**ORDER No. 9**

**of**

**DIRECTOR OF MARITIME OFFICE IN GDYNIA**

**of July 16th, 2018**

**Harbor Regulations**

Based on Art. 47 of the March 21st, 1991 Act on Marine Areas of the Republic of Poland and Maritime Administration (updated complete version published in the 2017 Dz.U.[[1]](#footnote-1) Item 2205; 2018 Dz.U. Item 317) and Art. 84 of the August 18th, 2011 Act on Marine Safety (updated complete version published in the 2018 Dz.U. Item 181) it is ordered as follows:

**PART I.**

**GENERAL REGULATIONS**

**Chapter I.**

**Introductory Regulations**

§1. The provisions of this Order, hereinafter referred to as Harbor Regulations, regulate the matters of vessels traffic safety, keeping order within the area of seaports, and using harbor services which are significant for marine safety, within the territorial competence of Director of Maritime Office in Gdynia.

§2.1. Harbor Regulations apply accordingly also to the issues of sea terminals, anchorages located beyond the harbor area, and water lanes connecting such anchorages with harbor waters.

2. The borders of sea harbors, terminals and their roads are defined in other regulations.

§3. Health, customs, fire-protection, radio communication and industrial safety matters in sea harbors are referred to in other regulations.

§4.1. Preventing collisions is regulated by International Regulations for Preventing Collisions at Sea, unless this Order provides otherwise.

2. The safety of tankers traffic and handling of crude oil and its derivatives, liquid gas in bulk and any chemical substances which pose a threat to life and environment, are covered by other regulations and requirements specified in the instructions of safe operation and technological instructions.

§5. Harbor Regulations apply to vessels, seaplanes and operators and individuals present within the areas referred to in §1 and §2 Paragraph1.

§6. Within the meaning of this Order the following terms shall have the meaning assigned below:

1. “**IRPCS**” – *International Regulations for Preventing Collisions at Sea* published in 1972 (1977 Dz. U. No. 15 Items 61 and 62 and 1984 Dz. U. No. 23 Item 106);
2. “**MARPOL 73/78**” -  *International Convention for the Prevention of Pollution from Ships* signed in London on November 2nd, 1973, together with Annexes I, II, III, IV and V and the Protocol of 1978 to the Convention together with Annex I made in London on February 17th, 1978 (Dz. U. of 1987 No. 17 Items 101 and 102);
3. “**SOLAS 74 Convention**” – *International Convention for the Safety of Life at Sea, 1974* signed in London on November 1st, 1974 (1984 Dz. U. No. 61 Items 318-321 and 1986 Dz. U. No. 35 Item 177);
4. “**IMDG Code**” – *International Maritime Dangerous Goods Code* issued by International Maritime Organization (IMO) in London;
5. “**IMSBC Code**” – *International Maritime Solid Bulk Cargoes Code* issued by International Maritime Organization (IMO) in London;
6. “**IGC Code**” – *International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk*;
7. “**IBC Code**” -  *International Bulk Chemical Code*;
8. “**Sea Harbor Area**” – land area together with the inner waterbody, hereinafter referred to as harbor, and external water area referred to as roads;
9. “**anchorage**” – water area designated as a place where ships wait before entering the harbor;
10. “**traffic lane**” – a part of a waterway, with specific depth, adequately marked and described in navigational sources;
11. “**company**” – as defined in Regulation IX/1.2 of SOLAS Convention;
12. “**harbor facilities**” – any facilities on land and water used for mooring and berthing ships, as well as for reloading, transport and storage, and other premises and facilities which are necessary for the harbor operation or general use;
13. “**operators**” – individuals, artificial persons or organizational units which are not legal entities, holding real properties as their owner, co-owner, perpetual user, or having real properties in their permanent management, use, or holding the property under a different legal title;
14. “**hazardous materials and substances**”:
* hazardous materials according to IMDG Code, which are not part of the ship equipment
* hazardous materials in the form of solid bulk cargo, specified in Chapter VII Part A-1 of SOLAS Convention and IMSBC Code,
* hazardous liquid substances referred to in Chapter 17 of the IBC Code
* liquid gases referred to in Chapter 19 of the IGC Code
* goods whose terms of transport are regulated in Paragraph 1.1.3 of the IBC Code or Paragraph 1.1.6 of the IGC Code;
1. “**hazardous flammable substances**” – hazardous substances whose flash point is 60°C and below, based on the closed-cup flash point test
2. “**contaminants**”:
* oils specified in Annex I to MARPOL Convention
* noxious liquid substances specified in Annex II to MARPOL Convention
* noxious substances specified in Annex III to MARPOL Convention
1. **Polish Harbors Information and Control System** hereinafter referred to as **PHICS –** electronic system for gathering and storage of information on vessels carrying passengers or hazardous cargo;
2. **information concerning vessel identification** – basic information on vessel, such as the name (if the vessel has one), call sign and IMO number or Maritime Mobile Service Identity (MMSI) number;
3. **special purpose vessel in state service** – a vessel used exclusively for hydrographic inspections and measurements, lifesaving at sea, oil, hazardous substance or sea pollutant spill control, servicing navigation marks, fulfilling basic tasks of customs service, fire prevention and firefighting, and breaking ice;
4. “**Ship Pre-Arrival Security Information Form**”– a form being an enclosure to the February 19th, 2009 Regulation of the Minister of Infrastructure on the specimen of Ship Pre-Arrival Security Information Form
5. **declaration forms** – forms which are enclosures to the June 22nd, 2012 Regulation of the Minister of Transportation, Building and Maritime Economy on Vessel Data Form and Declaration Forms for Sea-going Vessels (Dz. U. Item 761).

§7.1. Using seaports is allowed within the limits and on terms specified in this Order hereinafter referred to as Harbor Regulations and in other regulations.

2. Using harbor facilities is permitted after obtaining a permission of their operator, unless these Harbor Regulations provide otherwise.

§8.1. Harbor Master supervises and controls the observance of Harbor Regulations.

2. Whenever Harbor Master or Harbor Master’s Office are mentioned in these Harbor Regulations, the term shall also comprise Harbor Boatswain or Harbor Boatswain’s Office, as the case may be.

3. Chief Environmental Protection Inspector of Maritime Office in Gdynia is also authorized by the Director of Maritime Office in Gdynia to supervise and control the observance of Harbor Regulations in the scope of environmental protection and maintaining the cleanliness within the harbor area.

4. Harbor Master as a Harbor Security Officer maintains contact with Harbor Facility Security Officer (HFSO), Company Security Officer (CSO), Ship Security Officer (SSO) and exchanges information in the scope of harbor security.

§9.1. Harbor Master has a right to limit or close traffic within the harbor or its part due to security or environmental protection reasons.

2. Harbor Master provides notification about limiting or closing the traffic

1. by broadcasting the message on Harbor Master’s Office VHF operational channel if it refers to ships traffic
2. by notifying the operators of harbor facilities or terminals if it refers to traffic within berths, ramps and terminals.

3. In cases referred to in Section 2 Point 2, it is the duty of harbor facilities operators to make and post proper signboards and warning signs.

4. A operator who wants to limit or close traffic within the harbor should obtain a permission of Harbor Master.

§10.1. All persons using ports and their facilities are obliged to keep order, implement security measures in order to maintain safety in the harbor, and prevent damage to harbor facilities, reciprocal damage and damage to natural environment.

2. Persons referred to in Paragraph 1 are obliged to notify Harbor Master’s Office about noticed damage to ships and harbor facilities, faulty operation of navigational facilities and signs or their dislocation, and environmental pollution. They are also obliged to provide information and help to the officers of Harbor Master’s Office while they perform their service duties.

3. Persons staying within the harbor due to other reasons are obliged to maintain order and remain cautious.

§11.1. Upon request of Harbor Master’s Office officer, the ship Master (Manager) or his deputy are obliged to present the documents of the ship and the crew.

2. The provision of Paragraph 1 applies accordingly to persons in charge of harbor facilities operation, with respect to their duty to present required documents certifying their right to operate facilities or the good working order of the facilities.

§12.1. Officers of Harbor Master’s Office, while on duty, are authorized to enter ships and yards, warehouses and other harbor facilities in order to check if harbor regulations are observed.

2. Any vessel is required to stop, come alongside an indicated location and interrupt the voyage when ordered to do so by an officer of Harbor Master’s Office.

§13.1. Officers of Harbor Master’s Office are entitled to give orders which aim at preventing threats to human life and health, natural environment, danger to ships, harbor facilities and cargo, and – if necessary – turn to competent authorities for help.

2. Persons staying within the harbor are obliged to follow the orders referred to in Paragraph 1.

3. Orders of Harbor Master’s Office officers which refer to safety, harbor order and environmental protection are immediately enforceable, unless the term of their execution is clearly specified.

§14.1. The operator of a sea harbor area shall be held liable for observing these Harbor Regulations.

2. A ship Master (Manager) shall be held liable for observing these Harbor Regulations by his ship crew.

**Chapter II.**

**Lights, daytime signs, sound signals and ship traffic rules**

§15. Unless these Regulations provide otherwise, lights, signs and signals should comply with the regulations of IRPCS and International Code of Signals.

§16. Vessels of the Navy, Border Guard, Maritime Office, Police and Customs Office, when in service, in order to draw attention, apart from lights and signs referred to in IRPCS may display:

1. blue all-round flashing light
2. additionally, during the day, a public service flag according to an established design, in a most visible place.

§17. Ships carrying dangerous goods of class 1 according to IMDG Code or flammable dangerous substances in bulk, or not degasified after their transport, should – apart from lights and signs referred to in IRPCS – display in a most visible place:

1. red all-round light
2. additionally, during the day, flag B according to International Code of Signals.

§18. A mechanically driven harbor ferry during passage should display a yellow ball in a most visible place during the day, whereas during the night, apart from the lights prescribed in IRPCS, it should display a yellow flashing light (from 15 to 60 flashes per minute) over the masthead light.

§19.1. Each ship moored in the harbor should have her exterior lighting on from sunset to sunrise, and also from sunrise to sunset during restricted visibility.

2. If during the ship’s stay her bow or stern protrude beyond the berth, the ship should display a white light in the end of the protruding part, apart from the lights referred to in Paragraph 1.

3. The ship’s gear protruding beyond the contour of the ship’s side should be marked with a white light during the night.

4. A ship with a bulbous bow should display a white light over her bulb-shaped protruding part during the night.

5. The following warning signals are used on land and water devices which need protection in connection with ship traffic:

1. at night: a red light
2. during the day: a red cylinder

6. Harbor Master’s Office shall be notified about using the signals referred to in Paragraph 5.

§20. Ships and seaplanes should give sound signals only in the instances provided in IRPCS and these Harbor Regulations.

