

PORT REGULATIONS

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

Chapter VI

Pilotage

§ 81. 1. Pilotage is compulsory for:

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

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

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

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

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

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

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

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

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

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

2. Request for a pilot shall contain:

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

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

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

- 5) current and expected hydro-meteorological situation.
4. If in the opinion of a designated pilot circumstances justify the use of more tug boats than specified in § 99.1., the pilot shall inform the master and communicate the final decision of the master to the Harbour Master Office or VTS, if applicable.
5. Regulations of .1, .2 and .4 shall not apply to a vessel not obligated to use pilot services.

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

- 1) The pilotage is mandatory from the following pilot boarding places:
 - 2) Pilot-3 – at N2 buoy, for vessels with draught more than 11.0m to 13.2m proceeding from Zatoka Pomorska;
 - 3) Pilot-2N – about 1 NM north of pair of beacons 11 - 12, for vessels with draught from 7.0 m to 11.0 m proceeding from north at Zatoka Pomorska;
 - 4) Pilot-2E – about 0.5 NM from eastern boundary of VTS area, at southern boundary of anchorage 2A, for vessels with draught more than 7.0 m, proceeding from east at Zatoka Pomorska;
 - 5) Pilot-1 – about 0.5 NM south of pair of buoys 13 – 14 for vessels with draught below 7.0 m, proceeding from Zatoka Pomorska;
 - 6) from place of stay at anchorages;
 - 7) at TW-1 buoy near Fairway Gate II for vessels proceeding from Polish border at Zalew Szczeciński.
3. Subject to § 11.1 and 2 and § 27.1.2) f), in the case of excessive waving for a given type and size of a vessel, a pilot may embark or disembark a vessel in a different location than specified in 86.2, provided that it does not pose threat to vessel's navigation and does not impede navigation of other vessels.
4. Regulation of .3 shall not apply to:
- 1) vessels carrying dangerous or polluting goods, referred to in § 50.1;
 - 2) vessels of draught more than 7.5 m;
 - 3) vessels of draft more than 4.5 m entering port of Świnoujście at night time .
5. A pilot who intends to embark a vessel in other locations than specified in .2, for reasons specified in .3, may do so with the master permission granted before the vessel reaches her position defined in .2 and shall do the following:
- 1) familiarize the master with navigational conditions in given area, in particular navigational dangers and traffic of other vessels;
 - 2) provide the master with any information necessary for safe navigation;
 - 3) report reasons and position of embarkation to VTS;
 - 4) start providing information and advice to the master regarding navigation of the vessel from the pilot boat from Pilot-1 position.
6. A pilot who intends to disembark the ship in other locations than specified in .2, for reasons defined in .3, may do so with permission of the master and shall do the following:
- 1) familiarize master with navigational conditions in given area, in particular navigational dangers and traffic of other vessels;
 - 2) provide master with any information necessary for safe navigation;
 - 3) notify reasons and position of disembarkation to VTS;
 - 4) continue pilot service from pilot boat until ship reaches pair of buoys 15 - 16.
7. Before disembarkation of outbound ship, a pilot shall notify VTS about his intention to disembark the ship. In case an LNG carrier navigates on the approach channel to Świnoujście entering the Outer Port of Świnoujście, VTS may request prolonging of the pilot service until safe passing or reaching a designated location.
8. Regulations of 1 – 6 shall not apply to a ship not obligated to use pilot services.

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

- 1) ships of length overall more than 140 m which arrive from the port of Szczecin or the port of Police and moor in the port of Świnoujście, and ships of length overall more than 100 m which arrive

from the port of Szczecin or port of Police and moor in Bałtycki and Atlantycki Basins and Ship Repair Yard of Świnoujście;

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

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

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

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

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

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

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

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

3. Each time before embarkation, a pilot shall read the current draught of a ship and report it to the Harbour Master Office or VTS, if applicable. If draft reading is impossible to take, pilot should report accordingly.

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

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

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

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

§ 90. A ship, which is obliged to use pilotage under the regulation, may change her place of berthing in the port or mooring manner, without the assistance of a pilot, provided that the captain of the ship receives, information on area availability and hydro- meteorological conditions from the Harbour Master Office or VTS, if applicable. At least one mooring line must remain fast ashore throughout the operation.

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

2. In case pilot boats service is suspended, all ships intending to leave or enter the port will be informed accordingly by:

- 1) pilot station when requesting a pilot;
- 2) relevant Harbour Master Office or VTS.

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

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