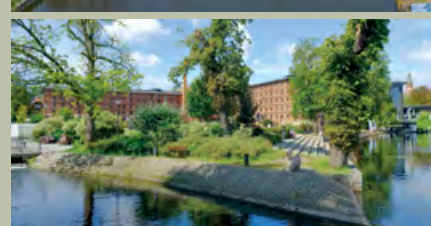
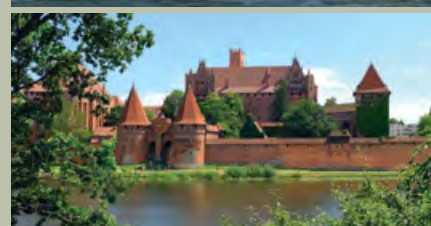




INTERNATIONAL WATERWAY E70

POLISH SECTION

ODRA / WARTA / NOTEĆ / KANAŁ BYDGOSKI / BRDA /
WISŁA / NOGAT / SZKARPAWA / ELBLĄG / ZALEW WIŚLANY
INCLUDING MARTWA WISŁA AND PASŁĘKA



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Title:

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Polish section: The Odra / The Warta / The Noteć / The Kanał Bydgoski/ The Brda / The Wisła
/ The Nogat / The Szкарpawa / The Elbląg River / The Zalew Wiślany. Including the Martwa Wisła and Pasłęka Rivers

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INTERNATIONAL WATERWAY E70

POLISH SECTION

ODRA / WARTA / NOTEĆ / KANAŁ BYDGOSKI / BRDA /
WISŁA / NOGAT / SZKARPAWA / ELBLĄG / ZALEW WIŚLANY
INCLUDING MARTWA WISŁA AND PASŁĘKA

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We would also like to thank all representatives of the sailing, boating and tourism communities who have contributed to enriching the content of this publication.



The West Pomeranian section of the E70 International Waterway covers the lower, border section of the Odra, stretching from Kostrzyn nad Odrą (617.6 km) to Hohensaaten in Germany (667.2 km). The total length of this section is nearly 50 km. Thanks to its navigational parameters, which allow for the passage of large vessels, this route is a key waterway link between the European network and the port of Szczecin. At Hohensaaten, the waterway connects with the Odra-Havel Canal (Odra-Havel-Kanal), which leads to Berlin, opening up access to the Havel and Elbe waterway systems. This historic link makes it possible to make a cross-border journey from the German capital directly to the Lower Odra Valley and Szczecin.



ZACHODNIOPOMORSKIE

The Waterway E70 stage in the Lubuskie Voivodeship covers almost 122 km, of which 68.2 km is the Warta River, 47 km is the Noteć, and the remaining 6 km is the Odra. The most important towns in this area are: Kostrzyn nad Odrą (stretching from the confluence of the Warta and the Odra up to the fifth kilometre of this stage), Gorzów Wielkopolski (lying at 54–188 km of the Warta), Santok (60 km) and Drezdenko (70 km). The section from the mouth of the Warta River to its 29th kilometre is part of the Warta Mouth National Park, together with the adjacent landscape park. At the 70th kilometre of the Warta River, near Santok, lies the Santockie Zakole Nature Reserve. It is also at this point that the Noteć flows into the Warta.



LUBUSKIE

The Greater Poland section of the Waterway E70 begins with a two-kilometre stretch of the Noteć River (177–179 km of the river), which forms the border between the Lubuskie and Wielkopolskie Voivodeships. The Greater Poland stage comprises a total of 121 km of the Noteć meandering through picturesque landscapes amidst meadows, fields, numerous oxbow lakes and canals. The Noteć flood-meadows provide a refuge for 22 bird species protected under the European Directive. As you travel through Greater Poland, you can visit towns such as: Krzyż Wielkopolski (175 river km), Wieleń (162 km), Drawsko (175 km), Czarnków (132–134 km) and Ujście (105–107 km). On this section, the Waterway E70 partially overlaps with the Great Wielkopolska Loop waterway route.



WIELKOPOLSKIE

The Waterway E70 in the Kujawsko-Pomorskie Voivodeship comprises a total of 145 km of rivers and canals. It begins at the 58th km of the Noteć and runs along a 19-km stretch of the river. It then covers 24.5 km of the Kanał Bydgoski, 14.5 km of the Brda and 87 km of the Vistula. Travelling eastwards from the province border, you can visit: Nakło nad Notecią (40 km of the Noteć) with its modern marina, Bydgoszcz and the Bydgoszcz Waterway Junction on the Vistula, the Brda and the Kanał Bydgoski, featuring unique hydrotechnical structures and two marinas, 'Gwiazda' and 'Bydgoszcz'. Grudziądz, with its modern port and waterfront, is situated at the 832–836 km mark of the Vistula. From Brdyujście, all the way to kilometre 859 of the Vistula, lies the Lower Vistula Landscape Parks Complex. About 30 km from Brdyujście, upstream along the Vistula (at km 728–744), lies Toruń with its historic Old Town complex, a UNESCO World Heritage Site and a real gem for visitors. Here you can visit the modernised Marina Toruń – the Municipal Sports and Recreation Centre.



KUJAWSKO-POMORSKIE

The Pomeranian Waterway E70 comprises 182.5 km of river routes, covering the Vistula and its distributaries: Nogat, Szarpawa and the Vistula Lagoon. At the 886 km mark, the Vistula's first distributary, the Nogat, begins; over a stretch of 15–24 km, it flows through Malbork (where we can visit the Teutonic Castle, a UNESCO World Heritage Site), and then, over a 38 km stretch, it forms the border between the Pomorskie and Warmińsko-Mazurskie Voivodeships. At the 931 km mark, we come to another distributary of the Vistula, the Szarpawa, which flows into the Vistula Lagoon after 25 km, on the shores of which lie Kąty Rybackie, Krynica Morska and Piaski. The section of the Vistula from 932 km is the Vistula Cut, which flows into the Bay of Gdańsk at 941 km. This network of routes is also complemented by the section to Gdańsk (Martwa Wisła, Motława). In 2022, a channel was created through the Vistula Spit, connecting the Vistula Lagoon with the Bay of Gdańsk, allowing for unimpeded passage without having to use the Baltiysk Strait, which is located on Russian territory.



POMORSKIE

The Warmian-Masurian section of the Waterway E70 route comprises a 24-kilometre stretch of the Nogat (shared with the Pomorskie Voivodeship, from kilometre 38 to the mouth), the Kanał Jagielloński and the River Elbląg together with Elbląg Bay. The River Elbląg, flowing through the port city of the same name, plays an important junction role – it provides a natural link to the unique Kanał Elbląski, opening up a route for navigation through the system of lakes and canals of the Iława Lake District. The rest of the route leads to the Vistula Lagoon, on the shores of which lie the picturesque towns of: Kadyny, Tolkmicko, Frombork and Nowa Pasłęka. This area is of great natural value: at the mouth of the Nogat River lies the 'Nogat Estuary' nature reserve, and within the Elbląg Bay area – the 'Elbląg Bay' bird sanctuary.



WARMIŃSKO-MAZURSKIE

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HOW TO USE THE GUIDE

The guide is divided into four main sections, the first two of which describe the latitudinal and meridional routes of the E70 International Waterway – totalling over 700 km of waterways. The next two contain practical information needed by waterway users to navigate the waterways comfortably.

The latitudinal section of the E70 International Waterway runs from Bydgoszcz, and specifically from Brdyujście, in a westerly direction towards the Odra and the waterways of Western Europe. It describes, in turn, the Vistula–Odra waterway: the Brda, the Kanał Bydgoski, the Noteć, the Warta and the Odra.

The meridional section begins at the confluence of the Brda and Vistula, at the 772-km mark of Poland's queen of rivers, and leads towards the Vistula Lagoon and to Gdańsk, towards the waterways of Eastern Europe. Its description contains information on the following watercourses and water bodies: the Vistula, the Nogat, the Szarpawa, the Martwa Wisła, the Kanał Jagielloński, the Elbląg River, and the Vistula Lagoon. Part three of the guide contains contact details for ports, marinas, waterway authorities and emergency numbers. The next section of the guide covers sailing basics, a collection of all the marks you may encounter as you travel along the Waterway E70. The symbols used in the margins of the guide are found after the contact details under the heading 'key'. Additionally, on the final pages we present selected diagrams of ports and marinas along the Polish section of the Waterway E70.

The description of each section (route) includes: navigational information with a general description of the river (transit depths, places for mooring, locks, navigational obstacles, etc.). To encourage tourists to explore the Waterway E70, several tourist and hydrotechnical points of interest are presented. The guide can also serve as a navigational aid, as its main text organises the route by kilometre. An additional aid to finding one's bearings along the route is the diagram shown in the margins. Many of the attractions and hydrotechnical structures are shown in photographs that correspond to the information described.

Abbreviations used in the guide:

LB – left bank (orientation with the flow of the river, i.e. towards its mouth)

RB – right bank (orientation with the flow of the river, i.e. towards its mouth)

WWŻ – Highest Navigable Water Level (HNWL)

NWŻ – Lowest Navigable Water Level (LNWL)

The descriptions, maps and diagrams contained in this publication are for guidance only.



INTERNATIONAL WATERWAY E70

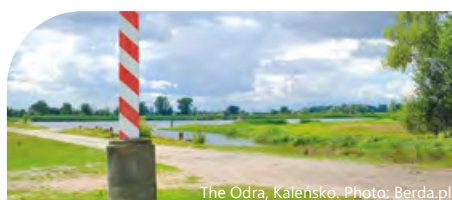
The International Waterway E70 (or IWW E70) connects Western Europe, from Antwerp and Rotterdam, via the Berlin inland waterway hub and northern Poland, to the Kaliningrad Oblast region and on to the Neman waterway system (the Pregolya and the Deima) to Klaipėda. The Polish section runs along the Odra to Kostrzyn, where it joins the Odra - Vistula waterway. The route runs 68 km along the Warta, 187 km along the Noteć, 24.5 km along the Kanał Bydgoski and 14.4 km along the Brda, until it meets the Vistula (and the E40 waterway) at the Bydgoszcz Waterway Junction. The route then runs for 114 km along the Vistula, 62 km along the Nogat, and 35 km along the Vistula Lagoon, to the border with the Kaliningrad Oblast. The waterway E70 system also includes the Szkarpawa, the Elbląg River and the Kanał Jagielloński.

The Polish section of the Waterway E70 is a very scenic and varied route, starting with the Oder, where it meets the standards of international high-category shipping routes, and continuing through the Noteć, where it meanders lazily among meadow landscapes. Currently, the E70 inland waterway can be classified as Class II, with the exception of the section of the Noteć from the mouth of the Drawa to the junction with the Kanał Bydgoski, where only Class Ib parameters are met, the Odra on the E70 waterway, and the final section of the Vistula River, which is a Class III waterway, the Martwa Wisła, which is in Class Vb, and internal sea waters (Martwa Wisła, Elbląg, Vistula Lagoon).

The E70 is canalised by means of 28 barrages. Most of these are non-electrified facilities, built at the turn of the 19th and 20th centuries; exceptions include Gdańska Głowa, Przegalina and the locks on the Brda and, in part, on the Kanał Bydgoski.

The width of the waterway varies from 16 m to 25 m, the minimum bend radii are 200–250 m, and the minimum clearance under bridges is 3.5–4 m. The guaranteed depth of this route is 1.2–1.5 m, and the maximum permitted speed for vessels is 8 km/h.

Almost along its entire length, the route is the place where dynamic local authority and private investments have significantly improved the waterway infrastructure. The most significant projects completed in recent years include: the redevelopment of the boulevards in Gorzów Wielkopolski and Wieleń, the construction of marinas and boat harbours in Gorzów Wielkopolski, Santok, Czarnków, Drawsko and Nakło nad Notecią, the construction of a marina in Bydgoszcz, a boathouse in Ujście, the Municipal Sports and Recreation Centre (MOSiR) in Toruń, the Philadelphia Boulevard in Toruń, and a marina in Grudziądz; and the implementation of the 'Żuławy Loop, Stages I and II', in the form of a network of ports and marinas in: Tczew, Biała Góra, Malbork, Ostłona, Rybina, Nowy Dwór Gdański, Drewnica, Błotnik, Gdańsk Sobieszewo, Kąty Rybackie, Krynica Morska, Nowa Pasłęka, Elbląg and Tolkmicko, the redevelopment of the seaport in Frombork, and the upgrade and adaptation of Zygmunt August Boulevard in Elbląg for the needs of water enthusiasts. A major project that opened up the Vistula Lagoon to the sea is the Vistula Spit Canal, including the Nowy Świat lock. These investments have significantly improved inland waterway conditions in Poland, restoring its rightful place in tourism.



The Odra, Kalenka. Photo: Berda.pl



The Noteć River past Wieleń. Photo: J. Kowalski





Błotnik. Photo: Berda.pl



Krynica Morska. Photo: Berda.pl



The Wisła. Photo: Berda.pl



The mouth of the Pasłęka River into the Vistula Lagoon. Photo: Berda.pl



The Notec, Drezdenko. Photo: Berda.pl

WATERWAY E70 – EAST-WEST SECTION (E-W)

The first section of the Polish stretch of the International Waterway E70 described here is one of the most interesting and most varied water routes in Poland. Both in terms of landscape and hydrotechnical features. Due to the natural and anthropogenic conditions found here, it is suitable for water tourism. Apart from the fifty-kilometre-long border section of the Odra, its main part consists of the Vistula–Oder waterway (DW W–O), which runs entirely along a latitudinal route. This trail lies in the Toruń–Eberswalde ice-marginal valley, formed during the North Polish (Baltic) glaciation – the most recent of the glacial periods, which covered Poland and shaped the landscape of the local lake districts. The DW W–O waterway is almost 300 km long; it is a Class II navigable waterway with a section of Class Ib and flows smoothly from one watercourse into another.

We begin our journey in Bydgoszcz, and as we cover the kilometres, we slowly approach the Odra. The DW W–O mileage is also calculated in accordance with this direction, starting from km 0.00 in Brdyujście, at the junction with the queen of Polish rivers – the Vistula, at km 772.5. During our cruise, we discover five main sections, each of which is in itself a separate ecosystem and differs significantly from the others:

1. The River Brda (known as 'canalised' section) – from km 0.00 (772.5 km of the Vistula) to km 14.4 (total length – 14.4 km) – a Class II waterway;
2. Kanał Bydgoski – from km 14.4 to km 38.9 (total length – 24.5 km) – Class II waterway;
3. The Noteć River – from km 38.9 to km 226.1 (total length – 187.2 km):
Section: The Kanał Bydgoski – mouth of the Drawa – Class Ib waterway, section: mouth of the Drawa – mouth of the Warta – Class II;
4. The Warta River – from km 68.2 to km 0.00 (617.6 km of the Oder) (total length – 68.2 km) – Class II waterway;
5. The River Odra – from km 617.6 to km 667 (total length – 49.4 km) – Class III waterway.

Covering the 294.3 km DW W–O route, we pass through three provinces: Kujawsko-Pomorskie, Wielkopolskie and Lubuskie, climb to the highest point of our journey, only to slowly descend towards the Odra further along the route. We discover the charming corners of the Noteć Valley and the Warta Estuary, and we also marvel at the engineering feat as we pass through the Kanał Bydgoski and numerous locks. We cover the final stretch by sailing along the border section of the Odra, so that after less than 50 km, we can pass through the Hohensaaten lock and head our vessel towards Antwerp.

KOSTRZYN NAD ODRĄ Lubuskie Voivodeship

Kostrzyn nad Odrą is a town with a population of around eighteen thousand, situated right on the Polish-German border. For centuries, the town has been a place where two cultures – Slavic and Germanic – have clashed. It was an ideal defensive and trading place, making it one of Europe's largest fortresses in the 16th century. Today, it is home to a large river port, and the ruins of the 16th-century Prussian fortress are well worth a visit. Furthermore, the town lies near the Warta Estuary National Park, with its picturesque floodplains and numerous bird nesting sites.

GORZÓW WIELKOPOLSKI Lubuskie Voivodeship

Gorzów Wielkopolski is a city with a population of 115,000, one of the capitals of the province, picturesquely situated on the Warta River, between the 53rd and 61st kilometre marks. The heart of the city is the Warta River Boulevards with its observation decks, marina and cafés, which are vibrant all year round. Gorzów can be admired from the perspective of the river as well as the land. A stroll through the centre leads to the 14th-century cathedral, the market square with Paucksch's fountain, sections of the old city walls and an impressive railway viaduct. The tradition of water sports in Gorzów is continued by the Przystań Gorzów Watercraft Association, which organises cruises on the Warta River on the historic icebreaker 'Kuna', popularising the region's history of inland navigation.

SANTOK Lubuskie Voivodeship

Santok is a municipality of almost eight thousand inhabitants in the Lubuskie Voivodeship, situated at the point where the Noteć flows into the Warta. The name of the village derives from the Old Polish word *sątok*, which meant a river confluence. Among the most significant historical sites in Santok are the Neo-Gothic church dating from 1858, the stone observation tower from 1934, and the medieval fortified settlement. For nature lovers, the Santockie Zakole nature reserve is located on the south bank of the river.





European Bridge. Photo: Berda.pl



Santok. Photo: Berda.pl



Rosko Water Stage. Photo: Berda.pl



Nakło nad Notecią. Photo: Berda.pl



Bydgoszcz. Photo: Berda.pl

UJŚCIE

Wielkopolskie Voivodeship

Ujście is a town of over three thousand inhabitants situated at the 105–107 km mark of the Noteć River. Ujście marks the border between two regions: Greater Poland and Pomerania, as exemplified by the riverbank slopes interspersed with gorges. The main attractions of Ujście include Kalwaria Ujska, dating back to the 19th and 20th centuries and commonly known as 'Góra Męki Pańskiej' (Mount of the Passion), the Neo-Baroque Church of St Nicholas, the observation tower in the Górne estate, offering an impressive panorama of the Noteć valley, and the Steelworker's Monument – commemorating the glassworks that has operated here since the 19th century – now a glass packaging factory.

NAKŁO NAD NOTECIĄ

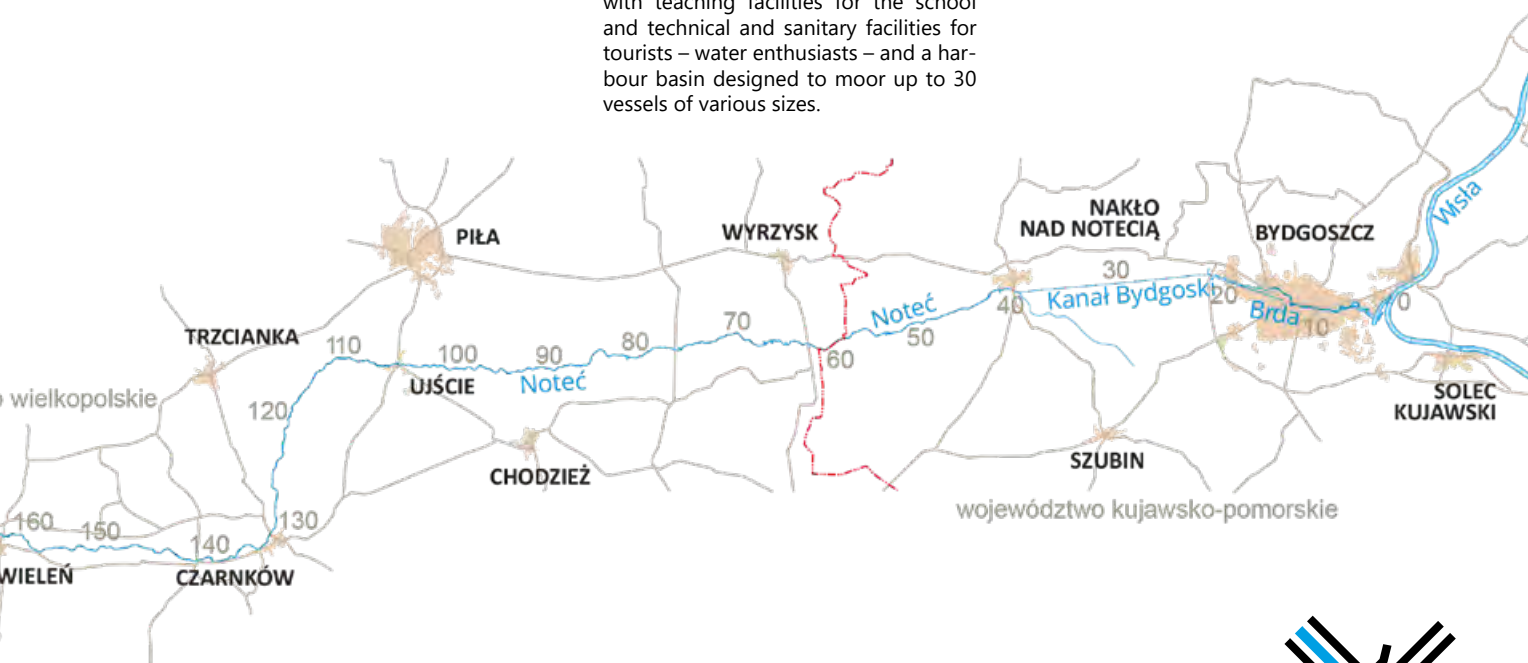
Kujawsko-Pomorskie Voivodeship

Nakło nad Notecią is a town with a population of 19,000, situated 39–41 km along the Noteć River. In Nakło, the Noteć river joins the Kanał Bydgoski, the construction of which contributed to the town's rapid economic development. This is also where the Great Wielkopolska Loop Trail branches off towards Konin (Noteć). While in Nakło, it is well worth visiting St Lawrence's Church, built in 1843, and the former Prussian barracks dating from the first half of the 19th century. One of the city's undoubted attractions is its proximity to the Notecka Forest, and in particular the Noteć Valley. Nakło is home to one of only two inland navigation schools in Poland, as well as a marina with teaching facilities for the school and technical and sanitary facilities for tourists – water enthusiasts – and a harbour basin designed to moor up to 30 vessels of various sizes.

BYDGOSZCZ

Kujawsko-Pomorskie Voivodeship

Bydgoszcz is the largest city in the Kujawsko-Pomorskie Voivodeship, with a population of over 300,000. It is an important hub for inland waterway transport, as it connects two international waterways, the E70 and E40. Thanks to the construction of the 18th-century Kanał Bydgoski, it flourished as a riverside city with a unique atmosphere. Today, its heart is the revitalised, bustling Młyńska Island. The eco-friendly solar-powered boats are also a major tourist attraction. New marinas and modernised boulevards allow visitors to admire the city's architecture from the river's perspective. Bydgoszcz's riverside identity is also highlighted by major events, led by the 'Ster na Bydgoszcz' festival.



DREZDENKO

Lubuskie Voivodeship

Drezdenko is a small town with a population of around 9,400, situated at 187 km of the Noteć River. Its name derives from the name of a tree and is linked to the town's location in wooded and marshy terrain. Whilst in Drezdenko, it is worth visiting: the late Baroque palace dating from 1766 (now a school), the Museum of the Drawsko and Noteć Forests, housed in a former 17th-century armoury, the Town Hall from 1885, the Neo-Gothic Parish Church of the Transfiguration, the World Cultures Park, and the former watermill on the Stara Noteć.

CZARNKÓW

Wielkopolskie Voivodeship

Czarneków, a town of around 10,000 inhabitants, is situated at the 132-km mark of the Noteć. It is well known to beer enthusiasts. In the 19th century, Czarneków was an important centre for the grain trade, as grain was transported by barge down the Noteć River. Today, there is a renovated marina for yachts on the river. Notable monuments in Czarneków include the Town Hall, St Mary Magdalene's Church, and a brewery dating from the late 19th century. Of particular interest are the now-defunct Pod Grzybkiem ski jumping hill and the Śniegowa Baśń toboggan run.



MDW E70

(E–W)

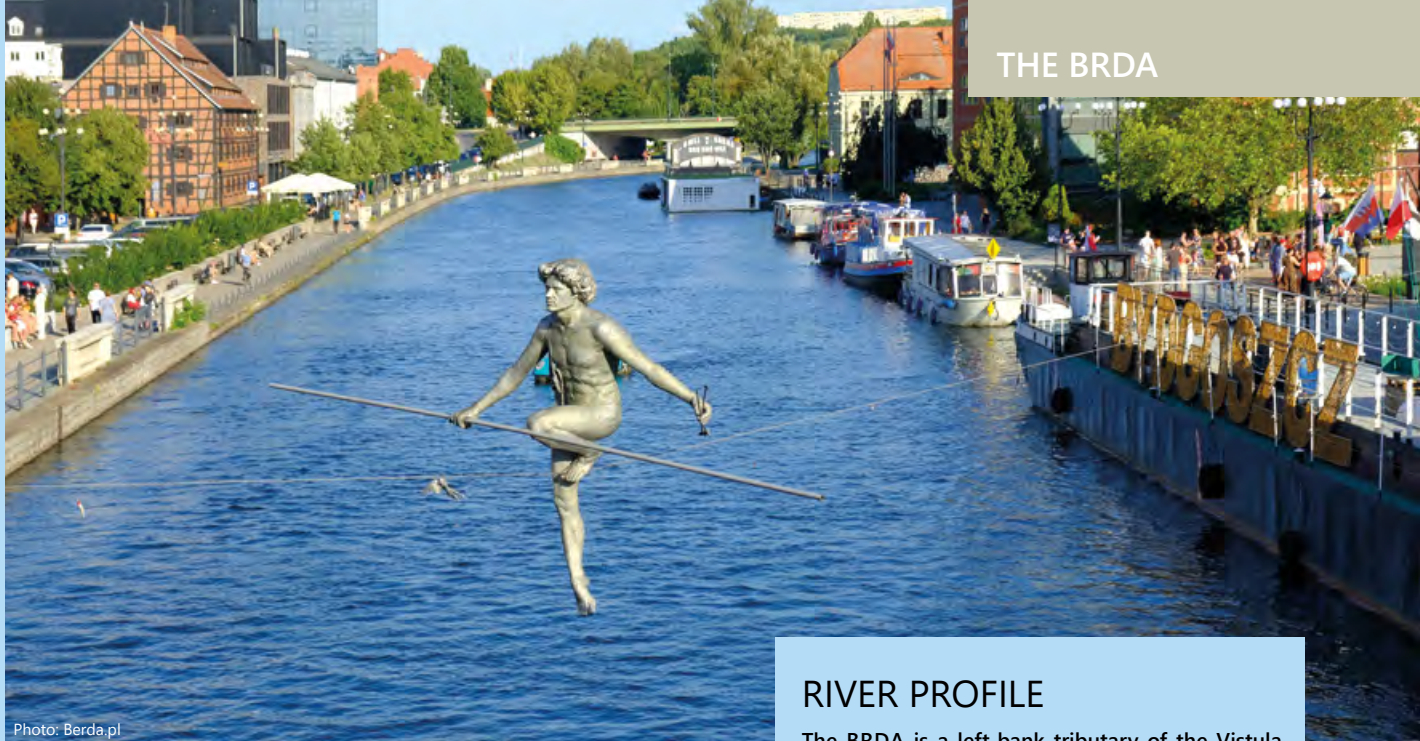


Photo: Berda.pl

NAVIGATION INFORMATION

DEPTH AND WIDTH

The navigable channel of the canalised Brda is classified as Class II, with a guaranteed draught of 1.4 m. The water velocity is 1.6–1.8 km/h. The river is approximately 40–45 metres wide, and the navigable channel is 30–35 metres wide.

REGULATIONS AND RESTRICTIONS

On the river there is a speed limit of 15 km/h, locally 8 and 4 km/h, and in several places there is a no-wake zone. In many places along the existing quays, there are no-stopping zones.

HIGH-VOLTAGE POWER LINES AND BRIDGES

All power lines have a minimum clearance of 8m at high navigable water. On the other hand, the lowest bridge on the entire canalised section of the Brda is the second on the Vistula side – a two-span, trussed railway bridge, with a clearance of about 3.3 m above the Highest Navigable Water Level (HNWL)

LOCKS

There are two active locks on the canalised section of the Brda River. The first of them – Czersko Polskie – is 115 m long and 12 m wide. In 2002, it replaced the worn-out 19th-century Brdyujście lock. Hydrotechnical works carried out here in 2024/2025 contributed to the reinforcement/reconstruction of the banks. The second, Municipal Lock No. 2, is located in the city centre and has dimensions typical of the entire E70 inland waterway, i.e. approx. 57.4 m long and 9.6 m wide. Please take care, as there is a very strong current in the approach channel. To ensure a smoother passage through the locks, you can call the lock operators.

VEGETATION

The bed of the Brda is quite densely covered with aquatic vegetation, so you must take particular care to ensure it does not get caught in the propeller. Furthermore, duckweed floating on the surface, from mid-August to the end of October, may hinder your journey. When navigating the canalised Brda River, keep to the centre of the navigable route, and when passing under bridges, do not go beyond the marked extremes of the route. In Bydgoszcz, the vegetation on the riverbed is mowed at least once a year. The water current on the Brda is between 0.5 and 0.8 m/s, which allows the cut vegetation to float quite quickly.

MOORING

There are few sites on the canalised Brda for water tourists. These are the marinas in the regatta basin. (Note!) There is no permanent harbour master on duty here; it is best to arrange your arrival in advance – by telephone; one campsite (informal mooring to the bank and to a jetty erected in season); a marina at a houseboat manufacturing company, where technical assistance is available (during the company's working hours). Several locations in the Old Town area: Bydgoszcz Marina, mooring quay and the quay by the Łuczniczka Hall. You can find many places for 'wild' mooring along a 3 km – 7 km stretch of the river – in the bays of old cargo handling ports, harbour basins, or in places where the Brda splits its channel to form islands. However, in such places, one must take into account shallows, unmarked underwater obstacles and dense aquatic vegetation. Note! However, you should not enter such places in the Old Town (e.g. near Młyńska Island and St Barbara's), as the side channels contain weirs, rapids and underwater obstacles. In most cases, however, mooring is prohibited there or these are private places. A number of rowing clubs are based along the river, where mooring is reserved for athletes.

RIVER PROFILE

The BRDA is a left-bank tributary of the Vistula River. It flows from Lake Smołowe near Miastko, 238 km from its mouth in Bydgoszcz. It can be divided into two sections. The first section, which is not classified as an inland waterway – from km 238 to km 14.8 – offers ideal conditions for canoeing. The second, canalised section – from km 14.8 to Brdyujście – is classified as a Class II navigable waterway.

On the canalised section, the river forms part of the E70 International Waterway. The distance is measured from the Vistula, and thus against the direction of the current. The canalised Brda runs from the mouth of the Kanał Bydgoski, flows through Bydgoszcz and then joins the Vistula in the Brdyujście district of Bydgoszcz. In the city centre, the Municipal Lock has been built on the river, and a branch known as the Młynówka flows off the Brda, forming two islands. This picturesque part of the city is known as the 'Venice of Bydgoszcz'. On the Młynówka there are several water-retaining structures – weirs and sills. In the final stretch of the river lies the large, rectangular body of water known as the Regatta Course (formerly the Inner Timber Port) and the Czersko Polskie lock.



View of Młyńska Island. Photo: Berda.pl



Arched railway bridges over the Brda River. Photo: R. Wasil

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<https://www.gov.pl/web/wody-polskie-gdansk>
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<https://wir.wody.gov.pl/mapy/>



Photo: Berda.pl



Photo: R. Sawicki

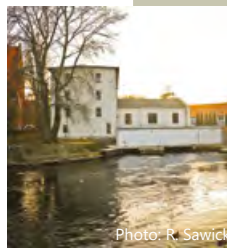


Photo: R. Sawicki

BRDYUJSKIE LOCK

This brick lock, which opened in 1879, was until recently the first lock on the Vistula-Oder waterway. The width of the disused lock is 18 m, and its length is 57 m, which allowed for the simultaneous passage of a set of two barges, or a barge with a tugboat or pusher. It was taken out of service in 2002, following the commissioning of the Czersko Polskie lock. In 2015, renovation work on the lock was completed and it was preserved as a historic monument. The facility serves an educational, cultural and tourist function.

CZERSKO POLSKIE WEIR

Built between 1904 and 1907, this historic roller weir is the oldest structure of its kind in Poland. The red-brick building next to the weir houses a machine room with a hydroelectric power station, and on the opposite side there is a modern hydroelectric power station from the 1990s. Below the weir lies the natural, though unfortunately non-navigable, mouth of the River Brda where it flows into the Vistula. During the Second World War, combat units of the 'Wisła' Separate Detachment were stationed here, from where they set out on their defensive missions in September 1939, defending, for example, the bridge in Fordon.

'KUJAWY' POWER STATION ON THE BRDA MEYNÓWKA RIVER

The Brda river, dammed up by the Farny weir and the Ulgowy weir, flows around Młyńska Island. In a rapid current and drives the hydroelectric turbines at the power station in the heart of the city (km 11.87, RB). The site formerly housed the Royal Mint and later a porridge factory. The power station as well as the collected exhibits can be viewed by prior arrangement with the staff.

TOURIST ATTRACTIONS

THE CANALISED BRDA

Together with the Kanał Bydgoski, the river forms a section connecting two inland waterway systems – the eastern system with the western one. Only by passing through Bydgoszcz can we travel from Gdańsk to Wrocław, or from Kraków to Szczecin. Since the construction of the Kanał Bydgoski in 1774, Bydgoszcz grew from a small town with fewer than 1,000 inhabitants into an agglomeration of 80,000 people by the early 1920s. The factories, mills, sawmills, brickyards and power stations springing up along the river provided employment for local residents, and the products of their work were exported by water to Berlin and further west across Europe.



Photo: P. Pasieczny

CROSSING THE RIVER

At the 11.7 km mark, just before the bridge, we can see a tightrope walker suspended on a rope stretched across the Brda River, balancing above the water; the statue was officially unveiled on 1 May 2004 – the day Poland joined the EU. It is said that the tightrope walker is heading towards Łuczniczka – the famous sculpture, a symbol of Bydgoszcz – which once stood on Theatre Square.

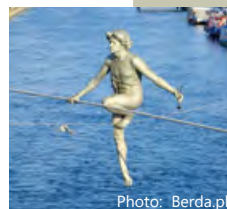


Photo: Berda.pl

GRANARIES – BYDGOSZCZ WATERFRONT

On the stretch between the Bernardyński Bridge (km 11.34), and the Sulimy-Kamiński Bridge (km 11.7), on the left bank we first see modern buildings of two banks styled to resemble granaries, and then the historic granaries built in the 18th and 19th centuries. They currently house the Leon Wyczółkowski Regional Museum.

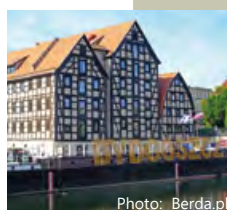


Photo: Berda.pl



The sides of the river (LB – left bank, RB – right bank) are defined in accordance with the direction of the river's current.

Note! The section of the guide concerning the Brda is described upstream. Therefore, the designation of the banks is consistent with the direction of flow, but reversed in relation to navigation regulations.

0.00 km – After leaving the bend in the Vistula at 772.5 km, on its left bank we head west and enter at km 0.00 the Vistula – Oder Waterway, into a calm backwater known as the lower lock approaches of Brdyujście. At a distance of approx. 1000 m, we can see the gates and the mooring dolphins at the 19th-century – Brdyujście Lock, which has been out of service since 2002. We head slightly to the left to enter Lock No. 1 – Czersko Polskie, opened in 1999.

01.10 km – LB Lower Approach Harbour of the Czersko Polskie lock (entrance). From the port side, you can see the guide rails directing barges into the lock – do not moor! On the starboard side, mooring dolphins are visible, though unfortunately only for cargo vessels.

01.40 km – Road bridge. Vertical clearance of 5.5 m.

01.50 km – Czersko Polskie Lock. You should inform the lock operator of your arrival by telephone. After entering the lock on the starboard side, cast the mooring line onto the floating mooring bollard, at the place indicated by the staff. Lock operating parameters: length: 115 m, width: 12 m, depth above bottom sill at low navigable water: 3.5 m, max. slope: 5.28 m. The operation of the lock depends on the water level on the Vistula. At the lower station, a minimum of 150 cm of water is required.

02.00 km – Leaving the Czersko Polskie Lock, we head towards the junction about 200 m away with **Brdyujście Regatta Course**; rectangular basin (formerly known as: **Inner Timber Port**). Submerged steel cables run along the course, marking the fairways. After entering the course, we head to the left, along the embankment separating us from the roller weir and the mouth of the Brda.

02.00-02.20 km – Inner Timber Port 3 high voltage lines (they run diagonally). Vertical clearance of 18 m. In this section there are: Mors Motorboat Club, Ella barge. Klub Hals Marina (Polish Tourist and Sightseeing Society). Quay and jetty (places mainly for residents). Free mooring. There is no permanent harbour master on duty. No access to water, electricity or showers. A portable toilet is available.

At 02.05 km – Bydgoszcz Brdyujście Water Sports Club Marina. Water sports enthusiasts can expect: a quay, jetties (including Y-booms), and access to facilities – toilets, showers, electricity connections and water supply. Slipway. There is no permanent harbour master on duty. **Contact: tel. 798 967 810.**

Beyond the marked mileage – Inner Timber Port: Bydgoszcz Polish Yacht Club Marina. Quay, jetties, including y-booms, possibility to use facilities – toilets, showers, electricity connections and to take water. Slipway. Next: Bydgoszcz Sports Centre – Brdyujście Regatta Course. It organises sporting events and regattas. There is a water sports equipment hire facility here. A long quay and facilities / cabins for athletes.

Off-mileage departure from 03.10 km - Inner Timber Port: Natural non-navigable estuary of the Brda to the Vistula, with a roller weir and hydroelectric power station in the bay. Before that, a barrier in the water. Also on the left, by the causeway, is the Volunteer Water Rescue Service marina. Further on, the entrance to the Little Timber Port also known as Karpnik. Inaccessible basin with flood gates.

03.19 km – Railway bridge (truss, two-span) – the lowest bridge over the canalised Brda. Vertical clearance of 3.3 m. The width of the navigable span is 12 m. The railway bridge in Łęgnowo (a district of Bydgoszcz) dates back to 1860. Just beyond the bridge, a power line. Vertical clearance of 8 m clearance.

03.30 km – RB Destroyed quay, visible mooring dolphins and Larsen wall. Bay enclosed by a causeway.

03.40 km – Power line. Vertical clearance of 8 m.

03.90 km – Power line. Vertical clearance of 12 m.

04.10 km – RB Bay with an islet. From the islet upstream, a row of mooring dolphins.



Mooring dolphins. Fot: Berda.pl



Czersko Polskie Lock. Fot: Berda.pl



Jaz Czersko Polskie. Fot: L. Turowski



Railway bridge of the Coal Trunk Line. Fot. M. Szelest



Regatta course in Bydgoszcz. Fot. Berda.pl



Bydgoszcz Sports Centre. Fot. Berda.pl

20th century.

05.70 - 06.00 km – left bank and right bank. Rows of rafts moored to dolphins.

On the RB, a backwater is visible, formed after the right wall of the Kapuściska lock chamber was blown up in 1906.

06.20 km – RB Quay at the place of the former Kapuściska lock. Currently, part of the quay is occupied by vessels of the Inland Navigation Inspectorate. Mooring is prohibited.

06.62 – 06.85 km – RB Island at Kapuściska. Other names: Wisielca Island, Ptasia Island. Navigable waterway on the western side of the island. On the eastern side, there is abundant aquatic vegetation, tree branches and shallow areas.

07.40 km – Pipe culvert. Vertical clearance of 6 m. **Note!** No marking on the culvert.

07.70 km – Kazimierz Wielki Road and Tram Bridge with a pedestrian and cycle path, opened following reconstruction at the end of 2023. Vertical clearance of 4 m.

09.30 km – Pomeranian Road-Tram Bridge. Vertical clearance of 4 m.

09.42 km – RB Former stop for the 'Słoneczny' water tram, used for occasional tourist cruises.

09.73 km – LB Former stop of the 'Łuczniczka' water tram, used for occasional tourist cruises.

10.10 km – Pedestrian footbridge – Esperanto Bridge. Vertical clearance of 4.5 m.

10.22 - 11.00 km – LB This section is home to numerous rowing and canoeing clubs, namely: Volunteer Water Rescue Service Bydgoszcz, Budowlany Sports Club, Bydgoszcz Rowing Society, Bydgoszcz Women's Rowing Club, the Youth Palace water centre, and the UKS Kopernik marina. There are no mooring facilities at the marinas (no stopping permitted).

10.48 km – University Bridge. Newly built, the highest road bridge in Bydgoszcz – pylon height – almost 63 m! Vertical clearance of 8 m.

10.62 km / 10.66 km – 2 power lines. Vertical clearance of 20 m.

04.30 km – Pipe culvert. Vertical clearance of 4.5 m

04.31 km – Railway bridge on the main coal line on the Bydgoszcz–Inowrocław route. Passage width 22 m. Vertical clearance of 4.5 m.

04.31 – 05.49 km – Section of the waterway bounded by steel, wooden and concrete mooring dolphins.

04.45 km – Power line. Vertical clearance of 12 m. The sign on the town centre side, mounted on stilts, is illegible.

04.55 km – LB Zimne Wody Camping Marina. Boat slipway, toilets, showers, electricity and water supply available.

04.95 km – RB Old cargo handling quay.

05.15 km+250 – Entrance to the harbour basin of the former Bydgoszcz Shipping Port. La Mare Safe Harbour for water sports enthusiasts, located next to a facility producing houseboats. Access to electricity, water and toilets. Car park. Mooring by prior notification, phone number: 792 005 997. Technical support is available during the facility's work hours.

05.27–05.60 km – RB Zimne Wody Island. Where numerous water and marsh birds have their breeding grounds.

05.45 km – 2 power lines. Vertical clearance of 10 m.

05.49 km – Żegluga Bydgoska (i.e. Bydgoszcz Shipping Company) road bridge. Vertical clearance of 4.6 m. Bank marks indicate 4 m.

05.65 km – RB Entrance to the harbour basin of the former Bydgoszcz Shipping Company river shipyard. Former port quay with private piers – currently owned by Lloyd's Factory. At the end of the basin, ramps (currently in use). Further into the harbour basin, by the RB, a sunken pre-war barge known as the 'apple king'.