§21. A ship aboard which fire starts, apart from notifying Harbor Master’s Office and the Fire Department, is obliged to sound a signal consisting of two short blasts and one long blast, repeated with breaks not exceeding one minute, generated with the a horn, whistle or buzzer, or keep ringing the bell without any breaks. The signals should continue until the arrival of a Fire Department unit.

§22. In the below-mentioned situations a ship should sound the following signals:

1. a special state service ship, in order to stop another ship: one short blast, one long blast, two short blasts (.-..);
2. to call a tug: two long blasts, two short blasts (-..);
3. to confirm receiving and fasting the towline by the tug: one long blast, one short blast, one long blast, one short blast (-.-.);
4. a demand to increase the towing speed: one short blast, one long blast, one short blast, one long blast (.-.-);
5. a demand to decrease the towing speed: four short blasts (….);
6. to have the tug drop the towline: one short blast, two long blasts, one short blast (.-.);
7. to call the linesmen: one long blast, three short blasts, one long blast (-…-);
8. to ask for switching on the VHF: one long blast, one short blast, one long blast (-.-).

§23. A ship entering the harbor should give way to a ship leaving the harbor, unless Harbor Master’s Office orders otherwise.

§24.1. A ship which intends to cross the water lane should give way to a ship which navigates along the water lane.

2. Turning a vessel within the sea harbor area may only be done in specially designated places (the turning basins). In justified cases Harbor Master’s Office may give their permission to turn the vessel at a different location.

§25.1. A ship entering or leaving the harbor should have her anchors ready to drop.

2. Dropping and dragging anchors at locations where underwater cables, pipelines and seabed reinforcements exist is forbidden within 50 meters of the line where they run, which is marked with warning signs.

§26.1. The place where a vessel will be anchored is indicated by Harbor Master’s Office.

2. Anchoring a vessel beyond anchorages is only allowed if safety considerations necessitate it.

3. An anchored vessel should not enter the water lane while ranging.

4. Anchoring, heaving to and other forms of blocking the water lanes, except for emergencies, is forbidden.

5. A vessel forced to anchor within a water traffic lane should, if possible, avoid anchoring in the line of leading lights or sector lights, and promptly report her position and reason for anchoring to Harbor Master’s Office. Such a vessel should leave the place of anchoring within a traffic lane as soon as possible.

6. Provisions of Paragraphs 1 to 4 do not apply to vessels engaged in hydrographic or underwater works or works related to navigation signs. Such vessels must not remain anchored after finishing their operations.

7. Dredgers, floating pile drivers, floating cranes and other similar floating structures should, in agreement with Harbor Master’s Office, mark their anchoring positions with orange buoys with the diameter of at least 0.8 m equipped with an orange flashing light during the night.

8. Works mentioned in Paragraph 6 may only be carried out with Harbor Master’s permission. Harbor Master’s Office should be kept updated about the vessel’s position, anchor marking, as well as the progress and completion of work.

§27. If a ship is in danger of sinking, the ship Master (Manager) should navigate the ship, if possible, beyond the traffic lane and to shallower water.

§28.1. It is forbidden to:

1. change the position of navigational buoys, mooring buoys or other navigational signs;
2. maneuver a ship in a manner which might misplace or damage navigational signs mentioned in Point 1 above.

2. A ship Master (Manager) shall immediately notify Harbor Master’s Office of any malposition of or damage to navigational signs mentioned in Point 1 of Paragraph 1.

§29. It is not allowed to perform ship’s inclining or propulsion gear tests within the harbor area without Harbor Master’s permission.

§30.1. Tows including towed structures with the length exceeding 50 m are under an obligation to obtain Harbor Master’s permission before commencing navigation within the harbor, arriving at the harbor after a sea voyage or moving to a traffic lane, indicating the conditions under which they can navigate within the said water bodies.

2. Tows including towed structures with the length not exceeding 50 m may navigate within the harbor area after a prior notification of and with a permission from Harbor Master’s Office.

3. If visibility is limited, tows may navigate within the harbor only with a permission from Harbor Master.

§31. A ship approaching a dredger should, in case of doubts, contact the dredger in proper advance, via Harbor Master’s Office VHF working channel, in order to arrange the method of bypassing the dredger safely.

§32.1. A vessel is not allowed to enter a harbor without Harbor Master’s permission if it poses a threat to navigational safety and harbor order, especially if the vessel:

1. carries dangerous goods of classes 1, 6.2 and 7, according to IMDG Code, or if she is a tanker carrying the following dangerous cargo:
2. oils listed in Annex I to MARPOL 1973/78 convention;
3. chemicals listed in Annex II to MARPOL 1973/78 convention;
4. liquefied hydrocarbon gas and liquid chemical gases listed in the IGC Code or IBC Code;
5. tows shipwrecks;
6. has hull leaks or had a fire onboard during her voyage;
7. is excessively trimmed or dangerously tilted;
8. may cause environmental pollution due to sustained damage;
9. does not have a certificate of free pratique, if sanitary regulations require the vessel to have it;
10. is overloaded in excess of the permissible load lines of a given vessel or in excess of the permissible draft at a given berth.

2. Vessels listed in Paragraph 1, before arriving at a roadstead (anchorage) should notify Harbor Master’s Office about the causes of threat to safety and harbor order.

3. Vessels with hull parameters exceeding hull parameters of an admissible vessel (parameters of the largest vessel which, by design, can be handled at a mooring site) of a given mooring site in terms of the load capacity of the hydrotechnical structure and its mooring and fendering gear, with a draft deeper than prescribed in the Specification of permissible drafts, as well as vessels with dimensions exceeding those commonly considered as average, may enter/leave a harbor for justified reasons only with a permission and on terms given by Harbor Master. The above obligation also applies to a change of the vessel’s berthing site during her stay in the harbor.

§33.1. Vessels carrying more than 2000 tons of oil in bulk as their cargo must not leave or enter the harbor without a Certificate of Financial Responsibility of vessels carrying oil or a one-time permission to leave or enter the harbor.

2. The procedure and conditions of the issuance of certificates referred to in Paragraph 1 are stipulated in other regulations.

**Chapter III.**

**Pilotage**

§ 34. Regulations of this Chapter apply to sea and harbor pilotage.

§ 35.1. A vessel may only use the services of a Pilot with professional competences and licenses as stipulated in other regulations.

2. The organization of maritime pilotage, professional competence and licenses of pilots, mutual obligations, rights of the Pilot and the Master of a piloted vessel, as well as charges for pilotage services and the manner of their collection, are stipulated in other regulations.

§ 36.1. The terms of compulsory pilotage are stipulated in detailed regulations in Part II of this Order.

2. The obligation to use Pilot’s services regardless of the vessel length applies to:

1. vessels carrying dangerous goods mentioned in § 17, and not degasified after the carriage;
2. overloaded, excessively trimmed or dangerously tilted vessels;
3. vessels which may cause environmental pollution due to sustained damage;
4. passenger vessels, except for vessels engaged in domestic cruises with the length up to 50 m.

4. Harbor Master may release a ship Master (for a definite time) from the obligation to use Pilot’s services in the entire harbor area or its part if certain conditions are fulfilled. The terms and conditions of release from the obligation to use Pilot’s services are stipulated in other regulations.

§ 37.1. When a vessel released from the obligation to use Pilot’s services approaches a roadstead (an anchorage), she should notify Harbor Master’s Office about it using means of radiotelegraphic communication.

4. Harbor Master may instruct any vessel to use Pilot’s services if safety considerations require it.

§ 38. A vessel should call a Pilot by radio, via VHF. Notwithstanding the foregoing, a vessel may also send signals in accordance with the International Code of Signals.

§ 39.1. Pilots may only be transported aboard vessels designed specifically for this purpose (pilot boats) or adapted to this purpose.

2. If harbor water bodies and the roadstead are covered with ice, Harbor Master’s Office may permit the Pilot to be transported aboard a tug.

3. A Pilot should embark and disembark in accordance with the requirements of SOLAS 74 Convention.

4. When embarking and disembarking, a Pilot is obliged to wear a life jacket.

§ 40.1. A Pilot is under an obligation to refuse to commence pilotage if he deems that it would cause violation of harbor regulations or that the vessel is unseaworthy.

2. A Pilot should promptly notify Harbor Master’s Office about each case of refusal to commence pilotage and follow the received instructions.

3. Each time before embarking a vessel, a Pilot is obliged to read the current draft of the vessel and report it to Harbor Master’s Office.

§ 41. A vessel which, pursuant to the regulations contained herein, is under an obligation to use Pilot’s services may change her berthing site in the harbor without a Pilot’s assistance only if she is dragged using mooring lines along the same clear berth, with a permission from Harbor Master’s Office.

§ 42. A Pilot should notify Harbor Master’s Office about unmooring and mooring of a vessel and, upon request from Harbor Master’s Office, report the position of the piloted vessel.

§ 43.1. Pilot’s services must be used in the area from the roadstead/anchorage to the vessel’s mooring site and vice versa.

2. The ship Master (Manager), in agreement with the Pilot and with the permission from Harbor Master’s Office, may waive the rule stipulated in Paragraph 1 and have a Pilot embark or disembark elsewhere.

**Chapter IV.**

**Towing**

§44. Towing services must be used in harbors in the scope stipulated herein.

§45.1. Harbor Master may release a vessel or a harbor waterbody (for a definite time) from the obligation to use towing services or permit the use of a smaller number of tugs than determined in Part II of this Order, if Harbor Master deems that the maneuverability of the vessel (e.g. the availability of thrusters or similar gear) raises no objections and if such a release poses no hazard to the safety of harbor navigation.

2. The vessels cannot be released from the aforementioned obligation in the case of:

1. failure of a thruster or a device influencing safe maneuvering;
2. leaving a shipyard after repair;
3. ice conditions in docks, preventing safe maneuvering;
4. repair and adaptation work in mooring sites.

3. Harbor Master may instruct a vessel to use a tug or a greater number of tugs than specified in the provisions of Part II hereof if it is necessary for navigational safety reasons.

4. The release mentioned in Paragraph 1 is issued in the form of a one-time or one-year decision.

§46. Towing services shall not be provided by vessels not meant for this purpose without Harbor Master’s permission, except for cases of providing assistance in emergency.

§47.1. Every tow within the harbor area should be manned with competent crew to handle mooring lines and towlines.

2. When the tow involves barges, floating cranes, auxiliary equipment and similar non-self-propelled watercraft, it should be managed by the tug’s Master (Manager).

§48.1. A tow navigating within the inner waterbody of the harbor cannot include more than one towed vessel, unless Harbor Master permits towing two or more vessels in a tow.

