway.

Exception to the rule is limitation to one-way traffic along the fairway or its part, in case of:

- oversized ships (width over 30 m or draft over 7,4 m),
- tankers carrying dangerous goods,
- pushed or towed sets.

VTS may assign anchoring or swinging areas, distributed along Świnoujście-Szczecin fairway, as encounter place for the vessels, which due to their size or nature of carried cargo, cannot pass other ships on the fairway.

Ships of draft up to 4 m, on the stretch of the Świnoujście – Szczecin fairway, on the Zalew Szczeciński between pairs of buoys 3 – 4 and 7 – 8, passing vessels of draught exceeding 7.4 m, vessels and pushed or towed sets, which are not allowed to pass other vessels or vessels and sets indicated by VTS, shall clear the fairway. Until return to the fairway they are recommended to navigate within lanes 100 m wide adjacent to the marked fairway.

Scheme 2. Anchorages and areas of conditional passage of vessels (km of the fairway).

0 km	
20 km	Buoys 3-4
22 km	Anchorage off Fairway Gate II
33 km	Buoys 7-8
34 km	Anchorage off Chełminek
47 km	Anchorage off Raduń
54 km	Anchorage off Iński Nurt
67 km	

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 (10.5 km) to the northern head of Chełminek Island (35.0 km) and from Mańków bend (abeam of Żuławy beacon – 42 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, auxiliary vessels and vessels which are permitted by the VTS to be overtaken is allowed on the entire length of the fairway.

Scheme 3. Stretches of the fairway where overtaking is allowed(km of the fairway).

0 km	
10 km	Karsibór bend
35 km	N head of Chełminek Island
42 km	Mańków bend
54 km	Ina S
67 km	

There are limitations to maximum speed through the water at particular stretches of fairways leading to ports of Świnoujście and Szczecin and within the VTS area.

Scheme 4. Maximum allowed speed through the water at particular stretches of fairway(km of the fairway).

16 km	Fairway Gate I
36 km	Chelminek Island
37 km	Buoys 13-14
45 km	Krepa Dolna beacon
47,5 km	Raduń Górna beacon
54 km	Iński Nurt
67 km	Lightbuoy no 101



- maximum speed 8 kn



- maximum speed 12 kn

III. VTS System

VTS system Szczecin – Świnoujście is divided into two areas of responsibility, monitored by two respective VTS centres.

Świnoujście VTS Centre

- Localisation: VTS Tower, Świnoujście
- Call: Świnoujście Traffic
- Working frequencies: VHF 12 (main), VHF 70 (working channel)
- Phone number: +48 91 44 03 390,
- E-mail: swinoujscietraffic@ums.gov.pl

Centrum VTS Szczecin

- Localisation: Szczecin Harbour Master Office, ul. Jana z Kolna 9, Szczecin
- Call: **Szczecin Traffic**
- Working frequencies: **VHF 69** (main), VHF 20 (working channel)
- Phone number: +48 91 **4403384**,
- E-mail: szczecintraffic@ums.gov.pl

The use of VTS system is mandatory for ships of length overall 20 m and more.

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

The VTS provides the following services within its area:

1) *Information service* – providing 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) availability of anchorages

2) *Traffic organization service* - 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.

3) The VTS provides neither *navigational assistance service* nor navigational advice.

4) The VTS does not provide assistance in ordering of pilot, tug or mooring services.

Every ship using VTS shall keep watch on requested frequencies. A vessel is required to respond immediately to VTS call and communicate with the operator in Polish or English.

The master of a ship shall immediately inform the VTS about any occurrences that may have impact on decisions made by the VTS, in particular about:

- casualties at sea;
- 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;
- any situation that may lead to pollution of water or coast, such as dumping or risk of dumping polluting substances to sea;
- failure or irregularity in the operation of navigational aids;
- any conditions having impact on navigational safety;
- improperly operating vessel's equipment that may have impact on safe navigation;
- situations required to be reported due to carrying of dangerous goods;
- any dangerous conditions for vessel's manoeuvring;
- any noticed pollution slicks on the surface of the sea and drifting objects.

Every ship approaching the VTS area or already operating within VTS Świnoujście and VTS Szczecin area shall deliver the following reports(see: Reporting system - page 9-11):

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

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;
- 5) indicate ships' encounter position;
- 6) divert a ship to the anchorage, including fairway anchorages;
- 7) order tug assistance in case of ship's brake down or stucking in ice;
- 8) order one-way traffic on the fairway;
- 9) impose pilot assistance if it is necessary for navigational safety.

VTS ŚWINOUJŚCIE REPORTING SYSTEM

1. Call: **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. 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

VTS SZCZECIN REPORTING SYSTEM

1. Call - **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 embarking 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. 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

Scheme 5. Reporting points(km of the fairway)

0 km	Swinoujście entrance (reporting point)
23 km	Fairway gate II (reporting point)
37 km	Fairway gate IV (reporting point)
62 km	Dock no 5 (reporting point)

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: 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: 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 areas for berthing and unberthing services for ships:

- 1) Working channel: 17 VHF;
- 2) Area: area of ports, including shipyards;
- 3) Objective: communication between ship's master - pilot, tug boat, mooring gang ashore/on dock and berth bosun;
- 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.

IV. Docks and berths

Szczecin and Świnoujście Seaports provide versatile and extensive infrastructure of docks and berths. They differ in technical parameters and demands regarding mooring operations. Some berths are located adjacent to the fairway, so vessel traffic may effect mooring operations and safe berthing. Information on technical limitations of berths can be obtained from the website: http://www.ums.gov.pl/nawigacyjne/ost/zanurzenia_Sw.pdf.