05.65 - 07.40 km – Section dug out at the beginning of the





View of the Jerzy Sulima – Kamiński Bridge. Photo: Berda.pl

11.10 - 11.20 km – RB Mooring quay for water tourists at the Boulevard. Nearby is the entrance to a small pool, spanned by a very low bridge. Private facility.

11.30 km – Bernardine Bridge, road and tram bridge. Vertical clearance of 4.5 m.

11.40 - 11.70 km – LB Quay of the former Port of Bydgoszcz. Visible from the left bank is the city's waterfront with Solny Square and the Fish Market, the Granaries on the Brda River, which house the interesting Regional Museum, and the Lemar Barge. On the right bank, the waterfront street of Stary Port features a 19th-century granary and the brick buildings of the Polish Post Office, also dating from the 19th century. It is a short distance from here to the Old Market Square, where you can admire the Monument to the Struggle and Martyrdom of the Bydgoszcz Region, the town hall and Bydgoszcz's Avenue of Autographs. Mooring is available on the left bank, in front of the beer barges and the water tram stop. There is a no-wake zone here, with a speed limit of 6 km/h.

11.60 km – LB Part of the quay of the former Port of Bydgoszcz, with a place for occasional tourist trips on solar-powered boats – **Fish Market**. The quay is partially lowered.

11.77 km – **Jerzy Sulima-Kamiński Bridge**. At this place stood the oldest bridge crossing in the city – the first was built in the mid-13th century. The bridge was rebuilt many times (most recently in 1961) and its name has been changed – it has borne its current name since 2002. In front of the bridge stands one of Bydgoszcz's new symbols – the suspended sculpture 'Crossing the River'. Vertical clearance of 4.5 m.

11.87 – 12.11 km – **Młyńska Island and the surrounding area**. Beyond the left bank bridge, you can see the tiny islet of St Barbara, and further on, Młyńska Island, with the fanny weir and the small Kujawska hydroelectric power station. Take care of the current flowing from the power station towards the left bank and steer slightly to port towards it. Towering over the city is the Gothic Bydgoszcz Cathedral from the 15th century.

11.96 km – We pass under the modernist Jan Kiepura Footbridge. Clearance of 4.50 m and on the left-hand side we admire the imposing building of the Opera Nova. On the left-hand side, we pass the over 160-year-old brick Młyny Rothera, near which there is a modern marina for water enthusiasts.

12.02 km – LB Międzywodzie Canal mouth. Navigation ban.

12.02 km – LB Former water tram stop 'Wyspa Młyńska'. Currently, this is a quay used by carriers for occasional tourist cruises.

12.10 km – LB Młynówka Estuary Channel, approx. 80 m long. There are floating docks in the channel. Above the channel, a rope sculpture 'Canoeist on the Brda'. Vertical clearance of 4.5 m, no-wake zone.

12.11 - 12.13 km – LB Bydgoszcz Marina. Located on Młyńska Island, it offers accommodation, catering services and water sports equipment hire. Here, in the heart of Bydgoszcz, you can moor your boat. Part of the quayside is occupied by houseboats moored here for hire. Electricity and water supply available.

12.12 km – LB Ulgowy weir, through which water from the parallel-flowing Młynówka flows.

12.25 km – **Solidarity Bridges**. The reinforced concrete road and tram bridges offer a convenient vantage point over Młyńska Island and the surrounding monuments. Vertical clearance of 4.5 m. Behind the bridge is a portage point for canoes with a sloping bank, a wooden fender and steps. Further on, we see the approach harbour of the Municipal Lock. Before the lock, you must wait for the green light. Vessels with a shallow draught can moor on the starboard side, whilst those with a deeper draught can moor on the port side against the embankment, over 5 m high, separating us from the higher level of the Brda Młynówka.

12.36 km – RB Trapezoidal lock. A disused historic trapezoidal lock, cut off from the Brda. Commissioned in 1884, it was the predecessor of the current municipal lock. Unique on a global scale. Not only was its shape peculiar, but so too were its construction and mode of operation.

12.50 – 12.62 km – **Municipal Lock**, rebuilt between 1905 and 1913; length: 57 m, width: 9.4 m, fall approx: 3.3 m. Technical footbridge. Vertical clearance of 3.10 m. The lock was extensively modernised between 2014 and 2016. **Note!** When passing through the lock, hold on to the ladder on the right. When leaving the lock, keep close to the right (strong current). Junction of the canalised Brda with the free-flowing Brda.



Rothera Mills, a cultural space. Photo: Berda.pl



Bydgoszcz Marina. Photo: Berda.pl



City Lock in Bydgoszcz. Photo: Berda.pl



"Bydgoszcz Venice". Photo: Berda.pl

13.09 km – Władysław Jagiełło road-tram bridge. On the right bank, a 19th-century brick building of the former railway headquarters is visible. On the left bank, the campus of the University of Economy – mooring is prohibited. **Vertical clearance of 4.5 m.**

13.18 km – Queen Jadwiga Bridge is the only bridge in the city centre to have survived the Second World War without any damage. At the top are the medieval coats of arms of Bydgoszcz in an antique gold colour, and fish heads on the landing stages. **Vertical clearance of 4.5 m.** Beyond the bridge on the left bank, we can see the modern Astoria Hall building with an Olympic-size swimming pool, a canoeing centre and a boat repair workshop.

13.27 km – RB Bridges of the 'Astoria' Water Society. No mooring.

13.63 – 13.71 km – 3 arched railway bridges. Two of them are made of brick. **Vertical clearance of 4.5 m,** passage width approximately 10 m. **Warning!** Strong current! Increase engine power to maintain the vessel's manoeuvrability.

13.71 km – Pipe culvert. **Vertical clearance of 4.4 m.** The culvert is located between two bridges and has no separate markings.

13.71 - 14.40 km – The final section of the canalised Brda. Due to very lush submerged vegetation, you should paddle in the middle of the current. 100 m before the bridge, under which we cannot pass, lies the mouth of the Flis stream – do not approach the left bank in this shallow area. On the left, the entrance to the Kanał Bydgoski is visible.

14.27 km – Overhead power lines. **Vertical clearance of 17 m.**

14.40 km – We leave the canalised Brda and must take a slight left turn, keeping to the centre of the waterway. After turning left – upon entering the Kanał Bydgoski – we pass the second shoal on this section on the starboard side (an extension of the headland at the junction of the Brda and the Canal) and we enter the Kanał Bydgoski. Up to this point, we have been sailing upstream, and from 14.40 km of the Vistula–Oder Waterway, we are sailing downstream.

DID YOU KNOW THAT...

Młyńska Island. is one of the most beautiful places in the centre of Bydgoszcz, situated between the Brda and the Młynówka. Surrounded by water, revitalised and full of greenery, it attracts tourists, walkers and water sports enthusiasts.

The proximity of locks, weirs and quays allows for easy access from the water – it is the perfect place to stop during a cruise on the Brda or the Kanał Bydgoski.

The island is home to branches of the Regional Museum, including the Modern Art Gallery, the European Money Centre and the Leon Wyczółkowski House. In the historic Młyny Rothera, you can learn about the city's history, traditional crafts and art, or enjoy the restaurants and bars. And around the island, take a stroll through the 'Venice of Bydgoszcz'. In summer, the island is bustling with life – it hosts open-air concerts, water festivals ('Stern na Bydgoszcz'), artistic performances and family events. It is the perfect place to stay for a while, relax and experience the atmosphere of Bydgoszcz from the water.

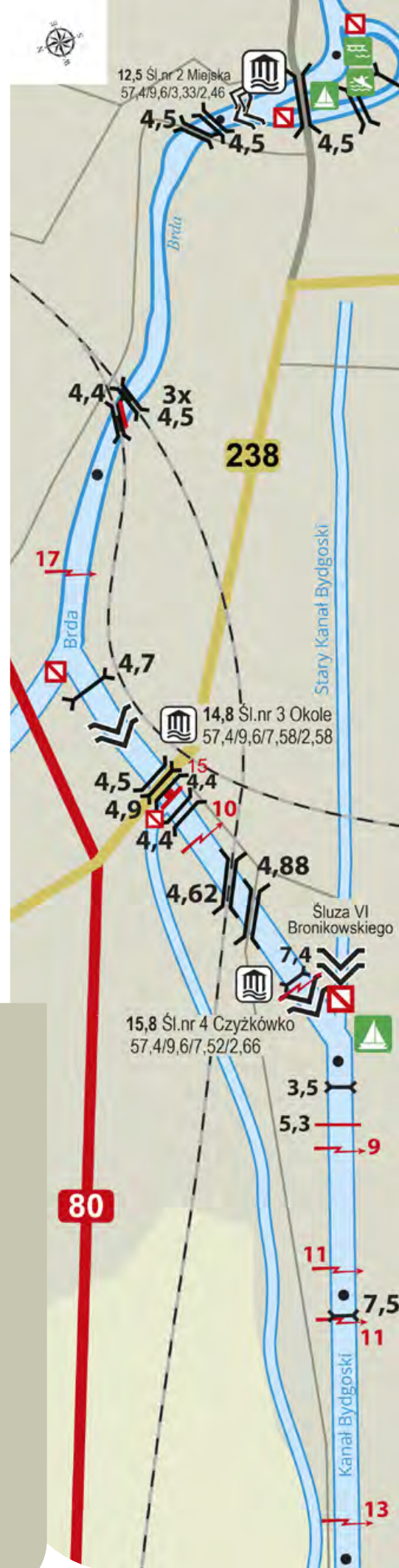


Photo: M. Szelest

NAVIGATION INFORMATION

DEPTH AND WIDTH

The navigable section of the Kanał Bydgoski is classified as Class II, with a guaranteed depth of 1.6 metres. The current is barely noticeable. The canal is approximately 30 metres wide.

REGULATIONS AND RESTRICTIONS

A speed limit of 8 km/h applies on the canal, and in several places (at marinas and mooring points) there is a no-wake zone.

HIGH-VOLTAGE POWER LINES AND BRIDGES

The lowest high-voltage power line is suspended at a height of 8 m at high navigable water level. Clearance depends on the variable water level. The lowest road bridge is located at 20.00 km – with a Vertical clearance of 3.8 m, but even lower is the culvert with a footbridge at 16.28 km – with a Vertical clearance of 3.5 m.

LOCKS

There are six locks on the canal, measuring 57.4 m x 9.60 m, one of which – Nakło Wschód – underwent a major refurbishment in 2022–2023. Some of the locks have a single flap gate (submerged) instead of traditional gates. At the locks in the Bydgoszcz area (Okole and Czyżkówko), where the difference in water levels reaches up to eight metres, care must be taken when mooring in the lower approach channels, as the quays are often flooded by the released water (there is a strong current in places!) and are therefore very slippery. At most locks, it is not possible to moor safely (no mooring quays or quays without mooring bollards). There are also quays that have recently been renovated and have only one or two mooring bollards.

For small vessels, the lock staff usually open only one of the double gates. The actual width at the entrance and exit is 4.7 m. When passing through the lock, you can ask the staff to make a phone call to the next lock operator, requesting them to prepare, which shall significantly reduce the time taken to pass through the lock. Lock staff – on the section beyond Bydgoszcz – provide their private mobile numbers for contact in addition to their work number; these are displayed on the lock operator's buildings.

VEGETATION

As is the case along the entire Vistula–Oder Waterway, so too on the Kanał Bydgoski, there is aquatic vegetation that is not mowed very often. The greatest obstacle to navigation in this area is *Lemna minor*, commonly known as duckweed. In the period from mid-July to the end of October, it forms entire green carpets and can cover up to 100% of the width of the waterway, reaching a thickness of over 5 cm. It is often a nuisance for vessels with weak engines and for those with external cooling systems – the filter must be cleaned frequently. The banks of the canal, meanwhile, are usually overgrown with reeds.

MOORING

On the Kanał Bydgoski, apart from the lock approach channels – which are used for short-term mooring and are equipped with mooring equipment – there are no designated mooring berths for tourists. Water enthusiasts usually moor in the wild in the village of Gorzeń (left bank) by the 'U Marka' fishing ponds (before the bridge). It is close to a grocery shop. In Bydgoszcz, we can moor at the Gwiazda marina, located at the mouth of the Stary Kanał Bydgoski.

CANAL PROFILE

The KANAŁ BYDGOSKI (KB) is the oldest operational navigable canal in Poland, entered in the register of monuments in 2005. The area through which it runs served as a trade link with Western Europe as early as in the 15th century. Galars, punts and dubas ships sailing along the Noteć and Brda rivers were hoisted onto wheels and rolled from one river to the other. The canal was built between 1772 and 1774 and took just 18 months to complete. Initially, it was 26.6 km long and consisted of 9 locks made of wood and clay. However, this type of construction proved unsuitable and quickly, for as early as the beginning of the 19th century, work began on converting the locks to stone and brick, which have survived to this day. The reconstruction of the Kanał Bydgoski, carried out in the years 1908–1915, established its final course – a shorter branch connecting it to the Brda was opened, and the number of locks was reduced to six. The oldest section of the canal, which is no longer in use, is nicknamed the 'Old Canal' and, surrounded by extensive parkland, is now a tourist attraction in Bydgoszcz. Currently, the canal is 24.5 km long and is the only artificial waterway connecting Poland's two largest rivers – the Vistula and the Odra. Classified as a Class II navigable waterway, it is divided into 6 sections separated by six locks. It begins in Bydgoszcz at km 14.4 of the Vistula–Oder Waterway (DW W–O), and ends at km 38.9 in Nakło nad Notecią. It is fed by the waters of the Noteć River, drawn by the Upper-Noteć Canal, which is connected to it in the summit level. The direction of flow from Bydgoszcz to Nakło is considered to be from upstream to downstream. The current is barely perceptible, although the drops at the locks are relatively large: from 1.9 m to over 7.5 m. Every few kilometres on the right bank, posts marking the distance along the Vistula–Oder Waterway are visible.



Photo: P. Pasieczny

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-bydgoszcz>
<https://wir.wody.gov.pl/mapy/>

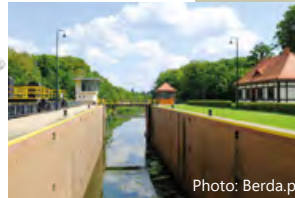
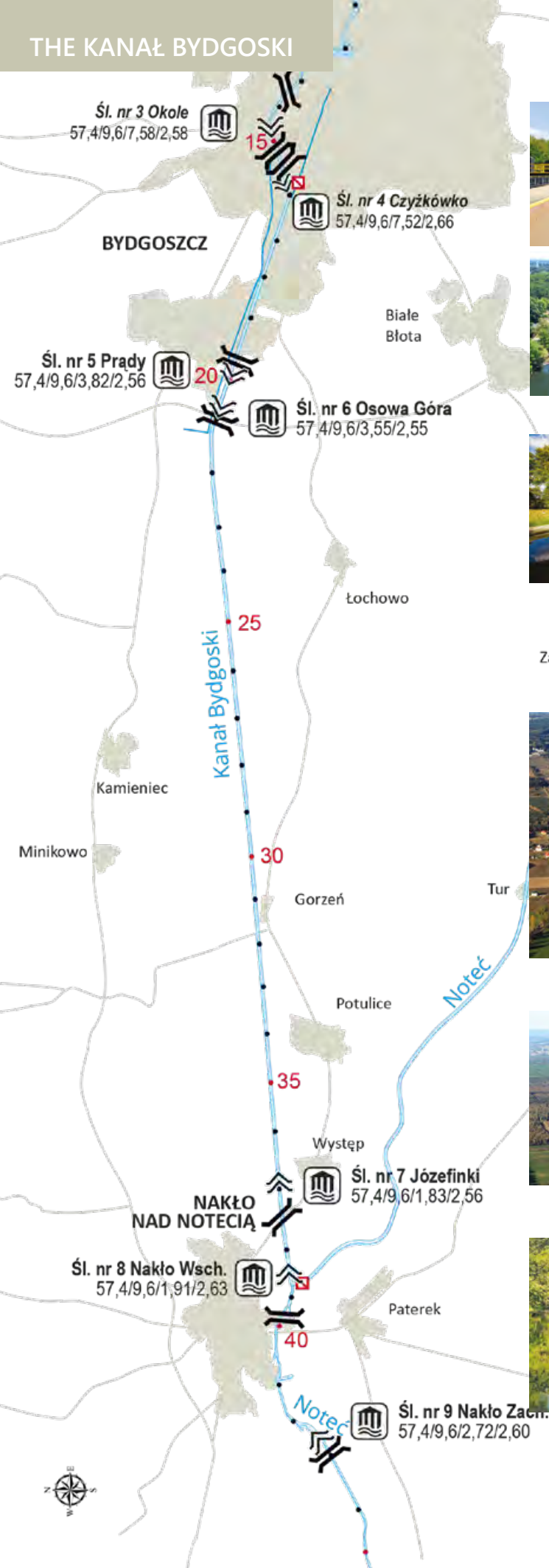


Photo: Berda.pl



Photo: Berda.pl



Photo: P. Pasieczny

THE OKOLE AND CZYŻKÓWKO LOCKS

Built between 1908 and 1915, the locks allow vessels to negotiate a drop of approximately 7.5 metres. Each has two storage basins, which can be seen being emptied or filled during the locking process. This was important in the past, when traffic on the canal was heavy. The use of the reservoirs allowed for a forty per cent saving in water. Scenes from the popular TV series **Four Tank-Men and a Dog** were filmed at the Okole Lock – its gates were used as a set for the dam explosion. There is also a well-known scene of Rudy's tank being wrecked and the turret being thrown off. Since 2010, it has been on display near the lock.

THE HEAD SECTION OF THE VISTULA-ODRA WATERWAY

The Kanał Bydgoski section is bounded by the Osowa Góra locks to the east and the Józefinki locks to the west. This is the highest elevation in the Odra and Vistula river basins. The water gradient in both directions is minimal, and the difference in water levels between this section and the Vistula is approx. 32 m. This is the place where the waterway known as the Great Wielkopolska Loop begins.

TOURIST ATTRACTIONS

BYDGOSZCZ BRIDGEHEAD

The Bydgoszcz defensive fortifications area from 1939. On the Zielonczyn-Osowiec section, 17 reinforced concrete bunkers were built, connected by trenches. In front of them were barbed wire obstacles and minefields. These fortifications delayed the German army's entry into Bydgoszcz by three days. At approx. 24 km, on the starboard side, farm buildings are visible. You can moor at the jetty (with the owner's permission) and go on a walk of approx. 3-4 km to visit the fortification open-air museum in Zielonczyn and the tourist trail along the fortifications of the Bydgoszcz Bridgehead.



Photo: M. Szelest

CARDINAL PONDS

Stopping at km 31.7 near the road bridge, you can go for a walk northwards to see the remains of the former Ślesin Lake, known as the Cardinal Pond. The surrounding area is a sanctuary for many protected bird species. After 'hunting' with binoculars and a camera, you can stock up on supplies in the village of Gorzeń.



Photo: M. Szelest

STARY KANAŁ BYDGOSKI

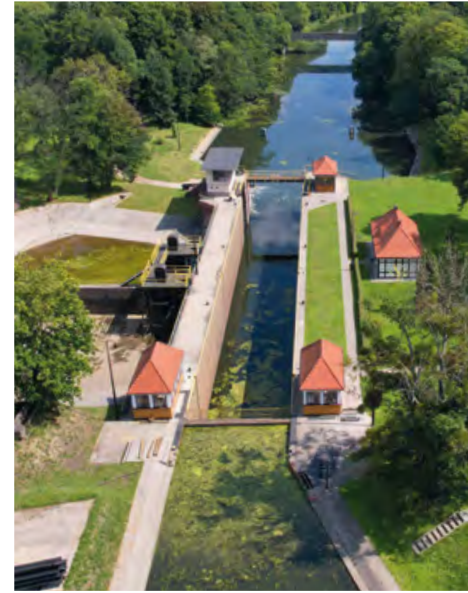
Built in the 18th century using the finest hydrotechnical engineering solutions of the period, and its newer section, dating from the early 20th century, stands out in the cityscape as a unique historic hydroengineering structure. The Stary Kanał Bydgoski is, above all, a magnificent part of the city's cultural heritage. Set amidst the parklands and boulevards beautifully landscaped in the 19th century, it has become a favourite place for residents' daily leisure activities. It is also a major tourist attraction for the city, facilitating the organisation of numerous sporting and tourist events that promote Bydgoszcz across Europe as the 'city on the water'.



Photo: R. Wasil

LB – left bank | RB – right bank

As a reminder, since we are sailing downstream, the left bank is on the port side, and the right bank is on the starboard side.



Lock No. 3. Okole. Photo: Berda.pl



Lock No. 6. Bronikowskiego. Photo: R. Wasil

14.40 km – Start of the Kanał Bydgoski, a branch off the canalised Brda. Keep to the left bank and turn left onto a 400-metre stretch leading to Lock No. 3 Okole.

14.65 km – Footbridge on the former railway bridge. Vertical clearance of 4.7 m. Partial markings.

14.80 km – Lock No. 3 Okole, length: 57.4 m, width: 9.6 m, slope of approx. 7.5 m, clearance under the service footbridge: 6.84 m, lockage time: approx. 20 minutes. The lock was extensively modernised between 2017 and 2018. **Caution!** You must pay attention to the side to which you are to moor in accordance with the operators' instructions and fit fenders. Just as in the Municipal Lock, there are no floating mooring dolphins. In the walls there are chambers, at intervals of approx. 3 m, fixed mooring dolphins and two ladders to hold on to. You must not tie mooring lines; it is advisable to use a boat hook, and you must also switch off the engine. Because the surfaces of the brick walls of the lock chamber are covered with slippery silt, it is better to wear protective gloves. After mooring on the left bank in the upper approach harbour of the lock, you can see the turret of a T-34 Rudy tank.

14.96 – 15.68 km – A straight section of the Kanał Bydgoski, excavated between 1908 and 1913. It features a series of obstacles running over the river. These are, in order: St Anthony's Road Bridge DW 238;

– Vertical clearance of 4.5 m;

road bridge, Grunwaldzka Street, DW 238; – Vertical clearance under the railway line 4.9 m;

Pipe culvert, Młyńska Street – Vertical clearance of 4.4 m;

road bridge, Bronikowskiego Street – Vertical clearance of 4.4 m;

power line – Vertical clearance of 10 m.

railway bridge, Bydgoszcz – Piła route

– Vertical clearance of 4.62 m;

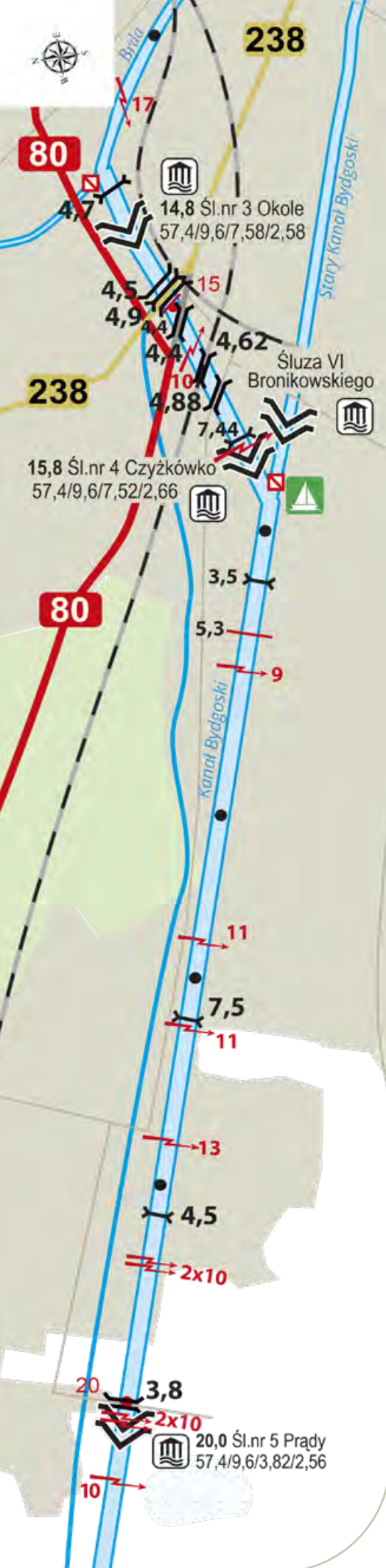
Mińska Street road bridge – Vertical clearance of 4.88 m.

15.80 km – Lock No. 4 Czyżkówko, length: 57.4 m, width: 9.6 m, slope approx: 7.5 m. Pedestrian footbridge at the lower head of the lock, Vertical clearance of 7.44m. **Caution!** Overhead cable, no clearance marking. Proceed as at Lock No. 3 Okole.

15.95 km – Stary Kanał Bydgoski. On the left bank, a branch leading to what is known as the Stary Kanał Bydgoski is visible; this was taken out of service in 1915. You can view the historic, restored Lock VI on Bronikowskiego Street. The 'Gwiazda' marina is located in the estuary section of the Old Canal. The popular Bydgoszcz parkland stretches along this section of the canal.

16.28 km – Pipe culvert with a pedestrian crossing. Vertical clearance of 3.5 m.

Lock No. 4. Czyżkówko. Fot. Berda.pl





Lock No. 5. Prądy. Photo: Berda.pl



Houseboat on the Kanał Bydgoski
Photo: J. Kowalski



Lock No. 6. Osowa Góra. Photo: P. Pasieczny

follows the Great Wielkopolska Loop along the Warta–Gopło Canal, then follows the course of the Warta from Konin, through Śrem, Poznań, Oborniki, Międzybóże and Skwierzyna to Santok, where it rejoins the E70 national road. Then, via the shared section of the Noteć, you return to the start of the route. Total route length – 697 km. Find out more at www.wielka-petla.pl

27.49 km – Power line. **Caution!** No marking.

approx. 31.20 km – LB Gorzeń. A popular place among canoeists wild mooring or at the private pier by the 'Stawy w Gorzeniu u Marka'. It is close to a shop and a petrol station.

31.52 km – Road bridge on the Gorzeń – Ślesin route. Vertical clearance of 4.5 m.

approx. 34.16 - 35.28 km – RB Ślesin Meadows Nature Reserve.

16.28 - 20.00 km – Almost 4 km of a straight section of the canal with numerous overhead obstacles.

16.55 km – Pipe culvert. Vertical clearance of 5.3 m.

16.67 km – Power line. Vertical clearance of 9 m.

17.59 km – Right bank and left bank: Ruined bridge landing stages and a section of the bank reinforced with concrete slabs.

17.72 km – Power line. Vertical clearance of 11 m.

18.29 - 18.31 km – Pipe culvert with a pedestrian crossing. Vertical clearance of 7.50 m. Power line. Vertical clearance of 11 m.

18.75 km – Power line. Vertical clearance of 13 m.

19.11 km – Pipe culvert and footbridge closed to traffic. Vertical clearance of 4.50 m.

19.74 km / 19.78 km – 2 power lines. Vertical clearance of 10.0 m.

19.80 km – Trail crossing to the right bank (marked) Shallow sections marked with poles. LB Mouth of the Prądy stream. Shallow sections marked with poles.

20.00 km – Lock No. 5 Prądy, length: 57.4 m, width: 9.6 m, drop of approximately 4 m. Clearance under road bridge at the lower head of the lock at Highest Navigable Water Level (HNWL): 3.8 m. Lockage time: approx. 25 minutes, manually operated lock.

2 power lines in the lock. Vertical clearance of 10 m.

20.10 km – Power line. Vertical clearance of 10 m.

20.81 km – Road bridge. Western Bydgoszcz bypass S5, S10 and DK 25. Vertical clearance of 5.6 m.

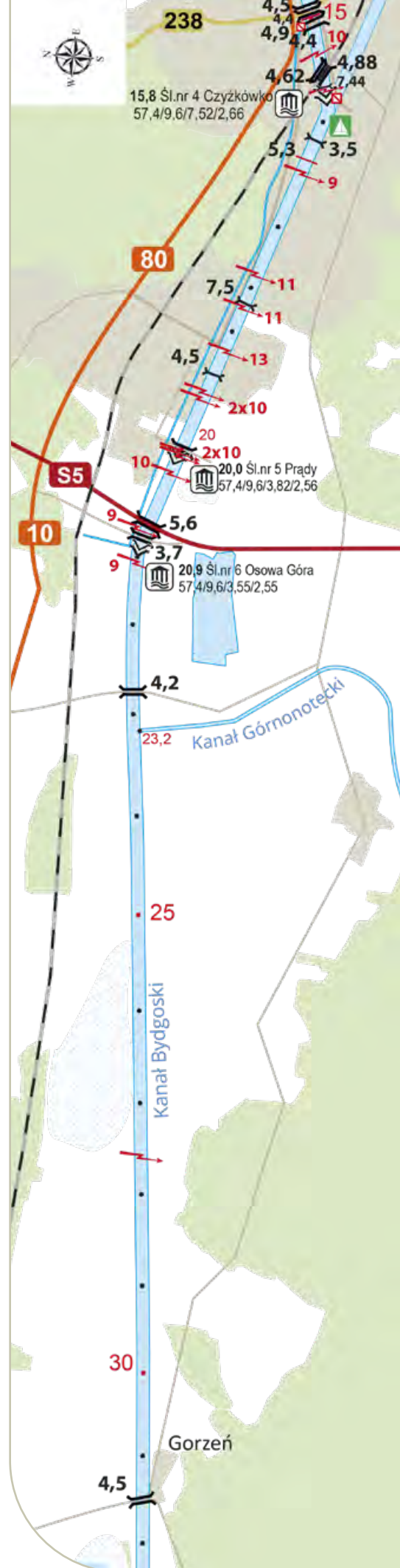
20.96 km – Power line. Vertical clearance of 9 m.

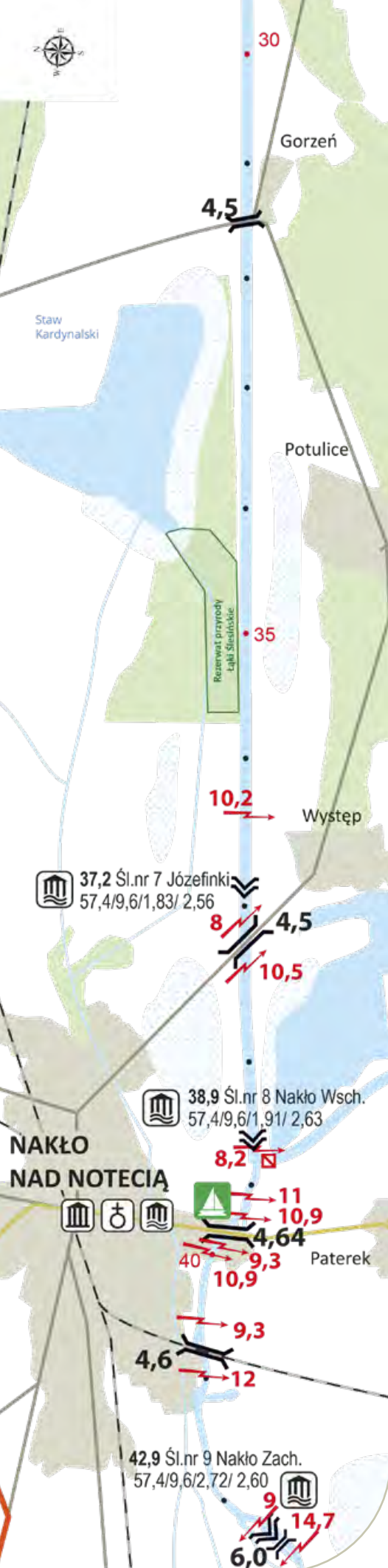
20.97 km – Lock No. 6 Osowa Góra, length: 57.4 m, width: 9.6 m, slope approx: 4 m. Clearance under the road bridge at the lower head of the lock: 3.70 m, lockage time: approx. 25 minutes, manually operated lock. At this place we cross the administrative boundary of the city, as indicated by the white-red-blue flag of the city of Bydgoszcz flying on a flagpole on the left. The Kanał Bydgoski changes direction by approximately 20° to the left from WVN to WWS. A straightforward stretch of almost twenty kilometres lies ahead.

21.02 km – Power line at lock. Vertical clearance of 9 m.

22.80 km – Road bridge called Sheep Bridge. Characteristically trussed, single-span, with the top edge of the girder in the shape of an arch. The span width of the bridge is 18 m. **Caution!** No information boards on the Bydgoszcz side. Vertical clearance of 4.2 m.

23.20 km – LB The mouth of the Upper-Noteć Canal. The Class Ib waterway Warta – Kanał Bydgoski ends at this point on the left bank. Heading south, the route follows the Great Wielkopolska Loop along the Warta–Gopło Canal, then follows the course of the Warta from Konin, through Śrem, Poznań, Oborniki, Międzybóże and Skwierzyna to Santok, where it rejoins the E70 national road. Then, via the shared section of the Noteć, you return to the start of the route. Total route length – 697 km. Find out more at www.wielka-petla.pl





36.85 km – Power line. Vertical clearance of 10.2 m.

37.20 km – Józefinki Lock No. 7. Before the lock, a long right bank and left bank quay without mooring bollards. Lock length: 57.4 m, width: 9.6 m, fall approx: 1.8 m. **Clearance** under road bridge at lower head of the 4.5 m clearance at high navigable water. **Caution** (inconsistent markings, from the other side of the bridge – 4.8m). Lockage time: up to 25 minutes.

Lock structure, concrete with brick cladding. Filling with water is carried out through galleries located in the heads of the lock. At the lock closures there are two process walkways, each 1.0 m wide and 9.6 m long, at the lock gates. The footbridge at the upper head submerges during lockage, whilst the footbridge at the lower head, together with the gate leaves, swings out to the sides. Traffic lights at the lock entrance/exit. Reinforced concrete mooring quays on both sides of the lock. Sparsely spaced mooring bollards. We moor to trees or lamp-posts. On the north side of the lock, there are concrete mooring quays, completely overgrown with lush vegetation and trees on both banks.

There is practically no water movement between locks No. 7 and No. 8.

Power line. Vertical clearance of 8 m (in the lock).

37.5 km – Behind the lock (after the bridge) power line. Vertical clearance of 10.5 m.

38.9 km – Lock No. 8 Nakło Wschód after major renovation with traffic lights. Quays on both sides of the lock without mooring bollards, with elastomer fenders. Lock parameters: length: 57.4 m, width: 9.6 m, fall approx: 2 m, Lockage time: up to 25 minutes. The lock serves as the 'gateway' to the Kanał Bydgoski from the west. The first structure was built between 1800 and 1801 under Prussian rule, when the canal was repaired and extended. However, it was a wooden lock, and only the heads (i.e. the entrance and exit landing stages on which the gates

were set) were bricked. It was given an all-brick form between 1887 and 1889. It did not take on the appearance we know until 1910 – 1914, at the outbreak of the First World War, when the German authorities extensively rebuilt, widened and deepened this waterway. It was restored to full operation with a major refurbishment carried out in 2023.

At the lock closures there are two process walkways, each 1.0 m wide and 9.6 m long, at the lock gates. The footbridge at the upper head submerges during lockage, whilst the footbridge at the lower head, together with the gate leaves, swings out to the sides.

39.00 km – Power line just after the lock. Vertical clearance of 8.2 m. The information sign is difficult to read from the Bydgoszcz side.

39.10 km – Upon leaving the last lock on the Kanał Bydgoski, 200 m further on the left bank we find the natural outlet of what is known as Stara Noteć Rynarzewska, and after a further 150 m on the right bank the Paramelka relief channel flows out. This is the place where the Lower Noteć – the canalised section – begins.



Lock No. 7. Józefinki. Photo: P. Pasieczny

Lock No. 8. Nakło Wschód. Photo: P. Pasieczny





DID YOU KNOW THAT...

The decision to dig the Kanał Bydgoski at this place was influenced not only by the 15th-century overland transport of boats along the bottom of the Noteć Valley, but also by the land drainage works carried out at the turn of the 17th and the 18th centuries by the Mennonites who had settled in these lands. In 1765, a decision was made in Poland to construct it, work on which began less than 8 years later on the orders of Frederick the Great, following the First Partition of Poland. Over 12,000 settlers were brought in from Lower Saxony and Bohemia to carry out this construction. At the height of the work on digging the canal bed, over 8,000 employees worked there waist-deep in water, of whom around 2,000 died as a result of spreading diseases and epidemics. From that moment on, in the Nakło and Bydgoszcz regions, the Polish and German people became strongly intertwined. To this day, Poles with German-sounding surnames live in these areas.

1 Lock No 8. Nakło Wschód. Photo: M. Szelest
Kanał Bydgoski near Nakło nad Notecią. Photo: M. Szelest



Photo: Berda.pl

NAVIGATION INFORMATION

DEPTH AND WIDTH

The (lower) Noteć River is the longest stretch of the Vistula – Odra waterway link, included in the European inland waterways network (E70).

It is divided into a canalised and free-flowing section:

- the canalised section from the Kanał Bydgoski to Krzyż Wielkopolski, i.e. from km 38+900 to 177+200 with a length of 138.3 km (class Ib),
- the uncanalised, free-flowing section from Krzyż Wielkopolski to Santok, i.e. from km 177+200 to 226+100, with a length of 48.9 km (Class II).

Canalised Noteć with a guaranteed draft of 1.2-1.6m, free-flowing Noteć: 1-1.2 m. Current from 0.4 m/s in Nakło to 0.6 m/s, in Ujście. Medium width: Canalised Noteć: approx. 20-25m, free-flowing Noteć: approx. 30-35m.

REGULATIONS AND RESTRICTIONS / MARKINGS

The vast majority of hydraulic structures – including locks, bridges and power lines – are properly marked. There are shallows near some of the locks, marked by poles or buoys and signs narrowing the width of the trail or ordering people to move to the appropriate side of the trail. River chainage – shoreline signs are placed every kilometre or two on both banks. There are stretches of several kilometres without markings.

HIGH-VOLTAGE POWER LINES AND BRIDGES

More than forty power lines cross the river. The lowest high-voltage line is suspended at 7 m. The clearance depends on fluctuating water levels. The vast majority of lines and bridges are appropriately signposted. New signs have been erected in many places, while leaving the previous ones in place. Several bridges are partially or not marked at all (e.g. clearance signs are missing). The lowest bridge (railway) is located at 106.60 km in Ujście – Vertical clearance of 4.3 m.

LOCKS

There are as many as 14 locks on the Lower Noteć River. They are all monuments to hydraulic engineering and date from 1906 to 1914. Covering them is a time-consuming diversion (allow about 25 minutes for each). There are 3 locks on the Noteć Leniwa: No. 9 – Nakło Zachód (42 km), No. 10 – Gromadno (53 km), No. 11 – Krostkowo (68 km unusual earth lock). There are 11 of them on the Noteć Bystra River, every 6 km or so, starting from Lock No. 12 in Nowy (111 km) and ending at Lock No. 22 in Krzyż Wielkopolski. (176 km). Most locks have a single flap gate (submerged), traditionally operated by hand. At the locks there are circulation channels with weirs, and at most of them, small hydropower plants. At the junction of the circulation channels with the Noteć River, shallows of up to 0.5 metres occur in the vicinity of the locks (temporarily – for dredging). Such sites are signposted.

VEGETATION

The Noteć is covered with a thick blanket of aquatic vegetation for long stretches during the summer season, making navigation difficult. This inconvenience is particularly prevalent from Nakło nad Notecią to Ujście. The river banks are mostly overgrown with reeds and aquatic vegetation.

MOORING

Harbours, moorings and marinas or stopping points for canoeists are located on the river. Large harbours are located in Nakło nad Notecią, Ujście, Czarńków, Wieleń, Drawsko and Santok. And adventurers have the option of mooring 'wild' directly to the shore, many such spots being prepared by local anglers.

FERRIES

There are two top-of-line ferries on the river, located in Walkowice and Ciszkowo. The crossing points are visibly marked.

RIVER PROFILE

The Noteć river is the largest tributary of the Warta, with a length of 361 km. The Noteć River is divided into two main sections: The Upper Noteć – from its source to Nakło nad Notecią – with a length of 174 km, and the Lower Noteć, which forms part of the International Waterway E70, stretching from Nakło nad Notecią to the mouth of the Warta, with a length of approx. 187 km. The Lower Noteć River, as it stands today, was channelled between 1906 and 1914. The course of the Noteć, which forms part of the E70 International Waterway, is characterised by varied gradients, allowing for the identification of several sections described below:

A section with a marked gradient (0.29 ‰) and a length of approximately 18 km from Nakło nad Notecią (39 km) to the mouth of the Łobżonka River (57 km).

Noteć Leniwa Łobżonka with a length of about 50 km and a slight 0.016‰ slope, it stretches from the mouth of the Łobżonka River (57 km) to the mouth of the Gwda River (106 km).

Noteć Bystra (Noteć Dolna or Noteć Skanalizowana) Łobżonka with a length of about 70 km and a slope of 0.2 ‰, extending from the mouth of the River Gwda in Ujście (106.1 km), to Krzyż Wielkopolski. (175 km). Its name derives from the fact that, after the merger of the Noteć with its largest tributary, the Gwda, the second flow of the riverbed increases 2.5 times.

The free-flowing Noteć – with a length of approximately 50 km, from the lock in Krzyż Wielkopolski (175 km) to the mouth of the Warta River (226 km). The Noteć in this section is enclosed by regulatory, transverse and longitudinal, fascine structures with stone riprap reinforcement.



Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-bydgoszcz>
<https://wir.wody.gov.pl/mapy/>



HYDROTECHNICAL TRIVIA

KROSTKOWO LOCK

Lock No. 11 in Krostkowo is probably unique in Poland and Europe. It is known as an earth lock (made of fascines and turf), as only the heads are made of concrete, and the wall reinforcements are made of wood. It is filled through manually opened steel gates. Together with the spire weir, they form part of the Krostkowo barrage. Adding to the lock's unique character is the fact that it was a border facility. The adjacent weir was in Third Reich territory.



OVERHEAD-CABLE FERRIES IN CISZKOWO AND WALKOWICE

Overhead-cable ferries operate in Ciszkowo and Walkowice. Their design is based on a cable running above the water, to which what are known as guide cables are attached, fixed on the other side, at both ends of the ferry. By lengthening and shortening them, the ferry is steered so that the river current directs it in the desired direction. Unlike bottom-cable ferries, there is no danger here of snagging on plants and objects carried by the current.