2. Regulations concerning tug assistance for non-self-propelled vessels are contained in Part II hereof.

3. Every tow should have a Manager.

§49.1. A tug shall not abandon the towed vessel without the tow Manager’s command or permission, even if the tug only assists the towed vessel, unless Harbor Master decides otherwise when the tug serves as a fireboat.

2. A tug may drop the towline without the tow manager’s permission only if the tug is in danger.

§50.1. Vessels with the length of 70 m and more, carrying dangerous goods as specified in §17, must use towing services:

1. when entering the harbor – from the moment of reaching the roadstead until mooring within the harbor;
2. when leaving the harbor – from the moment of unmooring until reaching the roadstead;
3. each time when the vessel changes her berthing site within the harbor, unless she is dragged along the berth.

2. In situations contemplated in Paragraph 1 Harbor Master shall each time determine the number of tugs to be used for towing.

3. The provisions of Paragraphs 1 and 2 apply unless the regulations of Part II hereof stipulate otherwise.

§51.1 Vessels under construction or repair, vessels serving as harbor storage units, vessels which are temporarily or permanently decommissioned and tankers carrying flammable liquids or not degasified after completing their carriage, while berthing at the harbor must be equipped with towlines at the bow and the stern. The towlines should end with loops and be released from the hawse holes to reach above the water level.

2. The towlines mentioned in Paragraph 1 should be all fast on mooring bollards and secured against the risk of spontaneous slackening. Their length should enable towing the vessel immediately after tugs arrive. The excess of a slack towline should be tied up on the deck or at the board of the vessel in a manner enabling the tug’s crew to heave on the towline manually.

§52. Towed vessels after a collision, hulls, vessels under construction, shipwrecks and other floating structures, manned or unmanned, should be provided with a safety document issued by the flag state administration or a classification society recognized by the European Union.

**Chapter V.**

**Mooring**

§53. All vessels with the length of 40 m and more are under an obligation to use the assistance of harbor linesmen.

§54.1. A vessel should be moored correctly and in a manner ensuring safety of the vessel herself and also of other vessels and harbor facilities.

2. Mooring lines can be released and dropped from the berth only upon a command of the ship Master (Manager).

§55. Mooring lines must be equipped with rat guards.

§56.1. Mooring lines should only be fastened on bollards or other facilities meant for it in such a way that, if necessary, each mooring line could be easily dropped in any sequence.

2. It is forbidden to moor a vessel in places not meant for this purpose.

3. If a vessel cannot be moored at a particular berth, Harbor Master may specify additional terms and requirements which the vessel must fulfil in order to be moored at the berth.

§57.1. If it is reasonably necessary to double-bank a vessel alongside another, then, with Harbor Master’s consent, the Master (Manager) of the vessel moored at the berth should allow the other vessel to be moored to that vessel.

2. A vessel shall receive or return the mooring lines of the mooring boats handling her.

3. Upon a command of Harbor Master’s Office vessels moored at the same berth shall reduce the distance between them to the indicated limits.

§58.1. With the exception of towlines, lines can be spread across a basin, harbor canal or a water traffic lane only if it is absolutely necessary and with a prior consent of Harbor Master’s Office. Such lines should be promptly removed when they are no longer needed, and also during fog or in any other conditions limiting visibility. Any change in such a line’s position should be immediately reported to Harbor Master’s Office.

2. Every line (except towlines) which (even partially) crosses the harbor waterbody should be marked as follows:

1. at daytime: with two red flags
2. at nighttime: with two red lights

3. The signs and lights mentioned in points 1 and 2 of Paragraph 2 above should be placed horizontally in the middle of the line’s length, 3 meters from one another.

4. The provisions of Paragraph 2 do not apply to sounding lines spread during sounding works, as well as lines of dredgers. Such lines should always be lowered or removed early enough, as instructed by Harbor Master, when another vessel approaches.

§59. Other vessels’ mooring lines can be released only if an urgent need arises, after prior notification and with the consent of the vessel’s Master (Manager), his deputy or a person exercising supervision onboard. The released mooring lines should be correctly fastened again immediately after the cessation of the reason for their releasing.

§60.1. The number of linesmen handling a vessel, depending on the vessel’s size, is determined as follows:

1. unmooring:
2. vessel with the length from 40 m to 120 m – from 1 to 2 linesmen;
3. vessel with the length from 120,01 m to 200 m – from 2 to 4 linesmen;
4. vessel with the length exceeding 200 m – 5 linesmen;
5. mooring
6. vessel with the length from 40 m to 120 m – from 2 to 3 linesmen;
7. vessel with the length from 120,01 m to 200 m – from 3 to 5 linesmen;
8. vessel with the length exceeding 200 m – 6 linesmen;

2. Every linesman engaged in the vessel mooring/unmooring operation should wear a helmet and a life jacket.

**Chapter VI.**

**Vessel berthing regulations. Reporting vessel arrival and departure**

§61.1. The Master (or his representative) of a vessel heading to a Polish harbor is obliged to submit the details and forms listed in Paragraph 2 using the PHICS system.

2. Information and forms required pursuant to Paragraph 1 include:

1. vessel’s details:
2. name, IMO number, call sign, vessel type, basic dimensions (length, breadth, maximum draft during arrival in the harbor),
3. harbor of destination,
4. estimated time of arrival,
5. estimated time of departure,
6. expiry date of the Certificate of Financial Responsibility (in the case of a tanker carrying more than 2000 t of oil cargo),
7. Ship Pre-Arrival Security Information Form.
8. filled-in declaration forms:
9. Cargo Declaration,
10. Ship’s Stores Declaration,
11. Crew’s Effects Declaration,
12. Crew List,
13. Passenger List,
14. Information on Dangerous Cargo,
15. Maritime Declaration of Health.

3. The ship Master (or his representative) is obliged to submit the forms and details listed in Paragraph 2 in advance, i.e.:

1. at least 24 hours before arrival in the harbor;
2. at least 48 hours before a tanker’s arrival;
3. at the latest when leaving the previous harbor, if the voyage is to take less than 24 hours;
4. if the harbor of destination is unknown or if it changes during the voyage – immediately after gaining information on the harbor of destination.

4. Unless the detailed provisions of Part II hereof stipulate otherwise, a vessel shall not enter a harbor without a permission granted by Harbor Master’s Office using means of radiocommunication on an appropriate VHF working channel.

5. In order to gain permission to enter a harbor, the ship Master (Manager), after reaching a roadstead, should communicate with Harbor Master’s Office and give the following details by means of radiotelephone communication:

1. vessel’s name, call sign and IMO number;
2. total length, breadth and draft of the vessel, vessel’s tonnage pursuant to the International Tonnage Certificate;
3. type and quantity of the cargo, including dangerous cargo and cargo causing pollution;
4. authorized ship’s agent;
5. last port of call;
6. any other data as required by Harbor Master’s Office.

6. The ship Master is obliged to report the vessel mooring time (ATA – actual time of arrival) to Harbor Master’s Office immediately after the operation is complete.

7. After the vessel arrives in the harbor, the ship Master (Manager) or his authorized representative should immediately submit a declaration form being a General Declaration and a Vessel Data Form – using the PHICS system.

8. Upon Harbor Master’s request, the following original documents should be produced when reporting a vessel engaged in international trade: a Certificate of Registry, an International Tonnage Certificate, Safety Certificates, Load Line Certificates, a MARPOL Certificate, a Certificate of Financial Responsibility, a Crew and Passenger List, and a Cargo Manifest.

9. Harbor Master has the right to keep the vessel safety documents during the time of the vessel’s berthing in the harbor.

10. All vessels which, pursuant to the SOLAS Convention, have to be fitted with vessel-borne AIS equipment, shall maintain AIS in operation at all times except where international agreements, rules or requirements of the International Maritime Organization (IMO) provide for the protection of navigational information.

11. Information communicated by a vessel via AIS should comply with the IMO requirements, be complete and up-to-date.

12. If a ship Master decides to deactivate the vessel-borne AIS equipment, he has to report this fact immediately to Harbor Master’s Office and the VTS Service using the available means of communication, stating the reason for deactivation.

§62.1. A vessel may only leave the harbor after she undergoes border check, customs clearance and health clearance, and also after the ship Master (or his authorized representative) submits the following filled-in declaration forms in the PHICS system:

1. General Declaration;
2. Cargo Declaration;
3. Vessel’s Stores Declaration;
4. Crew List;
5. Passenger List;
6. Information on Dangerous Cargo.

2. The Master (Manager) of a vessel calling at a harbor for a period not exceeding 24 hours, except for vessels engaged in international trade, may report the vessel’s arrival and departure simultaneously. If a vessel reported for departure stays in the harbor longer than 24 hours, the ship Master (Manager) shall report the vessel’s departure from the harbor again before the expected departure.

3. Unless the detailed regulations of Part II hereof provide otherwise, a vessel cannot be unmoored and depart from a harbor without a permission granted by Harbor Master’s Office using means of radiocommunication via an appropriate VHF working channel.

4. In order to gain permission to unmoor a ship and depart from a harbor, prior to unmooring the ship Master (Manager) should communicate with Harbor Master’s Office and provide the following details by means of radiotelephone communication:

1. vessel’s name, call sign and IMO number;
2. current draft of the vessel;
3. next port of call;
4. number of all persons onboard;
5. information on dangerous cargo and cargo causing pollution.

5. The ship Master is obliged to report the unmooring time (ATD – actual time of departure) to Harbor Master’s Office after the operation is complete.

6. In the event of PHICS system failure, the ship Master (Manager) or his authorized representative shall send all required documents to Harbor Master’s Office in writing.

7. Newly built vessels or vessels which underwent repair in a shipyard may go seaward after Harbor Master’s Office is presented with original vessel documents or their copies authenticated with the vessel seal and the signature of the ship Master/Manager.

§63.1. The following vessels shall be released from the obligation of written notification of Harbor Master’s Office about their arrival in and departure from the harbor:

1. vessels of the Navy (save for Paragraph 3), Border Guard, Police, Customs Office and Maritime Office;
2. auxiliary vessels with gross tonnage below 300, not carrying cargo or passengers;
3. passenger vessels with gross tonnage below 300;
4. engaged in domestic trade – not carrying passengers;
5. engaged in regular passenger cruises on Polish internal seawaters[[2]](#footnote-2);
6. engaged in regular passenger cruises between the harbors of the Pomeranian Bay or the Gdańsk Bay and released from the obligation of sending an Ship Pre-Arrival Security Information, pursuant to Article 44 of the September 4th, 2008 Navigation and Marine Harbor Protection Act (2018 Dz. U., item 435);
7. fishing vessels with the length not exceeding 45 m;
8. seagoing yachts.

2. Vessels listed in Paragraph 1 shall notify Harbor Master’s Office each time before they depart from a harbor and immediately after they arrive in a harbor.