All ships of length overall 50 m and more shall use mooring services.

A relevant user of berth shall define a place of berthing of ships at quays, piers, breakwaters and other port facilities in consultation with the harbour master.

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.

Ship master shall contact relevant harbour master office officer on duty regarding mooring and berthing.

Port of Świnoujście:

- harbour master office tel.: +48 91 4403 391 (officer on duty), +48 91 4403 551 (bosun on duty),
- 74 VHF Channel (call: ŚWINOUJŚCIE HARBOUR MASTER OFFICE),
- 10 VHF Channel (call: ŚWINOUJŚCIE BOSUN OFFICE),

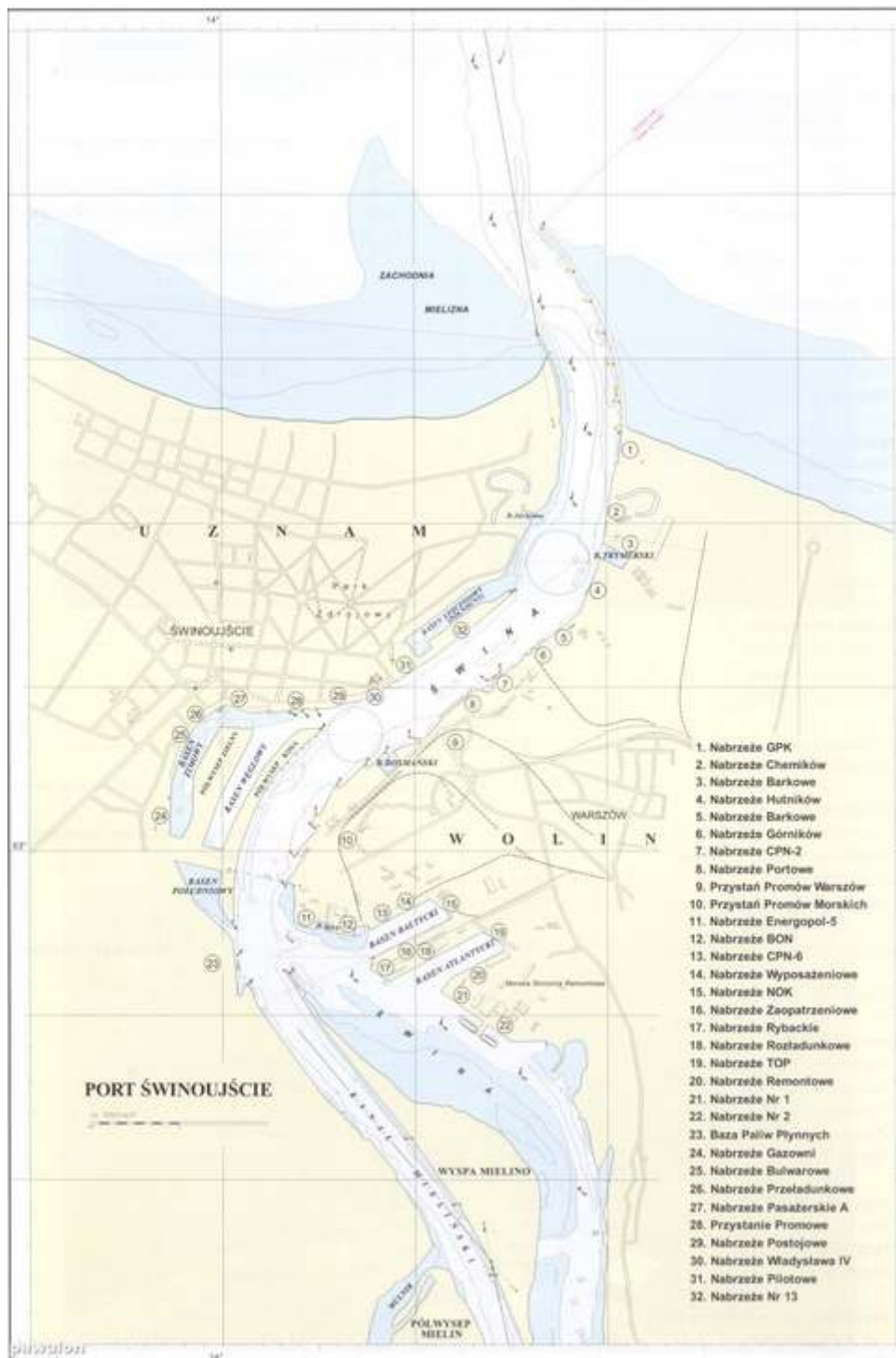
Port of Szczecin and Police:

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

Trzebież and Stepnica harbours :

- tel. +48 91 312 8346(Trzebież, Stepnica)
- tel. +48 91 418 8427(Stepnica)
- 71 VHF Channel (call: TRZEBIEŻ HARBOUR MASTER OFFICE)
- 71 VHF Channel (call: STEPNIKA BOSUN OFFICE)

Docks and berths in the port of Świnoujście (www.szczecin.fotopolska.eu).



V. Useful links

1. Safe depths(at berths):

http://www.ums.gov.pl/nawigacyjne/ost/zanurzenia_Sw.pdf.

2. Port regulations:

<http://www.ums.gov.pl/prawne/porte.pdf>

3. Plan of berths:

http://port.szczecin.pl/files/port/PORT_HANDBOOK_2016-2017_1.pdf

4. Pilot station

<https://szczecinpilot.pl>