GLASSWORKS IN UJŚCIE

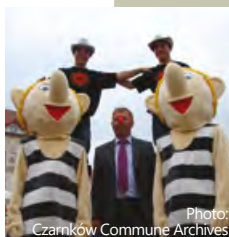
Glass production requires the availability of sand and clean water. Therefore, Ujście was perfectly suited for the location of the glassworks. It was founded in 1809 and is the oldest manufacturer of glass packaging in Poland. It produces bottles of various capacities in green and offers its goods to domestic and international customers.



TOURIST ATTRACTIONS

DAY OF THE BAKED TWIN

Every year, on the last weekend of August, tourists visiting Czarneków see double. Twins from all over Poland flock to the city. Young and old have fun together, participate in a parade and various activities, and at the end of the event a competition is held to find the most similar siblings.



PARK OF WORLD CULTURES IN DREZDENKO

Situated on the banks of the Stara Noteć, this 3.5-hectare park opened in 2012. It consists of two parts: the upper section, featuring replicas of famous buildings from around the world (including the Eiffel Tower, the Taj Mahal, the Sphinx of Giza), a children's playground; and the lower part, with its scenic beauty, situated along the river and a pond, where one can admire the natural monument 'Group of Weeping Willows'.



39.30/39.70 km – 2 overhead power lines.
Vertical clearance of 11 m and 10.9 m.

39.90 km – Road bridge on provincial road 241 Nakło – Kcynia. Vertical clearance of 4.64 m.

39.92 km – Power line. **Vertical** clearance of 9.3 m.
No marking on the marina side.

39.95 km – RB Ślesin River Estuary.

40.00 km – Power line. Vertical clearance of 10.9 m.

40.54 km – Power line. Vertical clearance of 9.3 m.

40.90 km – Railway bridge 'Kcyniak'; steel, single-span; on the Nakło-Kcynia route. Vertical clearance of 4.6 m.

41.00 km – Power line. Vertical clearance of 12.0 m.

42.89 km – Power line. Vertical clearance of 9.0 m.

42.90 km – Lock No. 9 Nakło Zachód, built in 1914. Technical parameters: chamber lock, manual drive, drop 2.72 m, length 57.4 m, width 9.6 m. Lockage time 25 minutes. The lock together with two weirs (north and south) and a small hydroelectric power station form the Nakło Zachód barrage. Both weirs serve to keep water levels fluctuating as little as possible. The approach harbour of the lower lock gate is short. It is very shallow on both banks. Let's stick to the middle of the waterway. The branching of the bypass channels occurs approximately 150 metres upstream of the lock and approximately 200 metres downstream of the lock.

43.00 km – Power line. Vertical clearance of 14.7 m.

53.25 km – Gromadno lock No. 10, Samostrzel-Gromadno road bridge, Technical parameters: chamber lock, manual drive, drop 2.08 m, length 57.4 m, width 9.6 m. Lockage time approx. 25 minutes. The lock, together with the northern and southern weirs, form the Gromadno barrage. It was built in 1914, with the weirs constructed in 1913. The lock chamber has a concrete floor and sills. Weirs, as on other barrages, serve to keep fluctuations in water levels as small as possible. A hydroelectric power station with a capacity of 88 kW, located on the north weir, operates in Gromadno. It was put into service in 1995. **Caution!** The approach harbour is heavily overgrown with aquatic vegetation. Stream channels fork approximately 450m from the upstream lock and approximately 500m downstream of the downstream lock. There is a road bridge at the lower head of the lock.

Vertical clearance of 6.0 m.

53.33 km – 2 power lines. Vertical clearance of 11.1 m.

53.39/53.45 km – 2 power lines. Vertical clearance of 15.3 m / 11.1.



Nakło nad Notecią. Photo: Berda.pl



Lock No. 9 Nakło West. Photo: P. Pasieczny



Lock No. 10 Gromadno. Photo: P. Pasieczny

NOTEĆ A SIGNIFICANT DROP

Over a stretch of 18 km (between Nakło nad Notecią and the mouth of the Łobżonka), the Noteć River drops sharply, causing the current to become faster and more dynamic. The difference in water levels necessitates the use of the lock at Gromadno, which allows for flow regulation and safe navigation of this section of the river.



Lock No. 10 Gromadno. Photo: P. Pasieczny

54.60 km – RB The mouth of the Rokitka River. Shallow areas in the current.

57.00 km – RB The mouth of the Łobżonka River. The navigable waterway leads closer to the left bank. Depth at low water: 80 cm across the channel. **Caution!** The mouth of the Łobżonka is a difficult stretch to navigate, as it is located on a bend. Initially, the trail follows the right-hand, concave bank, following the rules of river navigation. At the mouth of the Łobżonka, it is necessary to move from the right bank to the middle, as the river carries large amounts of debris from which it forms a shoal. Next, head towards the left bank.

57.30 - 58.80 – RB Ostrówek Ponds.

NOTEĆ LENIWA

from km 57 (mouth of Łobżonka) to km 106.1 (mouth of Gwda). The width of the navigable course of the Noteć Leniwa varies from 21 to 40 m, with an average depth of 1.2 m at the SW and 0.9 m at the SNW. The river initially flows through the middle of the valley to approach the wooded southern escarpment at the level of Ujście. This section of the river flows through a wide valley featuring extensive areas of meadows with thick layers of peat and gyttja, whilst some parts of the terrain are lower-lying than the water level in the watercourse. The river has minimal water level fluctuations, and under favourable conditions it becomes heavily overgrown with aquatic vegetation (this phenomenon has become particularly pronounced recently, given the very low volume of shipping traffic on this stretch). The banks, apart from the approach channels and weir sites, have residual fascine fortifications, and generally have no permanent fortifications.



The Osiek Bridge over the Noteć River. Photo: P. Pasieczny



Lock No. 11 Krostkowo. Photo: Berda.pl



The bridge over the Noteć River in Białośliwie. Photo: P. Pasieczny

61.90 km – Power line. Vertical clearance of 8 m.

62.10 km – Road bridge on provincial road 194 Wyrzysk-Gołańcz. Vertical clearance of 6 m.

62.15 km – RB The fishing harbour of the Polish Angling Association circle in Osiek nad Notecią. Slipway for small boats. Shed. Small permanent jetty (further in the neighbourhood many private small fishing jetties).

62.52 km – LB Kcynka Estuary.

68.20 km – LB One of the many oxbow lakes of the old Noteć River.

68.22 km – Lock No. 11 Krostkowo is unique in Europe, it is an earth lock with a trestle and needle construction. It is one of the oldest locks in Poland. The facilities found here are protected by law and are listed in the register of historic buildings. They date from 1912-14 and are operated by hand. Technical parameters: drop 0.43 m, length. 57.4 m, width 9.6 m.

Unlike the other locks along the route, it forms, together with the weir, the Krostkowo barrage. The lower entrance to the approach harbour is bounded by the left bank embankment and the tip of the right bank weir. Stream channels fork approximately 60 m from the upstream lock and approximately 90 m downstream of the downstream lock. After passing the lock, the Noteć flows closer to the northern side of the ice-marginal valley, turning gently to the left at the level of Miasteczko. Overhead power lines in and behind the lock. **Vertical clearance of 8 m.**

76.00 km – RB Fishing Marina (Białośliwie – approx. 4 km). Two small piers without mooring facilities (currently one for use), small boat slipway.

76.09 km – Road bridge on provincial road 190 Białośliwie – Szamocin. **Vertical clearance of 7 m.**

78.00 - 81.30 – LB Behind the river embankment, Antonina ponds where intensive fish farming is carried out.





Ujście Marina. Photo: Berda.pl



The mouth of the Gwda River in Ujście. Photo: M. Szelest

79.05 km – LB Canal mouth terminating in a pumping station.

84.10 km – Below Miasteczko Krajeńskie, the river turns sharply to the south-east, making a sweeping curve, a beautiful landscape unfolds.

84.10 km – RB **Przystań nad Notecią** (Miasteczko Krajeńskie – approx. 2 km). When staying here, you can make use of piers, a slipway for small boats, toilets, get clean water or rent a camping house. For those interested – a campfire area. There is also the possibility of fuel delivery and grocery shopping. The harbour is indicated by a tall white mast with a Polish flag.

94.80 km – Road bridge on the Kaczory – Chodzież district road. Vertical clearance of 5 m.

95.30 km – 3 power lines. Vertical clearance of 12 m.

97.60 km – Railway bridge Piła – Chodzież. Vertical clearance of 5 m.

99.60 km – Power line. Vertical clearance of 13 m.

100.40 km – Power line. Vertical clearance of 9 m. Under the line on the RB a solid private pier and a 'wild' slipway.

104.00 km – LB high scarp, wooded bank.

105.20 km – LB **Marina Binduga Keja 105 – Ujście**. There are mooring piers, mooring directly at the shore, a tavern with a marquee, a campsite with toilet facilities, and water sports equipment for hire.

105.40 km – Power line. Vertical clearance of 10.19 m.

105.8 km – Arch road bridge in Ujście on national road No. 11 Piła – Ujście. Commissioned in 2025. Vertical clearance of 5.25m.

NOTEĆ BYSTRA from Ujście – 106.1 km to Krzyż Lock – 176.2 km. The width of the riverbed varies between 25 and 40 metres. The average depth along the water's edge: Mean water level (MWL) – 1.6 m, Mean of the lowest annual flows (MLAF) – 1.1 m. This section of the river flows through a wide valley featuring extensive areas of meadows and fields, with well-developed rural infrastructure and drainage systems. The river has a favourable water table gradient. The banks, apart from the approach channels and weir locations, which are reinforced with cobblestones supported by sheet piling, feature slope reinforcements made of stone riprap in both the above-water and underwater sections, often separated by a palisade of wooden piles. The flow rates depend directly on the inflows into the catchment area and on the flows in the Gwda, which are regulated for average annual conditions by the Jastrowie Hydroelectric Power Station Complex, depending on water resources and energy requirements (flows ranging from 20.1 m³/s – operation of one turbine, to 40.2 m³/s – work on two turbines). There are also 123 sluice gates along this section, used for irrigation. If these seals are faulty (particularly the inlet gates), it can be difficult to maintain operational conditions.

106.10 km – RB **Gwda estuary**. The beginning of the Noteć Bystra. We enter the Noteć Bystra River by giving a warning signal – an audible one, due to the crossing of the harbour entrance. Shallow areas in the current. On the left, Larsen piling (which looks like a quay from a distance) is visible, separating the Gwda River from the channel leading to the harbour. We keep closer to the right side of the navigable route, (strong current).

106.12 km – Power line. Vertical clearance of 10 m.

106.25 km – RB **Estuary of the harbour channel into the Noteć** with shallows (silted up and overgrown). The canal leads to a bridge, beyond which is the harbour basin with quays. The port is not operational, while the water and land area is now private property.

106.35 km – Power line. Vertical clearance of 10 m.

106.40 km – LB The former high loading quay of the Ujście Glassworks, 525 m long. On the shore a distinctive blue factory hall and a tall chimney with red and white stripes.



Lock No. 12 Nowe. Photo: M. Szelest



The ferry in Walkowice. Photo: P. Pasieczny



Lock No. 14 Romanowo. Photo: P. Pasieczny

106.6 km – Arch-shaped steel truss railway bridge between Piła and Mirosław.

Vertical clearance of 4.3m (no marking).

Then, after the railway bridge, according to the signposts, we navigate along the 60 m high escarpment of the Chodzież Lake District.

108.10 km – LB Closed channel of the Noteć old river bed.

109.60 km – Power lines. **Vertical clearance of 12 m.**

111.00 - 131.00 km – After Ujście, the Noteć makes a wide bend and flows southwards for the next 20 km. We continue to flow through a wide valley. The landscape is dominated by riverside meadows, arable fields and the remains of meanders of the riverbed.

The bends in this section are quite sharp and we overcome them by navigating closer to the corner. In line with good sailing practice, we give a warning signal before entering sharp bends, especially for longer vessels.

111.80 km – **Lock No. 12 Nowe.** The barrage consists of a lock and a weir. Technical parameters of the lock: chamber lock, fall 1.71 m, length 57.4 m, width 9.6 m. The structure was built in 1896. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 270 m from the upstream lock and approximately 400 m downstream of the downstream lock. For history buffs, there is a World War II bunker by the weir.

Overhead power lines. **Vertical clearance of 9 m.**

113.58 km – RB **Mouth of the Łomnica**, not visible from the water.

117.86 km – **Lock No. 13 Walkowice.** Walkowice barrage, consisting of a lock, a gate weir and a power station. Technical parameters of the lock: chamber lock, drop 1.84 m, length 57.4 m, width 9.6 m. The structure was built in 1913. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 190 m from the upstream lock and approximately 260 m downstream of the downstream lock. In the village of Walkowice, about 2.5 km from the barrage, you can stock up on supplies.

Overhead power line. **Vertical clearance of 8 m**

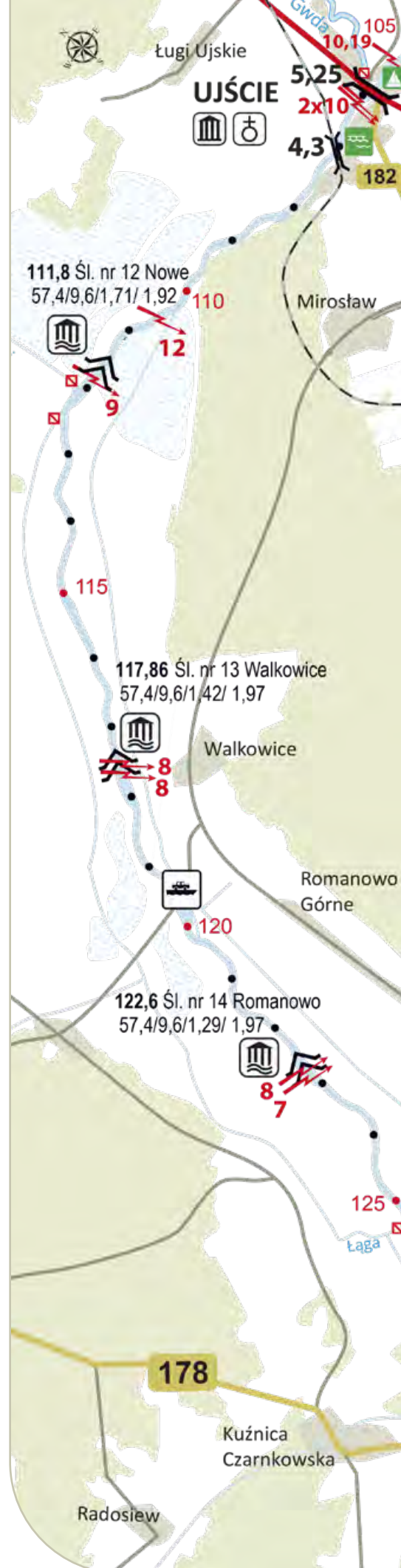
117.95 km – Power line. **Vertical clearance of 8 m**

119.60 km – **Walkowice overhead cable ferry.** RB RadolinProm, with a small carrying capacity of 10 tonnes, connects the villages of Radolin and Romanowo Górne. Radolin is located on the right bank of the Noteć River. On the left bank stretches from Walkowice to Czarnków the longest village in Greater Poland: Upper, Middle and Lower Romanowo.

Clearance under the line: Vertical clearance of 6 m.

120.10 km – RB The mouth of the Trzcianka is not visible from the water.

122.60 km – **Lock No. 14 Romanowo.** Romanowo barrage, consisting of a lock and a gate weir. Technical specifications: chamber lock, manually operated, head 1.59 m, length 57.4 m, width 9.6 m. The facility was built in 1912. The lock at Romanowo is situated on the former Polish-German border, which is why the weir complex includes the former guard-house buildings. After the World War I, the Polish-German border ran from the mouth of the Gwda to the mouth of the Drawa, along the middle of the Noteć, also along the middle of the lock chambers. Based on the agreement between Poland and Germany, the locks from Nowe to Lipica were operated by Polish crews, and below Czarnków - from Pianówka to Krzyż Wielkopolski - by German crews.



At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Above the lock, at the junction with the bypass channel, there are areas of extremely shallow water (marked by a green buoy that is placed there periodically). Stream channels fork approximately 160 m from the upstream lock and approximately 240 m downstream of the downstream lock.



122.80/122.90 km – 2 Power lines, at head of the upper lock Navigable clearance of 8 m/ Navigable clearance of 7 m.

125.60 km – RB The mouth of the Łąga River.

128.30 km – Lipica lock No. 15, The Lipica barrage consists of a lock and a weir. Technical parameters of the lock: chamber lock, manual drive, drop 1.69 m, length 57.4 m, width 9.6 m. The structure was built in 1895. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 250 m from the upstream lock and approximately 285 m downstream of the downstream lock. From this place, the Stara Noteć flows for 15 km along the right bank, running parallel to the riverbed. It flows into the Noteć River at 143 km at lock No. 17, in Mikołajewo.

Overhead power lines. Navigable clearance of 7 m.

128.9 km – RB Rudnica Canal Estuary (not visible from the water).

129.70 km – LB Romanowo Canal Estuary (not visible from the water).

130 km – LB The town of Czarnków, visible from the hill. The Noteć begins to change direction to switch to the west before Pianówka, approaching the left bank of the ice-marginal valley.

130.50 km – 2 overhead power lines. Navigable clearance of 8 m.

131.00 km – 2 overhead power lines. Navigable clearance of 9 m.

131.75 km – LB Sections of quays with mooring bollards, by the former town baths in Czarnków. There is a leisure area with sports fields nearby. Toilet. **Caution!** Site unsuitable for mooring.

131.96 km – Overhead power line. Navigable clearance of 7 m.

131.98 km – Road bridge on provincial road 178 Trzcianka – Czarnków. Navigable clearance of 5 m. Historic truss bridge over the Noteć River, known as the 'wandering bridge' because of its history and origin from the former Fordon Bridge. Truss bridge: a riveted steel structure from the 19th century, 62 m long and 13.21 m wide. The distinctive 'pinnacles' and ornamentation give it a unique appearance. Behind the road bridge is a water level gauge – a limnigraph (i.e. a device that records changes in water level by means of a line chart automatically plotted on a specially calibrated strip of paper). Coastal marks instructing people to keep away from the left bank at a distance of 15 m.

131.99 km – Overhead power line. Navigable clearance of 7 m.

132.10 km – LB Marina in Czarnków, ul. Rybaki 30. The marina basin can accommodate vessels up to 8m in length. The marina is equipped with all necessary facilities, including toilets. The marina is equipped with a slipway, a modern harbour master's office is located in the area, and a repair workshop is available for minor repairs of vessels. The whole site is fenced off and under surveillance. Next to the marina, there is a campsite and a bonfire area. Tourists can hire water sports equipment there. The Czarnków marina is equipped with a pump to collect waste from yachts.

132.20 km – LB Entrance to the basin of the former river shipyard of the Bydgoszcz Shipping Company, where single leaning mooring dolphins remain on the quay.



Lock No. 15 Lipica. Photo: P. Pasieczny



Market Square in Czarnków. Photo: Fot. Berda.pl



Marina Czarnków. Fot. Berda.pl



Zaplecze Mariny Czarnków. Fot. Berda.pl



Lock No. 16 Pianówka. Photo: P. Pasieczny



The ferry in Ciszków. Photo: P. Pasieczny



Lock No. 17 Mikołajewo. Photo: P. Pasieczny



Mikołajewo Water Stop. Photo: Berda.pl



Lock No. 18 Rosko. Photo: Berda.pl

136.20 km – Lock No. 16 Pianówka. The barrage includes a lock and a gate weir. Technical parameters of the lock: manual drive, drop 2.18 m, length 57.4 m, width 9.6 m. The structure was built in 1915. When hydrological conditions are favourable, it is possible to try to pass the weir by watercraft (applies to each of the locks numbered 16 to 22). This is made possible by a retractable navigation span. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 165 m from the upstream lock and approximately 260 m downstream of the downstream lock. Overhead power lines. **Vertical clearance of 7 m.**

137.00 km – Overhead power line. **Vertical clearance of 10 m.**

137.20 km – LB Pianówka. Here the village of Pianówka touches the bank of the Noteć River. Wild mooring possible (private piers without mooring facilities), concrete slipway, picnic shelter, campfire area.

137.00 - 161.00 km – From this point the river meanders strongly. As far as Wieleń, the river flows in a wide valley, among meadows and riparian forests, where on both banks, about 1 - 2 km away, you can sometimes see the buildings of passing villages.

138.40 km – LB Recreation site Góra nad Notecią. Planned canoe marina. At present, there is a picnic shelter, toilets (a portable toilet block), a place for a bonfire and a place to pitch a tent. Getting ashore from the water is difficult. Nearby, a restaurant visible from the water (a distinctive white building).

139.60 km – LB Michałki canoeing centre and Kotwica canoe hire. There is a small jetty (for mooring), mooring bollards, a marquee and a campfire area.

141.20 km – Ciszkowo overhead-cable ferry. The Ciszkowo-Gajewo ferry crossing is located along provincial road No. 153. A distinctive piece of support equipment – a vehicle from the 1970s. The plan is to build a permanent bridge at the place of the ferry crossing within the next few years.

Vertical clearance under the rope of 6 m.

143.14 km – Lock No. 17 Mikołajewo from 1913. The lock, together with the weir, forms the Mikołajewo barrage. Technical parameters of the lock: chamber lock, manual drive, drop of 1.97 m, length 57.4 m, width 9.6 m. In places where the stream channel branches off on the Noteć River – shallowing in the current. Stream channels fork approximately 190 m from the upstream lock and approximately 270 m downstream of the downstream lock.

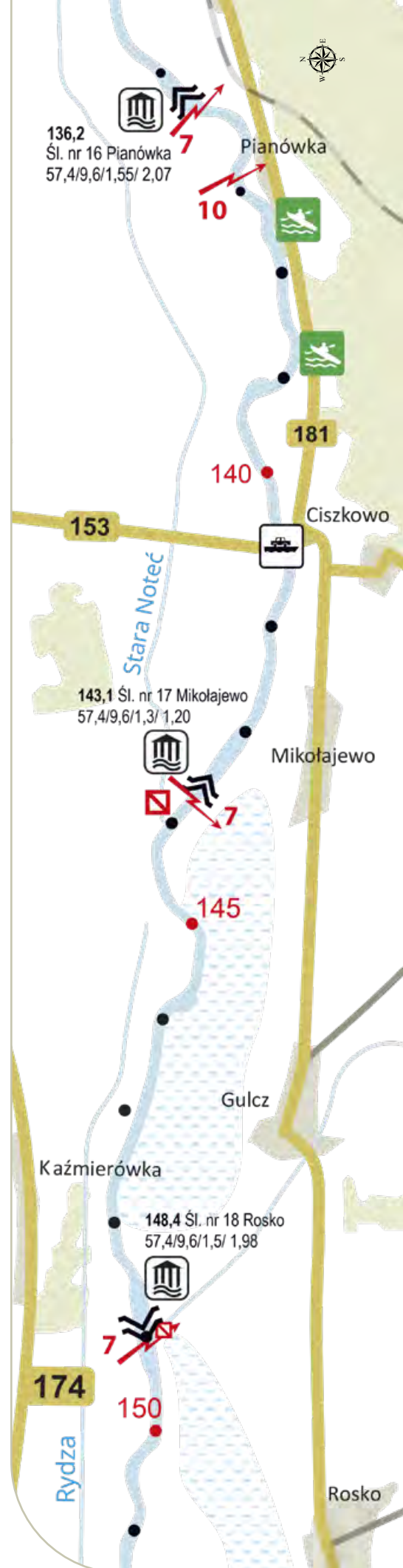
143.18 km – Overhead power line at the head of the upper Mikołajewo lock, clearance of 7 m.

approx. 145.75 km – LB – Mikołajewo. Entrance to a blind, heavily overgrown distributary/bay by a private tourist lodge with a solid permanent pier.

148.40 km – Lock No. 18 Rosko. The Rosko barrage complete with a weir, a lock and a hydroelectric power station, with the following technical specifications: chamber lock, manual drive, drop of 1.53 m, length 57.4 m, width 9.6 m. The facility was built in 1898. The seat of the Water Authority in Lipica. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 315 m from the upstream lock and approximately 400 m downstream of the downstream lock.

Overhead power line. Vertical clearance of 7 m

149.50 km – LB Mouth of the Gulczanka stream (the mouth is located in the bypass channel of the hydroelectric power station, which joins the Noteć).





THE NOTEĆ

155.53 km – Lock No. 19 Wrzeszczyna. The Wrzeszczyna barrage consists of a weir and a lock, with the following technical parameters: chamber lock, manual operation, drop of 1.55 m, length 57.4 m, width 9.6 m. The structure was built in 1913. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. Stream channels fork approximately 165 m from the upstream lock and approximately 280 m downstream of the downstream lock.

Overhead power line. Vertical clearance of 7 m.

157.65 km – LB Wrzeszczyna – boat landing stage. A developed boat landing stage on a bend in the river. There is a jetty for 2–3 vessels (without mooring equipment) as well as shelters with picnic tables, a campfire area, toilets, a mini-beach (access to the water), and a shop approximately 1 km away.

On the left bank – Noteć Valley Natura 2000 area.

161.50 km – Lock No. 20 Wieleń. The Wieleń barrage consists of a lock, a weir and a small hydroelectric power station. Technical parameters of the single lock: chamber lock, manual drive, drop 1.93 m, length 57.4 m, width 9.6 m. The structure was built in 1913. At the places where the bypass channel branches off into the Noteć – shallows in the main channel. At the branch of the stream-lined channel on the west side of the lock very intense shallows marked by a red buoy. Stream channels fork approximately 190 m from the upstream lock and approximately 300 m downstream of the downstream lock.

Overhead power line. Vertical clearance of 7 m.

161.82 – 161.93 km – LB Wieleń. The Nadnoteckie Boulevards. Here, in the centre of Wieleń, a modern concrete mooring quay with elastomer fenders and mooring bollards awaits; length approx. 120 m – eastern quay (no. 1) + 58 m, with infrastructure for vessels: electricity, water, sewage discharge, lighting, monitoring. Convenient access to the shore, with shops, restaurants and services nearby.

162.00 km – Road bridge in Wieleń on provincial road no. 177 Wieleń – Czaplinek. Vertical clearance of 7 m.

162.02 – 162.10 – Behind the bridge, the west quay of the Nadnoteckie Boulevards (no. 2).

162.26 – ‘łazienki’ Marina – floating pier, canoe pier, boat slipway, place for rest and recreation; shelter with tables and benches, campfire area. There is a children's playground and an educational area nearby.

approx. 163.10 km – Overhead power line. Vertical clearance of 10 m.

166.80 km – Overhead power line. Caution: no marking.

170.38 km – Mill in Drowosko. Railway bridge Krzyż – Poznań. Watch out for the low bridge! At average water levels, the bridge has only 4.8m clearance. At high water levels, it is the biggest navigational obstacle on the Noteć River and can prevent a significant number of vessels from sailing. Vertical clearance of 4.6 m.

approx. 170.44 km – LB and RB: the stone landing stages of the former bridge.

170.97 km – Lock No. 21 Drowosko. The barrage consists of a lock and a weir. Technical parameters: single chamber, manual drive, drop of 1.6 m, length 57.4 m, width 9.6 m. The structure was built in 1898. In places of the branch of the stream channel on the Noteć River – shallows in the main channel. At the branch of the stream channel on the west side of the lock very intense shallowing. Stream channels fork approximately 225 m from the upstream lock and approximately 340 m downstream of the downstream lock.

Overhead power line. Vertical clearance of 7 m.



Wrzeszczyna water stop. Photo by P. Pasieczny



Wieleń. Noteć River Boulevards. Photo: Berda.pl



Road bridge, Wieleń. Photo: Berda.pl



Sunset over the Noteć River. Photo: G. Nadolny



Lock No. 21 Drawski Młyn. Photo: P. Pasieczny



Yndzel Marina in Drawsko. Photo: Berda.pl



Lock No. 22 Krzyż. Photo: Berda.pl

171.04 km – Overhead power line just after the lock. Conflicting clearance markings: once 10 m, once 7 m.

171.62 km – RB The mouth of the Molitka River (Bukówka).

171.75 km – 2 overhead power lines. (no marking).

172.90 km – 2 overhead power lines. Vertical clearance of 10 and 12 m.

174.10 km – Road bridge on the route Drawsko - Krzyż Wielkopolski. Vertical clearance of 5 m.

174.20 km – Power line. Vertical clearance of 8 m.

174.60 km – LB Yndzel Marina in Drawsko. Marina located on the Old Drawa River in Drawsko. Its name Yndzel derives from a term that locals have used for years to refer to the peninsula in Drawsko. The marina building includes a leisure area with accommodation, sanitary facilities and equipment storage. The marina offers the opportunity to take on water and electricity or use the camping area and two beaches - one on the mainland and the other on the peninsula. There is also a beach volleyball court, floating piers on dead anchors with a gangway, a slipway, a ramp going down from land to water, allowing small craft to be launched or pulled ashore.

We continue for less than 2 km, until we reach lock No. 22 Krzyż, on the Noteć Bystra, which is part of the canalised Noteć. The free-flowing Noteć River then runs from Krzyż Wielkopolski to Santok.

176.20 km – Lock No. 22 Krzyż. The barrage consists of a lock and a weir. It was built in 1913 and a major overhaul was carried out in 2023. Lock parameters: single chamber, manual drive, drop: 1.85 m, length 57.4 m, width 9.6 m. Where the stream channel branches off onto the Noteć River - shallowing in the current. At the branch of the stream channel on the west side of the lock, extreme shallowing of up to (40 cm), the greatest of all on the whole of the Noteć River. Stream channels fork approximately 180 m from the upstream lock and approximately 290 m downstream of the downstream lock.

Overhead power line. Vertical clearance of 7 m.

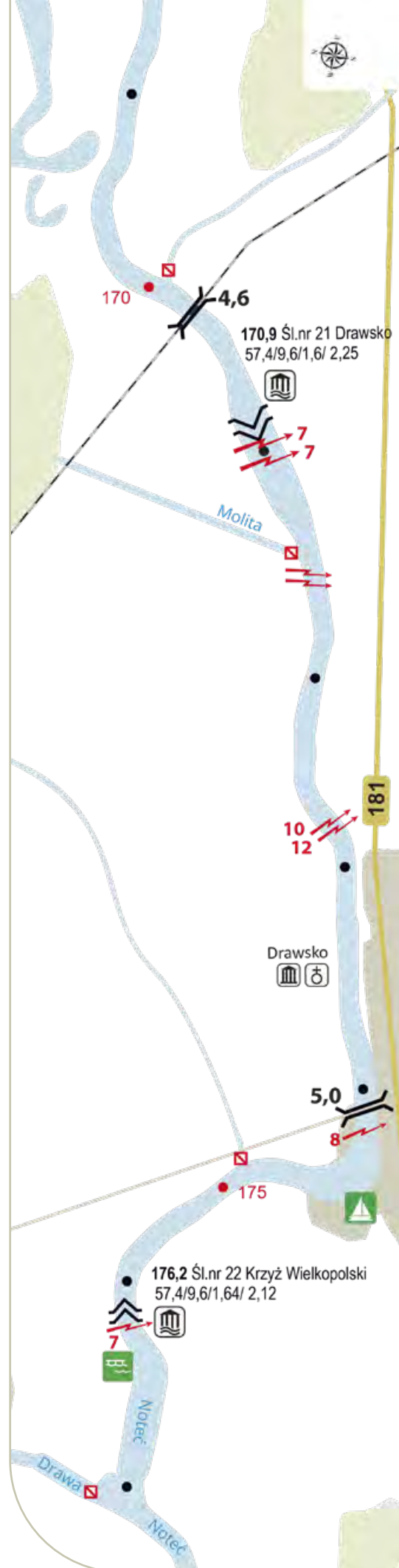
The Krzyż lock provides a convenient stopping place and offers the opportunity to draw water and electricity. It is 1.5 km from Krzyż Wielkopolski. There is a petrol station in the town.

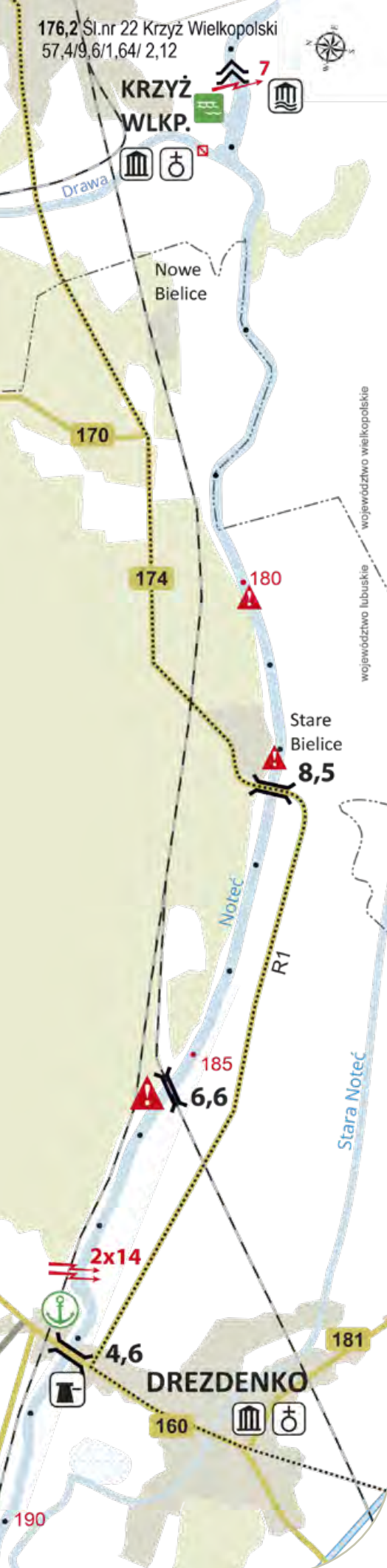
The navigable route after leaving the Krzyż lock runs along the right bank, including the spillway at the level of the weir mouth. After passing the headland at RB, the entrance to Krzyż Harbour, we turn the rudder hard to port and sail down the river around the bay. A decomposed skimming on the corner reduces the depth to 70 cm. After passing a sharp bend to the right, the mouth of the Drawa River is on the horizon from the RB.

176.26 - 176.72 km – RB Entrance to the overgrown and silted up basin of the former Bydgoszcz Shipping Company in Krzyż Wielkopolski, no longer in use. We pass the remains of the harbour quay.

177.20 km – RB Drawa estuary, which is the largest tributary of the Noteć River. It is 185.9 km long. Its sources date back to Połczyn Zdrój in the Drawsko Landscape Park. The river forms the border between the Wielkopolskie and Lubuskie Voivodeships. Through the Drawa River, from Czaplinek through Drawsko to the Noteć River, runs the well-known Karol Wojtyła Silver Canoe Trail.

180.00 - 192.00 km – In the landscape, forested hills and the Krzyż Wielkopolski – Gorzów Wielkopolski railway line running parallel to the river are visible on the right. On the left is the Noteć River valley, where the old riverbed flows.





LOWER NOTEĆ free-flowing from km 177.2 to km 226.1. The width of the navigable route is 30 - 35 m. The regulatory route has many bends with radii of curvature of 100 - 400 m, with the majority of bends having a radius of 250 m. Depths in the current at mean high water are around 2 m, but drop to 1.25 m at mean low water.

180.50 - 181.70 km - Passage of the navigable route to the left bank (signposted). **Note!** Boulders in the bed and on the right bank of the river. On the right bank a high, wooded escarpment and single buildings of the village of Stare Bielice.

182.60 km - Stare Bielice - Road bridge. Vertical clearance of 8.5 m.

185.55 km - Railway bridge, no longer used, in poor condition.

185.70 km - LB and RB Remains of a flap weir - a fortified section of the Pomeranian Embankment known as the Noteć Line.

187.35 - 187.45 km - Two overhead power lines. Vertical clearance of 14 m.

187.66 km - RB Entrance to the basin of the Drezdenko Water Authority port. There are no piers or quays in the harbour and the escarpment banks have a stone riprap. Slipway of concrete slabs. The site is not intended for water tourists.

188.10 km - DW 160 road bridge. Vertical clearance of 4.6 m. No clearance signs.

188.30 km - LB Scout Park. There is a mooring berth here along the sloping riverbank, situated between the riverbank and the flood barrier. In the town centre, on Niepodległości Street, there are numerous shops and a petrol station.

190.95 km - Drezdenko bypass road bridge. Vertical clearance of 6.28 m.

191.12 km - LB Estuary of the Old Noteć River. Invisible from the water, the mouth of the Old Noteć allows us to reach the centre of Drezdenko. Its channel allows vessels with a draft of up to 0.80 m to enter. The end point of the route is a low-span bridge, right in the centre of the town.

The Noteć River takes a clear turn to the south. We sail in a wide river valley. The landscape is distinctly open, far from any buildings, and is characterised by vast meadows and pastures.

197.00-198.70 km - LB: Buildings in the village of Trzebicz.

197.70 km - Road bridge on voivodeship road No. 154 between Stare Kurowo and Trzebicz. Vertical clearance of 4 m.

After Trzebicz, the Noteć changes its direction to the west. The terrain of this part of the valley is flat, with the highest points consisting of sand dunes. The backbone of the landscape is the Noteć River, stretching for 25 km to its confluence with the Warta. Its surroundings comprise 'river systems', defined within the area of free floodwater flow (between the embankments). However, a significant part consists of treeless marsh and meadow landscapes, often used as pastures.

206.30 km - LB Mouth of the Gościmka River (not visible from the water), flowing out of lakes situated in nature reserves located approximately 8 km from the Noteć, on its left bank.

207.45 km - Road bridge on provincial road No. 157 Zwierzyn - Goszczanowo. No height marking. Vertical clearance of 4 m

210.05 km - LB The mouth of the Main Canal leading from the Gościmka River.

225.40 km - RB Mouth of the Otok Canal, not visible from the water.

225.62 km - RB Marina Santok. A sheltered swimming pool, a floating pier with mooring facilities, a slipway, roofed shelters, toilets, showers, a campsite, cottages for hire, a campfire ring with a fire place, and a mini-golf course. Water and electricity hookups available. A friendly place to relax.

225.70 km - Road bridge on provincial road 158. Vertical clearance of 4 m.

225.80 km - RB We pass the remains of the former marina at Santok. Devastated quay, mooring dolphins. No mooring.

226.10 km - At the level of the Ryszard Popiel Santoskie Zakole Nature Reserve, the Noteć flows into the Warta.

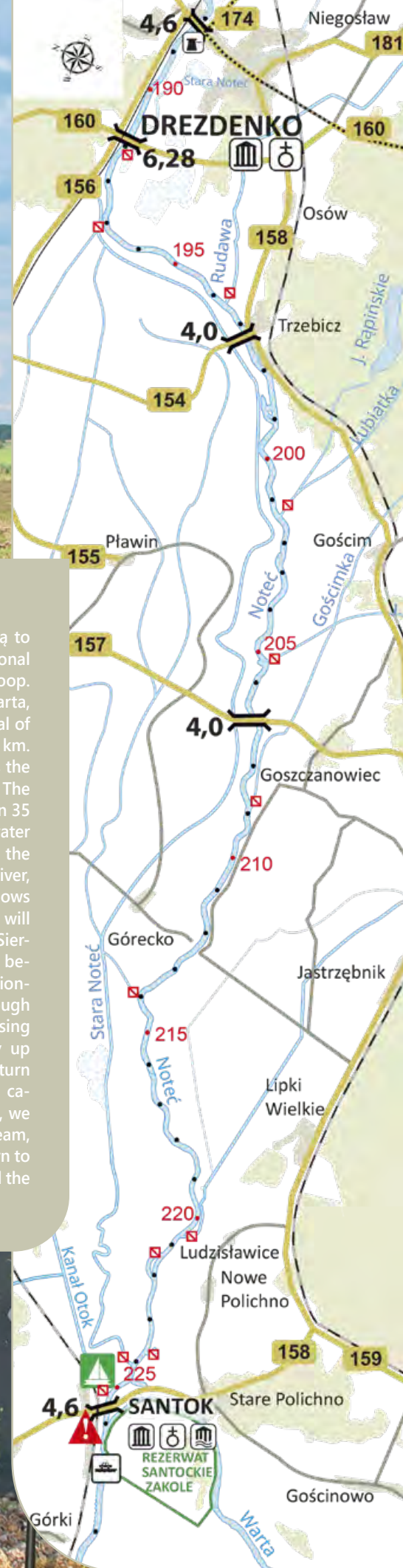


Marina Santok. Photo: Berda.pl



DID YOU KNOW THAT...

The Noteć River, from Nakło nad Notecią to Santok, is a joint route of the E70 International Waterway and the Great Wielkopolska Loop. In Santok, instead of going down the Warta, we can head upstream to reach the capital of Greater Poland - Poznań - after about 180 km. The Warta in this section is referred to as the Middle Warta and is a free-flowing river. The width of the navigable channel is between 35 and 40 metres, transit depths at mean water are 1.6 metres. On the way, we will pass the mouth of the Obra River to the Warta River, and the place where the Wełna River flows into the Warta. In addition to Poznań, we will pass through Skwierzyna, Międzychód, Sieraków, Obrzycko and Oborniki. The stretch between Międzychód and Chojno is exceptionally picturesque, as the river flows through the Sieraków Landscape Park. After passing Poznań, you can continue your journey up the Warta River as far as Konin and there turn onto the Ślesin Canal. After crossing the canal and passing Lake Gopło in Kruszwica, we enter the Noteć River. Cruising downstream, we will reach Nakło nad Notecią and return to the common section of Waterway E70 and the Great Wielkopolska Loop. More at www.wielka-petla.pl.



↑ The mouth of the Drawa River. Photo: M. Szelest.
Marina Santok Photo: Berda.pl

Fot. R. Wasil

NAVIGATION INFORMATION

DEPTH AND WIDTH

The navigable waterway of the Warta River is classified as Class II, with a guaranteed draught of 1.4 m at medium water level. The water speed is 3.6 - 5 km/h. The width of the river is approximately 90 metres, the navigable route 50-70 metres. It is bounded by groynes (often fuzzy) and marked by bank signs from km 9 downwards.

REGULATIONS AND RESTRICTIONS / MARKINGS

On the river there is a speed limit of 15 km/h, locally 8 km/h, and in several places there is a no-wake zone.

In many places along the existing quays, there are no-stopping zones. The Warta River in its final stretch is part of the Warta Mouth National Park. There is a general provision in the park's rules and regulations that 'you can stay in the park from dawn to dusk'.