3. Commanders of Navy vessels shall report their vessel’s name and call sign to Harbor Master’s Office before arrival in and departure from a harbor.

4. Operators making terminals or berths available for berthing of sports vessels are obliged to keep registers of arrivals and departures of such vessels, and present them to Harbor Master’s Office upon request.

5. The provisions of Paragraph 1 shall apply unless the detailed provisions of Part II hereof stipulate otherwise.

§64.1. Departure of a vessel from a harbor or a terminal meant for berthing of sport vessels in order to perform scuba diving in shipwrecks or searching through shipwrecks or their remains, or for the purpose of seeking hidden or abandoned movable artifacts, including archaeological artifacts, is allowed only with a permission from Harbor Master’s Office.

2. Departure for the purpose of scuba diving operation, as described in Paragraph 1, shall be reported at Harbor Master’s Office, using forms stipulated in other regulations.

3. Harbor Master’s Offices shall keep a register concerning scuba diving operations mentioned in Paragraph 1. Entries in the register should contain information on the vessel’s name and person in charge of the scuba diving operation, date and time of vessel’s departure from and arrival in the harbor, number of persons reported as scuba divers and the scuba diving site (position).

§65.1. The following vessels shall be prohibited from departure from a harbor:

1. vessels overloaded at a berth, dangerously tilted or trimmed, until they are partially unloaded or brought on an even keel;
2. vessels carrying more passengers than allowed based on safety documents;
3. vessels without valid safety documents;
4. vessels not fulfilling requirements stipulated in a safety document regarding the number and competences of the vessel’s crew, equipment or other navigation conditions;
5. vessels detained in result of a vessel safety inspection by an inspection authority or on the Harbor Master’s Office command;
6. vessels whose sanitary and epidemiological conditions, in the opinion of State Sanitary Inspection bodies, may pose a hazard of outbreaks of contagious diseases in their next ports of call;
7. vessels which have not discharged waste in the harbor, as stipulated in §92, Paragraphs 3 to 6, provided that such an obligation stems from the environmental protection regulations;
8. vessels whose Master (Manager), due to any reason, has limited personal control over the vessel’s safety and navigation.

2. The following vessels shall be prohibited from navigating at sea:

1. yachts used for sports or recreation purpose, including commercial yachts and fishing vessels, not having valid safety documents on board and failing to fulfil the requirements regarding equipment, crew number and competences, as stipulated in other regulations.
2. commercial yachts without a valid safety certificate onboard, without the compulsory shipowner civil liability insurance and the accident insurance covering all persons onboard.
3. yachts carrying more passengers than allowed according to their safety document.

3. If a vessel has experienced a damage, then before her departure from a harbor the ship Master (Manager) or his authorized representative shall submit to Harbor Master’s Office a proper document along with its copy or authenticated transcript, issued by a competent classification society, stating that in result of the damage the vessel did not lose her maneuverability or that her maneuverability has been restored.

§66.1. The operator of a berth at which a vessel arrives is under an obligation to prepare a berthing site for the vessel.

2. A vessel’s berthing site at berths, jetties, breakwaters and other harbor facilities is indicated by a competent operator, in agreement with the Harbor Master’s Office. Before the vessel’s approach, until the moment of her mooring, the indicated bow position should be marked on the berth by the following means:

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

3. If a berth is decommissioned, the fact should be clearly marked by the operator, by means of a white notice board with the dimensions of 100 cm x 75 cm, with a black inscription whose content should be agreed with Harbor Master’s Office.

4. A berthing site for naval vessels is determined by Harbor Master, in agreement with the berth’s operator.

5. Vessels are not allowed to come alongside berths, jetties, breakwaters and other harbor facilities or to berth at them without a permission granted by their operator and Harbor Master.

6. Vessels of the Navy, Border Guard, Police, Customs Office and Maritime Office may come alongside berths and terminals for duty purposes within the entire harbor area regardless of to whom they belong.

7. In special cases, for the sake of maintaining safety or order in a harbor, Harbor Master’s Office may indicate a vessel’s berthing site with the omission of the procedure described in Paragraph 2.

8. Without a permission granted by Harbor Master’s Office, vessels shall not be moored in a manner that would make them protrude beyond the outline of the mooring area at the berth.

§67.1. A vessel should stay at the indicated berthing site and is not allowed to change it without Harbor Master’s permission, unless navigational safety considerations dictate so. This also applies to dragging vessels along a berth.

2. Harbor Master may order the vessel to change its berthing site if it is required for navigational safety reasons or in order to maintain order in the harbor.

§68. Harbor Master may order a vessel to be removed from a harbor if it is necessitated by navigational safety considerations or the need to provide proper use of the harbor.

§69.1. A vessel moored at a berth or a different coastal structure should have at least one permanent, secured and properly fastened gangway (accommodation ladder, ramp or inclined ladder) connecting it to land. Before establishing such a connection, any traffic between the vessel and land is forbidden. These regulations do not apply to pilot boats, undecked vessels, vessels of Harbor Master’s Office and other vessels whose structure excludes the installation of a gangway.

2. At the point where the gangway touches land the vessel should have a lifebelt with a lifeline. The end of the gangway which touches land should not obstruct unrestrained movement of cranes and rolling stock along the berth, and should be painted safety color.

3. At night, a gangway should be properly lighted, and if black ice appears, the gangway should be protected against slipping.

4. When a gangway is removed, gates in the vessel’s bulwark or railing should be closed.

5. If one vessel is moored alongside another vessel, the vessel moored at the berth should enable safe passage to the other vessel, providing it with any assistance necessary to prepare appropriate passages.

6. Gangways mentioned in Paragraphs 1 and 5 shall not be used if they are damaged.

§70.1. Gangways, ramps and inclined ladders enabling passage to land should have an appropriate structure, be provided with handrails on both sides and be secured with safety net, and also be approved by a classification authority.

2. If a vessel is not moored directly at the berth, a safety net should be spread under a ramp or an accommodation ladder. If necessary, the berth’s operator should place an appropriate pontoon under the gangway.

3. In the case of passenger vessels, passengers may move between a vessel and land only using ramps which are permanently provided with handrails on both sides and secured with safety net.

4. Passengers’ embarkation and disembarkation should be supervised by the vessel’s crew member.

5. Simultaneous two-way traffic on ramps mentioned in Paragraph 3 is forbidden, unless ramps are fit for such traffic.

§71.1. No elements of a vessel’s structure or vessel’s cargo gear may obstruct free movement of cranes and rolling stock alongside the vessel.

2. If an anchor has to remain under water when the vessel is moored at a berth, the anchor chain should be slackened to hang vertically downwards. The ship Master (Manager) shall inform Harbor Master’s Office that the anchor remains under water. In addition, such a vessel should display light signals and signs in accordance with IRPCS.

3. Vessel’s outlets should be secured in a manner preventing water from flooding berths and harbor facilities.

§72.1. When berthing in a harbor, a vessel should have an adequate number of competent crew members in order to enable safe berthing.

2. Depending on the type and the structure of a vessel and its berthing site, a vessel or a group of vessels may be supervised by one person, if it poses no hazard to navigational safety and is agreed with Harbor Master’s Office. An application regarding this matter, along with a substantiation, shall be submitted by the ship operator.

3. Establishment of appropriate supervision is the responsibility of the ship Master (Manager) and the ship operator.

4. Harbor Master may also give his permission for the berthing of a vessel without the supervision mentioned in Paragraph 2. An application to this effect shall be submitted by the ship Master (Manager) and the ship operator.

§73.1. While a vessel is staying at berth, the vessel’s propellers (main and auxiliary) shall not be operated, unless mooring maneuvers are performed.

2. Mooring trials of a vessel’s engine may only be conducted at testing stations, after Harbor Master’s Office grants their permission. The beginning and end of the trial must be reported to Harbor Master’s Office.

3. During engine trials a deck officer should be present on the bridge throughout the entire duration of trials. A deck officer is responsible for continuous observation of the adjacent waterbody, listening to the VHF channel agreed with Harbor Master’s Office, constant supervision over the vessel’s mooring condition, sending warnings to other vessels, and stopping the engine of his own vessels, if necessary. A ship Master (Manager) shall each time determine the number of crew members needed to perform the trials.

4. During engine trials, the vessel shall display the following signs in a most visible place:

1. during the day: flag C, in accordance with the International Code of Signals, with a cone under it, placed at a distance not smaller than 0.5 m, with the apex turned upwards;
2. at night: two all-round lights, placed vertically one above the other, whereas the upper light should be green, and the lower one should be red.

5. Test station operators are responsible for ensuring that the requirements stipulated in Paragraph 2 are met. Before the commencement of the trials, the test station operators should provide vessel’s Master (Managers) with full information on the duties of vessels undergoing engine room trials.

§74.1. Vessel’s repairs at a roadstead or in a harbor, or any other hot works performed onboard in a harbor, except for shipyard berths, may be performed only with a Harbor Master’s permission.

2. Repair works posing a fire risk or other hot works may be performed aboard a vessel berthing in a harbor if the following conditions are met:

1. permission of the owner or operator of the berth at which the vessel is located is obtained together with a specification of the conditions of such works;
2. a protocol of agreed fire safety conditions to be met during hot works onboard is made;
3. a permission from Harbor Master is obtained.

3. Repair works posing a fire risk or other hot works onboard should be performed with the observance of the conditions stipulated in the Fire Safety Instruction regarding hot works performed aboard vessels repaired in areas managed by particular harbor management authorities.

§75. Fumigation is allowed only at locations indicated by Harbor Master’s Office. A vessel under fumigation should display a “VE” signal, in accordance with the International Code of Signals.

§76.1. Clearance of vessels at their berthing sites is contemplated in other regulations.

2. Before a vessel’s clearance on arrival and after her clearance on departure, cargo and people traffic between the vessel and land and between the vessel and other vessels in the harbor, is allowed only with a permission of the authorities in charge of the clearance.

3. The regulation of Paragraph 2 does not apply to officers of Harbor Master’s Office.

**Chapter VII.**

**Ship salvage**

§77.1. The salvage of ships which had a marine accident, including especially ships on fire or such on which other occurrences happened that put the ship or cargo safety in danger, is governed by other regulations.

2. The occurrences referred to in Paragraph 1 should be immediately reported to Harbor Master and Fire Department.

3. Salvage operation is managed by Harbor Master.

§78.1. In the event of sinking of any ship equipment, including especially anchors, chains and wire ropes or other things which pose a threat to the safety of navigation, the ship Master (Manager) or the operator of such equipment should immediately temporarily mark the spot where the thing(s) sank and notify Harbor Master instantly.

2. The said things should be recovered by the ship or the persons who lost them without undue delay. Should the lost things not be recovered within the term specified by Harbor Master’s Office, Harbor Master may order their recovery and charge the cost to their owner on the basis of other regulations.