Bridges, power lines and navigational obstacles are appropriately marked. There are, however, individual objects marked partially (some power lines, bridges). Trail mileage - shoreline signs are placed every kilometre or two on both banks. However, there are sections of several kilometres without markings.

HIGH VOLTAGE LINES AND BRIDGES

The lowest high-voltage line between Santok and Kostrzyn nad Odrą is suspended at a height of 12 m and is located at 38.25 km of the Warta River. The lowest bridge (Staromiejski) is located at 56.35 km, in Gorzów Wielkopolski - Vertical clearance of 4.0 m.

FERRIES

The ferries on the Warta depend on the water level. Currently, two gravity-driven bottom-cable ferries (propelled by the river's current) operate at Santok (67.7 km on the Warta) and Kłopotów (22.32 km).

VEGETATION

The river has very little aquatic vegetation, so when sailing down the Warta, we do not encounter any navigational difficulties caused by various aquatic plants.

MOORING

There are few places on the Warta for water tourists. These are:

- two marinas in Gorzów Wielkopolski, the first in the former cargo shipping harbour with a functioning slipway for larger vessels and Marina Gorzów;
- AZS – AWF marina in Gorzów Wielkopolski;
- marina in Kostrzyn nad Odrą.

Note! There is no permanent harbour master's office at these marinas, so it is best to make an appointment by phone in advance.

- mooring quays along the boulevards – in Gorzów Wielkopolski.

In addition, on the river, particularly between Gorzów Wielkopolski and Kostrzyn nad Odrą, there are numerous places where you can 'wild moor' directly at the sandy bank. However, please bear in mind that such places may feature shallow areas, unmarked underwater obstacles and aquatic vegetation. **Caution!** There are significant fluctuations in water levels on the river. Over a 24-hour period, the difference in water levels can be as much as 1 metre, and over longer periods it can reach 4 metres. During the summer season, there are prolonged periods of low water, when entering marinas or mooring at the quay can be difficult, and sometimes impossible.

RIVER PROFILE

The WARTA is the third-longest river in Poland (808 km) and the longest right-bank tributary of the Odra. It is a typical lowland river, flowing freely, regulated by groynes and parallel dams. Its sources are located in Zawiercie, and in its upper reaches the river meanders strongly, changing its direction from meridional to latitudinal. In its lower section, from Santok to the mouth of the Odra River, the Warta flows through the Toruń-Kostrzyn ice-marginal valley, along the high escarpments of the terminal moraine (30–70 m). This section is 68.2 km long and the river's chainage is counted in reverse - from the mouth to the source. The river flows through the Warta Mouth National Park, an important natural protected area. The Warta is a section of the E70 International Waterway. It features numerous road and rail bridges, as well as power lines. Although it has no shipping locks, the Warta is part of the Great Wielkopolska Loop and a potentially important transport route, especially for connections to seaports.

When navigating on the Warta, it is important to take into account that both banks of the river are lined with groynes along the entire stretch, protruding about 20-25 m into the riverbed. They are often damaged or destroyed and therefore invisible, underwater. A lack of knowledge about the navigational aids often results in boats running aground on a groyne and sustaining damage.

In its lower course, especially in the Lubuskie Voivodeship, the river has been regulated by flood barriers and pumping stations have been built in hydrologically difficult areas (e.g. in Słońsk, Kłopotowo, Kostrzyn-Warniki) to control the water level. A typical phenomenon here is what is known as backwater - when the Odra and Warta rivers are high, water overflows the embankments into prepared storage reservoirs. Daily fluctuations in water level reach 1 m, whilst annual fluctuations exceed 4 m. The river's average gradient is 0.45‰, and on the lower 68 km it is just 0.13‰ (13 cm per kilometre).

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-poznan>
<https://wir.wody.gov.pl/mapy/>

The map illustrates the Warta River route from Górzów Wielkopolski to Niemcy. Key locations and distances are marked along the river:

- Górzów Wielkopolski:** The starting point of the route, marked with a distance of 68.2 km from the end point.
- Santok:** Located near Górzów Wielkopolski, with a distance of 65 km marked.
- Witnica:** Located further downstream, with a distance of 20 km marked.
- Świerkocin:** Located further downstream, with a distance of 30 km marked.
- Warta:** The river is labeled at several points along its course.
- Niemcy:** The final destination, marked with a distance of 0 km.

The map also shows the Odra River and the city of Kostrzyn nad Odrą. A compass rose is located in the bottom left corner. Four small photographs are included on the right side of the map, showing scenic views of the river and surrounding areas.

HYDROTECHNICAL TRIVIA

THE TRUE MOUTH OF THE NOTEĆ

Santok, as the place where the Noteć meets the Warta, only finally became so in the years 1787–1788, when, under the reign of Frederick II, the reconstruction of the lower section of the Warta was completed, simultaneously moving the mouth of the Noteć by 1.5 km to the north. It was then that the first wooden bridge was built, which in its central span was a drawbridge, allowing boats to pass with their sails hoisted. The road from Santok to Skwierzyna was routed along an artificial embankment separating the floodplains of the Warta and Noteć rivers. The old mouth of the Noteć is visible from the level of the current bridge.

Photo: P. Pasieczny

KOSTRZYN RETENTION RESERVOIR

An artificial reservoir covering an area of 5,100 ha was created, allowing it to receive the swollen waters of the Warta and the Odra in flood months. The environment has been restored for several hundred species of birds, as well as for beavers and otters. Pumping stations built at the beginning of the 20th century are used to drain this floodplain.

Archives of the Koszów Commune

TOURIST ATTRACTIONS

SANTOK

It is over 1,000 years old and was described by Gallus Anonymus as the 'Guardian and Key to the Kingdom'. Above Santok, where the Noteć and Warta rivers converge, stands a hilltop with a viewing tower from which one can even see Gorzów Wielkopolski, some ten kilometres away. In this village of just under a thousand inhabitants, the Santok Fortress Museum is well worth a visit.

Photo: P. Pasieczny

WARTA MOUTH NATIONAL PARK

Also known as the Warta River Marshes, the park was established in 2001. Over 8,000 hectares of marshes, meadows and riparian forests are criss-crossed by dozens of canals, drainage ditches and oxbow lakes of the former Warta delta, providing habitats for over 250 species of birds, including such rare species as the white-tailed eagle, the whooper swan and the rough-legged buzzard. Due to the richness of its fauna, the area is protected under the international Ramsar Convention and as a Natura 2000 site.

Photo: Berda.pl

GORZÓW WIELKOPOLSKI

Formerly Landsberg, founded in the 13th century on the right bank of the Warta River, apart from its historic Gothic cathedral, it intrigues us with numerous legends associated, among other things, with the witches' well that has survived to this day. The town faces the river. Places for mooring have been provided in the town centre, and the riverside promenade, featuring a historic railway viaduct dating from 1914, has also been revitalised. The most important monument is the Gothic Cathedral of the Assumption of the Blessed Virgin Mary from the late 13th century. Meanwhile, Gorzów's floating landmark is the world's oldest icebreaker, the Kuna, dating from 1884.

Photo: Berda.pl

oto: P. Pasieczny



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Photo: Berda.pl



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Photo: Berda.pl



Photo: Berda.pl

GORZÓW WIELKOPOLSKI

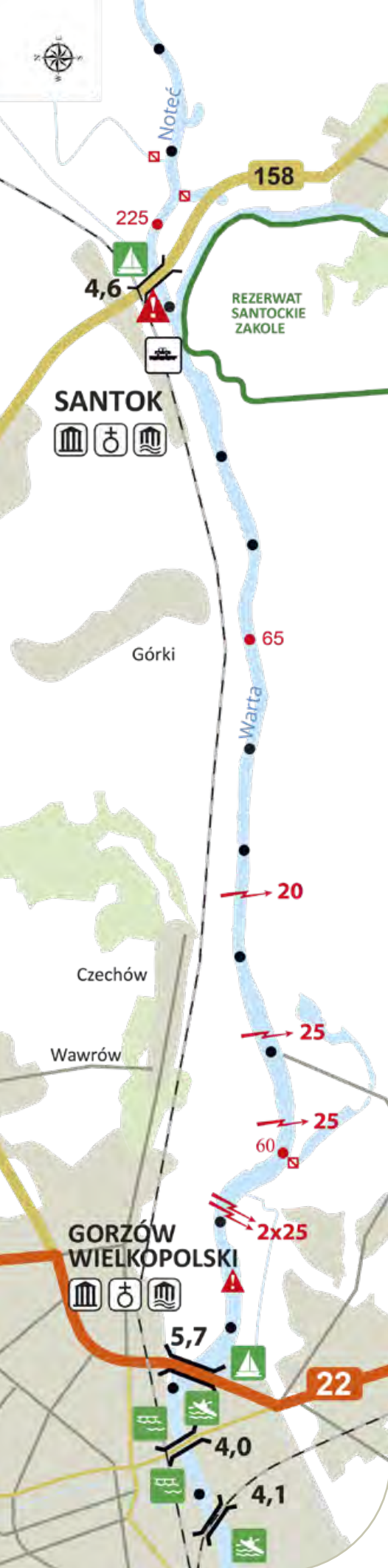
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Photo: Berda.pl

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The mouth of the Noteć and Warta Rivers. Photo: Berda.pl

This section is 68.2 km long and the river's chainage is counted in reverse - from the mouth to the source.

As a reminder, since we are sailing downstream, the left bank is on the port side, and the right bank is on the starboard side.

68.20 km – RB The confluence of the Noteć and the Warta. After sailing 450 metres from the marina in Santok and passing under the bridge, we find ourselves in the current of the Warta flowing in from the port side. Keep to the middle of the trail.

67.70 km – A gravity-driven bottom-cable ferry – propelled by the river current – operates from April to October. On the right, we can see an observation tower with a red roof standing on a hill, towering over the surrounding area. The ferry in Santok carries not only locals but also tourists to the 'old town of Santok', situated on the left bank of the Warta. Here we can visit an archaeological site. In addition, on the right bank, at the level of the ferry, is the Santok Museum, with very interesting collections on the 1200-year history of Santok Castle.

65.50 km – On the RB, the concrete bunker of the former watchtower can be seen a short distance away.

Note! On the Warta, kilometre signs are placed on both banks of the river, without observing the principle used, for example, on the Odra, whereby odd kilometre signs are placed on the left bank and even kilometre signs are placed on the right bank. When navigating, pay particular attention to the shallows appearing in the bends of the numerous meanders. It is advisable to swim along what is known as *buhta*, i.e. the outer curve of the river bed, at a small – at most several metres – distance from the bank. The most dangerous shallows and underwater navigation obstacles are marked with red and green buoys.

62.65 km – Overhead power line.
Vertical clearance of 20 m.

61.10 km – Overhead power line
Vertical clearance of 25 m.

60.50-62.50 km – RB Close to the shore, buildings in the village of Czechów, known for its rowing and canoeing regattas organised even before World War II. The church tower is visible. Along the shore at this point, closest to the bed of the Warta, runs the railway line connecting Santok and Gorzów.

60.28 km – Overhead power line.
Vertical clearance of 25 m.



Santok, boulevards. Photo: Berda.pl





Entrance to the Gorzów Wielkopolski shipyard and port basin. Photo: Berda.pl



The shipyard slipway in Gorzów Wielkopolski. Photo: Berda.pl



The shipyard pool in Gorzów Wielkopolski. Photo: Berda.pl



Waterfront – Nadwarciański Boulevard in Gorzów Wielkopolski. Photo: Berda.pl

59.90 km – LB Warta estuary

59.25 km / 59.10 km – 2 overhead power lines. Vertical clearance of 25 m.

58.48 km – Reduction of the width of the navigable route to 40 m.

57.40 km – LB Entrance to the basin of the former shipyard and port of Gorzów Wielkopolski. It is managed by the Gorzów Harbour Association, tel. 95-711-72-72, 660-722-166, portgorzow.pl

57.40 km – LB Basin of the former shipyard and port of Gorzów Wielkopolski.

The association operates the slipways of the former shipyard. There is the possibility of daily mooring (free of charge) at the adapted (wooden squared timber fence) side of the former ferry. You can plug in, get water and use the toilet. Arrivals must be announced by telephone (there is no permanent harbour master).

57.12 km – Lubuski Bridge. Road bridge on the E65 route. Vertical clearance of 5.7 m.

57.03 km – RB Entrance to former harbour basins. (Silted up and overgrown; entry not recommended).

56.85 km – LB KS Admira canoe landing. Space allocated for club members. Floating piers, slipway. Sloping bank. Extensive shallowing near the shore, with a sandbank at lower and middle water levels.

56.70 km – RB Nabrzeże – Warta River Boulevards – eastern in Gorzów Wielkopolski is located on the right bank of the Warta River. Built at the end of the 19th century, it deteriorated. It was revitalised between 2009 and 2011. A recreational pedestrian walkway has been created, as well as a lower terrace of the boulevard, where ships are moored. The boulevard is separated from the city centre by a historic railway overpass, while at the end of the boulevard there is a square where the city organises concerts and various cultural events. The waterman-friendly eastern quay only has mooring bollards in part and the berth for tourist vessels is restricted by 'P' signs. Ships and smaller vessels carrying tourists and catering barges also moor here, from the LOK building to the Old Town Bridge. There are electricity connections and the possibility to draw water. Parking of tourist vessels is free of charge. From the quay up to the railway bridge there is a no-wake zone.





Warta Boulevards with the Staromiejski Bridge. Gorzów Wielkopolski.
Photo: Berda.pl

56.35 km – Old Town Bridge. Vertical clearance of approx. 4 m. Visible, early 20th century stylised lamps and, at its termination, on the left bank, a distinctive steel tower structure terminating in a stylised geographical globe grid. Pass under the middle marked span of the bridge.

56.05 km – RB Quay – Warta River Boulevards – west. This part of the quay is not open to mooring for individual water tourists. Part of the quay is designed to accommodate passenger vessels and has mooring bollards.

55.85 km – RB Mouth of the Kłodawka River.

55.75 km – Gorzów-Zbąszynek railway arch bridge. Vertical clearance of 4.10 m.

We cruise in a westerly direction up to 52 km and then, together with the meandering Warta River, head south to take a course of 165 degrees or SSE for a short section.

55.55 km – LB AZS – AWF Marina, floating pier. It is easy to spot thanks to its distinctive glass-fronted building in brown and blue. There is a slipway (with toilet facilities) and a small inner harbour basin. At the entrance to the basin, shallows and stones.

55.15 km – LB Entrance to abandoned harbour basin. The basin quay is constructed of sheet piling (Larsen piling). Concrete slab slipway. On the RB the platforms of the Gorzów Wielkopolski railway station and signal box are visible.

54.75 km – Overhead power line. No marking. Vertical clearance of 12.7 m

53.85 km – RB Marina Gorzów sailing marina. Sports and leisure centre with a harbour pool. Sheltered inner basin with floating piers, water and electricity connections, toilets, showers and a slipway. **Caution:** Low-voltage electric anti-beaver wires are strung around the marina's water area. The marina also features sports facilities, including tennis courts and a restaurant, and offers accommodation in holiday cottages for those interested.



Nadwarciański Boulevard – eastern.
Gorzów Wielkopolski.



Marina Gorzów. Photo: Berda.pl



Entrance to the marina basin. Photo: Berda.pl

53.45 km – Overhead power line. Vertical clearance of 44 m.

50.10 km – Two road bridges on the S3 route, which also serve as a bypass for Gorzów Wielkopolski. Vertical clearance of 6.33 m.

49.60 km – LB The mouth of the old Warta riverbed. Shallows.

From this point onwards, the Warta meanders, creating slips and sandbanks, the larger of which are marked by buoys. The Warta begins to meander, up to 9 km.

approx. 49.5 km – LB Power pole without overhead line.

45.28 km – You should keep to the left bank whilst sailing in the outer curve of the river bed. On the starboard side red buoys are visible, then the river current changes its direction to the SW and there is also a change of boards from the right bank to the left bank and vice versa.

43.88 km – Overhead power line. Vertical clearance of 17 m.

43.40 km – Overhead power line. Vertical clearance of 16 m.

38.25 km – Overhead power line. Vertical clearance of 12 m (no marking from Gorzów Wielkopolski).

38.00 km - RB The river changes direction to the W to once again change direction to the NW at 34.4 km.

28.60 km – RB Floating Pier of the Water Authority. Slipway (for the Regional Water Management Authority and rescue vessels only). Nearby in Nowiny Wielkie, for those interested, there is a Dinosaur Park and a fossil museum.

28.50 km - Świerkocin road bridge over the DW 131 Nowiny Wielkie - Krzeszyce. Vertical clearance of 5.10 m.

27.95 km – Overhead power line. Vertical clearance of 28 m.

The course changes to 235° or WWS.

25.32 km – LB Drainage channel inlet including Oksza pumping station.

24.00 km – LB The buildings of the village of Oksza.

22.32 km – 'Lubusz' cable ferry, connects the Witnica – Kłopotowo roads. The boundary of the Warta Mouth National Park.

21.90 km – RB Drainage channel inlet from Witnica pumping station.

21.70 km – LB Kłopotowo pumping station

17.50 km – RB Mouth of side channel with damaged fish ladder (concrete blocks visible).

17.20 km - Narrowing of the navigable channel, stones in the bottom. Sign restricting the width of the navigable lane to 25m. Restrictions are further delineated by red and green buoys.

15.05 km - Narrowing of the channel, stones on the bottom. Sign terminating the 25 m width restriction of the navigable route.

15.00 km – On the left bank, there is a 3–4-metre-high flood embankment. The river changes course and turns south, marking the start of the Słońsk polder, which forms part of the Warta Estuary National Park. The polder is also known as the Kostrzyn Retention Reservoir.

14.23 km - RB On the shore are inviting shelters with benches and a 'Warta-Niwka' campfire area. Next to the educational point 'Niwka'. The possibility of docking, unfortunately, only 'in the wild'. It's a shame, because we're situated in the beautiful Warta Estuary National Park, next to the 'On Two Wheels Through the Northern Polder' nature trail – it's a great place to relax.

08.00 km – RB Pumping station building Kostrzyn-Warniki.

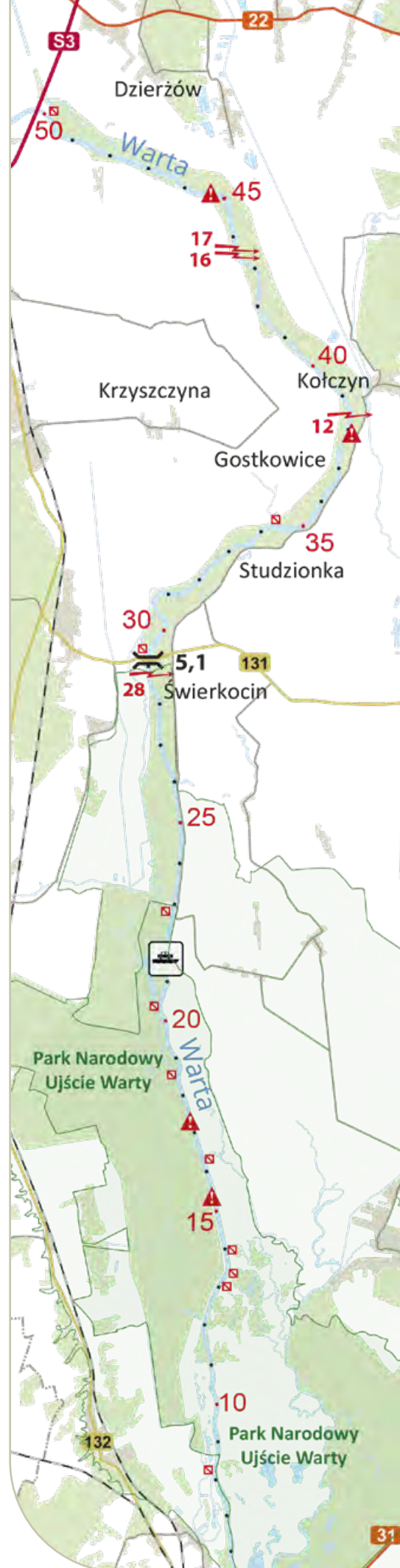
07.00 – 04.00 km – RB Warta floodplains, wetland.



The Warta River near Świerkocin. Photo: R. Wasil



National Park Ujście Warty. Photo: Berda.pl





04.00 km – RB The mouth of the Stara Warta, also known as the Maszówek Canal or the Kłośnik.

03.85 km – RB At the mouth of the Stara Warta, on the north bank, there is a makeshift slipway made of concrete slabs, recommended by local water enthusiasts.

03.84 km – Facilities belonging to the Regional Water Management Authority in Poznań, including a disused cargo handling quay. The single-storey white-brick building and concrete quay form the Kostrzyn water junction. The facility serves as a port for icebreakers and a winter harbour for ships and barges.

03.15 km – RB Entrance to a small harbor basin with a concrete jetty and a slipway. Not suitable for mooring.

03.00 km – RB Entrance to abandoned harbour basin, silted up and overgrown.

02.50 km – LB The mouth of the Postomia River. Closed to navigation.

02.45 km – Road bridge DK 31.
Vertical clearance of 5.25 m.

02.40 km – LB The marina in Kostrzyn nad Odrą, managed by the Municipal Sports and Recreation Centre, is also the seat of the thriving 'Delfin' Sailing Club. It offers water sports enthusiasts a full range of facilities, including floating piers with access to electricity and water, a slipway for launching vessels, and toilet facilities with showers.

Boats moor here with their bow to the jetty and their stern to a buoy or metal bollards. The Volunteer Water Rescue Service is also stationed at the marina, and a covered shelter with tables and benches is available for guests. However, it is worth remembering that the depth in the harbour basin depends on the current water level in the river.

02.28 km – Rzepiński railway bridge. The railway line (Szczecin – Śląsk), which runs over a (truss) bridge, is one of the main railway lines in Poland. Vertical clearance of 4.3 m.

02.18 km – LB Entrance to abandoned harbour basin. Dense aquatic vegetation.

02.10 km – LB Makeshift slipway named after Commodore Bogusław Cieślak, President of the Delfin Club. Concrete slab slipway recommended by local water enthusiasts from the Delfin Club.

01.80 km – The 'Berlin' truss railway bridge is characterised by its unique, pioneering design. As the world's first arch bridge to use carbon fibre hangers instead of traditional steel. This 260-metre-long, double-track crossing has allowed trains to quadruple their speed – from 30 km/h to 120 km/h. Trains run over the bridge, connecting Warsaw with Berlin. Vertical clearance of 4.4 m.

01.76 km – Overhead power line,
Vertical clearance of 20 m.

01.43–01.70 km – RB Harbour quay,
no mooring.

01.25 km – RB Mooring dolphins for ships,
no mooring.

00.83 km – RB Concrete quay of the former paper mills.

00.23 km – Sign restricting the width of the navigable route to 30 metres.

00.20 km – LB Kostrzyn Headland, the place where the waters of the Oder and Warta rivers meet.

00.00 km – The confluence of the Warta and the Odra.



Marina in Kostrzyn nad Odrą. Photo: Berda.pl



Railway bridge in Kostrzyn nad Odrą
Photo: Berda.pl



The Warta River with a view of Kostrzyn nad Odrą
Photo: Berda.pl



DID YOU KNOW THAT...

The Warta Mouth National Park is located in western Poland, in the Lubuskie Voivodeship. It protects some of Europe's most valuable wetlands and floodplains, which provide an important breeding ground and stopover for thousands of migratory birds. It is a true paradise for ornithologists - more than 270 bird species have been found here. The park is characterised by a variable landscape: meadows, oxbow lakes, canals and floodplains. With observation towers and nature trails, you can observe the wealth of nature in its natural form. Cruising along the Warta River, we can admire the picturesque Warta Mouth National Park - one of Europe's most valuable bird and wildlife sanctuaries.

↑ Entrance to the National Park "Ujście Warty". Photo: Berda.pl
The National Park "Ujście Warty". Photo: Berda.pl

Fot. Berda.pl

NAVIGATION INFORMATION

DEPTH AND WIDTH

Beyond the confluence of the Warta with the Odra, the transit depths increase by about 20-30 cm. In the free-flowing section, depths are variable, ranging from about 100 to 250 cm depending on the month and year, mainly as a result of rainfall. The highest water levels are usually recorded in March and April, the lowest in summer. The number of navigational days per year varies from 250 to 365 and depends on the interruptions caused by the flood wave (when the water level reaches or exceeds the high navigable water) and the occurrence of irregular ice formation. This section is characterised by significant channel bottom widths (approx. 80 m), which cause variability in the course of the current and numerous shoals. Particularly difficult for navigation are the sandbars at the mouth of the Warta River. The Odra is a regulated river and the state of the regulatory buildings has improved in recent years, which has a positive effect on navigational conditions.

REGULATIONS AND RESTRICTIONS / MARKINGS

There is no speed limit on the river, but no-stopping zones have been introduced on some sections of the waterway. The entire section under consideration is subject to the provisions of Order 1/2022 of the Director of the Office of Inland Navigation in Szczecin of 10 March 2022 on navigation in the boundary waters of the Odra, Western Odra and Lusatian Neisse rivers.

The navigation route is partially marked (coastal marks and variable route marks: yellow crosses with green diamonds/red boxes). It is also important to stay away from the groynes cutting into the river every 30-70 metres and to familiarise yourself with the current conditions on the Odra before and during the trip. On the border section of the Odra (km 542.4–704.1), night navigation is permitted only for commercial vessels, subject to confirmation in the navigational warnings issued by the Regional Water Management Authority in Szczecin and the Waterways and Shipping Authority in Eberswalde. Sports and tourist vessels are not allowed to sail at night.

HIGH-VOLTAGE POWER LINES AND BRIDGES

No high-voltage lines. There are two bridges in the described section: a pedestrian and cycle bridge in Siekierki. The second bridge - a road bridge in Osinowo Dolne. The minimum vertical clearance under the bridge at HNWL is 6.5 metres. In Gozdowice, at the 645 km mark, the 'Bez Granic' ferry operates from April to October. It is a self-propelled side-wheel ferry.

VEGETATION

When navigating the Odra River, no navigational difficulties related to aquatic vegetation are encountered.

MOORING

There are few sites for water tourism along this stretch of the Odra. Possible stopping points are: Kostrzyn Marina located at the mouth of the Warta (km 617.6 + 2.40); Kostrzyn Fortress Marina approx. 3 km upstream of the mouth of the River Warta (km 614.5); Marina Kienitz (km 623.7); the basin of the disused handling port of Groß Neuendorf (km 635.8); the shallow bay at the Odra River Campsite in Osinowo Dolne (km 662.55); Additional overnight moorings are located on both the Polish and German sides, e.g. at km 617 and 625 as well as in Kaleńsko (km 623.7) at a disused loading bay and in Gozdowice (km 645) behind a groyne before the ferry crossing; 'wild' moorings in the mouths of old branches of the Odra River on both the Polish and German sides. In addition, it is possible to find many places to moor 'wild', mooring in coves, under the protection of regulatory groynes. However, it must be taken into account that the constantly changing water level in the river can cause stranding.

RIVER PROFILE

The ODRA, known as the 'Duchess of Polish Rivers', is one of the longest rivers in Poland and the most important inland waterway in the country. It is also an important transport artery for Central Europe. In terms of total length, it is Poland's second-longest river, but within the country's borders, it is the third-longest after the Vistula and Warta. It is 854.3 km long, of which 742 km are in Poland. It flows through the Śląskie, Opolskie, Dolnośląskie, Lubuskie and Zachodniopomorskie Voivodeships. Together with the Kanał Gliwicki, it forms the Odra Waterway, which is part of the E30 International Waterway, and in the section from the mouth of the Warta River to the connection with the Odra-Havel Canal it shares a common course with the E70 International Waterway.

In the section under consideration, the Odra is a lowland river flowing through a wide valley encompassing the Lower Odra Valley Landscape Park. There are marsh and wetland ecosystems, and meadow and woodland ecosystems in higher areas. There are no major towns in the area, apart from a few like: Kienitz, Groß Neuendorf, Czelin, Gozdowice, Osin Dolny, Hohenwutzen and Hohensaaten.

At the end of the 19th century. The Odra was regulated with groynes, which excessively straightened its course. After the 1997 floods, many hydrotechnical elements were damaged due to lack of maintenance. Repair work has recently been carried out on sensitive sections, but some of the development is still damaged and out of sight - unmarked obstructions pose a risk.

The navigation route is marked by shoreline signs, which are regularly repositioned due to changes in the river channel. There are numerous sandbars on the Odra River - shallows that change up to a dozen times a year. Navigate carefully, watching the current, avoiding shallows and groynes. Boulder beds in and between groynes are not marked - only the kilometre of the river where they may be located is given.

The Odra River in the 49.6 km section described, i.e. from Kostrzyn nad Odrą to Hohensaaten in Germany, is a Class III navigable waterway, making it a transport artery that can be used by vessels of up to 1,000 tonnes.

This section is jointly administered by the Regional Water Management Board in Szczecin (Poland) and the Eastern Waterways and Shipping Directorate with its registered office in Magdeburg, the Eberswalde Waterways and Shipping Office (Germany).

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-szczecin>
<https://www.gov.pl/web/wody-polskie-poznan>
<https://www.elwis.de/DE/Startseite/Startseite-node.html>



Photo: G. Nadołny

THE ODRÁ – HAVEL CANAL

Built in 1905-14, it relieved the pressure on the 17th-century Finow Canal, allowing vessels of greater carrying capacity to navigate. It can be navigated by vessels with a carrying capacity of 600 t. The most interesting structure on the canal is the Niederfinow lift, which was commissioned in 1934. In 2022, after more than 13 years of construction, a new lift was put into operation, which allows vessels up to 110 m long, 12.5 m wide and with a carrying capacity of up to 3,500 t to be lifted. The new lift, with a height of 54.55m, a width of 46.4m and a length of 133m, was officially opened on 4 October 2022.

TOURIST ATTRACTIONS

THE TRAIL OF THE KNIGHTLY ORDERS

In the Kostrzyn area, you can travel in the footsteps of the Knights Templar and the Knights of St John. In the Middle Ages, the monasteries owned estates in the area and sacred, economic and military buildings have survived as reminders of their tenure. A cycle route begins in Kostrzyn nad Odrą, including the most interesting historical sites from this period; it runs through Szumiłowo, Kaleńsko, Chwarszczany and Dargomyśl, all the way to Słońsk.



Photo: Berda.pl

KOSTRZYN NAD ODRĄ

It is a town in the Lubuskie Voivodeship, located at the estuary of the Warta River to the Odra River, on the border between Poland and Germany. In the 16th century, the town served as the residence of the Margraves of Brandenburg, who converted the local castle into an elaborate fortress. During World War II, the old city of Kostrzyn was almost completely destroyed and its former part - the fortress - was not rebuilt. Today's town centre lies a little further away from the original location.



Fot. M. Czasnojc

In the summer, you will come across numerous festivals held in the Amphitheatre and Municipal Park. The 'Kostrzyn Na Fali' and the 'Kostrzyn Festival of the Flavours of the World' stand out here, lasting several days and combining concerts with attractions for the whole family. A key feature of the city's music scene is 'the Good Music Zone' concert series, which features well-known artists from the Polish alternative and rock scenes. In addition, the city focuses on cross-border initiatives, an example of which is the Art on the Border festival.



Photo: Berda.pl

THE WESTERNMOST POINT OF POLAND

It is located near the village of Osinów Dolny near Cedynia in the Zachodniopomorskie Voivodeship, right on the border with Germany. This point lies on the banks of the Odra and is marked by a commemorative stone and an information board. It is a geographically unique place – this is where Poland's western border begins.

FIRST BORDER POST ON THE ODRÁ (CZELIN)

The area along the Odra River from Gozdowice towards Osinowo is full of sites dedicated to the Second World War and to the heroes who died defending their homeland in the Operation to cross the Odra (1945).



Photo: Berda.pl



The Odra River near Kalańsko. Photo: Berda.pl

We enter the River Odra from the River Warta at km 617.60. Throughout the entire border section, navigable route markings are displayed: shoreline and floating. The shore markings are issued by the water administration of each country on its shore, while the floating markings in the border section from the mouth of the Lusatian Neisse River to the mouth of the Warta River are issued by the Water Authority in Słubice, and below the mouth of the Warta River, up to the end of the border section, in Widuchowa, by the German water administration. For the next 13 km we sail almost in a straight line. The Odra River does not meander much. The navigable route alternates, sometimes closer to the right bank, other times to the left bank.

617.60 km - RB Mouth of the Warta River into the Odra River.

621.00 km - RB Szumiłowo village.

621.70 - 624.00 km - Kalańsko approx. 3 km - very deep groyne fields and groynes detached from the shore; variable transit and fairway depths.

approx. 622.80 km - Border of the Lubuskie and Zachodniopomorskie Voivodeships.

623.70 km - RB Mooring dolphins and the remains of the basin and handling quay, down to the water. A berth for sports and tourist vessels.

625.1 - 625.9 km - LB Overnight stopping place.

627.00 - 632.00 km - Destroyed groynes and riverbanks, depressions in the spaces between groynes; variable transit and fairway depths.

627.70 km - RB Chlewice. Mooring line and dolphins; remains of a loading quay (by gravel pit).

629.30 km - RB Myśla River Estuary.

At km 630, the Odra turns in a gentle curve to the right before meandering left for the next 2 km.

630.70 km - RB/LB Porzecze/Kienitz. Quays of a disused river ferry crossing.

632.70 km - LB Kienitz. Beginning of the blind branch of the Odra (Altarm Kienitz); an extensive stretch of approximately 1.6 km, partly navigable.

632.70 km + 330 m - LB slipway concreted with Meba slabs; downhill to the water; dilapidated concrete jetty reinforcement on the left.

632.70 km + 450 m - LB Winter harbour and quay of the Oder-Havel Waterways and Shipping Authority.

632.70 km + 700 m - LB Marina Kienitz is located deep in a blind branch of the Odra River (Altarm Kienitz), about 800 m from the main channel of the Odra. It consists of a main concrete pier, floating on piles with y-booms, connected to the passenger vessel stand. Gangway with a gate. The marina's harbour master's office and restaurant are located behind the embankment, where there is a local road with a cycle route. In addition, the marina has a lounge terrace, changing room, laundry, kitchen and two rest rooms.



Marina Kienitz Photo: Berda.pl

634.50 - 639.00 km – Damaged groyne, compartmentalisation of spaces between groynes; variable transit and fairway depths.

635.80 km – **LB Groß Neuendorf.** Disused 150-metre loading quay reserved for passenger shipping. Small marina for mooring tourist and passenger boats at the floating pier. **Groß Neuendorf Cultural Harbour** is an example of the successful adaptation of a former port for the handling of agricultural produce (cereals) for the purposes of tourism and culture. Suites have been created in the loading tower and historic railway carriages have been transformed into accommodation with a unique character. Today, the harbour basin serves passenger shipping – several vessels are moored at the 10-metre-long floating pier; the quay accommodates up to 15 vessels. After renovation in 2005, the harbour buildings gained new commercial functions, housing a café, hotel, observation deck and flats.



Groß Neuendorf Cultural Center. Photo: Berda.pl



The "No Borders" ferry, Gozdowice. Photo: Berda.pl

636.50 km – **RB Kurzyca River estuary.**

639.00 km – **RB Czelin.** Visible obelisk commemorating the driving of the first Polish border post on the Odra in 1945. The buildings of the village are visible in the distance.

639.70 km – **LB Start of a 1.6 km long blind branch of the Odra River (Altarm Alte Oder);** non-navigable; access to the water.

639.70 km – **RB Beach and a makeshift slipway** in the bay.

640.00 - 644.50 km – Destroyed banks and groyne, dredging of spaces between groynes; variable transit and fairway depths.

643.70 km – **LB Start of a 4.2 km long blind branch of the Odra (Zelliner Umfluter);** non-navigable.

644.50 km – **RB Start of a 4.2 km long blind branch of the Odra River;** non-navigable.

644.50 km + 500 m – **RB The settlement of Stary Bleszyn.** Private pier.

645.03 km – **RB Gozdowice.** Parking area behind groyne; bank laid with stone. Anchorage possible, variable depths. Next to the electricity box, a little further away sheds, gym, barbecue, litter bins, toilet, playground and car park. Next to the village buildings - a shop, the Museum of Engineering Corps Memorabilia and the Sapper Monument.

645.20 km – **RB/LB Quay of the seasonal river ferry crossing Gozdowice - Neulewin.** The ferry 'Bez granic' is a modern self-propelled vessel with two paddle wheels on either side of the hull.

From Gozdowice to Osinowo Dolne, the Odra River flows for 15 km through a flattened river valley with protected wetlands with forests on the right. Agricultural land and communities of wetlands and seasonal floodplains are also present. The diverse habitats are a sanctuary for wetland birds and birds of prey. Cranes congregate in autumn and whooper swans overwinter. On the left, the Odra embankment is visible, with a cycle path being laid out on its crest, extending as far as Hohensaaten.

645.30 km – **RB Low and High Quay of the Regional Water Management Board in Szczecin,** Gozdowice Hydrotechnical Facility.

646.30 - 651.00 km – **Stare Łysogórki** - almost straight section with eroded banks in the fields between groynes and eroded groyne heads and caps; variable transit and fairway depths.





"European Bridge" Siekerki – Neurüdnitz. Photo: Berda.pl

650.55 km – LB Zollbrücke. Slipway.

652.40 km – RB Siekerki. Beginning of a 2.6 km long blind branch of the Odra River; non-navigable; at the end of the floodplain (branch) at the level of the village of Stare Łysogórki the River Ślubia flows.

652.80 km – RB Slipway.

653.90 km – Former railway bridge; now a pedestrian and cycle bridge. 'European Bridge' Siekerki – Neurüdnitz (860 m long) with a viewpoint. It is a sixteen-span steel truss with seven spans over the Odra riverbed. Today, it serves local residents, connecting Poland and Germany. No signs on bridge with information on clearance above water table. Vertical clearance of 6.50 m.

656.00 - 661.50 km – Stary Kostrzynek – an almost straight section – 19th century ditch which is embanked on the German side and on the Polish side, flooded oxbow lakes (parks); variable transit depths in the course of the fairway.

656.50 km – RB Slipway and mooring bollards.

661.00 - 663.00 km – The Odra River Bend.

661.30 km – RB Beginning of a 3.15 km long blind branch of the Odra River (floodplain); non-navigable; Caution! at the level of the bus stop and church, in the water – remains of a wooden bridge structure.

661.30 km + 1,400 - 1,600 m/ 1,900 m – RB. Private piers/ RB. Descent into the water.

661.86 km RB Osinów Dolny. The westernmost point of Poland, to be precise, is located in the current of the Odra River 200 metres to the south-west of the memorial stone, at which there is also a mast with a white and red flag.

662.30 km – Road bridge, border, on provincial road 124 Chojna – Osinów Dolny; and federal road no. B158 (German. Bundesstraße 158, B 158). Vertical clearance of 7.2 m.

662.50 km – RB Low mooring dolphins and dilapidated floating mooring pier.

662.55 km – RB Marina Camping on the Odra, located in a shallow bay with a slipway and mooring bollards.

662.60 km – LB Hohenwutzen. Passenger harbour Old barge Alter Lastkahn. It is a convenient mooring for passenger vessels, unfortunately not for pleasure boats. In the past, there was a water crossing point between Osinów Dolny and Hohensaaten with a check-in point on the German side in Hohensaaten.

662.60 km – RB Two reinforced concrete mooring dolphins in the shoreline.

662.80 km – RB Quay ruined. Mooring dolphins, Larsen wall (formerly loading quay, warehouses and grain elevators).

663.20 km – RB Icebreaker berths (in the form of dolphins located outside the navigable route limit).

665.00 km – LB Bay divided in the middle by a causeway (groyne), former entrance to the Finow Canal from the Odra River; automatic water level gauge, small technical pier.



Locks at Hohensaaten. Photo: Berda.pl



667.10 km – LB Entrance to the **Odra-Havel Canal**. After passing the Hohensaaten-West lock on the Odra-Havel Canal, mooring opportunities are available at the fortified banks and the illuminated island near the lock, where numerous mooring dolphins have been placed to allow both smaller and deep-draft vessels to moor safely.

Odra-Havel Canal (German. Odra-Havel-Kanal) – an artificial canal in Brandenburg, 82.8 km long and with an average width of 55 m (in recent years, the bottleneck that restricted navigation on the **Marienwerder-Eberswalde (Barnim)** section has been removed (a narrow section of the canal down to 33 m). It begins at the **Spandau lock in Berlin** (kilometre 0) and ends by flowing into the Odra at its 667.2 km mark. The canal has three locks and one lift with a total head of 46.7 m. It forms part of the Havel – Odra waterway (German: Havel-Odra-Wasserstraße HOW) with a total length of 101.6 km. It forms an important link between the inland waterways of Germany and Poland and Western Europe, as well as between Berlin and Szczecin, connecting the Odra near Cedynia with the Havel near Oranienburg.



DID YOU KNOW THAT...

Poland's westernmost point is located near the village of Osinów Dolny near Cedynia in the Zachodniopomorskie Voivodeship, on the border with Germany. However, it is actually located in the current of the River Odra 200 m to the south-west.

It is a geographically unique place – this is where Poland's western border begins. Nearby is a bridge connecting Osinów Dolny with the German town of Hohenwutzen, and the area attracts tourists interested in geography and the landscape along the Odra.

A battle took place near Cedynia in 972, in which the armies of Mieszko I and his brother Czcibor defeated the margrave Hodon. A reminder of this event is Mount Czcibor with its monument and view of the Odra Valley.

†Osinów Dolny – Poland's westernmost point. Photo: Berda.pl
Road bridge Osinów Dolny - Hohenwutzen. Photo: Berda.pl

WATERWAY E70 - SOUTH - NORTH SECTION (S-N)

The second part of the Polish section of the E70 International Waterway described in the guidebook impresses with the diversity of water bodies and the many attractive places along the route. In total, it is approximately 320 km in a straight line, measured solely by the length of the sections of the Vistula, the Nogat and the Vistula Lagoon. And after all, this route can also follow the waterways of the Szarpawa and the Elbląg River. We begin the trip in Toruń, specifically from the confluence of the Drwęca and the Vistula at km 728.40 of the Vistula and continue past a number of historic towns which, centuries ago, were founded in strategic places along the Vistula, serving defensive purposes. To this day, we can admire the castles left behind by the Teutonic Order, including those in: Toruń, Chełmno, Świecie, Grudziądz, Kwidzyn or Gniew. After 155 km, we reach the village of Biała Góra, where the historic lock, of the same name, separates the main course of the Vistula from the Nogat, whilst protecting the Vistula Fens region from flooding. The Nogat is the eastern estuary branch of the Vistula, which, just a few centuries ago, carried over 80% of its waters, but since its reconstruction at the beginning of the 20th century, it has been practically devoid of current. Choosing this route, we will reach the Vistula Lagoon and Elbląg, admiring the charms of the Żuławy landscape and the magnificent Gothic Castle in Malbork – the medieval capital of the Teutonic Order. However, by staying on the vast Vistula, we will have the opportunity to reach Gdańsk – the historic Free City of Danzig, the cradle of Solidarity, or the capital of Baltic amber. The river flows into the Baltic Sea forming a delta, and its numerous branches and connections form what is known as Żuławy Loop in this area. From the Vistula Lagoon, you can sail to Nowa Pasłęka, and in small vessels all the way to Braniewo. Together, all these waterways offer excellent conditions for water-based tourism. In this guide, the following water bodies are therefore described:

1. The Vistula River (Wisła) – from km 728.4 to km 942.20 (total length – 213.8 km),
2. The Nogat River – from km 0.00 (km 886.6 of the Vistula) to km 62 (total length – 62 km),
3. The Szarpawa River – from km 0.00 (km 931 of the Vistula) to km 25.4 (total length – 25.4 km),
4. The Elbląg River – from km 0.00 to km 16.3 (total length – 16.3 km),
5. The Kanał Jagielloński – connects the Elbląg River with the Nogat River (total length - 5.83 km),
6. The Vistula Lagoon (Zalew Wiślany) – length within Poland is 35.1 km, width from 6.8 to 13 km, area of the Polish section: 328 km²,
7. The Martwa Wisła River – from km 0.00 to km 28.7 (total length – 28.7 km),
8. The Motława River – approx. 64 km long. (Stara Motława and Nowa Motława), within the administrative area of Gdańsk, approximately 3.25 km,
9. The Wisła Śmiała River – total length 2.5 – 2.9 km,
10. The Pasłęka River with the Kanał Pasłęki – total length approx. 211 km, (from the Vistula Lagoon to Braniewo, approx. 9 km).

Poland's largest river, the Vistula surprises with its beautiful natural landscape and awe-inspiring size. The lazily flowing Nogat and Szarpawa rivers meander picturesquely, guiding us through the fertile lowlands of the Vistula Fens. The Motława River – surrounded by the unique landscape of historic quays – joins the bustling Martwa Wisła at Polski Hak, which, for example via the Wisła Śmiała branch, opens up Gdańsk's waterway network to the Bay of Gdańsk. The Vistula Lagoon, with its nautical markings, can be a great sailing school before sailing into wider waters.

The Waterway E70 in the S-N section is therefore a dream water holiday destination with something for everyone.



Grudziądz. Photo: Berda.pl



Toruń. Photo: Berda.pl



Malbork. Photo: Berda.pl



Elbląg. Photo: Berda.pl



Frombork. Photo: Berda.pl

BYDGOSZCZ

Kujawsko-Pomorskie Voivodeship

Bydgoszcz is the largest city in the Kujawsko-Pomorskie Voivodeship, with a population of over 300,000. It is an important hub for inland waterway transport, as it connects two international waterways, the E70 and E40. The eco-friendly solar-powered boats are a major tourist attraction. New marinas and modernised boulevards allow visitors to admire the city's architecture from the river's perspective.

GNIEW

Pomorskie Voivodeship

Perched on a hill and surrounded by the valleys of Gniew, the town offers a breathtaking panorama. The town's landmark is the castle, built at the turn of the 13th and 14th centuries – the most imposing Teutonic stronghold on the left bank of the Vistula, famous for its spectacular tournaments and battle re-enactments. Right next to the austere Gothic structure stands Marysieńka's Palace – a romantic residence built by Jan III Sobieski for his wife.

ŚWIECIE

Kujawsko-Pomorskie Voivodeship

Świecie is situated between 811 and 814 km of the Vistula, picturesquely located at the point where the Wda flows into the Vistula. It is one of the oldest towns in Vistula Pomerania, with the first historical mention dating back to 1198. Its greatest attraction is the 14th-century Gothic castle with its magnificent tower. Surrounded by the green valleys of the Wda and Vistula rivers, Świecie delights visitors with its tranquillity, history and beautiful landscape.

(S–N)



MDW E70

GDAŃSK

Pomorskie Voivodeship

Gdańsk is a port city located on the Bay of Gdańsk, where the Motława River flows into the Martwa Wisła. It is a dynamic cultural, scientific and economic centre and a key transport hub for northern Poland. Its rich identity is shaped both by the magnificent Hanseatic architecture and the recent history associated with the birth of the Solidarity movement. The city's extraordinary atmosphere is highlighted by its unique world-class monuments, while the surrounding water lends a distinctive character to this water-friendly city.

TCZEW

Pomorskie Voivodeship

Tczew is a town situated at 904-910 km of the Vistula River. The Vistula River Museum, the first museum in Poland and the third in the world dedicated to the river, was established there. The first national Maritime School also operated here. In turn, music lovers visit Tczew during the Grzegorz Ciechowski Memorial Festival.

ELBLĄG

Warmińsko-Mazurskie Voivodeship

Visitors to Elbląg should take a stroll along the Church Path, which forms part of the original medieval passageway between the three churches in the Old Town. However, this is just one of many monuments in the city, situated in the Warmińsko-Mazurskie Voivodeship, 3–9 km along the river of the same name.

MALBORK

Pomorskie Voivodeship

Thanks to the castle of the Grand Masters of the Teutonic Knights, almost everyone has heard of Malbork, a town located on the Nogat river (15–20 km). The monument is a UNESCO World Heritage Site, and the largest exhibition of siege machines in the world has been made available in its outer bailey.

GRUDZIĄDZ

Kujawsko-Pomorskie Voivodeship

Grudziądz, a town located at 831–837 km of the Vistula River, is famous for its granaries, which stretch along the river and date back as far as the 14th century. Another noteworthy monument is the market square with its beautiful townhouses. Also worth a visit is the rebuilt Klimek Tower on Castle Hill, which offers a magnificent view of the city and the Lower Vistula Valley.

CHEŁMNO

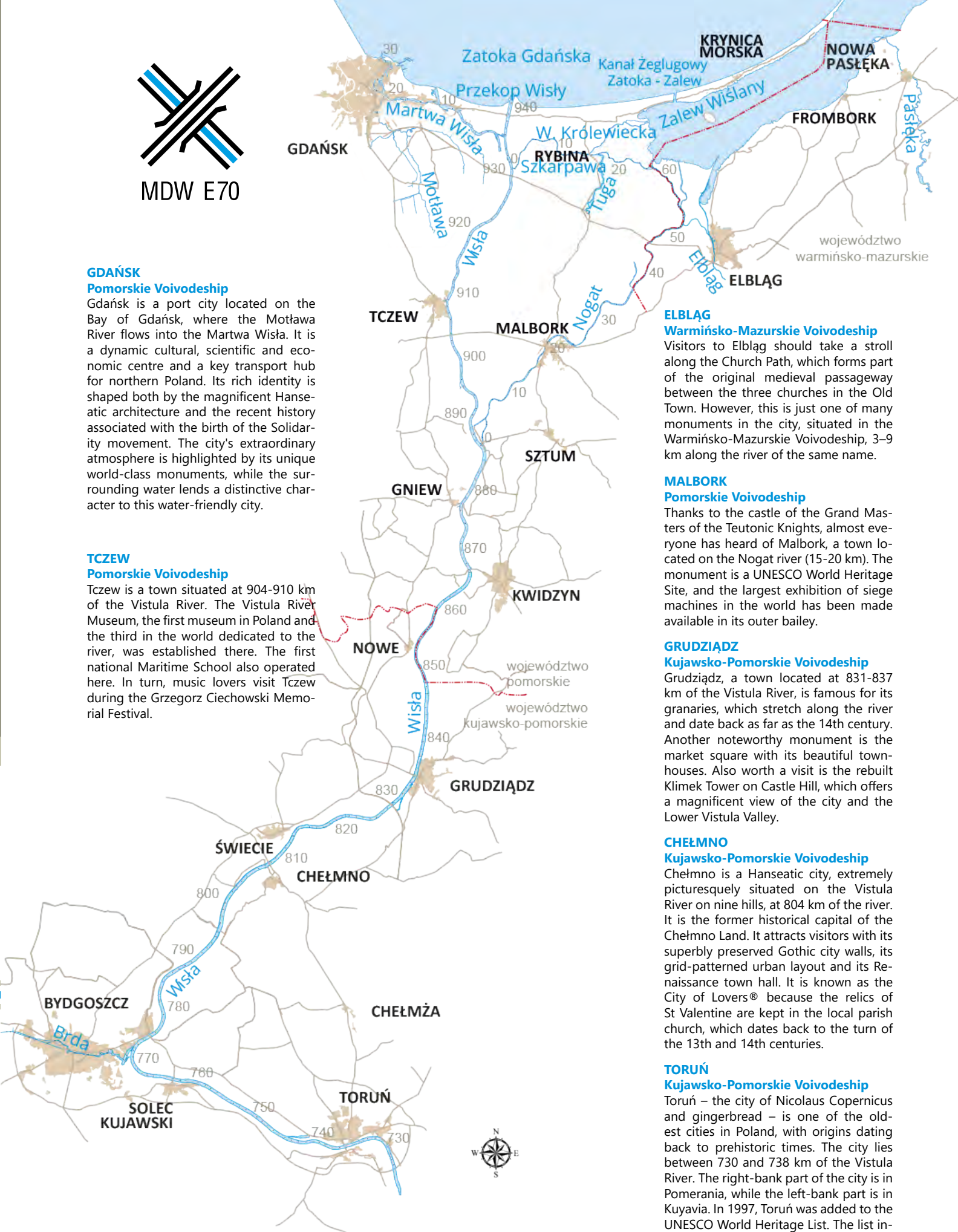
Kujawsko-Pomorskie Voivodeship

Chełmno is a Hanseatic city, extremely picturesquely situated on the Vistula River on nine hills, at 804 km of the river. It is the former historical capital of the Chełmno Land. It attracts visitors with its superbly preserved Gothic city walls, its grid-patterned urban layout and its Renaissance town hall. It is known as the City of Lovers® because the relics of St Valentine are kept in the local parish church, which dates back to the turn of the 13th and 14th centuries.

TORUŃ

Kujawsko-Pomorskie Voivodeship

Toruń – the city of Nicolaus Copernicus and gingerbread – is one of the oldest cities in Poland, with origins dating back to prehistoric times. The city lies between 730 and 738 km of the Vistula River. The right-bank part of the city is in Pomerania, while the left-bank part is in Kuyavia. In 1997, Toruń was added to the UNESCO World Heritage List. The list includes the 13th-century complex of the Old and New Towns, as well as the ruins of the Teutonic castle.



Fot. Berda.pl

NAVIGATION INFORMATION

DEPTH AND WIDTH

Although the Vistula riverbed is wide (up to 500 m), the navigable route is 30 to 50 m wide. From Toruń to the Bay of Gdańsk, the river is in Class II and III (Class II up to Tczew, Class III from Tczew to the mouth). During the summer season, water levels are often very low, so the official draught (1.4–1.6 m) should be treated as a rough guide – in practice, a maximum of 1.2 m is recommended from the mouth of the river to Szarpawa, and only 50–60 cm further upstream. The river current ranges from 2.1 km/h at low water levels to as much as 10.8 km/h at high levels.

For years, low and extremely low water levels have been recorded on the Vistula, which hinders, and even prevents, recreational boating. Low water levels often prevent work on the locks connecting the Vistula with the Nogat and Brda rivers. To obtain up-to-date data on the (transit) depth of waterways, look for information in the bulletins of the Regional Water Management Authority. When sailing on the Vistula, observing navigation signs is difficult due to the width of the queen of Polish rivers. Binoculars, very useful on board, make this easier.

REGULATIONS AND RESTRICTIONS/ MARKINGS

There is no general speed limit on the river, but locally it is limited to 8 km/h and in some places there is a no-wake zone. You are not allowed to stop at many of the quays, and most of the harbour basins are out of use, serving as fleet bases or leased to companies not involved in shipping.

Hydrotechnical facilities are appropriately marked. The route's mileage is marked by bank markers every kilometre (or less frequently), mainly on the left bank.

The fairway is marked by bank markers. Where necessary, during low water levels on designated sections, floating markers are introduced. On the lower section of the Vistula (from the bridge at Kiezmark), only bank markings are used.

HIGH-VOLTAGE POWER LINES AND BRIDGES

There are over a dozen bridges and power lines crossing the river. The lowest high-voltage line is suspended at 8 m above the level of high navigable water. The lowest bridge clearance on this section is in Grudziądz – clearance at 5 m above the level of high navigable water.

MOORING

There are few official places for water tourists to moor on the Vistula:

Marinas (in sheltered basins): Toruń, Grudziądz.

Mooring piers: Tczew, Solec Kujawski and Gniew (at the mouth of the Martwa Wierzyca). Quays with mooring facilities: Fordon, Gdańsk Świbno.

Unused ports: accessible at your own risk; you need to find a place amongst commercial vessels.

Alternatively, you can moor in the wild: at the mouths of rivers flowing into the Vistula (e.g. the Drwęca, Wda, Wierzyca), bearing in mind that the availability of these places is variable and depends on water levels and any obstacles (e.g. trees). In coves sheltered by groynes, always bearing in mind the risk of running aground due to constantly changing water levels. In addition, safe mooring is possible on navigable waterways accessing the Vistula (after passing the locks): Brda, Nogat (Biała Góra), Szarpawa and Martwa Wisła (Błotnik).

When manoeuvring, always take the strength of the current into account and always moor with the 'bow against the current'. Due to the fairly swift current of the Vistula (approx. 3 km/h), rapid manoeuvres should be avoided. Wind can also be a hindrance – when blowing strongly from the north, waves can reach up to 1 m in height. In strong southerly winds, engine speed should be increased.

RIVER PROFILE

The Vistula is Poland's longest river, measuring 1,047 km in length. Its basin covers half of the country's area and is navigable for 920 km, forming the main waterway connecting the south of the country with the Bay of Gdańsk. The section from the Baltic Sea to the mouth of the Narew is part of the International Waterway System of Europe as the E40, thus linking the river networks of Western and Eastern Europe.

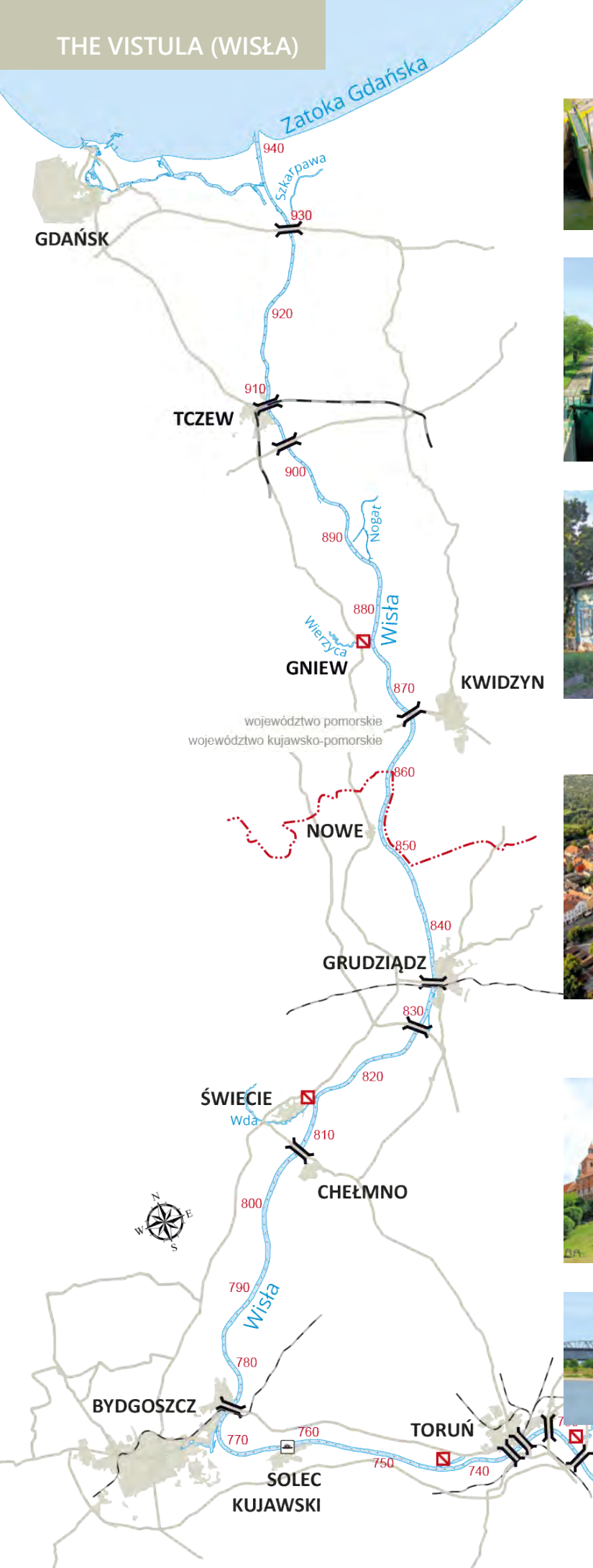
The river is divided into three sections: the upper section from the springs to Zawichost, the middle section from Zawichost to the mouth of the Narew and the lower section leading to the Baltic Sea. The Lower Vistula flows through the Płock and Toruń Basins, the Fordon Valley, the Grudziądz and Kwidzyn Basins, and then through the Vistula Fens, before emptying into the Baltic Sea. The most regulated part of the river is the section from the mouth of the Tążyca River up to the sea, whose present character was shaped by hydrotechnical works carried out in the 19th century. They were intended to improve navigational conditions and ensure ice run-off, but at the same time this section is one of the most flood-prone.

The Vistula is a specific and difficult river to navigate. Variable current, erosion processes (damaged groynes)

and sedimentation, the formation of sand islands known as sandbanks and the transport of debris mean that its bed and depth are constantly changing. From the mouth of the Brda, it forms a common section of the E 40 and E70. The river has been partially regulated with groynes, many of which are damaged or invisible today. Although marked by bank signs, the course of the Vistula changes frequently, and shoals and sandbars form repeatedly throughout the year, which means that navigation requires considerable experience and constant vigilance.

The Vistula. Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://wir.wody.gov.pl/mapy/>



HYDROTECHNICAL TRIVIA

GDAŃSKA GŁOWA LOCK

Built in 1895 – as part of the programme to redevelop the Vistula estuary – the lock measures 61 m by 12.5 m. It takes its name from a fortress that was demolished in the 17th century. At a time when the Vistula Cut did not yet exist, it was a strategic location for controlling Gdańsk's trade.

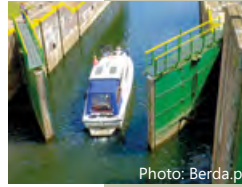


Photo: Berda.pl

PRZEGALINA LOCK

It is the only barrage on the waterway of what is known as Gdańsk Vistula. Its creation enables the navigation of the Martwa Wisła and the barrage itself protects the surrounding areas from flooding. There are currently two locks located here. The first (northern) lock was built in 1895. In 1981, a second, modern and much larger lock (the southern one) – measuring 11.9 m by 188 m – was opened. In 1992, the North Przegalina was taken out of service and listed as a historic monument.



Photo: Berda.pl

WATER LEVEL GAUGE IN KORZENIEWO

This historic water level gauge was erected in the 1940s, during the construction of the river port at Korzeniewo. Its mechanism was automatic, depending on the water level in the Vistula and in the harbour. Thanks to a large dial mounted on the turret of the building, the indications of the water level gauge were visible from the deck of a sailing barge or tugboat. Due to its peculiar construction – the building resembles an Orthodox church or chapel – few people know about its original use.



Photo: Berda.pl

TOURIST ATTRACTIONS

CHEŁMNO

It is known as the City of Love because in the local parish church from the turn of the 13th and 14th centuries, the relics of St Valentine are kept. On 14 February, numerous themed events take place here. Even outside of Valentine's Day, the city attracts visitors with many attractions, not just for lovers. Architecture enthusiasts are sure to be impressed by the fact that the town was built according to a pre-determined plan, based on what is known as the Chełmno rod, which was once a unit of measurement. The template was placed in the town hall, and the results of construction according to this concept (defined by Chełmno law) can be admired from the parish church tower.



Photo: Berda.pl

GRUDZIĄDZ

In Grudziądz, the eye is drawn to the 16th-century brick granaries located near the old town, which appear enormous from the river side, even though they have only a few storeys. The historic granaries house the Rev. Dr W. Łęga Museum, which includes a branch of the Flis Museum of Vistula Trade, showcasing life in the town on the banks of the 'Queen of Rivers'. The remaining former granary buildings are either inhabited or are yet to be developed.



Photo: Berda.pl

TCZEW

The first Vistula Museum in Poland, and the third in the world dedicated to the river, is located in Tczew, where the history and traditions of the region are promoted. Other places worth visiting include Tczew's oldest monument, the 13th-century parish church, and the old town, which also dates back to medieval times, as well as two bridges, the older of which, known as the Lisewski Bridge, has been recognised as an International Monument of Civil Engineering. It has thus been placed on a par with the Eiffel Tower – one of the world's most recognisable buildings!



Photo: Berda.pl



Photo: Berda.pl

TORUŃ

Toruń – the city of gingerbread, raftsmen and Nicolaus Copernicus – has long been admired for its location on the banks of Poland's greatest river. It stretches along both banks of the Vistula (730–738 km of waterway), blending the traditions of Pomerania and Kuyavia. It is the river that has set the rhythm of life here – in the past, goods and timber were floated down it; today, you can sail along it to one of the most beautiful cities in Poland. The history of Toruń dates back to the 13th century, when the Teutonic Knights founded a stronghold and a trading port here. The city flourished rapidly thanks to its membership of the Hanseatic League – a powerful merchant alliance. In 1473, Nicolaus Copernicus was born here, and his spirit is still present in Toruń's narrow streets. Today, Toruń is the seat of the Marshal of the Kujawsko-Pomorskie Voivodeship and one of the main centres of the region. Its medieval Old Town complex, together with the ruins of the Teutonic Knights' castle, is a UNESCO World Heritage Site and is best admired from the deck of a boat – from the perspective of the raftsmen who, centuries ago, made Toruń the jewel of the Vistula waterway.

TORUŃ'S MAIN ATTRACTIONS

OLD TOWN HALL

It built at the end of the 14th century, Toruń's town hall is one of the largest brick buildings of its kind in Europe, as well as one of the most valuable examples of European Brick Gothic architecture.

CATHEDRAL OF ST. JOHN THE BAPTIST

It is the oldest Gothic church in the Chełmno Land. Construction began in 1233, the year Toruń was granted its town charter. The church contains the baptismal font at which Nicolaus Copernicus was baptised.

ZNAKI CZASU CENTRE FOR CONTEMPORARY ART

It opened in 2008 and is one of the newest centres dedicated to contemporary art in Poland. The exhibition space covers over 4,000 m². In addition, the centre houses a cinema, the Art Bookshop and the Sömmering Reading Room.

COPERNICUS HOUSE

It was here, in 1473, that Toruń's most distinguished resident and the creator of the heliocentric model of the universe – Nicolaus Copernicus – was born. The building now houses a museum dedicated to the astronomer, featuring exhibitions on the scholar's life and work.

GINGERBREAD MUSEUM

The Toruń Gingerbread Museum is located at 4 Strumykowa Street. It is an interactive museum, situated in the building of the former factory of master gingerbread maker Gustaw Weese, where you can bake gingerbread using old formulas and tools from 500 years ago.

VISTULA FESTIVAL

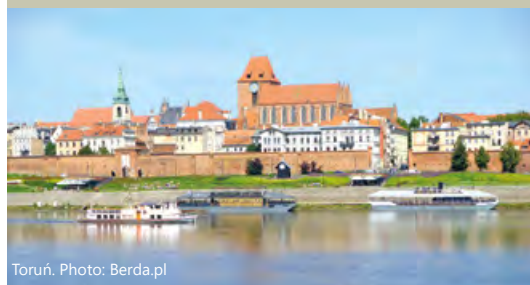
The Vistula Festival is the largest river and cultural event on the Vistula, celebrating the river, culture and traditions of the region. It features flotillas of boats, artistic performances, concerts, local specialties, parades and shows. Toruń is one of the cities on the Festival route, which takes place in August in various towns: Włocławek, Ciechocinek, Bydgoszcz, Chełmno and Grudziądz.

TORUŃ ON THE VISTULA

Between the walls of the Old Town and the Vistula River (approx. km 733–735 of the route) lies the Philadelphia Boulevard, which was modernised between 2022 and 2024. It is named after Toruń's twin city, Philadelphia (in return, Philadelphia has a 'Torun Triangle'). Following the redevelopment, the waterfront gained modern steps, viewing terraces and mooring facilities for smaller vessels (known as 'bindugi'). The first scenes of the cult film 'Rejs' [i.e. The Cruise] were filmed on the Boulevard, including the first scenes of the cult film 'Rejs' (The Cruise). From the water's edge, the Gothic walls and 13th-century granaries are clearly visible, bearing witness to the city's former commercial might (there were once over 100 of them).

The right and left banks of Toruń are connected by the J. Piłsudski Road Bridge, the E. Malinowski Railway Bridge, the E. Zawacka Bridge and the Home Army Motorway Bridge.

Toruń lies on the E40 International Waterway (Baltic Sea – Black Sea) and is a key hub for navigation on the Vistula. During the tourist season, river transport operates: the Katarzynka boat – connecting Filadelfijski Boulevard with Kępa Bazarowa and Dybowski Castle – and the Wanda passenger ship (cruises on the Vistula). A cruise on the Vistula can also be taken on reconstructed river rafts, i.e. traditional raftsmen's boats.



Toruń. Photo: Berda.pl



Toruń. Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://wir.wody.gov.pl/mapy/>

728.40 km – Drwęca estuary. At the confluence of the Vistula and Drwęca rivers, just 10 km from Toruń, we come across the ruins of a fortified castle tower, built by Casimir the Great and soon afterwards demolished by the Teutonic Knights in 1409. It was one of the most important strongholds in the area of Polish-Teutonic conflict. Apart from the traces of tangible history on the Drwęca in its estuary section, there are two places to stop: Drwęca left bank: 'Water stop' – floating pier, campfire area. RB Drwęca: canoe marina 'Letnia Wygoda' – floating pier, benches, shelter with benches, two campfire areas, launching place for small boats and canoes, toilets. The use of internal combustion engines is prohibited on the Drwęca.



E. Zawacka Bridge. Photo: L. Turowski



Ernest Malinowski Railway Bridge. Photo: Berda.pl

constructed river barges. In several places, floating piers are moored to the quay, to which smaller and larger passenger vessels moor.

733-735 km – Caution! Dangerous areas marked with yellow buoys.

734.40 km – LB Kępa Bazarowa Island, separated by a narrow branch called Mała Wiselka. The island is invisible from the water and merges with the shoreline. The site of the former Budowlani water club is now occupied by the restaurant 'Pałac Widokowy Toruń'.

734.45 km – Kępa Bazarowa Island. A viewing platform and floating pier for private vessels transporting tourists to the other side of the river, next to the former Budowlani club. The site is not intended for water tourists.

735.00 km – Józef Piłsudski road bridge built in 1934 from the trusses of the decommissioned bridge in Opalenie near Kwidzyn. In 1939 (for strategic purposes) the bridge was blown up by the retreating Polish army from Toruń. It was provisionally rebuilt by the Germans in 1940 and blown up by them on 30 January 1945. It was rebuilt after the war between 1946 and 1949. **Vertical clearance of 5.1 m.**



Józef Piłsudski Bridge. Photo: Berda.pl



MOSIR marina in Toruń. Photo: Berda.pl

731.10 km – Sandbar

731.10 km – Gen. Elżbieta Zawacka road bridge of steel, two-span construction, with one support on the central island in the river current. Bridge length 540 m, arch height – 50 m. **Vertical clearance of 9.44 m.**

Approx. 733.0 km – Branching of the Vistula – the Mała Wiselka (left bank) branches off from the main channel, flowing around the Kępy Bazarowej nature reserve. A place not visible from the water.

733.60 km – The Ernest Malinowski Railway Bridge, built between 1870 and 1873, formed part of the railway line connecting Berlin with East Prussia. The bridge is 977 m long and consists of 5 large and 11 small steel truss spans. It was blown up twice during the Second World War. Named after Ernest Malinowski in 1999. **Vertical clearance of 9 m.**

733.65–735 km – RB Philadelphia Boulevard runs along the Vistula waterfront, offering a beautiful view of the city – historic defensive walls – and the bridges connecting the banks of the Vistula. During the summer, the cruise ship 'Wanda' and the boat 'Katarzynka II', which sails to the other side of the river, begin their voyages from the Boulevard. You can also take a cruise on the Vistula in re-

735.10 km – LB Dybów Beach. Next to it stands Dybów Castle. A 15th-century Gothic stronghold, built on the orders of King Władysław II Jagiełło as a border fortress to defend Poland's borders against the Teutonic Order. Although now in ruins, it still impresses with its defensive layout and picturesque setting.

735.50 km – RB The Municipal Sports and Recreation Centre Toruń Marina. A harbour basin equipped with floating mooring piers and a slipway. Electricity and water on the piers. Sanitary and recreational facilities. The harbour master's office in a large building near the marina. At low water levels on the Vistula, there may be difficulties in entering the marina (shallowing).

736.00 km – Toruń sandbar.

736.30 km – RB Winter Port. A large harbour basin without any infrastructure for water tourists. Entry should only be attempted here in cases of absolute necessity.

737.75 km – RB Pontoon Bridge Bay. Artificial bay with landing stage created in communist times for the erection of a temporary pontoon bridge, in case the road bridge was destroyed. Shallows in the bay. Crossing on the DW 257.

738.00 km – LB Landing stage of the former emergency bridge crossing, used as a slipway. Crossing on the DW 257.





THE VISTULA (WISŁA)

740.00 km – Toruń sandbar.

743.00 km – Wielka Nieszawka sandbar. Riprap boulders on the riverbed.

744.70 km – RB Timber Port. A place with a very dense growth of macrophytes, which prevents water tourists from entering the area without difficulty. There is a mooring pier in the branch.

744.85 km – Power line. Vertical clearance of 14 m.

745.00 km – Dybowo sandbar.

745.80 km – The mouth of the Zielona River – the Bydgoska Forest approaches the river.

749.00 km – Górsk sandbar.

752.00 km – Smolno sandbar.

755.00 km – Przylubie sandbar.

approx. 755.40 km – RB Przylubie. Rocks on the riverbed in two places, visible at medium and low water levels.

759.00 km – Zławieś Wielka sandbar. Rocky reef.

761.00 km – LB Solec Kujawski. Solbet's quay for barges and pushers. Upstream of the quay, there are shallows, provisionally marked with flags.

762.00 km – Solec Kujawski sandbar.

763.50 km – LB Solec Kujawski. The Volunteer Water Rescue Service marina. Low floating pier without mooring equipment – moorings should be draped between the gaps in the planks.

763.60 km – RB Czarnowo. Ferry landing stages and slipway. LB Solec Kujawski. The operation of the ferry crossing depends on the current water level on the Vistula.

763.65 km – LB Solec Kujawski. Private floating piers.

766.00 km – Otorowo sandbar.

766.00 - 859.00 km – The Lower Vistula Landscape Parks Complex covers part of the Vistula valley, together with adjacent sections of the uplands, stretching from Bydgoszcz to Nowe. The river flows here in a wide channel between the high slopes of the valley, from which there are magnificent panoramas (including those of Grudziądz, Chełmno and Świecie). The area is renowned for its wildlife, unique riparian forests and wetland bird sanctuaries. One of the highlights of the park is a perfectly preserved Mennonite cottage from 1791.

771.40 km – LB Mouth of the Old Brda.

771.45 km – LB Mouth of the Brda River. Shallows in the estuary. On the Brda, we can continue our cruise along the section of the Waterway E70 to the Odra, or we can sail on the Great Wielkopolska Loop.

773.00 km – Fordon sandbar.

773.50 km – LB Industrial quay (grain elevators) for professional shipping vessels. **Note!** Do not moor here, even in an emergency – as the quay is in poor condition.

774.50 km – Power line – there are poles but no power line (cables) over the water.

774.55 km – LB/RB landing stages – exit to temporary ferry crossing / pontoon crossing along the DW 549 in the event of a bridge failure.

774.84 km – The Rudolf Modrzejewski Fordoński Bridge in Bydgoszcz is one of the city's most interesting engineering monuments. It is a combined rail and road facility, carrying National Road 80 and railway line 209. It was commissioned in 1893, and the opening was performed by Emperor Wilhelm II himself. Eighteen spans were placed over the Vistula and the bridge achieved a length of 1.325 km. The structure was the first bridge in the world to be built using cast steel. Blown up in 1941; rebuilt, it was once again destroyed on 26 January 1945. The current bridge is 1005 m long and has an overall width of 16.8 m and is named after Rudolf Modrzejewski (1861-1940), a Polish designer and builder. **Vertical clearance of 5.55 m.**



Port Drzewny. Photo: Berda.pl



Solec Kujawski. Photo: Berda.pl



The mouth of the Brda River. Photo: Berda.pl



The Rudolf Modrzejewski Bridge in Fordon. Photo: Berda.pl



Fordon Embankment. Photo: Berda.pl

775.10 km – LB Entrance to a disused harbour basin. There are numerous shoals and abundant aquatic vegetation here. A barge is moored in the entrance channel, which makes entry difficult. The place is not suitable for water tourists and entry should only be attempted in cases of absolute necessity.

775.15 km – LB **Fordon Quay** with a slipway. Fordon was once an independent town. Since 1973, it has been the largest district of Bydgoszcz. Following its regeneration, the Fordon waterfront has gained sports and leisure areas, playgrounds, a skatepark, a promenade several hundred metres long, and a riverside nature trail. At medium and low water levels, there are sandbanks and stones along parts of the quays. Speed limited to 8 km/h in the quay area. From the waterfront, one can see an impressive mural by Tomasz Pobiedziński depicting a gate; it invites visitors into the city with the Latin maxim: *BONUS INTRA, MELIOR EXI*, meaning: 'Enter as a good person, leave a better one'. The idea of the gate fits into the context of the place, creating a colour-coordinated composition with the space of Fordon.

776.00 km – **Ostromecko sandbar**.

776.00 - 777.00 km – Stones by the left bank.

776.00 km – RB **Wielka Kępa Nature Reserve**. The reserve protects a section of Vistula riparian forest characteristic of naturally formed valleys of large rivers that are regularly flooded. The reserve is situated on the lowest (floodplain) terrace of the Vistula valley, 120–380 m from its eastern bank. It borders the administrative area of the city of Bydgoszcz across the river, whilst the village of Ostromecko lies approximately 0.5 km away.

780.50 km – Power line. **Vertical clearance of 22 m**, some warning signs damaged (signs on the upstream side with their posts are lying on the ground).



Former ferry crossing, Chełmno. Photo: Berda.pl

781.00 km – **Łoskot sandbar**.

785.00 km – **Rafa sandbar**.

787.00 km – **Zławieś sandbar**.

787.50 km – RB **Czarże**. You can stop in a small cove and take shelter if you encounter large waves on this stretch of the Vistula.

792.00 km – **Kokocko sandbar**.

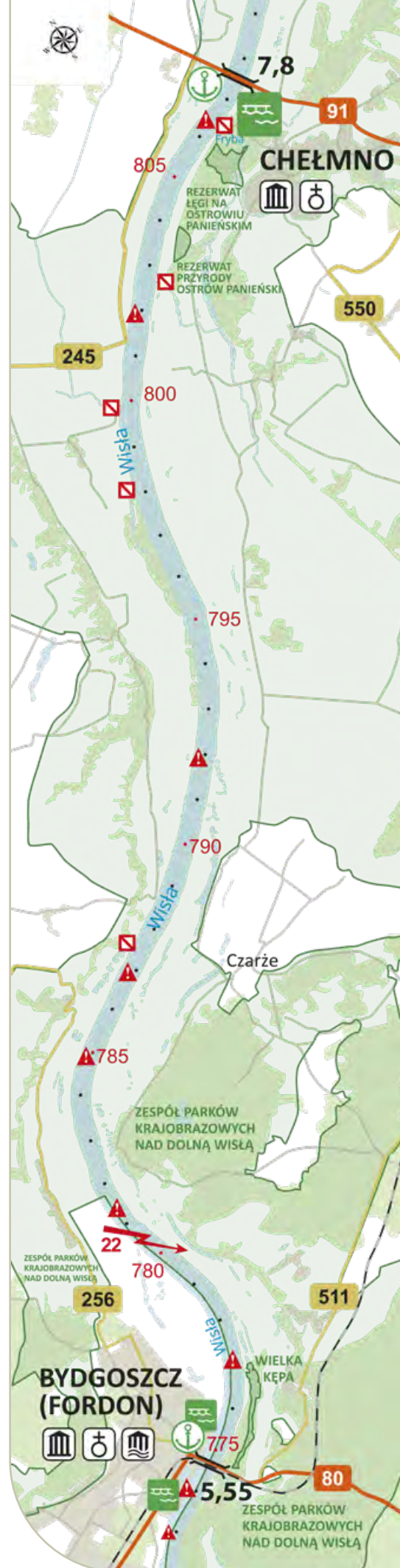
802.00 km – RB **Ostrów Panieński Nature Reserve**. Here you can see magnificent oak trees, many of which are over 250 years old.

802.10 km – **Starogród sandbar**.

806.80 km – RB **Mouth of the Fryba River** Regulated estuary section with a pumping station.

807.00 km – **Chełmno sandbar**. RB Chełmno. A high quay, from which reinforcing bars and pieces of sheet metal protrude. Only two mooring bollards are available for boaters. Due to the nature of the quay, it is very difficult to disembark from standard tourist vessels. Near the northern edge of the quay – there are stones on the riverbed. On the right bank and left bank, the ramps of the former ferry crossing are used as 'makeshift slipways'.

807.00 km – **Chełmno** is now associated with Valentine's Day – the festival of lovers. This is partly due to the relics of St Valentine kept in the local Gothic parish church (13th/14th century). That is why, on 14 February, a number of special events take place in Chełmno's market square. From the church tower, there is a magnificent view of the Lower Vistula valley and the town. The most famous citizen of Chełmno was Ludwik Rydygier, an eminent surgeon who laid the foundations for the development of modern medicine. There is a museum in the town dedicated to his memory.





Świecie Castle. Photo: P. Pasieczny

807.00 km – LB Popowska Kępa. Entrance to the former harbour basin – of the inland waterway base. Currently privately owned. The harbour is not equipped to accommodate water tourists, but in an emergency you may moor there with the owner's permission.

807.70 km – LB/RB landing stages– exit to a temporary ferry-pontoon crossing in the event of a bridge failure on the DK 91.

807.60 km – General Stanisław Skalski road bridge on the DK 91.
Vertical clearance of 7.80 m.

813.50 km – LB The mouth of the Wda River. Small vessels with shallow draughts can sail up the Wda towards Świecie. On the left bank of the river, a distinctive feature is an old, rusty barge. After passing the Teutonic Castle on the left – its silhouette resembles a chess rook from a distance – there is a canoeing marina called 'Przystań – camping Zamek'. It has a small mooring pier and is adjacent to a campsite. Once moored, it is worth taking a stroll through the old streets of Świecie to visit the Baroque Bernardine monastery and the historic parish church, the architecture of which is a blend of many styles: from Gothic to Baroque.

814.50 km – Power line. Vertical clearance of 12.0 m.

827.80 km – The A1 motorway bridge was built between 2009 and 2011. The total length of the bridge is 1,953.60 m, whilst the length of the approach flyovers is 994.9 m (21 spans) and 562.9 m (12 spans). It connects the A1 motorway junction 'Nowe Marzy' with the 'Grudziądz' junction. The structure consists of a river-crossing bridge over the main channel of the Vistula and two approach flyovers on both sides of the river. The length of the bridge across the river is 400 metres, comprising three spans. Vertical clearance of 9.0 m.

832.00 km – Grudziądz sandbar. On the right bank, the buildings of Grudziądz are visible.

832.35 km – Power line. Vertical clearance of 19.0 m.

832.80 km – RB Gravel pit, quay. Mooring area for vessels servicing the gravel pit.

approx. 833.50 km – RB Start of the Vistula Waterfront – 'beach-style' boulevards, a place for recreation, leisure, cycling and boarding. **Note!** The site is not suitable for mooring!

834.05 km – The Bronisław Malinowski Road and Rail Bridge in Grudziądz is the longest road and rail bridge in Poland. It consists of 11 spans, each 100 m long. It was built during the Prussian Partition, between 1876 and 1879. After the First World War, it came to lie within Poland's borders. During the Second World War – it was destroyed twice: in 1939 by the Polish Army and in 1945 by the Wehrmacht. It was rebuilt between 1947 and 1951. Vertical clearance of 5.28 m.

834.50 km – RB Marina Grudziądz. Just beyond the bridge lies a modern marina. It features: a stationary crane, floating piers, toilets, showers and accommodation. In the entrance channel to the marina – footbridge with a clearance of 4 m.

834.90 km – RB Trynka Canal Estuary.

834.90-835.50 km – RB Błonia Nadwiślańskie. **Note!** The site is not suitable for mooring!



Bridge in Grudziądz. Photo: Berda.pl



Marina in Grudziądz. Photo: Berda.pl



Marina in Grudziądz. Photo: Berda.pl



Granaries in Grudziądz
Photo: Berda.pl



Brama Wodna w Grudziądzu
Photo: Berda.pl

834.95 km – RB New slipway, built in 2023. Next to the slipway, an area for manoeuvring a car with a trailer.

835.02 km – LB Old concrete slab slipway. In the past, there was a ferry landing here, connecting the left bank of the river with Grudziądz. The ferry service across the Vistula operated at this place from the Middle Ages until the first half of the 20th century, and today it serves as a viewpoint overlooking the panorama of Grudziądz.