§79. Should a ship sink in consequence of a ship collision, the other ship is obliged to fulfil Harbor Master’s orders.

**Chapter VIII.**

**Cargo handling and storage**

§80.1. Cargo handling in maritime trade should take place in designated places.

2. Cargo handling on the roads may only take place with Harbor Master’s consent given from time to time, and at clearly indicated locations.

§81.1. Cargo should be properly secured against spillage and falling into water, onto the berth, and against raising dust due to improper handling and storage method, save for §91 Paragraph 2.

2. On handling completion the cargo handler shall immediately clean the handling location and remove the remains of goods and waste.

§82. A ship must not exceed the permissible draft specified for a given location in the harbor.

§83. It is forbidden to:

1. use hoisting gear which does not have a valid inspection report or certificate or whose use is suspended by a competent inspection authority
2. use auxiliary handling equipment which is damaged or does not comply with standards in force
3. drag cargo and equipment over berths, handling ramps and bank protections, roll it over walls and embankments, or roll cargo over berth and ramp curbs without proper protection
4. use handling equipment for other purposes than intended and overload it beyond maximum permissible working load
5. store cargo at locations which are not specifically designated for this purpose
6. overload berths over their maximum permissible load.

§84.1. Cargo may be stored on berths and ramps only temporarily, not longer than necessary to complete a handling operation, always leaving enough space for the passage of emergency vehicles.

2. The distance between stored cargo and the berth or ramp edge on the side of water must be at least 2 m. The distance between stored cargo and crane or railroad rails must be at least 1.5 m.

3. The operator of berths or ramps shall post information signs specifying the maximum permissible load of berths, ramps, storage yards and devices.

4. A free passage creating a mooring path at least 1.2 meters wide measured from the water side edge of the facility shall be provided. Only numbered mooring gear. gangways, and covered recesses not protruding over the mooring path surface may be located within the mooring path.

§85.1. The transport, handling and storage of dangerous goods are governed by other regulations.

2. Harbor control center staff provide Harbor Master with information on introducing dangerous and polluting goods into the harbor at least 24 hours prior to their intended arrival. A consent of Harbor Master is required to enter dangerous goods of Class 1, 6.2 and 7 into harbor premises.

**Chapter IX.**

**Maintaining order and environmental protection**

§86.1. Berths, ramps and dolphins and their external water-side edges should be properly lighted at night. This duty rests with the operators.

2. The lights referred to in Paragraph 1 should comply with other regulations, and their location and color shall be agreed upon with the Director of Maritime Office in Gdynia.

§87.1. The spots where underwater installations (cables and pipelines) are located should be marked on land on both sides of the underwater part of the installation with caution signs posted at locations agreed with the Director of Maritime Office in Gdynia.

2. Caution signs should be properly maintained, well visible and lighted from sunset to sunrise and whenever visibility is limited.

3. The duty to post, maintain and light caution signs rests with the operator of the protected facility.

4. Director of the Maritime Office in Gdynia may revoke the duty to mark the path of cables and pipelines if he decides that it would not pose a threat to navigation.

§88.1. Harbor administration has a duty to provide harbor waste collection facilities to ships calling at the harbor either at the mooring location or another place.

2. The services of waste collection and recycling within the harbor may only be rendered in accordance with procedures specified in the harbor Ship Waste and Cargo Remains Management Plan.

3. The collection of waste and cargo remains from ships should not cause unjustified extension of the ship’s stay in the harbor.

§89.1. Maintaining cleanliness and order within sea harbors is the operators’ duty.

2. Operators are responsible for the consequences of not fulfilling their duty in the scope of maintaining cleanliness and environmental protection and for damage resulting from failure to fulfil the duty.

§90.1. Waste should be collected in proper containers.

2. Waste containers should be marked and closed tight. Waste should be segregated.

3. Waste containers should be emptied timely and the surrounding area should be kept clean and tidy at all times.

4. Pouring liquid waste into solid waste containers, and burying carcasses, rotten fish, fish waste and garbage, useless production waste and waste originating from cleaning industrial, harbor and ship containers within the harbor area is forbidden.

§91.1. Dumping any liquid waste into drains, harbor waters and soil is governed by other regulations.

2. It is forbidden to release pollutants to the atmosphere within the harbor. This ban does not refer to emission resulting from normal use of the ship and emission from land facilities on the basis of permissions referred to in other regulations, within the admissible limits of releasing them into the air.

§92.1. It is forbidden to pollute harbor water, land, structures and other facilities. If pollution occurs, the parties who caused the pollution, or the operators, shall remove the pollutants immediately or within a time limit specified by Harbor Master ’s Office, and cover the cost of its removal and of the claims of third parties related thereto. Should this duty not be fulfilled, the Director of the Maritime Office in Gdynia may order its execution and burden the polluting party or the operator with the costs.

2. The provision of Paragraph 1 also applies to removing from harbor waters any floating objects constituting obstruction to navigation.

3. Oil waste and water contaminated with oil should be dumped by the ship into designated reception systems. A reception hose is connected to the dumping pipeline fitting by the dumping ship crew.

4. Liquid waste – polluted water from sanitary installation of the ship, not containing oil or post-cargo waste, should be dumped to proper reception facilities before leaving the harbor, unless the available retention volume of the tanks guarantees their retention onboard until the time when the ship is more than 12 Nm away from the nearest land.

5. Solid waste, household, operational and handling waste, should be dumped by the ship, prior to her leaving the harbor, to proper reception facilities:

 1) containers located on harbor berths

 2) vehicles sent to the ship’s side.

6. Water remaining after washing cargo holds or tanks must be dumped to reception facilities in the harbor.

7. Provisions of Paragraphs 3-6 also apply to ships possessing own facilities of a type recognized by a classification institution which ensure waste neutralization, referred to in those provisions.

8. Entrepreneurs dealing with the collection, storage and recycling of waste from ships and its transport are obliged to inform the Director of the Maritime Office in Gdynia in writing about rendering such services in the harbor and produce a due permit required to provide such services on the basis of other regulations.

9. An operator is obliged to remove oil spillage mechanically. It is forbidden to use other than mechanical means to remove oil-derivatives from the surface of water without a consent of the Director of the Maritime Office in Gdynia. In order to avoid undue delay and contain the spread of pollution, a consent to use dispersing agents to remove oil film may be given by Harbor Master.

10. The procedure of obtaining a release from the duty to dump waste to harbor reception facilities is specified in other regulations.

§93. If in the course of monitoring or inspection it is found that there is a threat of polluting harbor waters by a ship, an authorized representative of the Director of Maritime Office in Gdynia may close and seal the bilge system valves for the time while the ship stays in the harbor.

§94.1. The spoil obtained from dredging harbor waters should be transported to a place indicated in the agreement on performing dredging services, and in the absence of such provisions, to dumping sites or refilling sites indicated by the Director of Maritime Office in Gdynia.

2. Dumping the spoil obtained from dredging harbor waters into the sea may only take place after a permit is obtained in accordance with regulations in force.

§95.1. Prior to the commencement of bulk oil-derivatives and any other bulk oil handling (other than bunkering) the ship should be surrounded by an oil barrier which should stay in place throughout the handling process; if Harbor Master decides so, she should be accompanied by an oil skimmer ship. If a harbor basin is equipped with efficient pneumatic oil booms which prevent oil pollutants from spilling beyond the basin, Harbor Master may refrain from the requirement of using an additional oil barrier. However, the cargo handling depot should make the oil booms immediately available in case of pollution.

2. Requirements relating to the handling of bulk chemicals which are lighter than water and do not dissolve in water should be specified in a Technical Manual and agreed with Harbor Master.

3. Requirements relating to the handling of dangerous bulk substances should be specified in a Technical Manual.

4. If deploying an oil boom is difficult or impossible, or the quantity of transferred oil or chemical substance is smaller than 2,000 tons, Harbor Master may, on the motion of the cargo handler or an assisting entity, give a one-time permission or a temporary permission to the assistance of a vessel with a boom ready to deploy. The responsibility for full readiness of the vessel to take action rests with the cargo handler.

5. Bunkering of vessels should take place within the internal area of the harbor, in a place approved by Harbor Master ’s Office. If there is no threat to the safety of the harbor and natural environment, on a motion of the ship operator, Harbor Master may give his consent to bunkering on the roads, specifying the conditions of such operation. All costs connected with bunkering on the harbor roads burden the party applying for the consent.

6. Bunkering of fuel from a tank to a ship may take place on the wharf in a place designated by the wharf operator, properly prepared and secured, and approved by Harbor Master’s Office.

7. The commencement and completion of the operation referred to in Paragraphs 5 and 6 should be reported to Harbor Master ’s Office.

§96.1. Scrapping ships within the harbor is only allowed when a due permit is obtained from the Director of Maritime Office in Gdynia.

2. The procedure of issuing permits to complete the operation referred to in Paragraph 1 is specified in other regulations.

§97. Within the harbor area, it is forbidden to:

1. remove, damage or misuse fire signal apparatus
2. remove or damage navigational aids and caution boards and signs
3. damage or conceal telephone infrastructure and electric devices and obstruct access to such devices.

§98.1. Without a consent of Director of Maritime Office in Gdynia it is forbidden to:

1. lay and replace underwater systems such as cables, and water, sewage and gas pipelines;
2. keep decommissioned vessels
3. drive mooring piles in water and on land
4. use pyrotechnical materials during hydrotechnical and other works
5. establish fixed or mobile commercial facilities
6. place posters and advertisements in harbors under the management of the Director of Maritime Office in Gdynia
7. perform underwater works.

2. An application for a permit in cases referred to in Paragraph 1 should include due documents.

§99.1. Without a consent of Harbor Master it is forbidden to:

1. submerge docks
2. launch ships
3. moor alongside another ship moored at the berth
4. pump out ballast water
5. extract sand, gravel, stones and ice
6. retrieve sunken objects
7. spread or dry fishing nets
8. organize sports or amusement events on water
9. practice rowing and kayaking sports beyond designated area
10. sand, scrape or paint outer parts of ship hull without properly securing the workplace to protect the environment
11. leave handling equipment protruding toward water beyond the ship’s contour
12. leave for sea trials of newly built or yard-overhauled ships
13. engage in advertising and other activity not connected with normal harbor operation on waters under the management of Harbor Master ’s Office.

2. The ban specified in Paragraph 1 Point 6 does not refer to instances referred to in §78 and retrieving goods lost during handling by their handler.

3. Fishing and setting up fishing equipment is only allowed at least 150 m from the border of a traffic lane, roads or anchorage, unless the detailed regulations of Part II of this Order provide otherwise.