834.50 - 836 km – RB Beautiful panorama of Grudziądz. The granaries on the Vistula are a symbol of Grudziądz's rich past. These massive red-brick structures, with their rich architectural details, are visible from the water and make a huge impression. Today, some of the granaries house the Rev. Dr Władysław Łęga Museum in Grudziądz – and the Museum of Vistula River Trade and Rafting. The first granaries were built in 1346, and 100 years later there were 16 of them. They served the port located at the foot of the escarpment, whilst also fulfilling defensive functions. On Spichrzowa Street there are permanent and temporary exhibition halls as well as spaces for educational activities. Grudziądz, significantly, lies on the European Route of Brick Gothic, with its complex of granaries, city walls, citadel, townhouses on the market square, and Castle Hill, where the reconstructed Klimek Tower stands, offering a magnificent view of the city and the Lower Vistula Valley.

Approx. 836.00 km – RB End of Grudziądz's built-up area.

837.30 km – RB Citadel. Quay 13th Military Supply Unit. Mooring prohibited.

837.45 km – LB Wielki Lubień – harbour basin, entrance silted up and inaccessible to water tourists.

842.05 km – RB Mouth of the River Osa.

844.90 km – Power line. Vertical clearance of 12 m.

852-853.50 km – LB Nowe. The buildings of the town are visible. No moorings available.

852.35 km – LB Mątawa river mouth.

852.50 km – LB Nowe. The landing stage of the former ferry crossing, used by local water enthusiasts as a slipway for small boats. On the left bank, the ferry landing stage is overgrown with bushes. From the Vistula, even from a distance, the town looks impressive. The red colour of the defensive walls, the church tower and the castle stands out against the Vistula landscape. Despite the poor mooring conditions, it is worth stopping for a moment and climbing the steep slope to see, from a height of several dozen metres, the beautiful panorama of the Vistula valley and view the monuments of this charming town.

852.50 km – Bochlin sandbar.

857.00 km – Kozielce sandbar.

863.80 km – Pillars of the defunct Opalenie bridge. **Caution!** Watch out for signs – crossing at the left bank (narrowing of the navigable channel). The history of this local, now defunct crossing is strange and somewhat perverse. This bridge (road and railway) was built by the Germans in 1909. Following the Treaty of Versailles in 1920, the border between Poland and Germany ran along the Vistula, or rather the Vistula embankment, on the right bank. Under the terms of the treaty, Poland was left with this small strip of land along the right bank of the Vistula to guarantee Poles

Opalenie. Photo: Berda.pl





Gniew. Photo: M. Opitz

free access to the river and the transport of goods. Consequently, the bridge became useless, as it led virtually nowhere. By decision of the Polish authorities, at the turn of the 1920s and 1930s, the bridge spans were dismantled and moved to Toruń. It serves there as the Marshal Józef Piłsudski Bridge. Towards the end of the war, the Germans built another bridge in Opalenie – a railway bridge – which they themselves destroyed in 1945, fearing the advancing Soviet Army.

864.00 km – Opalenie sandbar.

866.00 km – Groynes. **Caution!** They are only visible at low water levels – at medium and high water levels, there is a risk of running aground on them and damaging the vessel.

866.70 km – RB Korzeniewo inlet channel; water pumping station from the Vistula for the paper facilities in Kwidzyn – not intended for water tourists.

866.8 – 866.90 km – RB Korzeniewo quay intended for barges and pushers.

866.90 km – RB Korzeniewo former ferry crossing, access to the water. A similar descent to LB Opalenie, sandy access from the waterway, bordered by a sandbank.

867.20 km – RB Korzeniewo second former ferry crossing, boat ramp. A similar descent to LB Opalenie.

867.30 km – RB Entrance to Korzeniewo port – base of the Regional Water Management Authority. Unfortunately, the harbour is not designed for water tourists, no convenient infrastructure for water enthusiasts can be found here. Barges and pontoons are moored on the quay, taking up a lot of space. If necessary, the harbour can be treated as an 'emergency shelter', moored to existing mooring dolphins. On the shore, a characteristic historic former water level gauge building (now a chapel).

868.25 km – The road bridge connects national road 91 with national road 55. It gave the residents of Kwidzyn and the Kwidzyn Municipality direct access to the A1 motorway. **Vertical clearance of 12 m.**

870.00 km – Jażwiska sandbar.

874.00 – 875.00 km – Groynes, these can only be seen at Lowest Navigable Water Level (LNWL). Take care not to damage the vessel.

876.70 km – LB Gniew, mouth of the Wierzyca River. **Note!** Fallen trees may block the waterway.

876.80 km – LB Landing stage of a former ferry crossing. A similar landing stage on the right bank: Places used as slipways for small boats.

876.82 km – LB Gniew, Mouth of the Martwa Wierzyca River. Further along the Martwa Wierzyca is a canoeing marina at the foot of Gniew Castle and the castle marina (pier closed, in poor condition). **Caution!** Access to these harbours may be difficult – as the mouth of the Martwa Wierzyca may be silted up and blocked by fallen trees.

876.82 km – LB Gniew is a small town which has changed nationality many times throughout its history. In the 13th century, these lands fell to the Teutonic Knights, who, due to the town's strategic location, built a mighty castle in Gniew and granted it town privileges. The Teutonic castle, impressive in its scale, towers over the town's skyline and is currently its biggest attraction. Numerous events are held there, including jousting tournaments and 'living' history lessons. You should also visit Marysienka's Palace, the market square and the beautifully preserved 15th-century arcaded houses – the true pride of Gniew.

879.00 km – Cieple sandbar.

888.5 – 889.4 km – Boulders on the bottom; rocky reef.

884.00 km – Groyne broken on the landward side. Due to the unfavourable alignment of the river current in relation to the sandbank and the broken section of the groyne, and due to strong reverse currents (or strong river currents), there is a threat that the vessel could be pushed onto the undamaged part of the groyne, located approx. 70 m from the shore.



Aerial view of the Biała Góra Lock. Photo: Berda.pl



Biała Góra Lock. Photo: Berda.pl

886.60 km – RB Mouth of the Nogat. Biała Góra Lock and flood gates. When the water level on the Vistula is high, the floodgates may remain closed for an extended period and the lock is out of operation. Watch out for the stone riprap (partially eroded by the Vistula's current), which forms the southern bank of the Nogat estuary. When travelling upstream too close to the bank, it is easy to run aground on this embankment, which is invisible when the water level is high. **Caution!** Shallow areas and sandy islands in the Nogat estuary, from the lock to the Vistula! The waterway runs along the Nogat to the Żuławy Loop. Smaller vessels can sail up the Liwa to Kwidzyn. Marina Biała Góra is located beyond the lock.

888.50 – 889.40 km – Stones in the bottom; reef.

889.00 km – RB and LB Piekło. Here, on the place where the former ferry crossing used to be, there is a concrete-slab ramp leading down to the water, used as a launching place. Access from the river to the ramp on the right bank is hampered by shallows and sandy islands. The ramps are not marked on the WIR website.

► **889.00 km – Piekło** became famous as a symbol of the struggle for Polish identity during the Partitions and German occupation. In the 19th century, as many as 85% of its inhabitants declared Polish nationality, and in Gdańsk the figure was a mere 9%. To avoid Germanisation, the 'Polacy z Piekła rodem' [literally - Poles straight from hell] opened in 1937 the Polish House, which housed a private school, a nursery, teachers' flats and a chapel. The employees and students attending the school were regularly harassed by German militias. After the outbreak of the war, the school was closed, and its founder and headmaster, Jan Hinz, was shot in the Piaśnica Forest near Wejherowo. Currently, in the former building of the Polish House, there is a Home for Single Mothers; the primary school named after its founder was closed down in 2011 for financial reasons.



Nature reserve "Las Małowski"
Photo: M. Opitz

890.00 – 892.00 km – RB The 'Małowski Forest' nature reserve extends across the area. Majestic forest visible on the shore.

893.55 km – Power line. Vertical clearance of 12 m.

896.85 km – LB Mouth of the Granicznik Canal

897.00 km – Rybaki sandbar

902.00 km – Gorzędziej – troublesome sandbar

903.90 km – The Knybawa Bridge is situated on National Road No. 22; it is 982.5 m long and has a total width of 18.6 m. It is a beam-and-girder bridge. It was built by the Germans in September 1939. Both bridge abutments were heavily fortified. The largest combat shelter is located at the eastern abutment of the bridge, where armoured plates were installed, behind which firing positions were situated. **Vertical clearance of 9.78 m.**



Knybawski Bridge. Photo H. Goner

906.20 km – LB Drybok river mouth.

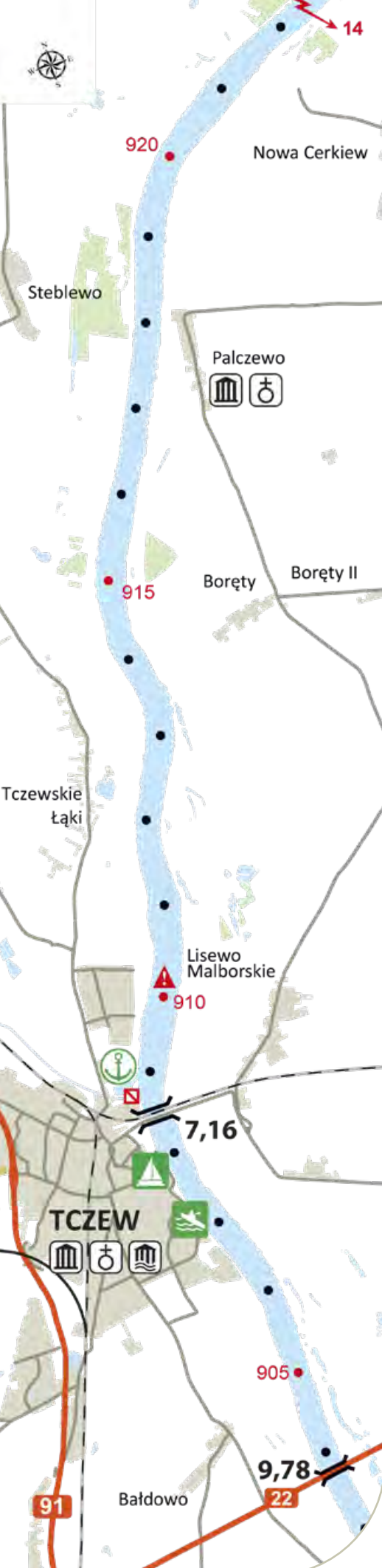
906.30 km – LB Boat ramp. Slipway built by the Volunteer Water Rescue Service, open to the public, used by local water enthusiasts to launch smaller motor boats and fishing boats.

907.10 km – LB Tczew, mooring pier with a trolley slipway – for canoes only. The trolley does not drive into the water, once down, the kayak must be transported by hand from the trolley to the water. Access to the pier from the shipping lane is obstructed by a sandbank. The pier has only two mooring cleats (closer to the shore connection), is wobbly and very low over the water. Access to the jetty from the escarpment is sometimes flooded during fluctuating



Boats on the Vistula River near Tczew
Photo: S. Lewandowski





Tczew Bridges. Photo: Berda.pl

water levels in the Vistula, so care should be taken (slippery). On the shore, on the other side of Nadbrzeżna Street, there are: KKS Unia Tczew, the scout water team and the Volunteer Water Rescue Service. The pier is used by KKS Unia Tczew.

907.80 km – LB Tczew, passenger and sailing marina. There is a floating pier here, equipped with mooring cleats, with facilities for taking on water and connecting to electricity. Passenger pier – very high, for ships only. There is an electricity and water supply point at the marina. Access is activated by a fee paid via a card reader (currently inactive), which prevents the use of utilities. **Caution!** regarding the gangway connecting the low sailing pier with the quay. It is easy to slip on it. There is no harbour master's office in the building. There is a restaurant next door.



Tczew Marina. Photo: S. Lewandowski

908.52 km – Tczew Bridges. Two bridges one behind the other. The first – known as the Lisewski Bridge – is a road and railway bridge built between 1851 and 1857. Its distinctive feature is its neo-Gothic turrets. The second is a truss railway bridge, erected in the immediate vicinity of the road bridge at the end of the 19th century. Due to the strategic location of the bridges – in 1939 they connected the Third Reich with East Prussia – the Germans assumed they would capture them quickly. Polish defenders, with the help of railway workers, managed to repel the enemy's attack and fulfilled their task by blowing up both bridges. Its current form was given by the reconstruction carried out in 1958. In recent years, this bridge has had a decommissioned span in the axis of the navigable channel. No bridge clearance marking. **Vertical clearance of 7.16m.**



The "Dutch" windmill in Palczewo. Photo: M. Opitz

908.80 km – LB Entrance to the former harbour basin at the mouth of the Młyński Canal (shallow areas). High concrete quays and a lack of infrastructure for water tourists. In case of absolute necessity, the port can be treated as a 'place of emergency shelter'.

909.05 km – LB Entrance to the former harbour basin and river shipyard. High quays with no infrastructure for water tourists. Shallow areas at the entrance. Part of the quays is leased by local companies.

910.00 km – Tczew sandbar.

► **918.00 km** – LB In Palczewo history and architecture enthusiasts can admire a unique Dutch windmill dating from 1800 – the only surviving 'Dutch-style' grinding windmill in Żuławy, entered in the register of monuments in 1956. Its rotating wooden dome on a brick base allows it to be positioned according to the direction of the wind, and the original milling equipment has been preserved inside. Next to the windmill, it is worth visiting the 300-year-old wooden church, the only one of its kind in Żuławy, decorated with colourful polychromes on the doors, walls and pews, featuring a Baroque organ front and a main altar dating from 1754. Mooring on a sandy bank behind a groyne at the level of the road leading from the Vistula to the village. **Caution!** It may be shallow.



Dredger on the Vistula near Leszkowy. Photo: R. Wasil

922.80 km – Power line. Vertical clearance of 14 m.

925.60 km – LB **Leszkowy Quay** is a convenient, recently refurbished place for mooring, equipped with elastomer fenders. The northern corner has a lowered height, making mooring easier. Professional vessels such as barges, ships or pushers can moor here after obtaining permission from the Gdańsk Regional Water Management Authority. Whilst you're there, it's well worth visiting the village of Leszkowy to see the charming 14th-century brick church dedicated to St Brother Albert.

929.67 km – RB and LB **Concrete landing stages of the former pontoon bridge in Kiezmark**. Do not approach too closely.

929.95 km – **Bridges in Kiezmark**: three road bridges side by side. The old bridge on the DK 7 is of a beam-and-girder construction, and the two bridges on the S7 expressway are of reinforced concrete construction, with thirteen spans; the facility is 16 m wide and 600 m long. The bridges with greater clearance (on the S7 expressway) have additional lighting for the navigable span (fixed lights: green at the edges of the passage, orange in the centre). **Vertical clearance in downstream order: 8 m, 11.2 m and 11.2 m.**



Bridges in Kiezmark. Photo: R. Wasil



Church in Kiezmark. Photo: M. Opitz



Gdańska Głowa Lock. Photo: Berda,p



Przegalina Lock. Photo: D. Paciork

930.00 km – LB **The Regional Water Management Authority quay**, not intended for water tourists.

930.20 km – Power line. Vertical clearance of 16 m.

930.80 km – Power line. Vertical clearance of 16 m.

931.20 km – RB **Mouth of the Szkarpawa**. The **Gdańsk Głowa lock**, with its distinctive swing bridge, stands at the start of the eastern branch of the Vistula – the Szkarpawa (the route to the Vistula Lagoon and to Elbląg). When water levels are high, the flood gates may remain closed for an extended period. The approach harbour offers no protection against the strong current of the Vistula, which makes entering the lock difficult. Mooring is possible on the right bank. The waterway leads along the Szkarpawa to the Żuławy Loop. When sailing downstream, care must be taken not to run aground on the groyne protecting the mouth of the Szkarpawa.

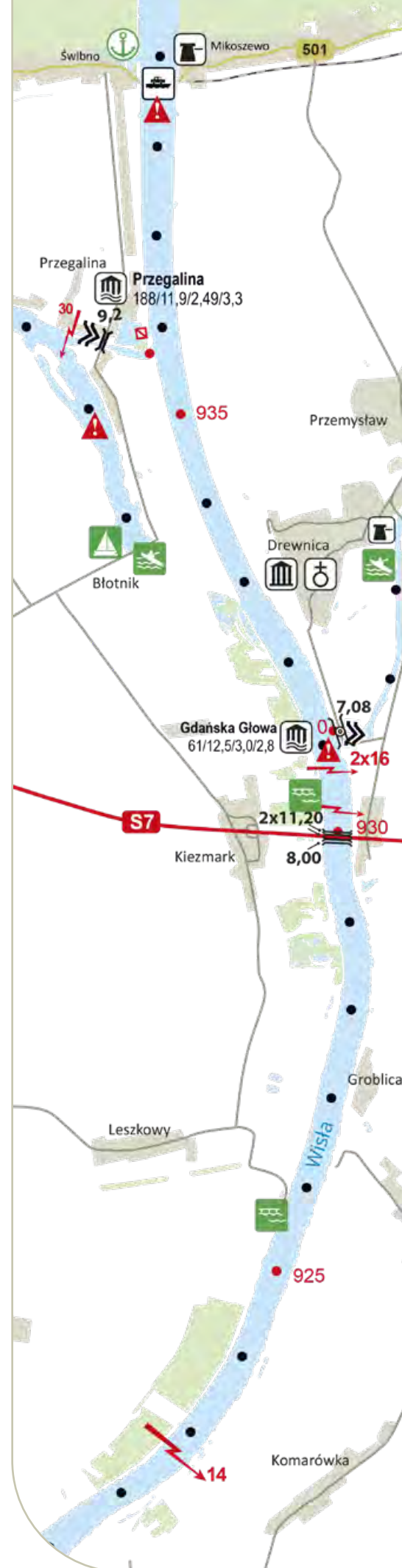
933.00 km – **Start of the Vistula Cut**.

935.75 km – LB **Mouth of the Martwa Wisła and Przegalina lock**. The waterway runs along the Martwa Wisła to Gdańsk and Górk Zachodnie. Behind the entrance to the lock is the harbour basin administered by the Regional Water Management Authority Gdańsk. Together with the river port, it forms the Przegalina waterway junction. The lock protects the part of Gdańsk situated on the Martwa Wisła from flooding. In front of the lock – there is a bascule bridge (navigable clearance when closed: 9.2 m) and a high-voltage power line in the western approach harbour of the lock (Vertical clearance: 30 m).

936.00 km – LB **Entrance to the former PBW port basin** (Tczew Water Construction Company). The basin is abandoned, with ruins of buildings on the shore, mooring dolphins and the remains of a slipway. In case of absolute necessity, the port can be treated as a 'place of emergency shelter'. **Warning!** The area is fenced off and marked with 'no entry' signs.

938.30 km – LB and RB **Former narrow-gauge railway ferry landing stages**, forming small bays. Vessels can be moored 'wild' directly to the shore; there are wooden dolphins but no stone riprap on the shore. There are shallows in the coves. Due to frequent fluctuations in water levels and the floodplain terrain, the shoreline around these coves is often marshy.

938.60 km – LB and RB **Świbno-Mikoszewo ferry crossing**. Since the Vistula Cut was completed in 1895, it became necessary to open a ferry crossing between the newly formed Sobieszewo Island and nearby Mikoszewo. The ferry currently in service can carry 21 cars and 100 passengers. The crossing from one bank to the other takes less than 5 minutes. **Caution!** The 'Świbno' is a cable-operated ferry, so please take particular care – not to sail in front of the ferry or close behind its stern, as you may become entangled in the cable.





The mouth of the Vistula River into the Baltic Sea. Photo: Berda.pl

938.70 km – RB Mikoszewo fishing harbour. The harbour in Mikoszewo is, in fact, a recess in the bank on the right-hand side of the river. A base for companies offering tourist trips to see seals. No power connections or water intakes. Piers used by fishermen and speedboats carrying tourists. No mooring berths for tourists.

938.98 km – LB Entrance to Świbno harbour. The fishing port in Świbno has long since passed its heyday. It is possible to stop here, but there is a complete lack of infrastructure for water tourists. The port in Świbno is a 160 by 90 metre basin with two concrete quays (north and west). In case of absolute necessity, the port can be treated as a 'place of emergency shelter'.

100 years of the Vistula Cut. In the estuary area, near the ferry crossing in Świbno, there is a commemorative boulder (unveiled in 1995) marking the centenary of the Vistula Cut – a colossal hydrotechnical project whose official opening took place on 31 March 1895. This artificial estuary, shortening the river's course by about 10 km, was created to protect Gdańsk and Żuławy from devastating backwater floods, and the commemorative boulder is a tribute to the 19th-century engineers.

939.05 km – LB Maritime Search and Rescue (SAR) Coastal Rescue Station in Świbno. The slipway located here is intended for SAR, the police and other rescue services.

940.10 km – RB Remains of a pier at the former Border Guard post. After the water centre was closed down, a fishing base was located here. Currently, the building and tower have been dismantled, and the site is abandoned. The pier is in poor condition. This is the last place before the Vistula flows into the sea where one can 'moor in an emergency'.

941.30 km – Mewia Łacha Nature Reserve.

942.20 km – Eastern and western breakwaters. The mouth of the Vistula River into the Bay of Gdańsk. This place is marked as a zone of 'constantly changing depths'. Sandy shoals and islands form at the mouth. Vessels carrying ballast and those in rough seas should not enter this place.

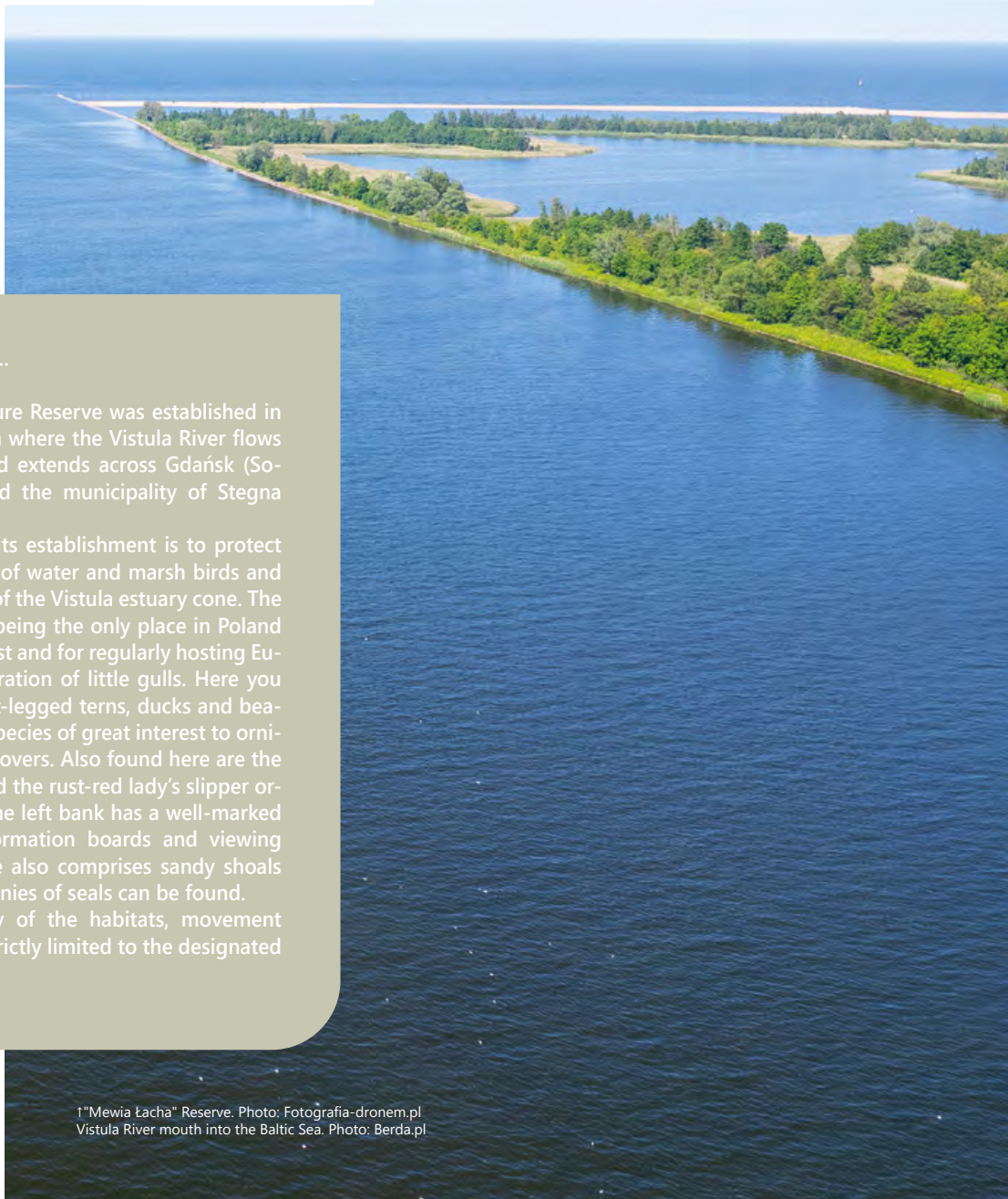
Note! Sailing out into the Bay of Gdańsk via the Vistula Cut without knowing the current layout of shoals and depths is dangerous, as the position of sandbanks, shoals and islands changes after every storm. Numerous nets, including driftnets, and heavy chop, especially in onshore winds, are also a major complication. In 2015, infrastructure works were completed to renovate and extend the existing guide channels, with lengths of: 600 m to the east and 550 m to the west. This did not improve the navigability of the river mouth for shipping.



Świbno - Mikoszewo ferry crossing
Photo: Berda.pl



A stone commemorating the 100th anniversary of the Vistula Cut. Photo: M. Opitz



DID YOU KNOW THAT...

The Mewia Łacha Nature Reserve was established in 1991; it covers the area where the Vistula River flows into the Baltic Sea and extends across Gdańsk (Sobieszewska Island) and the municipality of Stegna (Mikoszewo).

The main purpose of its establishment is to protect the breeding grounds of water and marsh birds and the unique landscape of the Vistula estuary cone. The reserve is famous for being the only place in Poland where crested terns nest and for regularly hosting Europe's largest concentration of little gulls. Here you can spot slender, short-legged terns, ducks and beavers, as well as many species of great interest to ornithologists and nature lovers. Also found here are the protected sea holly and the rust-red lady's slipper orchid. The reserve on the left bank has a well-marked nature trail, with information boards and viewing platforms. The reserve also comprises sandy shoals and islands where colonies of seals can be found. Due to the sensitivity of the habitats, movement within the reserve is strictly limited to the designated educational trail.

1 "Mewia Łacha" Reserve. Photo: Fotografia-dronem.pl
Vistula River mouth into the Baltic Sea. Photo: Berda.pl

NAVIGATION INFORMATION

DEPTH AND WIDTH

The Nogat waterway is classified as Class II, with a guaranteed draught of 1.4 – 1.6 m. Permissible draught for vessels: 1.6 m on the Biała Góra–Michałowó section, and 1.4 m from Michałowó to the mouth of the Nogat.

At piers and marinas, there may be shallows of up to 0.3 m. The depth in the current reaches a maximum of 2 m. The current is almost imperceptible. The Nogat is between 80 and 200 m wide; on the eastern side of the locks, the riverbed narrows progressively over a stretch of several hundred metres, down to as little as 40 m. The navigable channel, marked by buoys, is approximately 30 metres wide. Flood defences run along the river.

REGULATIONS AND RESTRICTIONS/ MARKINGS

There is a speed limit of 8 km per hour on the river and there is a no-wake zone at several marinas, including Biała Góra, Malbork. In the estuarial section of the Nogat, beyond the Biała Góra lock, the Nogat and Vistula have numerous shallows and shoals that often change their configuration. The southern bank of the Nogat River is terminated by a stone groyne, partially destroyed and not visible at higher water levels on the Vistula. Throughout the Nogat, particularly in the summer months, the flowering vegetation – of floating fern – forms 'green carpets', hindering navigation. To avoid plants becoming entangled in the propeller, you should keep to the centre of the navigable channel.

All locks, bridges and power lines are clearly marked, with the exception of the railway bridge in Malbork. Information boards are located on both sides of the locks, displaying the telephone numbers for the staff and opening hours. Red (right-hand side of the waterway) and green (left-hand side of the waterway) buoys are positioned on the river; some are of the old type (classic red beacons and green conical buoys), whilst others are of the new type – pole buoys with a cylindrical (red) or conical sign (green). Some buoys have phosphorescent stripes, making them easier to spot at dusk and at night.

HIGH-VOLTAGE POWER LINES AND BRIDGES

There are numerous permanent bridges crossing the river (at Kępki, Jazowa, Malbork and Biała Góra) as well as overhead high-voltage power lines. In the village of Kępki, a low road bridge crosses the river. Its clearance varies from 3.3m high navigable water to 3.7m low navigable water. The lowest high-voltage line is suspended at 10 m. The clearance depends on fluctuating water levels.

LOCKS

There are four locks on the river, measuring approx. 57 x 9.5 m. Some of the facilities, including the gates at Bielnik and the connection with the Liwa, remain permanently open. **Caution!** Apart from Biała Góra, the difference in water levels between the chambers is significant, amounting to at least 2 m (at the Rakowiec lock, as much as 2.75 m). This requires careful operation of the moorings when locking.

MOORING

The following places for mooring are available on the Nogat:

- sailing marinas: in Biała Góra, Malbork and Ząbrowo;
- canoeing marinas: in Pogorzała Wieś, Malbork, Ząbrowo, Janówka and Kępki;
- a mooring pier at the Rakowiec lock.

The canoe marinas are equipped for mooring yachts. In practical terms, they are also used by other water sports enthusiasts. Access from the water to the canoeing marinas in Pogorzała Wieś, Ząbrowo, Janówka and Kępki is limited due to shallow water (as little as 0.3 m), silted-up riverbeds and dense aquatic vegetation.

There are numerous small private jetties and piers along the river – you should ask the owner for permission to moor there. Wild mooring is possible in a dozen or so places. It is possible to moor directly at the bank, in side bays or branches (former arms of the Nogat delta).

RIVER PROFILE

The NOGAT is the eastern estuary branch of the Vistula, 62 km long. It begins its course at km 886.6 of the 'queen of Polish rivers' and flows into the Vistula Lagoon, forming a small delta. The river's width varies between 80 and 200 metres, though the navigable channel is approximately 30 metres wide. The slow current and the wild nature of the Żuławy region attract numerous groups of canoeists. The gentle current significantly distinguishes the Nogat from the Vistula, and from August onwards, the water's surface is in places covered by a dense layer of aquatic vegetation. Dense riverside woodland and attractive beaches provide many picturesque places for stopping and camping. The waters of the Nogat irrigate the fertile lands of the Vistula Fens and are surrounded by flood embankments along a long stretch. As we approach Malbork, we can see from a distance the red walls of the medieval Teutonic castle – a monument of Gothic architecture unique in Europe. From 1309, for almost 150 years, Malbork was the capital of the Teutonic Order, and the castle served as its main stronghold. You simply must stop here to visit the ancient walls and experience the atmosphere of the Middle Ages. It is also worth taking part in one of the many outdoor events organised in the summer, such as a re-enactment of a knightly battle. In the 15th century, the Nogat was connected to the Elbląg River through the construction of the Kanał Jagielloński, which is the oldest structure of its kind in Poland. To this day, this route significantly shortens the inland waterway from Gdańsk to Elbląg – there is no need to venture out onto the waters of the Vistula Lagoon.

Connections between the Nogat and other waterways:

- at Biała Góra to the Vistula (a navigable waterway), we can travel upstream to Gnień, Bydgoszcz and Warsaw, and downstream to Gdańsk and the waters of the Bay of Gdańsk, or via the Gdańska Głowa lock to the waters of the Szkarpawa and the Żuławy Loop;
- in Biała Góra onto the Liwa (only by small boats and kayaks), we can reach Kwidzyn.
- at Bielnik onto the Kanał Jagielloński (a navigable waterway), we will reach Elbląg and continue to the Vistula Lagoon or the Kanał Elbląski and the Iława Lakes;
- near Osłonka to the Vistula Lagoon, and upstream to the Szkarpawa River.

CURRENT SAILING INFORMATION at:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://wir.wody.gov.pl/mapy/>



HYDROTECHNICAL TRIVIA

LOCK IN BIAŁA GÓRA

A complex of hydraulic structures regulating the waters of the Vistula and the Nogat. The history of the locks dates back to the 16th century, when the inhabitants of Gdańsk and Elbląg sought to regulate the flow of both rivers by means of canals. This resulted in frequent changes in water levels, and even problems with navigability. The lock system consists of what is known as Wielki Upust lock (regulating the water level in the Nogat), a chamber lock (regulating the flow of water from the Vistula to the Nogat), a small lock at the mouth of the Liwa into the Nogat (currently disused) and weirs. The locks are a real attraction due to the craftsmanship and precision of their construction.



Beyond Biała Góra, sailing towards the Vistula Lagoon, sailors will encounter three more locks: Rakowiec, Szonowo (on the outskirts of Malbork) and the lock in Michałowo. These were built at the beginning of the 20th century as part of the 'Nogat Canalisation' programme, which had the goal of increasing facilities for shipping operations. All structures are typical locks of the Nogat cascade, consisting of an earth dam, a chamber lock and a weir with a fish ladder, and their gates are manually operated. In recent years, eco-friendly hydro-electric power stations have been built at all the locks.



TOURIST ATTRACTIONS

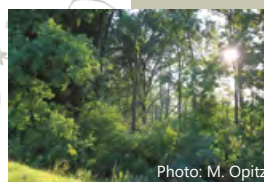
TEUTONIC CASTLE IN MALBORK

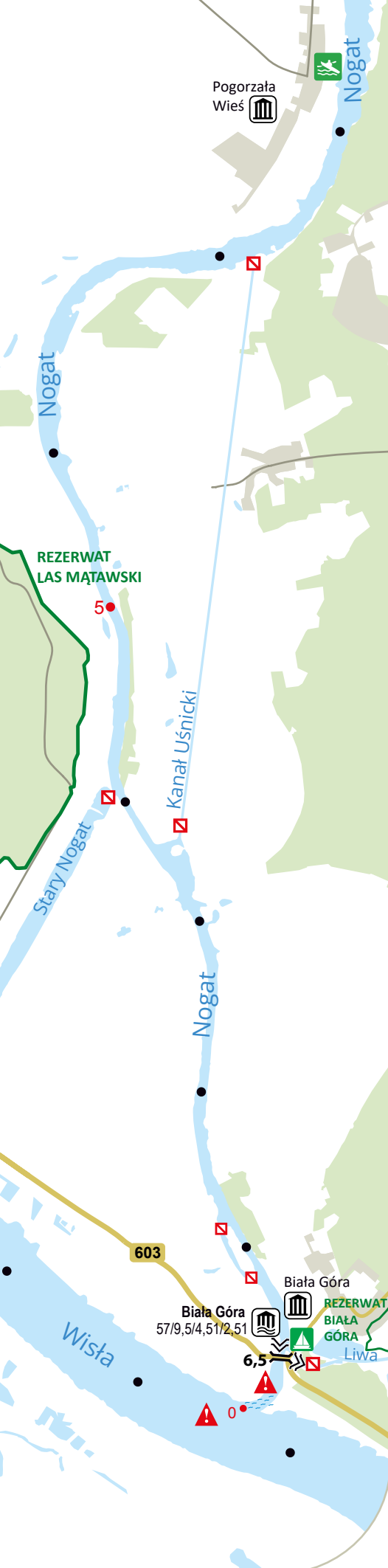
A real treat not only for history buffs, who flock here in July for the annual Siege of Malbork, commemorating the events of 1410, but also for enthusiasts of medieval architecture. The castle's history dates back to 1280. In 1309, Malbork became the seat of the Grand Master of the Teutonic Order. Between 1457 and 1772, it served as one of the residences of the kings of Poland. A tour of the castle begins at the Middle Castle, where the private quarters of the Grand Masters, the refectories, the infirmary and the chapel were located. It is worth visiting the dansker – a defensive tower which also served as a hospital ward. The castle is open to the public all year round.



'MAŁAWSKI FOREST' NATURE RESERVE

It protects the forest complexes at the fork of the Vistula and Nogat rivers. It is the largest forest area in this region. Within its boundaries lies an ash and oak forest, home to white poplars over 180 years old, known as the 'Twelve Apostles'.





Biała Góra Lock. Photo: Berda.pl

00.00 km – The Nogat begins its course as it branches off from the Vistula. **Caution!** Part of the southern sandbank may be obscured. In the area where the Nogat flows into the Vistula, there are numerous shallows and shifting sandbanks. The southern bank of the Nogat ends in a stone groyne, which is partially damaged and invisible when the water level in the Vistula is high.

00.45 km – The Biała Góra Lock is a single-chamber structure made of concrete, faced with clinker bricks. The chamber is filled and emptied via bypass channels, positioned symmetrically in the upper and lower heads. The channels are closed by manually operated sluice gates. The lock has an unusual design due to four pairs of cantilever gates (two pairs each in the upper and lower heads), which allow vessels to pass through the lock when the Vistula's water level is both higher and lower than that of the Nogat. The lock was built between 1912 and 1915. Parameters: length 57 m, width 9.53 m. The Biała Góra stage comprises the following facilities: a chamber lock with flood gates on the Nogat, a three-span covered weir on the Nogat, and a former lock and weir on the Liwa.

00.45 km – Road bridge over the Biała Góra Lock. Vertical clearance of 6.5 m.

00.50 km – RB Mouth of the Liwa

00.50 km – RB Wielki Upust Lock and tunnel.

00.60 km – RB At the fork of the Vistula and Nogat rivers lies **Marina Biała Góra**. It houses a harbour master's office, slipway, toilets, showers, kitchen facilities and water equipment hire. The marina also has a building with a harbour master's office, sanitary facilities, a hangar and a campfire area. We moor alongside the quay, at the mooring fingers, or bows-to with a stern buoy. The marina is fenced. Nearby, about 450 m from the marina –, there is a grocery shop where we can stock up on supplies.

03.62 km – RB Mouth of the Uśnicki Canal – invisible and completely overgrown.

03.85 km – RB and LB Ruins of the Jagowbrücke (Jagow Bridge).

approx. 4–6 km – LB 'Las Maławski' Nature Reserve. The reserve protects an elm-ash forest and a willow-poplar riparian forest, which grow in wetland areas, in the valleys of major rivers. There are valuable trees here, including old white poplars (approx. 180 years old, average circumference 580 cm), known by local residents as the 'Twelve Apostles'. Rare plants can be found here, as well as birds (white-tailed eagle, black kite and red kite).

04.05 km – LB Nogat Old River Branch to the village of Piekło (Stary Nogat). The Nogat Old River is not a navigable waterway.

04.77 km – RB Makeshift slipway.

06.25 km – LB Makeshift slipway.



Biała Góra Lock. Photo: Berda.pl



Sailing marina in Biała Góra. Photo: P. Brozdowski



Nogat. Photo: Berda.pl

approx. 07.50 km – RB Sewer outlet

07.97 km – RB Makeshift slipway. Dense aquatic vegetation.

08.10 km – LB Private farm in the bay. Makeshift slipway.

08.20 km – RB Mouth of the Uśnicki Canal. Dense aquatic vegetation and reeds.

09.33 km – LB Pogorzała Wieś Canoe Haven This is an open (unprotected) marina equipped with a floating pier for mooring, complete with a movable gangway. It features basic facilities: wooden shelters with tables and benches, bicycle racks, walkways, a campfire area with seating, and litter bins. Next to it is a volleyball and football pitch. When mooring, watch out for shallow water near the pier (up to 0.4 m).



Szonowo Lock. Photo: M. Opitz

approx. 10.5 km – RB Parów Węgry Nature Reserve Located approx. 750 m from the Nogat. It is home to ancient oak and pine trees, some over 150 years old.

13.40 km – 2 Power lines. Clearance of the lower line at HNWL (Highest Navigable Water Level) is 12.74 m.

14.50 km – Szonowo Lock. Length 57.33 m, width 9.58

m. The Szonowo lock, together with the newly built 0.5 MW power station, is situated on the outskirts of Malbork and is a typical lock of the Nogat cascade. It is operated manually, and its design resembles that of the other locks on the Nogat – in Rakowiec and Michałowo. The power station, built on the weir, enables the river's waters to be used for the production of clean, 'green energy'. During the construction of the weir in the 1930s, fish migration was taken into account. A fish ladder has been built at each weir. A power line runs over the lock. Vertical clearance of 10.0 m.

15.20 km – RB Malbork buildings visible.

16.25 km – Power line. Vertical clearance of 14 m.

16.50 km – RB Reed island.

17.30 km – RB Malbork fishing marina. The marina has a floating pier and a slipway.



Malbork. Photo: Berda.pl



Malbork Promenade. Photo: Berda.pl





THE NOGAT

17.40 km – RB Malbork Marina of the Malbork Sports Club 'Nogat'. Slipway.

18.05 km – RB Malbork Marina (for sailing and canoeing) is situated on the right bank of the River Nogat, right next to the town beach and bathing area. It is equipped with two concrete piers: one 125 m long and L-shaped, running parallel to the quay, and the other, 50 m long, perpendicular to the shore. Access to the piers is restricted by a lockable gate. An additional, lightweight jetty for smaller vessels has been installed next to the longer pier. The facility has a harbour master's office and sanitary facilities. There is video surveillance, a gate to the piers, which are equipped with water and electricity points. The marina has 15 places for vessels up to 12 m in length and with a draught of up to 2.5 m (side-by-side mooring). On site, you can hire kayaks and pedalos and make use of the relaxation area with sun loungers. Vessel winter storage is not available. A promenade and a footpath/cycle path with a recreational area run along the waterfront.

18.21 km – Witold Pilecki Road bridge (double). These are two five-span bridges, side by side, carrying national roads 22 and 55. The bridges have a three-beam cross-section, supported by six supports, three of which are located in the riverbed. Vertical clearance of 5.7 m.