§100.1. The operator of berths, ramps or other hydrotechnical structures boarding water is obliged to place rescue equipment including shepherd’s crook hooks and lifebelts with ropes at least 30 m long along these structures. The equipment should be placed not more than 200 m from one another in a way allowing for its instant use, should be in good order and properly lighted at night.

2. Operators are obliged to draw a layout of rescue equipment and submit it to Harbor Master for approval.

3. Harbor Master may release the operator from the duty resulting from Paragraph 1 if the hydrotechnical structure is equipped with devices which prevent falling into water.

§101.1. An operator is obliged to notify Harbor Master about the term of commencing hydrotechnical works 14 days ahead of the term.

2. On commissioning of harbor berths, their operator should possess:

1. a clear sea bottom certificate issued by a diver, saying that a 50 m wide strip of sea bottom along the entire wharf, and a reinforced strip of seabed, has been inspected and contains no navigational obstructions;
2. a 1:1000 bathymetric plan approved by Maritime Office in Gdynia or Navy Hydrographic Department;
3. a sonic inspection certificate saying that no underwater obstacles exist within a strip from the traffic lane axis to the berth or seabed reinforcement edge at its entire length;
4. a certificate of the type and technical condition of bitts.

3. A berth operator is obliged to periodically repeat bathymetric measurements and the clear sea bottom inspections of the bodies of water adjacent to the harbor wharfs and berths which are necessary for their operation. Navigational obstacles revealed during such inspections should be removed by the operator. The frequency and scope of bathymetric measurements are specified in other regulations.

4. Harbor Master may oblige an operator to execute works referred to in Paragraph 3 at shorter intervals and in a broader scope than specified in other regulations, if the safety of navigation calls for it.

5. Berth operators are obliged to keep the mooring devices and berth fenders used by them in proper condition and remove snow and ice. Any faults should be fixed without undue delay. On Harbor Master’s Office’s demand the operators are obliged to submit certificates of periodical strength tests of mooring and fendering gear.

**PART II**

**ADDITIONAL REGULATIONS**

**Chapter I.**

**Additional regulations for Gdańsk Harbor**

§102.1. Vessels should proceed at a safe speed, in accordance with IRPCS, not exceeding:

1. at a roadstead: 7 knots;
2. on Motława River from Hak Polski berth upstream: 4 knots;
3. within other harbor water bodies:
4. vessels with a length below 50 m and a draft up to 3.0 m: 7 knots;
5. other vessels: 6 knots;
6. tows: 4 knots.

2. The speed limits specified in Paragraph 1 do not apply to state service vessels performing their statutory duties.

3. Harbor Master may permit vessels to exceed the established speed limits, specifying water bodies where a vessel may proceed faster, if it is necessary for correct maneuvers or due to specific technical properties of a vessel.

§103.1. The working channel of the Gdańsk Harbor Master’s Office is VHF channel 14.

2. All vessels entering/leaving the Wisła Śmiała waterbody and arriving at/departing from the Sopot Pier terminal are under an obligation to obtain permission from Harbor Master’s Office. The said obligation does not apply to vessels not longer than 7.5 m, not engaged in commercial activity.

3. Tugs and pilot boats engaged in assisting vessels at their arrival/departure are released from the obligation to gain permission from Harbor Master’s Office to enter/leave the harbor.

§104.1. Sports vessels may navigate within the Gdańsk Harbor from the main entrance to Zielony, Stągiewny and Kolejowy bridges, as well as in Port Północny, after they receive a consent of the Officers on Duty in Harbor Master’s Office. A consent to enter/leave may be obtained via radio (on VHF channel 14) or by telephone.

2. A permission to navigate along these routes with sail set may only be granted to vessels provided with VHF equipment (channel 14).

3. Water scooters may proceed within the Gdańsk Harbor only on a route from Zielony and Stągiewny bridges through the turning basin at Polski Hak up to the estuary of Wisła Śmiała. Non-commercial sports and recreational vessels moving along the said route and not intending to leave the harbor are released from the obligation to notify the Officers on Duty in Harbor Master’s Office.

§105.1. Vessels may pass under the bridge on Motława river (open or closed) only in accordance with the signals of regular or emergency traffic lights situated directly before the bridge. The applicable “Traffic Control by Bridge Tender using Bridge Traffic Lights” are presented in **Attachment No. 1** to this Order.

2. The bridge opening schedule is contained in **Attachment No. 2** to this Order.

3. Vessels heading towards the part of Stara Motława river past the bridge, when reporting their entry to the harbor on VHF channel 14, shall communicate the intention to the officer on duty in the harbor, specifying the vessel’s parameters.

Vessels with breadth exceeding 6.6 m and height above 25 m, before sailing into Motława river and before unmooring from a marina or mooring sites on Stara Motława past the bridge, shall call the bridge tender and arrange the manner of their passage, including in particular one-way traffic or passage on the side of a traffic lane where there are no height limits.

4. Vessels engaged in regular liner shipping may arrange the rules of one-way traffic once for multiple voyages. A list of such vessels along with their parameters must be available at the bridge tender’s control room.

5. A request to open the bridge should be passed to the bridge tender via VHF or by telephone:

1. by arriving vessels – before sailing into Motława, near Polski Hak,
2. by departing vessels – at least 30 minutes in advance.

6. The channel used for communication with the bridge: VHF channel 15 (listening and calling – VHF channel 14), telephone number: +48 516 970 048.

7. While waiting for the bridge to open, the departing vessels should stay at their current mooring sites, whereas the arriving vessels should moor at available sites on the western bank of Motława where berth curbs are painted green.

8. Vessel Managers shall unconditionally observe the passage rules in accordance with the displayed traffic lights and arrangements made with the bridge tender.

9. All vessels intending to pass the bridge line should maintain particular caution and proceed at such speed that will allow them to abort the passage. Until the time when the bridge is opened completely and a signal permitting safe passage is displayed, vessels should not approach the bridge. Vessels are not allowed to heave to or perform unjustified maneuvers on the traffic lane while waiting for the bridge to open.

10. Overtaking other vessels when approaching the bridge, in the part of the canal from which the bridge is visible, is forbidden.

11. Vessels with the width above 6.60 m and height above 25 m should only pass the line of the open bridge in one-way traffic.

12. Small vessels, including human-powered watercraft, should maintain particular caution in the bridge area, and should not disturb safe passage of other vessels.

13. Permanent signs on the bridge are compliant with the regulations regarding inland waters.

14. Any doubts concerning passing the bridge line should be clarified directly with the bridge tender, on VHF channel 15 or by telephone (+48 516 970 048).

15. If the bridge needs to be decommissioned for a specified period or the time of its remaining open or closed has to be extended due to mass events, Gdańsk Harbor Master’s Office should be contacted in accordance with the following requirements:

1. if the bridge has be decommissioned for the time of periodic inspections, the fact should be reported in writing to the Gdańsk Harbor Master’s Office at least 72 hours in advance;
2. if the bridge has to be decommissioned due to an emergency situation, the fact should be reported immediately after the onset of the situation;
3. the need for the bridge to remain open or closed for extended periods of time shall be reported by the mass event organizer or another interested party directly to Harbor Master’s Office at least 30 days in advance, provided that the extended times of the bridge opening or closing have been agreed with the operators of the infrastructure in the area of Motława past the bridge and with the operators of regular liners navigating within that waterbody.

§106.1. In the Gdańsk Harbor, vessels shall use the assistance of tugs as follows:

1. in Nowy Port:
2. one tug:
* vessels with the length Lc from 90 m to 130 m or with the draft greater than 6 m;
* vessels with the length from 70 m or with the draft greater than 5 m, if they proceed within the part of the harbor including the Leniwka river from Polski Hak to Siennicki Bridge;
* vessels with the length from 70 m, entering or leaving Ostrawica IV Basin;
* vessels with the length from 65 m or with the draft greater than 3.5 m, if they proceed in the part of the harbor including Stara Motława up to the bridge at Zielona Brama;
* tankers with the length from 70 m up to and including 100 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage;
* vessels entering or leaving the Władysława IV Basin should use the assistance of tugs in the number stipulated in additional regulations, plus one tug.
1. two tugs:
* vessels with the length above 130 m and up to 170 m;
* tankers with the length above 100 m and up to 140 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.
1. three tugs:
* vessels with the length above 170 m and up to 210 m;
* tankers with the length above 140 m and up to 180 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.
1. four tugs:
* vessels with the length above 210 m;
* tankers with the length above 180 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.
1. in Port Północny:
2. one tug:
* vessels with the length from 100 m to 140 m;
* tankers with the length from 70 m and up to 110 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage;
* vessels with smaller length or draft than specified in letter a), upon an order from Harbor Master.
1. two tugs:
* vessels with the length above 140 m and up to 180 m;
* tankers with the length above 110 m and up to 160 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.
1. three tugs:
* vessels with the length above 180 m and up to 240 m;
* tankers with the length above 160 m and up to 220 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.
1. four tugs:
* vessels with the length above 240 m;
* tankers with the length above 220 m, carrying oil derivatives, chemicals or liquid gases in bulk as their cargo, or not degasified after their carriage.

2. Tankers after completion of carriage of oil derivatives or liquid gases in bulk are deemed degasified only based on a due certificate issued by a third party expert. Such a certificate is valid for 24 hours.

§107.1. Non-self-propelled vessels shall use tug assistance as follows:

1. in Nowy Port:
2. one tug:
* vessels with the length up to and including 50 m, towed only alongside
1. two tugs:
* vessels with the length above 50 m and up to 120 m.
1. one tug more than the number indicated in §106 [w oryginale 104 – możliwy błąd], Paragraph 1, letters b, c and d.
2. in Port Północny
3. one tug:
* vessels with the length up to 50 m, towed only alongside
1. two tugs:
* vessels with the length above 50 m and up to 130 m.
1. one tug more than the number indicated in §106, Paragraph 2, letters b, c and d.

§108. The number of tugs and the essential terms of towing damaged and non-typical vessels (shipwrecks), large pontoons, docks etc. shall be each time specified by Harbor Master.

§109.1. Vessels which, due to their size, in order to safely enter/leave the harbor should be towed along harbor approach lanes may enter (leave) the harbor only when the sea state allows tugs to operate with the use of towlines. The above regulation is effective on the waters of Gdańsk, Nowy Port and Port Północny.

2. Vessels with the length up to 70 m carrying cargo of class 1 according to the IMDG Code, as well as any oil derivatives or liquid oils in bulk, or not degasified after their carriage, when navigating on harbor approach lanes and internal harbor waters, shall be effectively assisted by at least one tug using a tow line.

3. A towline may be dropped during a mooring maneuver, provided that the Master and the Pilot decide that the maneuver is safe and improves the vessel’s mooring conditions.

§110. Vessels mooring at berths where safe maneuvering is limited may be instructed by Harbor Master to use the assistance from more tugs than specified in this Order. For harbor safety reasons, Harbor Master may instruct vessels with a different length than specified in §106 to be assisted by tugs.

§111. Vessels which are obliged to use the assistance of tugs should perform the mooring/unmooring operation while keeping the vessel at all times parallel to the berth, whereas using their own propulsion should be limited.

§112.1. When mooring a vessel with the length of 130 m or more, and with the length of 85 m or more at a wind force above 5°B, a mooring boat should be used. The use of a mooring boat should ensure safe and professional service.

2. When a vessel is moored to/unmoored from a dolphin, a mooring boat should be used regardless of the vessel’s length and wind force.

3. In cases justified by navigational safety considerations the number of linesmen and mooring boats is determined by Harbor Master.

§113.1. The Gdańsk Harbor may be entered by vessels with the dimensions as stated below:

1. Nowy Port – vessels with the length up to and including 225 and draft up to 10.20 m, at mean water level;
2. Port Północny, excluding berth “T” and DCT berths – vessels with the length up to 300 m and draft up to 15.0 m at mean water level;
3. berth “T” is meant for handling vessels with the length up to and including 350 m and draft up to 15.0 m at mean water level, on the terms provided in the “Specification of Permissible Drafts”;
4. deep-water berth at DCT 1 terminal handles vessels with the length up to 400 m and draft up to 14.5 m at mean water level, on the terms provided in the “Specification of Permissible Drafts”; whereas berth DCT 2 is handles vessels with the length up to 425 m and draft up to 15.0 m.
5. non-typical floating structures (such as oil rigs, large pontoons and similar) whose breadth, height or construction hinder maneuvering in the harbor, as well as vessels exceeding the parameters of a given berth due to the carrying capacity of a hydrotechnical structure and its mooring and fendering gear, with draft greater than provided in the “Specification of Permissible Drafts” are treated as oversized vessels.

2. Vessels exceeding the dimensions specified in Paragraph 1 Points 1 to 4 and described in Point 5 may, in justified cases, enter/leave the harbor with a permission of Harbor Master and on the terms specified by him. The above conditions shall also apply to any change of a berthing site during the vessel’s stay in the harbor. The maximum length of an oversized vessel handled in Gdańsk Nowy Port cannot exceed 280 m.

3. If vessels exceeding the dimensions specified in Paragraph 1 Points 1 to 4 and described in Point 5 enter/leave the harbor, Harbor Master may order to remove other vessels moored at the berth on the towing route, at the expense of the interested party.

4. Vessels exceeding the dimensions specified in §113 Paragraph 1 Points 1 to 4, as well as vessels which are difficult to maneuver, should be manned by two Pilots. The leading Pilot shall be designated by the Head of the Pilot Station and shall be assisted by the second Pilot.

§114. The data contained in the “Specification of Permissible Drafts”, along with the changes introduced by Harbor Master, shall be binding. For harbor traffic safety reasons Harbor Master may waive the restrictions provided in the “Specification of Permissible Drafts” if he deems that it poses no threat to navigational safety.

§115. Safe handling instructions which are in force at transshipment terminals should be observed, and the arrangements stemming from land-ship and ship-land checklists should be followed completely.

§116.1. Pilot’s services shall obligatorily be used in Nowy Port by vessels with the length of 80 m or more, in Port Północny by vessels with the length of 100 m or more, excluding the waterbodies indicated in §117, and by vessels assisted by tugs, regardless of the length of such vessels. Tows consisting of pontoons, barges and other non-self-propelled vessels with the length up to 50 m towed alongside are released from the obligation to use Pilot’s assistance.

2. Tankers with the length exceeding 200 m or draft greater than 13 m, carrying oil derivatives, chemicals or liquid gases in bulk, shall be assisted by two Pilots.

3. Harbor Master may waive the above requirement if he deems that it poses no threat to harbor safety and marine environment.

§117. Pilot’s services shall obligatorily be used at the estuary of Wisła Śmiała (Górki Zachodnie), within Martwa Wisła waterbody, as well as in the Internal Basin of Port Północny by all vessels with the length of 50 m or more, and within Motława waterbody – by all vessels with the length of 40 m or more.

§118.1. Vessels entering Gdańsk Nowy Port should be manned by a Pilot at a distance of 0.4 NM south-west of the NP buoy.

2. Vessels entering Port Północny should be manned by a Pilot at a distance of 0.4 NM west of the PP buoy.

3. Pilots should be disembarked from vessels leaving the harbor at locations specified in Paragraph 1 or 2, respectively.

4. Harbor Master may waive the rules stipulated in Paragraphs 1 to 3 if he deems that it poses no threat to the safety of navigation.

§119.1. In Gdańsk Harbor, vessels and floating harbor facilities shall not moor alongside each other without Harbor Master’s permission.

2. In cases justified by navigational safety or harbor order considerations, Harbor Master may order to remove a vessel moored alongside another vessel at the expense of the vessel moored alongside.

**Chapter II.**

**Additional regulations for Gdynia Harbor**

§121.1. Vessels should proceed with a safe speed in accordance with IRPCS, however not exceeding,:

1. 10 knots at the roadstead
2. 6 knots in the harbor

2. Harbor Master may permit vessels to exceed the speed limits indicated in Paragraph 1 if it is necessary for correct maneuvers or due to specific technical properties of vessels.

3. The speed limits specified in Paragraph 1 do not apply to state service vessels performing their statutory duties.

§122.1. The working channel of the Gdynia Harbor Master’s Office is VHF channel 12.

2. Tugs and pilot boats engaged in assisting vessels proceeding toward and out of the harbor, as well as sport vessels entering or leaving the Marina are released from the obligation to gain permission to enter/leave granted by Harbor Master’s Office.

§123.1. Sports vessels may only navigate within the Gdynia harbor waterbodies in result of arrangements made with Harbor Master.

2. Sports vessels proceeding within the harbor waterbodies should have their mechanical propulsion ready to use and be provided with uninterrupted radio communication (VHF channel 12), unless Harbor Master’s Office instructions provide otherwise.

3. Vessels with gross tonnage above 200, moving within the harbor roadstead area, should keep a minimum distance of 500 m from breakwaters, whereas vessels with gross tonnage of 200 or less – a distance of 200 m.

4. Vessels whose actual draft is above their load line shall not be towed within the harbor.

§124. Vessels and floating harbor facilities shall not be moored alongside at:

1. Nabrzeże Fińskie [Finnish Berth];
2. Nabrzeże Polskie [Polish Berth] – a 250 m long section from Nabrzeże Fińskie to bollard No. 14;
3. in Basin No. V, at opposite berths;
4. Nabrzeże Południowe [Southern Berth] and Nabrzeże Gościnne [Guest Berth] at the Naval Shipyard;
5. Nabrzeże Islandzkie [Icelandic Berth] and Nabrzeże Wendy [Wenda Berth];
6. Nabrzeże Bramowe [Gate Berth].

§125. Vessels longer than 150 m may proceed within the Southern Canal if they meet the following requirements:

1. wind force: west wind - up to and including 5°B, east wind - up to and including 3°B;
2. vessels broader than 10 m shall not berth at Nabrzeże Wendy and Nabrzeże Islandzkie;
3. while vessels enter/leave Nabrzeże Śląskie [Silesian Berth], a 100 m long section of Nabrzeże Wendy adjacent to Nabrzeże Śląskie corner should be clear.

§126. Maneuvering conditions should be each time agreed with Harbor Master for the following vessels:

1. longer than 250 m and/or broader than 50 m;
2. departing for sea trials;
3. entering/leaving docks;
4. with damaged hulls
5. non-typical floating structures, such as: shipwrecks, large pontoons, floating docks.

§127. The dimensions of vessels moored at Nabrzeże Śląskie and Nabrzeże Angielskie [English Berth] in Basin II are limited to the length of 250 m and breadth of 35 m.

§128. Berthing of vessels at the main breakwater is forbidden, except for the Liquid Fuel Transshipment Terminal berth where it is allowed to moor vessels with the length from 100 m to 250 m.

§129. Fishing equipment may be set up at a distance of at least 500 m from the northern boundary of the harbor roadstead and at least 150 m from other boundaries.

§130.1. Vessels entering/leaving the Gdynia Harbor are under an obligation to use the assistance of at least:

1. one tug:
2. vessels with the length from 90 m to 140 m;
3. vessels referred to in §17 with the length from 70 m to 120 m;
4. non-self-propelled vessels and floating facilities with the length up to 50 m;
5. two tugs:
6. vessels with the length above 140 m and up to 180 m;
7. vessels referred to in §17, with the length above 120 m and up to 160 m;
8. non-self-propelled vessels and floating facilities difficult to maneuver, with the length above 50 m and up to 130 m;
9. three tugs:
10. vessels with the length above 180 m;
11. vessels referred to in §17, with the length above 160 m;
12. non-self-propelled vessels and floating facilities, with the length above 130 m;

2. The number of tugs and the conditions of safe towing of non-typical floating structures (shipwrecks, large pontoons, docks etc.) and vessels with damaged hulls entering/leaving the harbor shall be each time determined by Harbor Master.

3. Vessels which are obliged to use the assistance of tugs should perform the mooring/unmooring operation while keeping the vessel at all times parallel to the berth, whereas using their own propulsion should be limited.

§131.1. Pilot’s services shall obligatorily be used by:

1. vessels with the length of 90 m or more and vessels assisted by tugs, regardless of the length of such vessels;
2. vessels longer than 60 m, entering and leaving shipyard docks and shipyard hoisting equipment;
3. tows (shipwrecks, pontoons, barges, hulls, docks, etc.) assisted by at least 2 tugs;

2. Vessels carrying dangerous cargoes or vessels whose draft exceeds 9 m should be boarded by a Pilot at the GD buoy or at the proper anchorage

3. Vessels with a smaller draft should be boarded by a Pilot not later than at the approach lane, before gate G-1 – G-2.

4. Having a Pilot board a ship at different locations than specified in Paragraphs 2 and 3 requires a permission of Harbor Master.

5. A Pilot may disembark from a vessel departing from the harbor after passing gates G-1 – G-2. If a vessel’s draft exceeds 9 m the Pilot may disembark from the vessel at least 0.5 NM past the gate.

6. Earlier Pilot’s disembarkation justified by current weather conditions may only take place with a consent of Harbor Master and the Master of the piloted vessel.

7. Vessels longer than 300 m, other than passenger ships, as well as vessels longer than 200m entering and leaving the docks, shall obligatorily use the services of 2 Pilots.

8. If navigational safety requires it, Harbor Master may instruct a vessel to be manned by two Pilots where the leading Pilot shall be designated by the Head of the Pilot Station and shall be assisted by the second Pilot.