18.21 – 19.10 km – RB Panorama of Malbork Castle. Construction of the castle began in the 13th century, when it was decided to move the commandery, i.e. the administrative district, to Malbork. It began with two sections – the high castle and the economic outer bailey – and ended up as a vast castle complex. Today, the most impressive part is the west wing of the middle castle – with the refectory and private quarters. The castle successfully withstood the armies – for Władysław Jagiełło failed to capture it during a three-month siege, and it did not surrender during the Thirteen Years' War. However, it could not withstand the power of money: In 1457, Kazimierz Jagiellończyk bought it back from the mercenary troops defending it. It's worth taking a look behind the scenes in Malbork: in the High Castle, visit the monastery kitchen or the treasury, which is full of chests of money. For the curious, we recommend the dansker featuring a carved little devil with a very sour expression. In front of the entrance to Malbork Castle, on the wall of the Church of St Lawrence (now the 'Zamkowa' café), there is a sign commemorating the water level on 25 March 1888 – 13.27 metres above sea level. The castle is open to visitors all year round. Interesting exhibitions are often held there. There is also the opportunity to take a night-time walk and attend the Light and Sound show. Every year in July, the Siege of Malbork takes place, commemorating the events of 1410.

19.00 km – RB 'Nabrzeże Zamkowe' passenger pier in Malbork, formerly – 'Zamek' sailing pier. In practical terms, this quay has always been used by passenger ships. A 17-metre-long concrete quay with mooring bollards. Mainly used by small vessels for short trips with tourists.

19.05 km – St. Adalbert Footbridge. Vertical clearance of 4.7 m.

Malbork Castle. Photo: Berda.pl



Boulevard on the Nogat. Photo: Berda.pl



View of the Nogat. Photo: Berda.pl



Rotmistrz Pilecki Bridge. Photo: Berda.pl

THE NOGAT



"St. Adalbert" pedestrian bridge
Photo: P. Salecki



Passenger marina "Nabrże Zamkowe"
Photo: R. Wasil



Malbork Promenade. Photo: Berda.pl



"Park Północny in Malbork" sailing marina
Photo: P. Brozdowski



Rakowiec Lock. Photo: H. Goner

19.08 km – LB 'U Flisaka' Tavern sailing marina. Fixed and floating pier. Facilities for mooring, electricity supply, water supply and toilet use.

19.60 km – Railway bridge. A double-track bridge located on the Railway Line No. 9 connecting Warsaw with Gdańsk. Vertical clearance of 8.20 m.

19.50 km – RB Mouth of the Juranda Canal (Młynówka Malborska).

Approx. 19.55 km – RB Makeshift slipway.

Approx. 21 km – RB 'Northern Park' sailing and canoeing marina in Malbork. As the name suggests, it is located in the Northern Park, which is an ideal place for relaxation and hiking. There is an outdoor gym and a restaurant close to the site. The marina has a harbour master's office, sanitary facilities, CCTV, a gate to the piers, which are equipped with pedestals for water and electricity. At the marina, we moor to the mooring finger or side to the concrete quay. Next to the sailing marina is a canoeing centre. The site features: a place for a campfire, canoe racks, a slipway, picnic shelters with tables and benches, video surveillance, litter bins, and access paths.

21.35 km – RB Mouth of the Relief Canal.

21.45-21.88 km – RB Quay of the former cargo port of the Bydgoszcz Shipping Company.

22.18 km – RB Entrance to the harbour basin of the former Bydgoszcz Shipping Company cargo port, now the buildings in the harbour are rented by private companies.

23.28 km – RB Permanent mooring pier. There are two petrol stations nearby.

23.67 km – Arch culvert above the lock.

23.95 km – Rakowiec Lock. Rakowiec Lock is the third lock in what is known as the Nogat cascade, comprising four locks. The Rakowiec barrage, 56.64 m long, 9.57 m wide, consists of the following structures: an earth dam, a chamber lock, a weir with a fish ladder, and a hydroelectric power station with a capacity of 0.54 MW.

A power line and a lattice girder span the lock. Vertical clearance of 13.8 m.

24.00 km – Power line just beyond the lock. Vertical clearance of 13.8 m.

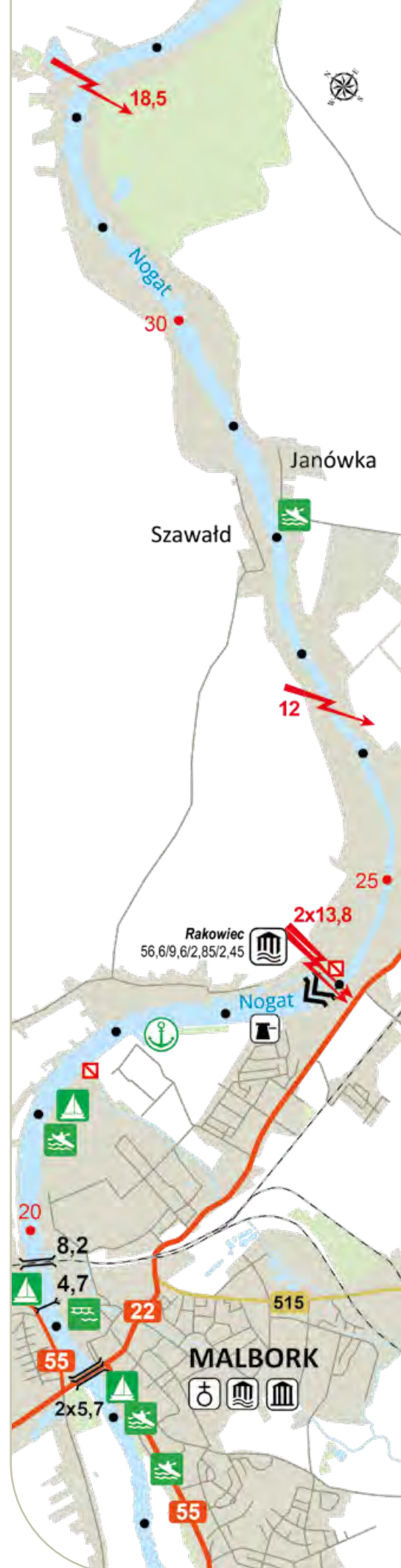
26.54 km – Power line. Vertical clearance of 12 m.

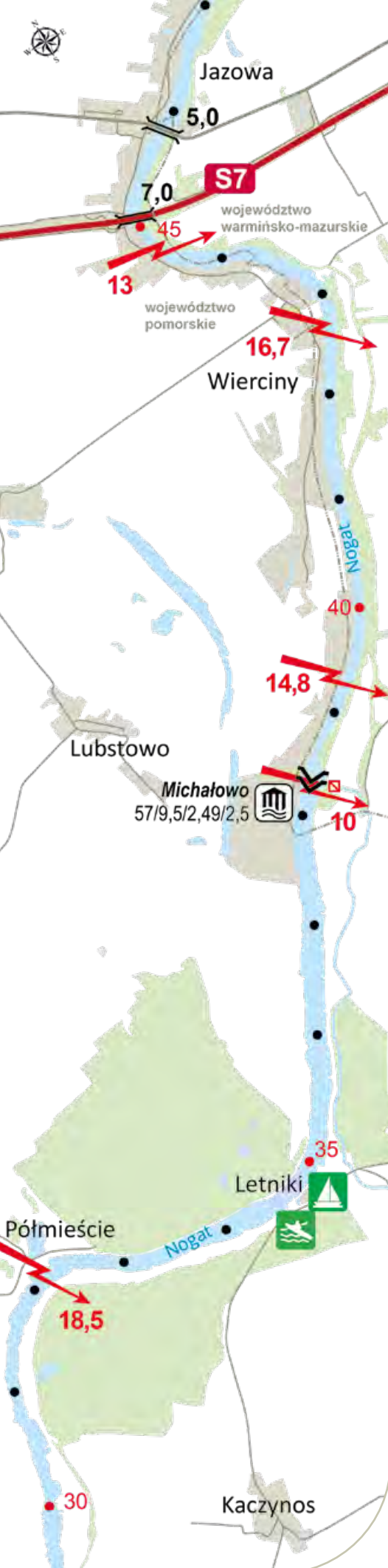
28.09 km – RB Janówka Canoe Marina. The marina is equipped with an I-shaped floating pier, complete with a gangway connecting it to the shore. Small infrastructure: wooden shelter with benches, campfire area with benches for seating, canoe racks, rubbish bins. There is no slipway, just a place to launch your kayak. Around the pier – there is abundant aquatic vegetation and shallow water.

28.12 km – LB Szawałd. Makeshift slipway. There are two more similar makeshift slipways on the left bank in the vicinity.

► **approx. 28 km** – LB. Szawałd is a village with a rich history and a characteristic Vistula Fens landscape. There you can visit the historic 19th century half-timbered church, with several gravestones hidden in the grass around it.

28.82 km – LB Szawałd. Makeshift slipway.





Bridge in Kepki. Photo: H. Gonera

32.08 km – LB Makeshift slipway with 'jumbo' slabs.

32.20 km – Overhead power line. **Vertical clearance of 18.5 m.**

34.70 km – RB Ząbrowo (Letniki) Canoe haven. The marina is equipped with a floating pier for mooring kayaks, along with a gangway connecting it to the mainland. There are basic amenities in the form of: a wooden shelter with benches, a campfire area with seating, kayak racks, rubbish bins. Toilet.

► **approx. 34 km** – RB The village of Letniki. This is an unusual village, as it is dominated by the equipment of the Central Żuławy Water Supply System – clearly visible from the water. It is here, in Letniki, that the water intake for the Great Żuławy and Elbląg Żuławy regions is located. The water comes from a Quaternary aquifer, which is the most important water table in the Żuławy region and is subject to special protection. It is extracted from deep wells situated along the Nogat River. The Central Żuławy Water Supply System is the largest water supply system in Europe.

34.80 km – RB Water intake for Malbork – Żuławy Water Supply System.

34.90 km – RB Marina. Facility built in 2025. A small marina with piers, a gangway, a slipway and facilities including a shelter, bench seats, litter bins and a portable toilet.

38.50 km – Michałowo Lock. Length 57.01 m, width 9.54 m. The fourth and final lock on the Nogat. Built between 1912 and 1915, the lock has retained its original structure and operating rules. There is also a small hydropower station with three turbines, with a total capacity of 0.5 MW, a weir and a fish ladder.

38.53 km – Power line at the lower gates of the Michałowo lock. **Vertical clearance of 10 m.**

39.30 km – Power line. **Vertical clearance of 14.8 m.**

42.00 km – LB Buildings in the village of Wierciny. Numerous private piers.

42.80 km – Power line. **Vertical clearance of 16.7m.**

44.50 km – Power line. **Vertical clearance of 13 m.**

45.00 km – Road bridge on the S7 expressway. This facility comprises two independent box-girder spans, each 600 m long. It consists of 14 piers, including two supports in the bed of the River Nogat. **Vertical clearance of 7 m.**

45.03 km – RB Makeshift slipway just behind the bridge.



Michałowo Lock. Photo: M. Opitz



The bridge in Jazowa. Photo: H. Gonera

Approx. 45.70 km – LB Makeshift slipways before the bridge.

45.85 km – **Road bridge in Jazowa.** A five-span concrete beam bridge resting on 4 supports, two of which are located in the riverbed. **Vertical clearance of 5 m.**

45.95 km – LB A small, dilapidated **mooring pier** – with no planks; the metal frame of the jetty remains, allowing access to the bank. **Note!** This is not safe and is not recommended!

47.85 km – Power line. **Vertical clearance of 33 m.**

From 49.50 km to the bridge – LB **Buildings in the village of Kępki.** Numerous private piers, including one by the distinctive church building (mooring by arrangement).

50.80 km – **The road bridge in Kępki,** built in 2006, replaced the old ferry crossing. The width of the navigable span is 35 metres. There are pedestrian crossings on both sides of the bridge. A trussed steel structure with four spans, supported on five supports of which two are in the riverbed. **Clearance of 3.30 m above HNWL (Highest Navigable Water Level), and 3.95 m at MWL (Mean Water Level).**

50.88 km – Power line. **Vertical clearance of 15 m.**

51.02 km – LB **Kępki Canoe Marina.** A floating pier with a gangway connecting it to the shore. The marina is connected to the cycle stop and includes basic amenities: a wooden shelter with benches, a campfire area with seating, kayak racks, rubbish bins, a bike rack. The floating pier is partially overgrown with reeds. From the water, the site is difficult to access due to dense aquatic vegetation.

51.60 km – RB **Kanał Jagielloński.** In the estuary section of the Canal, the flood gates are locked (permanently open) and the road bridge is closed. You can travel along the Kanał Jagielloński to Elbląg and on via the Kanał Elbląski to the Iława Lake District, or along the River Elbląg to the Vistula Lagoon. The Kanał Jagielloński is a navigable waterway.

51.60 - 54.00 km – The width of the navigable channel narrows; the route runs along the right bank. A wide strip of aquatic vegetation stretches from the left bank. On the right bank are the buildings of the village **Kępa Rybacka.**

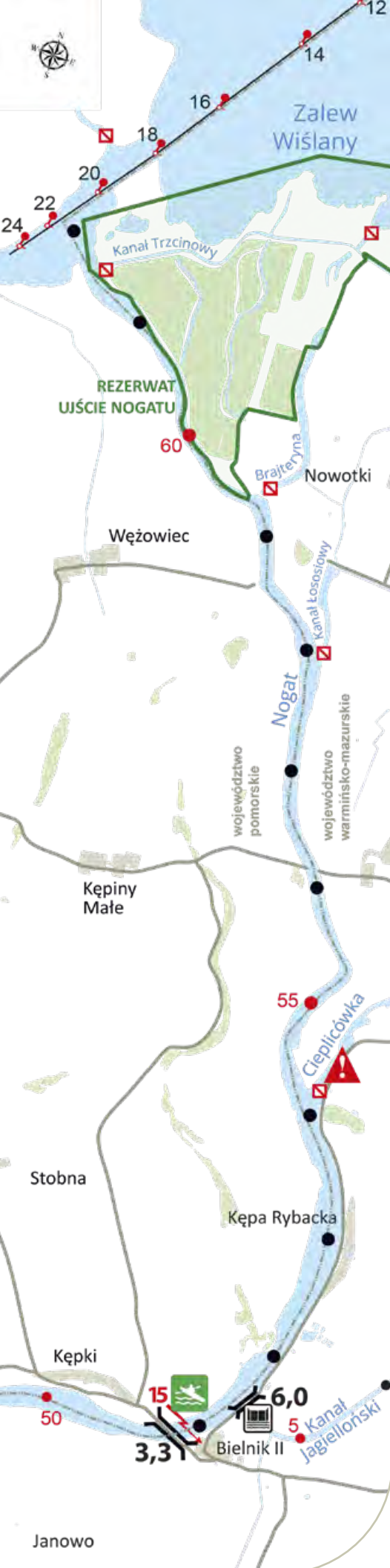
51.60 - 62 km – RB **Nowakowska Island.** This flat island, criss-crossed by ditches and canals, holds many secrets. It is full of tall grasses and bushes, bridges and sluice gates. There are also two pumping stations. Almost all the houses are built on what are known as terps, i.e. mounds designed to protect against high water. Near the disused ferry crossing, you can see a memorial to the prisoners of Stutthof concentration camp, which had a branch in this area. It was erected to honour those who were sent to perform gruelling labour on the flood defences during the Second World War.

54.00 km – RB **Mouth of the Cieplicówka.** The former bed of the Nogat, which is not a navigable waterway. **Note!** Difficult conditions for navigation: overgrown banks, abandoned nets, unmarked power lines, dense aquatic vegetation and low bridges – dangerous. We strongly advise against entering this stretch, unless by kayak, and then preferably in spring or autumn.



Floodgate at the entrance to the Kanał Jagielloński. Photo: M. Opitz





"Ujście Nogatu" Nature Reserve. Photo: Berda.pl

55.40 km – RB and LB The site of the former ferry crossing at Kępiny. The tarmac ramps are now used as makeshift slipways for launching small boats.

57.90 km – RB Mouth of the Łososiowy Canal (a blind branch of the Nogat) – overgrown aquatic vegetation.

59.00 km – Poles of the power line that has been routed under the riverbed.

59.30 km – RB Mouth of the Brajteryna closed off by an earthen causeway. There are several attractive 'wild' moorings in the area.

59.90–61.80 km – On this stretch, there are trees damaged by cormorants. The main cause of the trees' death is the birds' droppings (guano). These are highly corrosive and contain high concentrations of nitrates and phosphates, which acidify and poison the soil.

59.60 km – RB Nogat Estuary Nature Reserve. This is a wildlife (ornithological) reserve established in 2001. It protects the rich fauna of water and marsh birds in the Nogat Delta and the waters of the Vistula Lagoon. Although the reserve is intended to protect bird habitats, the constant presence of large colonies of cormorants contributes to the destruction of the tree population within it, which is a typical ecological conflict.

61.76 km – RB Mouth of the Trzcinowy Canal. The Trzcinowy Canal is not a navigable waterway.

62.00 km – Mouth of the Nogat at the Vistula Lagoon.



Area around the "Ujście Nogatu" Nature Reserve. Photo: R. Wasil



Nogat River Mouth. Photo: R. Wasil



The mouth of the Nogat River at the Vistula Lagoon. Photo: Berda.pl



DID YOU KNOW THAT...

The impact of Mennonite settlement on the landscape and architecture of the Vistula Fens is a fundamental and complex phenomenon. It is not limited merely to the introduction of a specific typology of buildings, but involves the creation of a unique cultural landscape, which is the product of advanced engineering thought, a strong social structure and adaptive architecture.

The key elements of this impact are:

Landscape transformation: The creation of a drainage and hydro-technical system that made life in the delta possible, as well as the physical security of settlements on artificial mounds (terps). Here, the landscape is an anthropogenic system, not merely a backdrop for the buildings.

Functional architecture: The widespread adoption of the block farmstead (Dutch-style) in longitudinal, angular and cross-shaped layouts. This architecture is highly pragmatic and adapted to the environment.

Sepulchral heritage: The preservation of a necropolis with grave-stones, which constitute an invaluable record of the social and demographic history of a closed community.

Ultimately, the Mennonite heritage in Żuławy is a story of the triumph of engineering over nature, achieved through a unique work ethic and solidarity. The current conservation crisis stems from the disruption of this historical functional continuity, which requires urgent intervention involving the enhancement of the entire heritage stock and a change in the conservation paradigm from object-based to system-based.

↑ 1852 Neo-Gothic church in Marzęcin. Photo: R. Wasil
Biała Góra Lock. Photo: Berda.pl



NAVIGATION INFORMATION

DEPTH AND WIDTH

The Szkarpawa waterway is classified as Class II, with a guaranteed draught of 1.6 m, but there may be significant shallows near jetties and at some marinas. The depth in the current reaches a maximum of 3.4 m. The current is almost imperceptible. The Szkarpawa widens to 100 m, and the navigable channel, marked by buoys, is 30 m wide.

REGULATIONS AND RESTRICTIONS/ MARKINGS

All key facilities, such as locks, movable bridges and power lines, are clearly marked. The exception is the swing railway bridge at Rybina, where particular caution is required. There is a lack of full signage there; for example, there is no sign indicating the clearance under the closed bridge, and the notice board regarding VHF Channel 9 communications is only available at the waiting jetty on the western side.

Both at movable bridges and locks, there are information boards displaying the telephone number for the operating staff and details regarding their operation.

The route is marked by buoys in accordance with the cardinal system: The right-hand side of the route is marked by red buoys. The left-hand side of the route is marked by green buoys. Both old-style buoys and modern pole buoys with topmarks are present here. The newer buoys are illuminated, making the route suitable for night-time navigation.

HIGH-VOLTAGE POWER LINES AND BRIDGES

The lowest high-voltage power lines are suspended at a height of 16 m (high navigable water) and are located at 17.8 km, just beyond the mouth of the Tuga River on the Rybina side. Clearance depends on the variable water level.

All bridges over the Szkarpawa are either bascule bridges (in Drewnica – with a clearance of 3 m and in Rybina – with a clearance of 1.60 m) or swing bridges (at the Gdańsk Głowa lock – with a clearance of 7.08 m and at Świerznica / Rybina – with a clearance of 2.20 m). They are opened at specific times. To fit under a closed bridge, we must take into account the variable water level and fluctuations of up to 1 m, due to what is known as 'backwater' from the Vistula Lagoon and the Baltic Sea.

LOCK

The only lock on the route, Gdańska Głowa, allows vessels up to 100 m in length to pass through. **Please note:** The lock may be temporarily closed during high water levels on the Vistula and when the water level of the Szkarpawa is higher than that of the Vistula.

MOORING

The following places for mooring are available on the Szkarpawa:

- sailing marinas, built as part of the 'Żuławska Loop – development of the water tourism offer. Stage I', i.e. in Rybina and Oślonka;
- private marinas: in Żuławki, Rybina, Chorążówka and Oślonka; piers at 'agritourism' farms, where water enthusiasts are welcome (by prior agreement by telephone);
- mooring piers, built as part of the 'Żuławska Loop – Development of Water Tourism Offer. Stages I and II' project, for vessels waiting for the opening of the bascule bridges in Drewnica, Świerznica and Rybina;
- canoeing marinas and piers, built as part of the 'Pomeranian Canoeing Trails' project in Drewnica, Rybina, Chelmek and Oślonka (priority is given to canoeists).
- 'Wild': Possible in a dozen or so places (mainly Rybina – Oślonka, left bank). Please be aware of water level fluctuations and obstacles on the riverbed.

RIVER PROFILE

THE SZKARPAWA is a river in Żuławy, one of the eastern branches of the Vistula estuary (km 931), separated from the main river by the Gdańsk Głowa lock. It is a river with a very calm current, almost entirely lacking in flow. It is 25.4 km long and meanders gently through the Żuławy plains, forming an inland waterway that allows passage from Gdańsk to Elbląg. At the village of Rybina, it splits, giving rise to the Wisła Królewiecka (km 15.3), and just beyond this point it is fed by the Święta Tuga (Tuja). The Szkarpawa flows into the Vistula Lagoon near Oślonka.

The Szkarpawa is an attractive waterway both in terms of its landscape and for tourism. The numerous meanders on the Żuławy Plain add variety to navigation and provide aesthetic experiences, thanks to the picturesque landscapes. The flat, rush-covered banks gradually give way to high embankments on both sides, reinforced with stone riprap or piles, and covered mainly with reeds and aquatic vegetation, protecting the fertile low-lying areas of Żuławy.

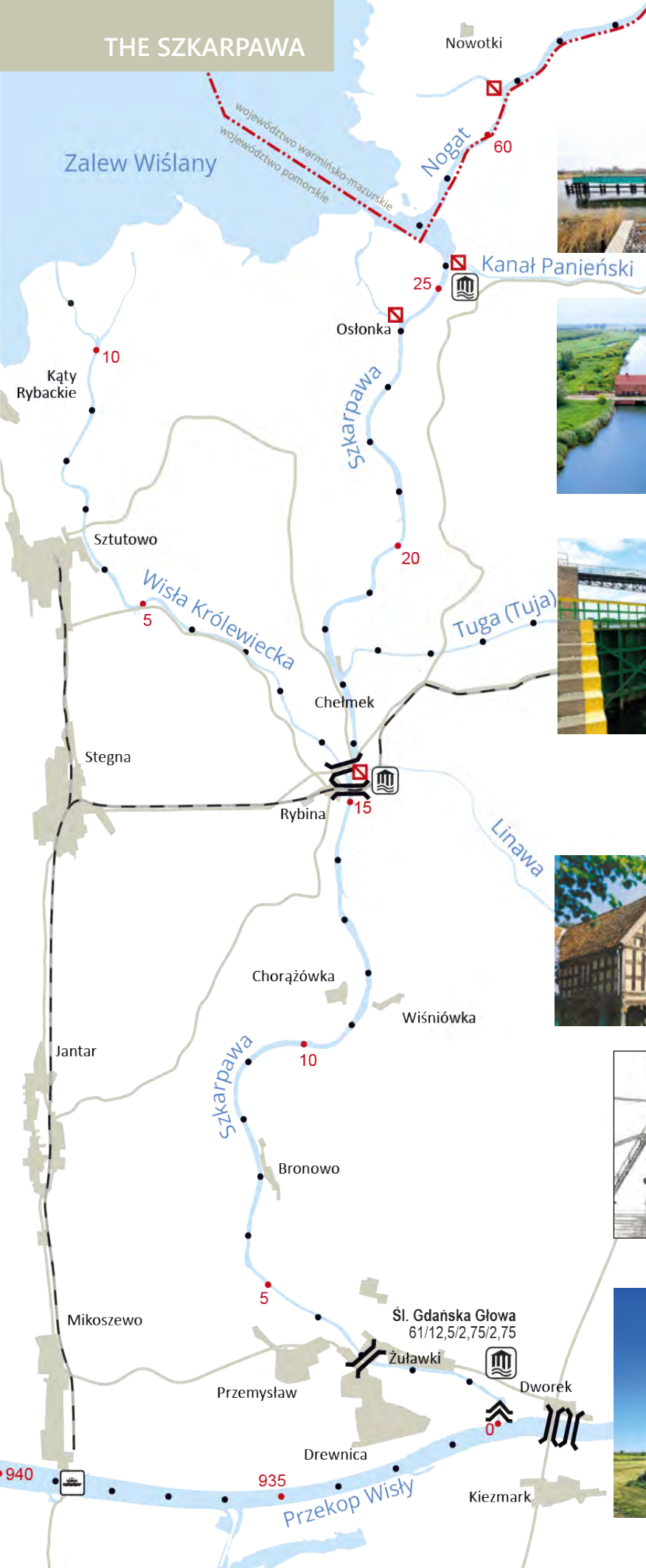
The almost imperceptible current of the Szkarpawa favours the growth of aquatic vegetation. As on the Nogat, from August onwards, floating fern develops intensively here. Therefore, you should try to stay in the middle of the channel to avoid clogging the cooling system or getting vegetation caught in the propeller.

There are three bridges spanning the Szkarpawa: a bascule bridge, a swing bridge and a unique swing bridge used by the narrow-gauge Żuławy Commuter Railway.



UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://wir.wody.gov.pl/mapy/>

THE SZKARPAWA



HYDROTECHNICAL TRIVIA

NARROW-GAUGE RAILWAY SWING BRIDGE IN RYBINA

Just before Rybina stands the bridge of the Żuławy Commuter Railway, which was built in 1905. In the summer, a narrow-gauge railway runs across it. The bridge's mechanism is based on a system of gears and gearboxes, and human muscle power is required to operate it.



Photo: R. Wasil

THE ŻUŁAWY DRAINAGE SYSTEM

It includes the Osłonka and Chłodniewo drainage pumping stations (in Rybina). The latter is the largest facility of its kind in Poland and drains approx. 22,000 ha of landlocked areas in Żuławy. It can pump 7,000 litres per second! Together with the station in Osłonka, they have replaced a total of 69 polders. After prior contact with the Water Authority in Nowy Dwór Gdański, you can see for yourself how the equipment of both complexes operates.



Photo: Berda.pl

GDAŃSKA GŁOWA LOCK

Thanks to the construction of the Gdańsk Głowa lock in 1895, navigation on the SzkarpaWA was once again made possible. It was named after a former fortress, which existed until the end of the 17th century at the fork of the Vistula into the Martwa Wisła and the SzkarpaWA. As well as fulfilling its main function, the lock also protects the inhabitants of Żuławy from flooding. Its buildings can only be admired from the outside. As part of the 'Żuławy Loop' project, electric controls were installed to replace the manual drives.



Photo: Berda.pl

TOURIST ATTRACTIONS

ARCADED HOUSES

The arcaded houses, with a timber-framed structure and brick infill, are one of the most significant historical monuments in Żuławy. They are distinguished by their arcades, i.e. a projecting storey supported by several pillars. Initially, they served only as storage buildings, but over the years they increasingly came to be used as dwellings as well. Buildings of this type can be admired, for example, in: Żuławki, Żuławki Książęce and Izbiska.



Photo: M. Opitz

DRAINAGE WINDMILLS

Windmills were once a typical feature of the Żuławy landscape. Most of the several hundred located here drained the polders. The rest ground flour. They also differed in terms of construction – the simplest structures, known as 'koźlaki', and the more elaborate 'holendry' could be found here. Gradually, however, the windmills fell into oblivion, as they were replaced by steam pumps. Some of the last surviving windmills are located, for example, in Drewnica and Palczewo.



Photo: The Nowodworski Club Archive

THE ŻUŁAWY DEPRESSION

Żuławy attracts tourists not only with its interesting architectural and hydrotechnical monuments, but also with a landscape that is unique on a national scale. It is one of the youngest and lowest-lying geographical regions in Poland. Around 28% of Żuławy's area consists of land situated below sea level. The lowest point in Poland is located on the youngest Żuławy polder near Marzęcin and lies 2.2 m below sea level, which is about 30 cm lower than the previously marked lowest point in Raczkę Elbląskie.



Photo: R. Wasil



Szkarpała and Vistula. Photo: Berda.pl

0.00 km – Source of the Szkarpała – a tributary of the Vistula (RB) **Caution!** Dangerous southern groyne, partially obscured at higher water levels.

0.21 km – Swing bridge at the Gdańska Głowa lock. The bridge is opened on request by lock staff during work hours. Vertical clearance of 7.08 m (high navigable water) / of 9.58 m (medium navigable water)

0.25 km – Gdańska Głowa lock, Drownica. Length 61 m, width 12.5 m. Lock office on the left bank. The lock has flood gates on the Vistula side. In 2004, it underwent renovation, involving the installation of additional gates at the lock head that rise from beneath the water. This allows large passenger ships, approximately 100 metres in length, to pass through the lock. The lock is equipped with traffic lights. **Note!** Please take care when approaching the lock from the Vistula side – the southern groyne may be obscured when the Vistula is in flood, as it may be partially submerged. During periods of high water levels on the Vistula, the Gdańska Głowa lock (like those at Przegalina and Biała Góra) is permanently closed until the Vistula stabilises at a safe level. It is therefore advisable to check the announcements before setting sail.

0.55 km – RB 'Domki nad rzeką' farm holiday accommodation. Reinforced quay and floating pier. Mooring by prior arrangement with the owner.

1.00–2.10 km – RB Buildings of the village of Żuławki clearly visible from the water. Numerous private piers (right bank and left bank).

1.50 km – RB Former marina for water equipment hire. Currently a high wooden quay with two steel piles in the water. Marked section of private land.

2.50 - 2.55 km – LB 3 guide dolphins of the drawbridge in Drownica. Here the river widens.

2.72 km – LB Canoe landing stage in Drownica of the 'open' type (unprotected); it is equipped with a floating pier for mooring and launching canoes (slipway). Additionally, wooden shelters, kayak racks, a portable toilet, a campfire area with benches and tables, and walkways.

2.79 km – LB Remains of the landing stage of the former pontoon bridge in Drownica. Hazardous place.

2.80 km – LB Western floating pier, for waiting for the drawbridge to open.



Locking process, Gdańska Głowa. Photo: Berda.pl



Canoe marina in Drownica. Photo: Berda.pl



Drawbridge in Drownica. Photo: Berda.pl



Buildings in Drownica. Photo: Berda.pl



Bridge in Drownica. Photo: A. Wołosz



Jetties in Drownica. Photo: Berda.pl



Guide dolphins of the drawbridge in Drownica
Photo: Berda.pl

2.83 km – The drawbridge at Drownica is situated at an angle to the river axis, which hinders navigation for longer push-tows. Recreational vessels must exercise particular caution due to restricted visibility at the bend in the river. The bridge is equipped with traffic lights. There is little room to manoeuvre at the western pier due to the swing bridge mechanism. The bridge control building is located on the left bank. **Vertical clearance of 3.0 m.**

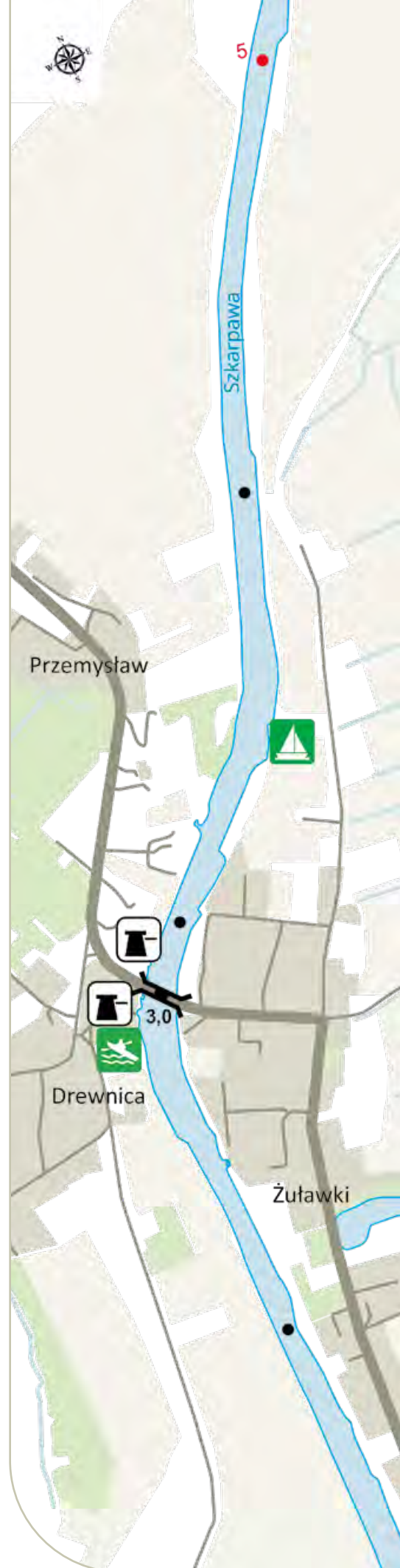
► **1.50 - 4.0 km** – LB The village of Drownica was probably founded in the second half of the 14th century. As early as in 1400, it had two mills and two windmills, which attested to its wealth. It played an important role on the route to Gdańsk. Today, the village's main attraction is a 'koźlak' type windmill from 1718. Although it no longer works, one can admire its interesting finial, resembling an upturned boat.

► **1.50 - 4.0 km** – RB The village of Żuławki is a unique complex of Żuławy architecture (including neighbouring Drownica) with many open-air museum facilities, preserved *in situ* (in their original place). You can see how the German Olenders, Mennonites and Prussians lived by observing their manor houses, known as arcaded houses, i.e. buildings with impressive arcades of timber-framed construction. The wooden structures beautifully adorned the gables, forming a checkerboard pattern of rafter beams, posts and braces – filled with small bricks known as 'Holenderka' (literally: Dutchwoman).

2.85 km – LB Eastern floating pier for vessels waiting for the drawbridge to open.

2.97-3.02 km – Żuławki. On the right bank, 3 guide dolphins of the drawbridge in Drownica. Behind the mooring dolphin of the pier 'Pokoje na wynajem Mirabelka' [i.e. Mirabelka Rooms to Let], marked with the letter P (the sign refers to mooring at the posts). Mooring at the pier is by prior arrangement with the owner.

3.5 km – RB 'Szwedowo' Marina is situated east of the drawbridge in Drownica. From the water, even from a distance, we can see the marina's tall flagpoles; another distinctive feature is the floating houseboat, converted from a former vessel with living quarters. The owner, who is an expert on the waterways of Żuławy, is often to be found on the barge and is happy to answer questions or offer advice. The barge is positioned perpendicular to the shore and divides the marina into two sections. The eastern section features an impressive slipway that slopes gently into the water, as well as permanent piers, and the western section also has floating piers. There is a place for bonfires and barbecues. The marina does not cater for jet skis.





Waterways Junction in Rybina. Photo: Berda.pl

5.50–5.60 km – LB Mouth of the tributaries from the Izbiska polder. LB The buildings of Izbiska are visible.

6.30 km – LB Green Haven in Izbiska. A building modelled on an early 18th-century Żuławy river watchtower. A distinctive landmark on the riverbank. Contrary to its name, there are no mooring facilities.

10.00 km – 12.00 km – Dense aquatic vegetation, also periodically in the fairway.

10.60 km – LB 'Siedlisko Tafle' – private pier in a cove. Mooring must be arranged by telephone with the owners. Floating pier for two vessels. The slipway is located on the edge of the marina.

10.85 km – LB 'Przystań Tu'. Two interconnected floating piers. Ground slipway.

13.87 km – RB Overgrown bay, from which an overgrown canal runs parallel to the Szkarpała in Rybina, near the pumping station.

14.50 km – Power line. Vertical clearance of 18.2 m.

14.80 km – RB Floating pier, for waiting for the railway swing bridge to open. There is no way to go ashore.

15.00 - 15.45 km – LB The village of Rybina. It was founded in the early 17th century by Olanders. Rybina is a true hub of waterways and the only place in Poland where, within sight, there are three operational historic bridges: two drawbridges on the road from Nowy Dwór Gdański to Stegna, and a swing bridge built in 1905 for the narrow-gauge railway. It is also worth noting the Chłodniewo pumping station (the largest in Poland) and the arcaded house dating from around the 19th century.

15.00 - 15.55 km – Waterway Junction – Szkarpała, Wisła Królewiecka, Linawa, which is cut off from the Szkarpała by an earth dike with a pumping station. There are three movable bridges at the junction.

15.00 km – Railway swing bridge of the Żuławy Commuter Railway. Service provided in a restored goods wagon on the platform. Some of the markings are missing on the bridge. A 37.5-metre-long swing span, supported by the central main pier, and a shorter fixed span, supported by an auxiliary pier and one of the landing stages. Bridge length – 43.5 m. Manually operated. The bridge underwent renovation in 2022–2023. Navigable clearance of 2.20 m.

15.14 km – LB Canoe landing stage in Rybina. Floating pier for mooring kayaks and a slipway/ramp for launching kayaks. Wooden shelters with benches and tables, kayak racks, a campfire area with benches and tables, and walkways. A section of sandy bank with convenient access to the water. Access from the land side via the sailing marina.



View from the railway bridge of the Szkarpała. Photo: R. Wasil



Sailing marina in Rybina. Photo: J. Kowalski



Drawbridge in Rybina. Photo: P. Pasieczny



Mouth of the Tuga into the Szkarpawa. Photo: Berda.pl

15.20 km – LB Sailing marina in Rybina. An open-type marina, situated on the Szkarpawa backwater, between the railway swing bridge and the road drawbridge, before the confluence of the Szkarpawa and the Wisła Królewiecka. The quay is secured by a railing, which also allows passenger ships to moor, and leads into a footpath. There is a car park right next to it. The marina's only building - a harbour master's office complete with shower and toilet facilities - is located in the central part of the quay. Right next to it, on the Wisła Królewiecka, there are other marinas (U Marcina, behind the bridge: Między Mostami and Przysań na Żuławach)

15.25 km – LB The Wisła Królewiecka branches off from the Szkarpawa. The Szkarpawa forms a wide floodplain at this place, and the rivers are separated by a wooded headland. Via the Wisła Królewiecka, which is a Class Ia waterway, you can reach Sztutowo and the Vistula Lagoon.

15.35 km – RB The mouth of the Linawa into the Szkarpawa. Chłodniewo Pumping Station. In the bay, there are private piers and places for 'wild' mooring. An overgrown canal flows into the bay, running parallel to the Szkarpawa from 13.87 km. A place with dense aquatic vegetation.

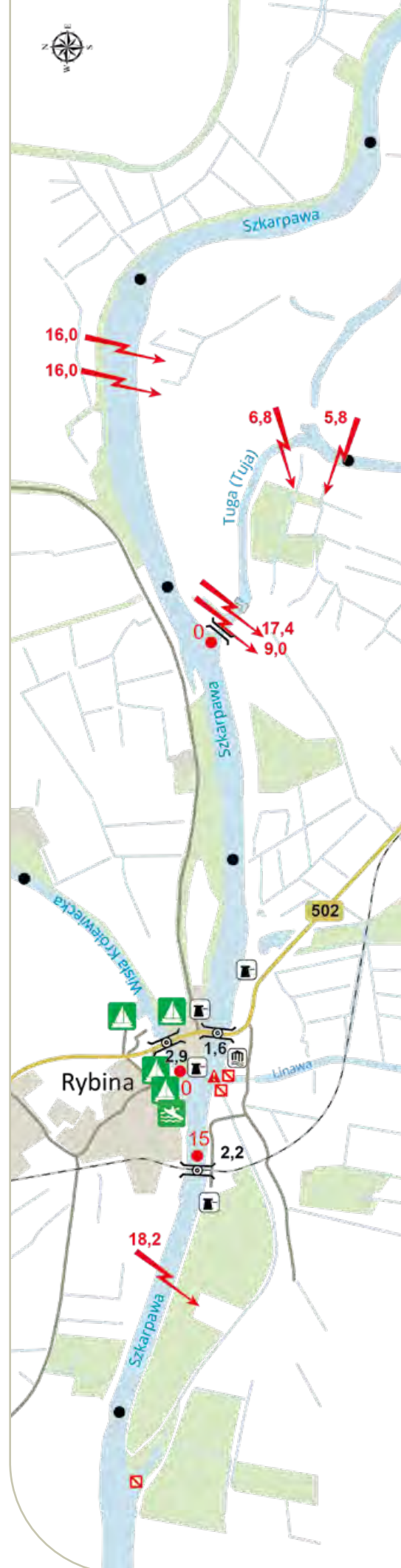
15.48 km – Drawbridge in Rybina (yellow). **Caution!** When the bridge is closed, do not pass under the non-navigable span on the south side, which has a lower clearance (obstacles on the riverbed). The bridge is a four-span structure with a bascule span with a total length of 14 m and a total width of 8.3 m. The bridge's foundations consist of wooden piles driven into the riverbed. The bascule span is operated by electric motors. **Navigable clearance of 1.6 m.**

15.55 km – LB East floating pier, for waiting for the drawbridge to open. **Caution!** There is no way to go ashore.

15.85 km – RB Floating pier of the 'Przystanek Szkarpawa' farm holiday accommodation. Water enthusiasts welcome.

16.83 km – RB Mouth of the Tuga into the Szkarpawa. Private piers. A place for 'wild' mooring after passing the mouth of the Tuga on the right bank. The Tuga (Tuja), which is a Class Ia waterway, can be used to reach Nowy Dwór Gdański.

17.8 km – 2 overhead power lines, marked on both sides. **Navigable clearance of 16 m.**





Pumping station in Osłonka. Photo: Berda.pl

20.40 km – LB Former harbour basin, possibility of 'wild' mooring. This section is not classified as a navigable waterway, but there is no ban on navigation!

20.46 km – RB Floating pier at the canoe marina. No mooring bollards.

22.37 km – LB Former Szkarpała river mouth, currently navigable for approx. 650 m, ending at a pumping station. Tributary from the Płonina polder. These are convenient places for 'wild' camping. In the final section, there are private piers and 'mooring recesses'. The waters are covered with dense aquatic vegetation. This section is not classified as a navigable waterway, but there is no ban on navigation!