§132.1. When a vessel is moored to/unmoored from a dolphin or a mooring buoy, a mooring boat should be used.

2. The decision to using a mooring boat when mooring vessels at berths and other harbor facilities belongs to the vessel Master/Manager or the Pilot.

§133.1. Land and water facilities requiring protection due to vessel traffic shall be use the following warning signals:

1. at night: red light:
2. during the day: a red cylinder

2. Harbor Master’s Office should be notified about the use of the signals mentioned in Paragraph 1 above.

§134.1. The Marina is available to sport vessels with the length up to 20 m and draft not exceeding 3.2 at mean water level.

2. Sports vessels engaged in domestic trade shall notify the Gdynia Marina before each departure and immediately after each arrival to the harbor.

§135. The data contained in the “Specification of Permissible Drafts”, along with the changes introduced by Harbor Master, shall be binding. Harbor Master may waive the restrictions provided in the “Specification of Permissible Drafts” if he deems that it poses no threat to navigational safety.

**Chapter III.**

**Additional regulations for Elbląg Harbor and Vistula Lagoon harbors**

§136.1. Vessels entering Elbląg Harbor may not be longer than 85 m and their draft may not exceed 2 m. The stated draft applies to mean water level and may be temporarily reduced.

2. In situations posing no hazard to safety Harbor Master may allow vessels with parameters exceeding those stated in Paragraph 1 to enter the harbor.

§137.1. Vessels should proceed at a safe speed, not exceeding:

1. on the Elbląg river, from the starboard entrance light /green lantern/ to the Batorowo lay-by (kilometer 6): 4 knots
2. from the Batorowo lay-by to kilometer 17:
3. harbor service vessels: 4 knots,
4. other vessels and tows: 3 knots.

2. The speed limits provided in Paragraph 1 do not apply to state service vessels performing their statutory duties.

3. Harbor Master’s Office may permit vessels to exceed the speed limits indicated in Paragraph 1 if it is necessary for correct maneuvers or due to specific technical properties of vessels.

4. When passing pumping stations, discharge pipes of the municipal sewage treatment plant, as well as water intake stations, vessels should proceed at a minimum speed enabling safe steering.

5. Harbor Master may order that the speeds indicated in Paragraph 1 be further limited in special case, in order to ensure harbor safety.

§138.1. Vessels heading to Elbląg Harbor, after passing the “ELBLĄG” beacon should communicate with Harbor Master’s Office on VHF channel 10 in order to gain permission to sail into the Elbląg river.

2. Vessels entering the harbor from Vistula Lagoon and departing to Vistula Lagoon shall notify Harbor Master’s Office about passing the starboard (SBE) and portside entrance (PSE) lights, Batorowo lay-by and the pontoon bridge in Nowakowo.

3. Navigation on the Elbląg river (from SBE to Dróżno Lake) is only allowed at daytime.

4. The maximum number of vessels arriving or departing in a convoy is two. In special cases Harbor Master may change this number depending on weather conditions and navigational situation (wind force and direction, water level, vessel size and maneuverability).

5. A vessel shall not leave the harbor without Harbor Master’s permission.

6. Provisions of Paragraphs 1 and 2 do not apply to:

1. pilot boats and tugs engaged in assisting vessels entering and departing the harbor;
2. sports vessels.

7. Sports vessels proceeding within the harbor waterbodies should have mechanical propulsion and uninterrupted radio communication (VHF channel 71), unless Harbor Master’s Office instructions provide otherwise.

8. Sports vessels navigating within the harbor waterbody shall give way to vessels entering/leaving the Elbląg Harbor.

9. Sea sailing clubs shall keep records or arrivals and departures of sports vessels, and shall make these records available upon request of Harbor Master’s Office officers.

§139.1. Before entering the Elbląg river, vessels heading to the harbor from the direction of Jagielloński Canal shall contact the Harbor Master’s Office to gain permission to enter. Harbor Master’s Office gives their permission on VHF channel 71.

2. Vessels leaving the harbor through Jagielloński Canal are also under an obligation to report the moment of their entry into the canal.

§140.1. The following lay-by locations are established on the Elbląg river for arriving and departing vessels to pass each other:

1. lay-by at kilometer 6 of the Elbląg river when reaching the berth in Batorowo;
2. turning basin at kilometer 12.5 of the Elbląg river (when reaching the entrance to Jagielloński Canal);
3. turning basin at kilometer 14 of the Elbląg river.

2. Vessels approaching the pontoon bridge in Nowakowo are obliged to navigate with extreme caution.

§141.1. Vessels entering the harbor from Vistula Lagoon and obliged to use Pilot’s services shall be boarded by the Pilot at buoy 6/ELB.

2. A Pilot may disembark a vessel leaving the harbor after the vessel passes the starboard beacon (SBE) – green light).

3. In cases justified by weather conditions, Harbor Master’s Office may indicate a different place for a Pilot to embark/disembark.

4. The rules concerning Pilot’s services are stipulated in other regulations.

§142.1. Vessels longer than 70 m entering/leaving the Elbląg Harbor shall be assisted by a tug.

2. If non-typical floating structures (large pontoons with oversize cargo, damaged ships) enter or leave the harbor, the number of tugs and the manner in which they provide assistance shall be each time determined by Harbor Master.

§143.1. Vessels moored in the harbor may be dragged along the berth using their own capacity not further than the vessel’s length.

2. Harbor Master’s Office may allow vessels to moor to dolphins at the harbor turning basin (kilometer 14 of the river), provided that it poses no hazard to safety.

3. Berthing vessels beyond the designated mooring sites is forbidden.

**Chapter IV.**

**Additional regulations for Władysławowo Harbor**

§144. Władysławowo “anchorage” should be understood as a waterbody with the radius of 1 NM where the geometrical origin of the circle is the beacon of the northern breakwater of Władysławowo Harbour, to the west of the western boundary of the harbor approach lane.

§145.1. The size of vessels entering Władysławowo Harbor may not be larger than 70 m long and their draft may not exceed 4 m. The said draft applies to mean water level and may be temporarily reduced.

2. In cases justified by maneuvering safety, Harbor Master may allow vessels with parameters exceeding those stated in Paragraph 1 to enter the harbor, having indicated detailed maneuvering conditions.

3. Pilotage services shall be obligatory for vessels with the length of 60 m or more and shall be provided at daytime, from dusk until dawn (pilotage after dusk shall require Harbor Master’s permission). Vessels sending pre-arrival notification to Władysławowo should provide their estimated time of arrival (ETA) to Harbor Master’s Office and the respective pilot station 24 hours prior to their arrival at the roadstead. The request for Pilot’s services is reported by radio or by telephone two hours prior to the scheduled arrival at the roadstead. In difficult water and weather conditions, pilotage services may be provided from a pilot boat, with Harbor Master’s permission.

4. Harbor Master may release a vessel Master from the obligation to use Pilot’s services if the vessel Master has a history of at least five arrivals into the harbor with a Pilot’s assistance.

§146.1. A vessel must not enter/leave Władysławowo Harbor without a permission of Harbor Master’s Office given by means of VHF radiocommunication (channel 10).

2. The provision of Paragraph 1 does not apply to vessels not equipped with a radiocommunication system, in which case §62, Paragraph 2 of the Harbor Regulations apply.

3. All vessels “on their way”, navigating within the harbor waterbody and anchorage area and equipped with VHF radiotelephones should continuously listen to VHF 10.

4. Fishing boats and other vessels permanently based in Władysławowo should use their designated berthing sites, in accordance with the berthing plan prepared by the harbor operator and agreed with Harbor Master’s Office.

5. A vessel owner who wishes to have his vessel registered with Władysławowo as the vessel’s home port has to obtain a prior approval of Harbor Master.

6. Any events organized within the boundaries of the harbor and fishing terminals within the territory managed by Władysławowo Harbor Master’s Office should be reported by the organizer to Harbor Master and require his approval.

7. Before a departure of a fishing vessel her Master (Manager) is obliged to report the departure, indicating the planned fishing area, the number of crew and the expected time of return to the harbor. If the harbor of planned return (port of destination) changes, the boat Master (Manager) shall inform the officers on duty at the Harbor Boatswain’s Office.

§147. Without Harbor Master’s permission, it is not allowed to park mechanical vehicles beyond the designated places, except for emergency vehicles and vehicles engaged in handling vessels.

**Chapter V.**

**Additional regulations for Hel and Jastarnia Harbors**

§148. Vessels entering/leaving Hel Harbor and Jastarnia Harbor are under an obligation to obtain a permission of Harbor Master. The Hel Harbor Boatswain’s Office (VHF channel 10) and the Jastarnia Harbor Boatswain Office (VHF channel 10) are on duty 24 hours a day.

§149. Hel Harbor may be entered by vessels whose length does not exceed 80 m and whose draft does not exceed 6.0 m. These conditions apply at mean water level. Jastarnia Harbor may be entered by vessels whose length does not exceed 60 m and whose draft does not exceed 3.8 m at mean water level in the harbor.

§150. Vessels whose total length exceeds 60 m shall obligatorily use pilotage services. Other entry conditions related to navigational safety shall be determined by Harbor Master.

§151. At the approach lane in Hel Harbor and Jastarnia Harbor, as well as at the Kuźnica Marine Terminal, vessels shall proceed at a safe speed not exceeding 5 knots.

§152. In Hel Harbor and Jastarnia Harbor, it is prohibited to use thrusters and perform mooring trials, subject to the provisions of §153 and §154.

§153. Harbor Master may give his permission to use thrusters if it is justified by maneuvering and mooring safety considerations.

§154. Mooring trials may only be performed with a permission of Harbor Master on request of the berth’s owner.

**PART III**

**FINAL PROVISIONS**

§155. Order No. 5 *Harbor Regulations* of the Director of Gdynia Maritime Office dated February 20th, 2013 (published in the Official Journal of Pomorskie Province, item 1314 of 2015, item 4000 of 2017, item 3027 and item 3661 of 2017, item 204 and item 2463; Official Journal of Warmińsko-Mazurskie Province, item 1006 of 2015, item 4895 of 2017, item 3426 and item 4159 of 2018, item 364 and item 2478) loses its legal effect.

§156. This Order shall become effective as of August 1st, 2018 and shall be announced in Official Journals of Pomorskie and Warmińsko-Mazurskie Provinces.

Director of Gdynia Maritime Office

Master Mariner Wiesław Piotrzkowski

1. the Polish Journal of Laws [↑](#footnote-ref-1)
2. these waters include: Szczecin Lagoon, Vistula Lagoon, Puck Bay and part of Gdańsk Lagoon south of the straight line connecting the lighthouses in Hel and in Krynica Morska. [↑](#footnote-ref-2)