23.17 km – Overhead power line, marked on both sides.
Vertical clearance of 16.5 m.

23.58 km – RB Fishing station 'Cicha przystań' Osłonka. The harbour consists of two floating piers – one is intended for water tourists, and the other for the harbour owner's fishing boat. On the land side: a bar serving, for example, dishes made from fish caught by the owner, a charcoal and gas barbecue, a smokehouse, and a campfire area.

23.60 km – RB The building of the planned water centre in Osłonka.

23.66 km – RB Osłonka sailing marina. The water part is a permanent pier with distinctive large wooden mooring bollards and two floating canoe piers. On the land side (behind the flood barrier), within the fenced-off area, there is a boathouse, alongside which there is a car park, a toilet block (toilets, showers), a large picnic shelter with a washing-up area, a campfire place, a volleyball court and kayak racks.

23.80 km – LB Former estuary branch of the Szkarpała

Delta, navigable for about 120 m, then blocked by an earth embankment. At the navigable end, private piers and a farm. The entrance is narrow and heavily overgrown. This section is not classified as a navigable waterway, but there is no ban on navigation!

25.28 km – RB Fishing harbour in the bay. Dense aquatic vegetation.

25.37 km – RB Osłonka Pumping Station. The mouth of the Panieński Canal forms a bay. You can moor in an emergency to the pumping station's quay (away from the place of water discharge) or 'wild' to the shore. However, we must be prepared for the noise of the pumps operating around the clock.

25.40 km – The mouth of the Szkarpała into the Vistula Lagoon. In many guides, the subsequent stretch is still incorrectly referred to as the Szkarpała or the Szkarpała and Nogat floodplain. This is a fairly large floodplain. The water depth reaches up to 6 m in some places – a great spot for fishing, particularly abundant in fine specimens of perch. This is the place where the maritime markings begin – the buoys that mark the entire Vistula Lagoon. **Caution:** watch out for lush vegetation! The entrance to the Nogat is a little inconspicuous – turn right between the second and third channel buoys.



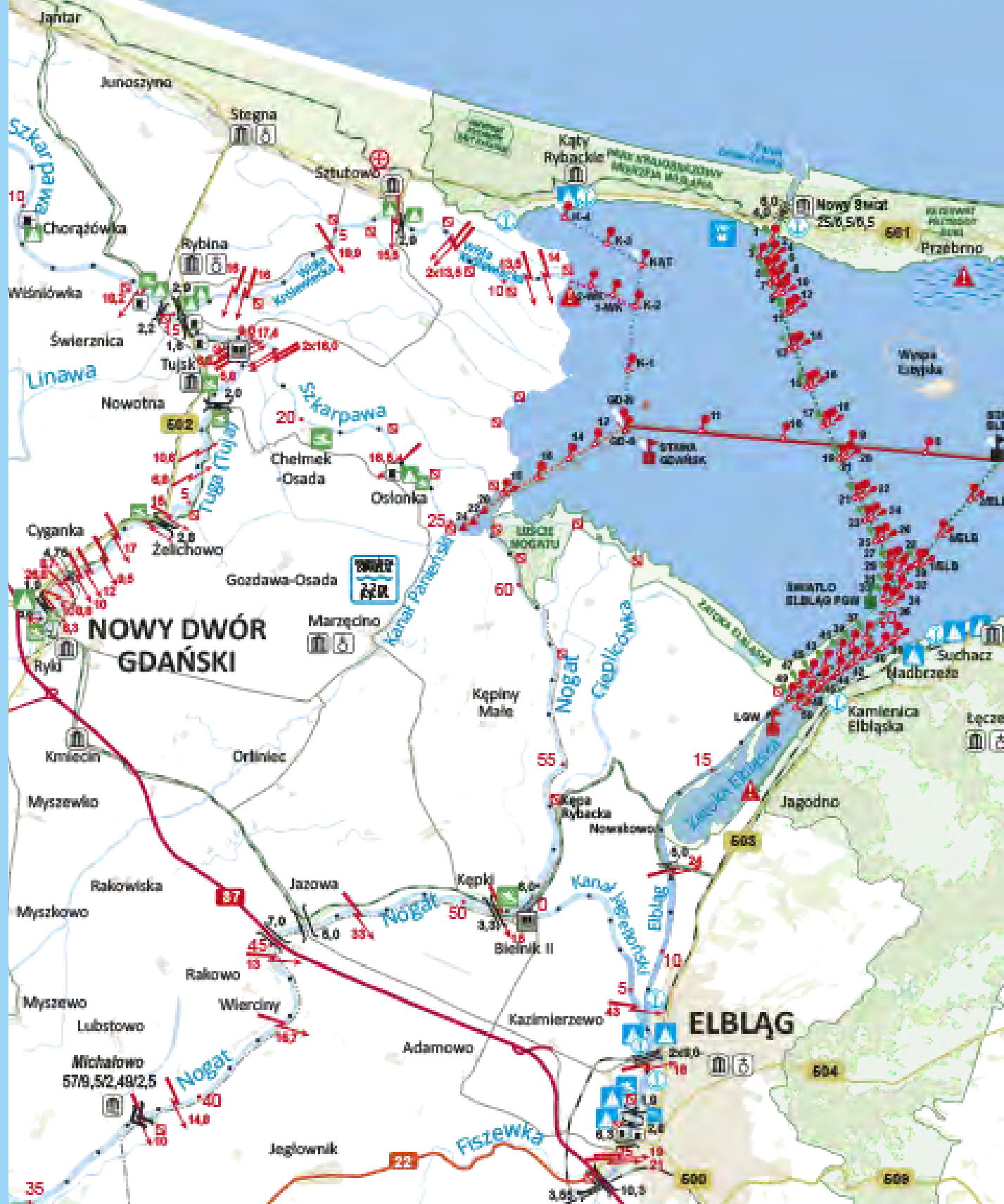
Sailing marina in Osłonka. Photo: R. Wasil



DID YOU KNOW THAT...

The Żuławy Loop is a network of waterways of great scenic and ecological interest, linking the Vistula, the Martwa Wisła, the Szkarpawa, the Wisła Królewiecka, the Święta-Tuga, the Nogat, the Kanał Jagielloński, the Elbląg and Pasłęka rivers, as well as the waters of the Vistula Lagoon. It is 303 km of an unforgettable adventure that can be experienced by canoe, yacht, motorboat or houseboat. The Żuławy Loop is, after all, a network of ports, marinas and mooring jetties of the highest quality, which were established as part of the project 'The Żuławy Loop – development of water tourism. Stages I and II', co-financed by the European Union from the European Regional Development Fund and implemented by local government partners from the Pomorskie and Warmińsko-Mazurskie provinces. In addition to the waterways centred around the Vistula Delta and the infrastructure for water tourists, the Żuławy Loop combines numerous attractions linked to the cultural heritage of the Vistula Fens. It is an area exceptionally rich in historic sites that are unique on a national scale: Gothic castles and arcaded houses, as well as hydraulic engineering monuments such as drawbridges and locks. The Żuławy Loop area is undoubtedly a place for relaxation, active recreation, extraordinary landscapes and fascinating nature.
www.petla-zulawska.pl

Osłonka pumping station. Photo: M. Opitz
 Mouth of the Szkarpawa into the Vistula Lagoon. Photo: Berda.pl



ZATOKA ELBLĄSKA

This is the southernmost part of the Vistula Lagoon, bearing a closer resemblance to the Masurian Lakes or Lake Jeziorak. The shelter provided by Nowakowska Island means that the wind and waves are gentler here than in the open waters of the Lagoon. The bay is a very shallow body of water. The average depth is 1-1.5m, and the further south you go, the shallower it gets. The exception is the Elbląg Lagoon waterway. In the Elbląg Bay section, the guaranteed channel depth is 2.2 m; further along the River Elbląg, it is 2.5–3 m. The ports in the Bay are small, with poorly developed waterway infrastructure. The largest port in the region is Suchacz, which can accommodate yachts with a draught of up to 1.5 m. The other ports are accessible to yachts with a shallower draught – Nadbrzeże (1.2 m), Kamienica Elbląska (1.2 m) and Jagodno (0.8 m). The Elbląg Bay Nature Reserve was established here in 1991.



CHARACTERISTICS OF THE BODY OF WATER

THE VISTULA LAGOON is the name of the Polish part of the body of water, the Russian part of which is called the Kaliningrad Lagoon. It is the second-largest body of water on the southern coast of the Baltic Sea. The only larger body of water is the Curonian Lagoon, located in western Lithuania. The total water area, on both the Polish and Russian sides, is 838 km². The area of the Polish part is 328 km², i.e. approximately 40% of the total area of the body of water.

The Vistula Lagoon is a sea bay cut off from the Baltic Sea by the Vistula Spit. It is a mixed-water body, with fresh water flowing in from rivers (including the Vistula via the Nogat, Pregola and Pasłęka) and salt water entering from the Baltic Sea via the Baltiysk Strait. To the south, it is bounded by the Elbląg Upland, to the north by the Vistula Spit, and to the west by the vast polders of the Vistula Fens. Due to its connection with the sea through the Baltiysk Strait, the salinity of the lagoon's waters is higher than in a freshwater body, though it is uneven. The salinity decreases with distance from Baltiysk, situated in the immediate vicinity of the Baltiysk Strait. In the area of the strait, it averages 5.5 per mille, and around Krynica Morska – around 2.2 per mille.

Due to strong winds, the Vistula Lagoon is characterised by very rapid changes in water level, reaching up to 1.5 m over a 24-hour period. Extensive strips of reeds stretch along the shores. The Elbląg Bay, which juts out to the south, is also part of the Vistula Lagoon and bears a closer resemblance to the Masurian Lakes. The shelter provided by Nowakowska Island means that the wind and waves are gentler here than in the open waters of the Lagoon. The Elbląg Bay is a very shallow body of water. The exception is the Elbląg Lagoon waterway.

The length of the Vistula Lagoon on the Polish side is: 35.1 km. The width of the lagoon varies from 6.8 km to 13 km, with an average depth of 2.7 m. The total length of the lagoon, including the Russian section, is 90.7 km. The Polish waters of the Lagoon cover an area almost three times larger than Lake Śniardwy, the country's largest lake! The body of water is separated from the Baltic Sea by the Vistula Spit, which measures 90 km in the Polish and Russian sections (Russian name: Baltiyskaya Kosa).

The Vistula Lagoon is connected to the Bay of Gdańsk by a shipping channel called Nowy Świat, located 8.5 km west of Krynica Morska. It allows vessels up to 100 m in length, 20 m in width and with a draught of up to 4.5 m to pass through. The canal was opened as a maritime waterway in September 2022. The total length of the canal is 1,536 m and comprises three main sections: the outer harbour – a lock (701 m) with breakwaters, a lock (269 m) with two lock chambers, swing bridges and the harbour master's office, and the section from the lock to the outlet onto the Vistula Lagoon (566 m). The depths in the approach channels are 5 m, with the exception of the stone riprap strip along the breakwaters.



Photo: Berda.pl

THE MOST IMPORTANT NAVIGATIONAL MARKINGS ON THE VISTULA LAGOON

LIGHTHOUSE

The lighthouse in Krynica Morska is the easternmost lighthouse in Poland. The light and silhouette of the lighthouse are visible from the open sea as well as from the Vistula Lagoon. Geographical location: 54°23'07.2" N 19°27'03.6" E. Tower height: 26.5 m. Light height: 53 m. Range of light: 18 nautical miles (33.336 km). Light characteristic: Flashing group: Flash: 2 s, Pause: 2 s, Flash: 2 s, Pause: 6 s, Period: 12 s. Administered by the Maritime Office in Gdynia.

FAIRWAYS

Due to the shallowness of the Vistula Lagoon, these designated channels are the only means of navigation within the lagoon. The main fairway runs from the mouth of the Szkarpawa River and Elbląg Bay to the national border. In turn, the main approach fairway to Elbląg connects the seaport and the Vistula Lagoon with the Bay of Gdańsk via the Nowy Świat shipping channel. The system is supplemented by approach fairways that lead to the seaports and marinas in: Krynica Morska, Frombork, Tolkmicko, Kały Rybackie, Nowa Pasłęka and Piaski.

BEACONS

Permanent structures – navigation lights on lattice towers, situated on a permanent base, on stone islands. This significantly increases their range of visibility compared to ordinary buoys. Some of them mark the fairway of the Vistula Lagoon.

CARDINAL BUOYS

combining yellow and black colours, with black cones positioned according to the region in which they restrict navigation. They mark the outer limits of shallows and sandbanks and other dangerous places. The buoy marking the western edge of the danger zone is the 'Francuzka', with two cones pointing their tips towards each other. The buoy situated at the eastern edge of the dangerous water is the 'Rosjanka', with cones pointing upwards and downwards. The buoy marking the northern edge of the danger zone is the 'Eskimo', with two cones pointing upwards and finally, the buoy marking the southern edge of the dangerous water is the 'Murzynka', with both cones pointing downwards. Sometimes a buoy has no cones, but only the pole itself, painted yellow and black. The light characteristic of such buoys matches the arrangement of the hours on the clock face.

LATERAL BUOYS

are green and red. They mark the edges of the fairway and approach fairway. They are often positioned in pairs, in which case we refer to them as a 'gate'. The direction of the approach fairway is towards the port, so the red buoys (pole or cylindrical) are on the left-hand side of the fairway, and the green buoys (pole or conical) on the right. White-red and green-red buoys mark the national boundary.

LEADING LIGHTS

mark the approach to the port. During the day, these are triangles, rectangles or diamonds, in white or red, positioned on special lattice towers, on the heads of breakwaters, passenger piers or in other places visible from a distance. At night, the leading lights are illuminated. There are often two leading lights – a forward and aft one. You should navigate so that both signals coincide. The forward signal is fixed lower.



Photo: H. Gonera



Photo: P. Salecki

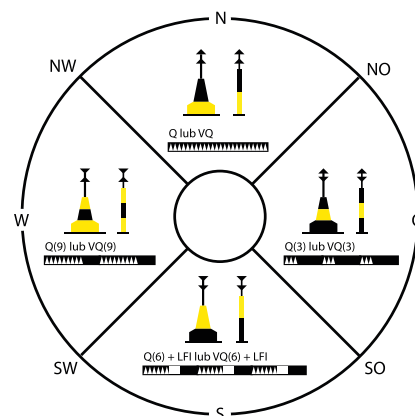


Photo: H. Gonera



Photo: H. Gonera

UPDATED NAVIGATION INFORMATION on:
<https://bhmw.gov.pl/pl/warnings/current/>
<https://zalewwislany.pl>

MARINE OR INLAND WATERS?

The lagoon is a body of internal marine waters. It features marine navigation marks and is managed by the Maritime Office. However, marine waters do not imply marine depths or salinity. The depth of the Lagoon does not exceed 5.5 m (only in the Kaliningrad Lagoon). The average depth for the entire Lagoon is only 3.5 m, whilst in Polish waters it is around 2 m. Due to its relatively shallow depths, given its surface area, the Lagoon can be safely navigated by vessels with a draught of up to approximately 1.5 m. Most ports located on the Vistula Lagoon are equipped to accommodate such vessels. If you want to divert from the main fairway of the Lagoon to the harbours, stick to the approach fairways and head for the leading lights. This is a practice familiar to seafarers, but it may be new to recreational boaters and inland sailors. The salinity of the lagoon in the Polish section is around 2 per mille, which is half that of the Baltic Sea. The closer one gets to the strait connecting the lagoon and the Baltic Sea, the higher the salinity becomes.

RECREATIONAL BOATING

Boating is permitted with both inland and seagoing yachts, although the relatively shallow depth of the Lagoon and the continuous silting up of harbours and fairways pose a problem. You can sail freely in a yacht with a draught not exceeding one metre. Yachts with a greater draught, even up to two metres, also sail on this body of water, though they cannot enter all ports. Moreover, the shallow depths combined with sudden changes in the weather cause short, steep waves to form, which can cause problems even for experienced sailors. On the Lagoon, it is not safe to anchor near the shore or to moor directly at sections of the shore free of reeds, due to frequent changes in wind direction, which can cause the boat to run aground.

The shoals and shallows encountered consist of sand and silt. **The only dangerous, rocky shoal lies near the village of Różaniec, between Frombork and Ujście (it is not marked).** There are a large number of fishing nets in the Vistula Lagoon. Some of them are not clearly marked. Before setting sail, please consult the pilot books and sailing guides.

When entering navigable river mouths, it is important to bear in mind that there are power lines and drawbridges or fixed bridges overhead. The Vistula Lagoon lies at the heart of Poland's longest and most varied – and therefore most attractive – waterway, running from Gdańsk to Iława and Ostróda. Through rivers, it connects to the Żuławy Loop, the Kanał Elbląski, and further on to the Iława Lake District and the Bay of Gdańsk, to which it has a direct connection via the lock and the Nowy Świat navigation channel. To the east, it borders the Kaliningrad Lagoon, on which recreational boating is currently virtually non-existent.

PASSENGER SHIPPING

Regular ferry services operate between the ports of Tolkmicko, Frombork, Krynica Morska, Piaski and Elbląg. Several ports also organise 'sightseeing' cruises, including on smaller vessels.

PORTS AND MARINAS

On the northern shore of the Lagoon: Kąty Rybackie, Krynica Morska and Piaski; on the southern shore: Ujście, Stara Pasłęka, Frombork, Tolkmicko, Kadyń, Suchacz, Nadbrzeże and Kamienica Elbląska. The sailing 'capital' of the Lagoon is Krynica Morska, and the largest harbour basin is in Tolkmicko.



Suchacz. Photo: Berda.pl



DANGEROUS PLACES ON THE VISTULA LAGOON

- A rocky shoal near the village of Różaniec, stretching between Frombork and Nowa Pasłęka.
- A wreck east of the approach to Krynica Morska. The western edge of the wreck is marked by a cardinal buoy.
- The Krynicka shoal, situated between the passenger and yacht harbour and the fishing harbour. Marked by two cardinal buoys.
- The Tolkmicka shoal is situated to the west of Tolkmicko and is marked by a yellow cardinal buoy.
- The Przebrno Shoal stretches between Kąty Rybackie and Krynica Morska, near the villages of Skowronki and Siekierki.
- Underwater stone palisades between the western head of Frombork harbour and the pier of the former passenger and yacht harbour. They are marked by yellow buoys in the area used for turning vessels of the white fleet.
- The area around the Gdańsk and Elbląg beacons. There are stones in the water; it is shallow. It is not advisable to sail close to the beacons.
- Kąty Rybackie. The wreck of a motor yacht near the shore between the 'Barkas' marina and the Old Fishing Port.
- Jagodno – the approach to the marina is hidden among the reeds. It is difficult to get here, having to push through thickets of aquatic vegetation.
- The mouth of the Ciepliówka – a non-navigable and unmarked waterway. Overgrown banks, abandoned nets, low bridges and power lines. You should definitely not enter this waterway.
- The mouth of the Bauda River – no entry. Dangerous places are marked with cardinal buoys (except for the rocky shoal – Różaniec, which is not marked).

The regulations of the Maritime Office in Gdynia apply in this waterway.

The Vistula Lagoon is a good place to learn maritime skills, partly because it is marked by signs in accordance with the international maritime navigation marking system, the IALA System – A. This means that in the waters of the whole of Europe, as well as Africa and Australia, and most of the waters of Asia, we will find exactly the same markings.

KĄTY RYBACKIE



Photo: P. Pasieczny

The port in Kąty Rybackie is situated at the very start of the Vistula Spit, near the mouth of the Wisła Królewiecka. Right next to the port is the Vistula Lagoon Museum, a branch of the Central Maritime Museum in Gdańsk. It features interesting exhibitions on traditional boatbuilding and fishing. One of Kąty's attractions is undoubtedly the walk across the spit – in 20 minutes you can reach the beach by the sea.

PORT CHARACTERISTICS

In Kąty Rybackie there are three places for yachts to moor: Kąty Rybackie Seaport, the yacht harbour and the Old Fishing Port. The Kąty Rybackie Port is open to yachts, fishing vessels, and passenger ships. Entry to the harbour is possible for yachts with a draught of up to 1–1.5 m.

The Old Fishing Harbour is situated in the western part of the bay, T-shaped and sheltered by reeds. There are several jetties where fishing boats moor and a section of the shore where you can wild moor. No sailing infrastructure.

Kąty Rybackie – marina is situated in the western basin of the seaport. Quay for side mooring and jetty equipped with mooring fingers, slipway, harbour master's office, toilet, showers; possibility to connect to electricity and take on water.

Kąty Rybackie – Seaport of the Maritime Office in Gdynia. The eastern basin, which cuts into the land, has three quays for alongside mooring. A mooring point for fishing boats, inspection vessels, passenger ships and guest yachts. An alternative place in the event of a lack of spaces in the marina. No electricity or water supply at the quays.

ROUTE TO THE PORT

Due to shoals, you must keep strictly to the channel. The approach from Gdańsk Beacon ('Pawełek') heads south along the 'K' safe-water buoy line. At K-1 and K-2, watch out for the fork leading into the Wisła Królewiecka. Further on, the 'KĄT' light buoy and K-3 and K-4 lead to the entrance marked by isophase lights (green on the right head, red on the left). Watch out for numerous fishing nets (outside the fairway).

NOWY ŚWIAT



Photo: Berda.pl

The Nowy Świat seaport is situated on both the Bay of Gdańsk and the Vistula Lagoon, serving as a shelter port for the channel through the Vistula Spit. The port has a border crossing for passenger and cargo traffic, a navigation channel with a lock, a road system in the spit area with swing bridges, buildings, including the harbour master's office building. The port's name derives from the name of the settlement that existed on this place until 1945 (German: Neue Welt).

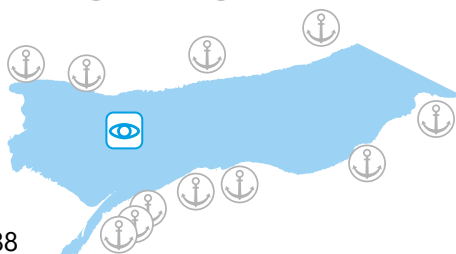
PORT CHARACTERISTICS

The Gulf of Gdańsk is connected to the Vistula Lagoon by a shipping channel known as Nowy Świat, located 8.5 km west of Krynica Morska. It allows vessels up to 100 m in length, 20 m in width and with a draught of up to 4.5 m to navigate through it. The total length of the channel is 1,536 m and comprises three main sections: the shelter harbour – lock (701 m), the lock (269 m) and the section from the lock to the outlet onto the Vistula Lagoon (566 m). The depths in the approach channels are 5 m, with the exception of the stone riprap strip along the breakwaters. The approximate extent of the riprap is marked by yellow light buoys. On the Bay of Gdańsk side, in front of the entrance to the Nowy Świat Canal, there is a shelter harbour comprising: the main breakwater (eastern), a breakwater with a groyne (western), shore protection in the form of a wave breaker, and quays with mooring berths in the western part of the entrance to the shipping channel. Recreational vessels may moor whilst awaiting passage through the lock, subject to the harbour master's approval, at the quays on both sides of the lock. Lock passage takes place at specified times. The harbour master's office radios the individual vessels to enter the lock, indicates a specific place to moor and directs the exit from the lock. Phone communication is permitted. Traffic lights are also used. The area around the harbour master's office, including the western quay of the lock, is fenced off and generally inaccessible to unauthorised persons. The lock gates slide into the quays. At the gates, on their outer side, there are two swing bridges on the DW 501 road – one of the bridges is always closed to shipping and open to road traffic. The clearance of these bridges in the closed position is 4 m (southern) and 6 m (northern). The port serves as a border crossing.

ROUTE TO THE PORT

The exit from the Elbląg River is marked by two permanent navigation beacons: the red 'Kaczorek' sign (Left Pierhead) and the green 'Andzia' beacon (Right Pierhead). Further on, the route leads downstream through a series of gates (light buoys) from numbers 50/49. At buoy 32, a branch leads off to Elbląg Beacon. Between gates 20/19 and 18/17, the route crosses the main fairway of the Lagoon. The route ends at the gate formed by buoys 2 and 1, which provide direct access to Port Nowy Świat.

AESTIAN ISLAND



Aestian Island is an artificial island being created in the Vistula Lagoon in connection with the construction of a navigation channel through the Vistula Spit. Its name refers to the Old Prussian term for the Vistula Lagoon – Estmere. Construction of the island began in 2019. Work is currently underway to fill its interior with dredging material. Its target area is to be 200 hectares. The island is located about 2.5 km from the shore of the Vistula Spit, opposite the village of Przebrno and about 4.5 km from the newly created navigation channel.

Krynica Morska is the most popular holiday resort on the Vistula Lagoon and is also regarded as the sailing capital of the Lagoon. Among the main attractions of Krynica Morska are its clean seaside beaches, as well as pine forests. Whilst in Krynica, it is worth visiting the lighthouse, which offers a beautiful view of the Vistula Lagoon. From the port on the lagoon side, you can set off on a boat trip to Frombork, Tolkmicko and Elbląg.

PORT CHARACTERISTICS

There are two harbour basins in Krynica Morska. The western one houses a fishing port. The eastern one contains a marina and a passenger pier.

The marina in Krynica Morska is a basin measuring approx. 250 by 160 metres. It is divided by three piers into smaller basins 1, 2 and 3. In the marina, we moor to the mooring finger or alongside the quay. Currently, there are around 80 places available for sailors to moor their vessels. The average depth of the harbour basin is now approx. 2.5 m in the approach fairway and approx. 1.6 m in the basin. A modern building with a hangar and training facilities is available, equipped with innovative solutions to enhance user comfort. In addition to traditional toilet facilities, there is the option to use a washing machine, tumble dryer and kitchen facilities (for a fee).

The passenger port / passenger pier (passenger ships) is situated between the marina and the old fishing port. This pier has two quays, a western and an eastern one. In recent years, the pier has been extended and is now 165 m long. Passenger ships of the 'white fleet' and vessels of the Maritime Office in Gdynia moor at the extended pier. On the section from the corner of the existing pier's base towards Gdańska Street, a 50.0-metre-long mooring quay has also been extended, which serves as a mooring facility. The pier serves as a promenade frequently visited by tourists holidaying in Krynica Morska.

The fishing port in Krynica Morska. The fishing port is located 600 metres east of the passenger and yacht harbour. The two are separated by the Krynica Shoal, which, however, is only an obstacle for keelboats. You can moor here; the quay has been refurbished with elastomer fenders, though most places are permanently occupied by fishing boats.

ROUTE TO THE PORT

A 2.5-metre-deep approach fairway leads to the marina and passenger port. The best guide to the port, whatever the time of day or night, is the Krynica Morska Lighthouse, situated to the east of the port. From the main fairway of the Lagoon, the approach to Krynica Morska begins with a TOL buoy (illuminated, pole-mounted with vertical red and white stripes and a ball). We are then guided by illuminated channel buoys (pole-mounted, red) – these mark the right-hand boundary of the fairway; we pass them on the starboard side: 2/E, 4/E, 6/E and 8/E. Then the illuminated KM-W buoy (yellow and black, with two black cones pointing downwards). The next cardinal buoy near the KM-S channel (black and yellow, pole-mounted, with two black cones pointing upwards), which marks the Krynica Shoal to the west of the fairway. A little closer to the port, on the eastern side, there is a cardinal buoy, black-yellow-black, with the cones pointing towards each other. When sailing to Krynica, we leave it on the starboard side. Yachts with a draught of more than 1 m must approach strictly along the centreline of the fairway; others need only watch out for the centreboard. The Krynica Shoal, located to the west of the port, is an obstacle for yachts with a draught of more than 1 m. It is marked by KM-S cardinal buoys. In order to approach the port accurately, you should use the leading lights.

ROUTE TO THE PORT

Three approach gates make it easier for us to approach the port. The first of these is 1/W (green, pole, cone), forming a channel with buoy 2/W (red, pole, cylinder). The next is green buoy 3/W (buoy), forming a channel with buoy 4/W (red, buoy). The third gate consists of green buoy 5/W (buoy) and red buoy 6/W (buoy). Harbour light – three-sector, no aft leading light.

Photo: Berda.pl



KRYNICA MORSKA



Photo: Berda.pl



Photo: Berda.pl

PIASKI



Photo: A. Wołosz

At the very tip of the Polish section of the Vistula Spit, 4 km from the Russian border, lies the peaceful and charming village of Piaski. This is the perfect place for those who want to relax in peace and quiet on Poland's most beautiful beaches, surrounded by unspoilt nature. The area features shifting sand dunes, as well as a naturist beach. This is the last port on the Vistula Spit. As befits the country's frontier, it is hard to find entertainment and bustle, but it is easy to find secluded and beautiful beaches. The name Piaski probably derives from the shifting sands that swallowed up the village and the inn, once built on the site of today's Piaski.

PORT CHARACTERISTICS

The harbour basin here is not sheltered from the swell, which is particularly noticeable in southerly winds. This is a place dominated by fishermen, so sailors are surrounded by fishing boats and drying nets (a rather unpleasant smell). The harbour is small and you often have to moor alongside yachts already at berth. In the past, yachts used to moor at the central pier, which divides the two harbour basins. The remaining berths were reserved for fishermen. These days, the balance between the two fleets is shifting, and during the season yachts compete for berths throughout the harbour. If you are lucky enough to find a berth, the western basin is highly recommended, as the surrounding trees provide shelter from the sun. The harbour is adjacent to campsites, where we can make use of the toilet facilities and other amenities. The facility has refurbished quays and a jetty in the middle of the basin. Further expansion of the marina and the construction of breakwaters are planned.

ROUTE TO THE PORT

Yachts with a draught of more than 50 cm should, as a rule, follow the approach fairway. Depths are variable, with shallows forming after every major storm. Particular care must be taken with engines to ensure that the cooling system's outlet openings do not become blocked. An additional element of risk in the approach is the nets commonly found here. From the main fairway of the Lagoon, the approach fairway to the harbour begins with the PIA (luminous) buoy. This is followed by two fairway buoys, P/1 and P/2. Just before the harbour entrance, there are fairway buoys: red and green buoys. The local leading lights are: a red column on the central wooden pier of the harbour basin, topped with a white triangle with a red border pointing upwards. A red flashing light, with a period of 5 s. Rear light/mark: on the hill behind the harbour, a red column with a white triangle with a red border, pointing downwards. Red flashing light, at 5-second intervals.

KAMIENICA ELBLĄSKA

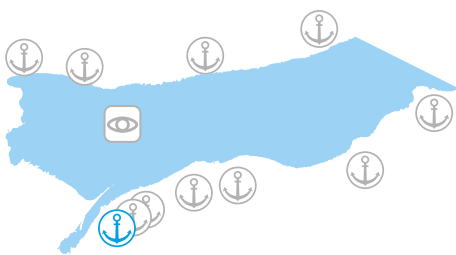


Photo: R. Wasil

The Kamienica Elbląska Fishing Harbour is a narrow, rectangular basin cutting deep into the land.

CHARACTERISTICS OF THE MARINA

It is essentially a small fishing harbour in Elbląg Bay. There are no facilities for sailors or sanitary facilities there.

The water area is a rectangular, very long channel (approximately 400 metres), about 15 metres wide at the entrance, narrowing slightly as it extends into the harbour. From the Bay, the quays are unfortified and overgrown with reeds, making access difficult. Here and there, you can find the remains of mooring piers protruding from the banks. We can use them for mooring. The most convenient berthing spots are on the southern quay, which closes off the harbour basin. There are solid concrete quays with bollards there. The fishermen are the hosts of this place. It is worth respecting this and asking them for permission if you plan to stay for a long period.

ROUTE TO THE MARINA

The approach to the harbour is from the direction of Nadbrzeże and Suchacz, sailing along the Elbląg Upland. The entrance to the harbour begins just beyond the visible buoys.

Nadbrzeże is situated about 15 km from Elbląg, within the boundaries of the Elbląg Upland Landscape Park. The village is best known for its marina and its old brickyard, which also serves as a small open-air museum. Also worth seeing are the spa manor complex (18th/19th century) and the brickyard complex (19th/20th century). During the Second World War, a sub-camp of the Stutthof–Hołówek concentration camp was located in Nadbrzeże. An obelisk commemorates the prisoners murdered here.

CHARACTERISTICS OF THE MARINA

The Nadbrzeże Water Centre is not just a marina, but also a place for recreation and relaxation. In the former harbour basin, you can moor at the pier or along the quay, which is reinforced with wooden piles. Electricity and water are available here. Toilets and showers. There is an admission charge (children under 15 – free). During the summer holidays, the centre features a beach with a lifeguard, barbecue shelters, campfire areas, a volleyball court, a table tennis table and a children's playground. The site is fenced. A free, unguarded car park is available for motorists.

ROAD TO THE MARINA

Access by road: Provincial Road 503, turn off at the blue cross marked with two wooden signs reading 'Stanica Wodna w Nadbrzeżu'

Access by water: From the approach fairway to Elbląg Port – traverse near buoys 38–40 – head towards the brickworks chimney. The entrance to the port is on the right-hand side of the harbour head. Depth at the entrance at average water level: 0.70–1.10 m. The Water Centre is located on the left-hand side of the harbour; it features a distinctive white building, a barbecue shelter and a pier with a slipway.

NADBRZEŻE

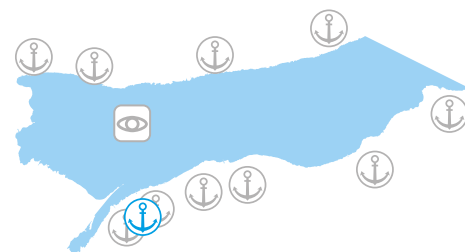


Photo: Berda.pl

Suchacz is the largest port in Elbląg Bay, situated 12 km from Elbląg. It is located within the Elbląg Upland Landscape Park, which is part of the Natura 2000 programme. In 1463, not far from Suchacz, on the Vistula Lagoon, a naval battle took place between the fleets of the Teutonic Order and those of Elbląg and Gdańsk.

CHARACTERISTICS OF THE MARINA

The largest port in the Elbląg Bay is situated to the west of the village of Suchacz, about a 10-minute walk away. This is a good place to start or end a trip on the Vistula Lagoon. The water sports infrastructure in Suchacz consists of a sea marina and a sailing marina. At the far end of the harbour basin is the Marina Suchacz Resort, situated on the western quay of the port. Well sheltered from waves and wind, it allows you to leave your yacht there, even for a longer stay. Suitable for vessels with a deeper draught. Mooring is available at concrete quays in the inner part of the basin, perpendicular to the piers, with the stern facing the buoys. Electricity and water are available here. Sailors also have access to a clubhouse, a campfire area and an outdoor sauna.

Marita Marina is located approximately 0.5 km east of the seaport in Suchacz. Marita is a base for fishing boats, and yachts and motorboats also moor here. Caution is advised on approach (shallow waters). The harbour basin is roughly rectangular in shape, with fixed and floating piers. Water and electricity connections are available. Mooring to be agreed with the owner.

ROUTE TO THE SEA AND YACHT MARINA

The harbour entrance is situated almost perpendicular to the Elbląg Light ('Andzia', green light, flashing at 6-second intervals, State Water Management). The harbour's landmark is the breakwater, with a red leading light column with a white band and a red flashing light (QR). It is worth noting that there are rocks on both sides of it, and there are plenty of nets and buoys here. It is recommended to approach from the west, which allows you to maintain your bearings in the harbour channel. Entering the harbour under sail is dangerous and difficult. The harbour channel turns at a 90-degree angle, so two yachts may have difficulty passing each other. A port suitable for vessels with a draught of up to 1.2 metres.

SUCHACZ

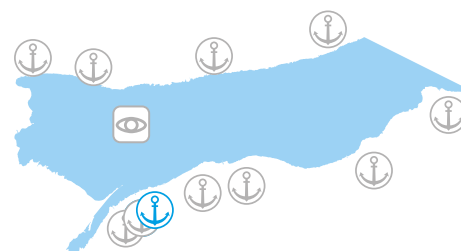


Photo: Berda.pl



KADYNY

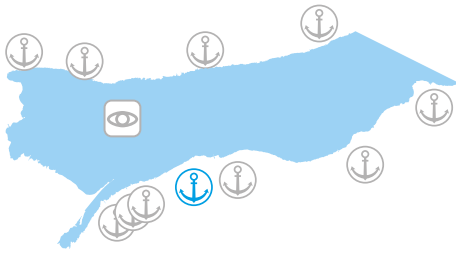


Photo: A. Wołosz

Kadyny is a small village situated on the site of a former medieval stronghold belonging to the Old Prussian tribe of the Pomezans. The village takes its name from the Prussian princess Kadyňa, its founder. One of the main attractions of Kadyny is the former residence of Emperor Wilhelm II. The village was designed and built on his orders to comfortably accommodate the Emperor's entire court, including guards, doctors and supply staff. Hence, the streets in Kadyny are as wide as those in Paris.

CHARACTERISTICS OF THE MARINA

The harbour basin, which is not operated by the Gdynia Maritime Office, contains a very silted-up and shallow marina. At the western head and on the breakwater, you must take great care to avoid the rusty steel sections of the Larsen sheet piling protruding from it. On the western breakwater, the operator has installed several mooring cleats. This allows mooring, but only in good weather and calm seas, for yachts with a draught of up to 0.8 m. We do not sail into the inner basin; we moor right at the exit (the western breakwater head). Inside the harbour, the depth is 50–80 cm.

Next to the marina is a beach equipped with sun loungers, parasols with thatched roofs, wicker baskets, and pitches (with stands) for beach soccer and volleyball. Between the harbour and the beach there is a restaurant with a drinks bar and a barbecue. Here you can obtain electricity and water if required. Nearby, there is a water sports equipment rental facility (kayaks, sailing boats, pedalos). Here you can rent a cottage or take lessons in windsurfing, kitesurfing and wakeboarding. Thanks to this tourist infrastructure, the marina is known as the Kadyny Silver Riviera.

ROUTE TO THE MARINA

No navigation signs or lights. The marina can be recognised by its visible breakwater, sandy beach and thatched-roof catering building. Beware of shoals and strictly follow the fairway. The entry manoeuvre should be performed on a course perpendicular to the shore. Mooring is only possible at the exit from the basin. There are numerous obstacles inside. Enter only during daylight hours, when there is no swell and the winds are offshore. Do not sail into the harbour.

TOLKMICKO



Photo: Berda.pl

The seaport in Tolkmicko is one of the largest facilities of its kind on the Vistula Lagoon. The history of Tolkmicko is linked to the legend of Tolko and Mita, the town's founders. The Tolkmicko Embankments, the ruins of an Old Prussian fortified settlement located in the Elbląg Upland – 3 km south of the town – are also linked to this legend. The fishing port in Tolkmicko was established under Prussian rule between 1862 and 1883.

PORT CHARACTERISTICS

Seaport. The harbour basin underwent renovation a few years ago. Yachts, ships and fishing boats moor here. The eastern quay is designated in its initial section for Maritime Search and Rescue units, and further along for fishing boats and cutters. There is a boat slipway and lift, as well as a harbour master's office, SAR lifeguards and fishing base building. Western Breakwater – at its end is the Passenger Pier – although passenger ships do not usually moor here, preferring the Western Quay.

The sailing port in Tolkmicko was established as part of the 'Żuławska Loop – development of water tourism. Stage I'. It is situated on the southern quay and partly on the western one. Full water sports infrastructure is available here. You can moor alongside the jetty using mooring fingers (southern quay) or alongside the western quay. Electricity and water supply available. Toilets and showers.

SAR – SEARCH & RESCUE

It is the only facility of its kind on the Vistula Lagoon. It is absolutely important to remember that Maritime Search and Rescue (SAR) saves people. There is a substantial fee for a yacht rescue service. If people's lives are not at risk, the harbour master's office and fishermen should be contacted.

ROUTE TO THE PORT

The port can be recognised by the distinctive white-and-blue fish processing plant located to the west of the harbour entrance. The roof of the building features an upward-facing triangle.

From the Vistula Lagoon fairway, the approach is marked by a TOL buoy (a white-and-red lighted buoy with a sphere). Just before the port, there are two fairway gates, with red and green spar buoys. Vessels with a draught of less than 0.8 m do not need to keep to the channel. When entering the port from the east, be aware of the Tolkmicko Shoal, marked by a black-and-yellow cardinal pole buoy (with two black cones pointing upwards) TOL-N. From the west, there are no depth issues. At the western head of the breakwater, a steady green light on a green column with a gallery guides vessels into the port.

Frombork is the largest port town on the Vistula Lagoon. It is famous for Nicolaus Copernicus, who spent over 30 years of his life there, serving as a canon of the Warmia chapter. The most important tourist attractions in Frombork include: the cathedral hill complex towering over the town, the Nicolaus Copernicus Museum, as well as the planetarium and the astronomical observatory.

PORT CHARACTERISTICS

In Frombork, water sports enthusiasts can enjoy the **Seaport** and the **Narusa Marina**. The **seaport** consists of an elongated channel ending in a wider harbour basin, accessed via two breakwaters marked with diagonal yellow and black stripes. The eastern breakwater, 61 m long, ends with a red column featuring a gallery, whilst the western one, measuring 91 m, ends with a green one. The eastern coastal fortifications at the breakwater are 89 m long. The harbour features a harbour master's office and a passenger marina, and part of the western quay is dedicated to sailors. The Dal Yacht Club is also located on the western quay.

In 2024, an upgrade of the facility was completed, which involved enlarging the harbour basin and reinforcing the hydraulic structures. This has increased the number of berths and improved the safety of vessel traffic. Following the reconstruction, the harbour offers access to electricity, water supply and toilets; however, the slipway has become more difficult to access due to a fence erected along the access road.

Narusa Marina is situated at the Frombork Pier. There used to be a passenger and yacht marina here. Here you can moor at new berths with jetties perpendicular to the quay, and at a concrete quay from which old bolts and metal sheets protrude. The new berths are illuminated, with an electricity connection and access to water. There are toilet facilities in the building near the breakwater. The closer you get to the beach, the more you need to watch out for shallows and overgrown water area.

ROUTE TO THE PORT

From the main fairway of the Vistula Lagoon, the fairway to Frombork is marked by the FRO light buoy (with vertical red and white stripes and a sphere). Next to it are anchorages with a navigable depth of 2.2 m. From the buoy to the port, we follow an approach fairway with a depth of 2.4 m and a width of 30 m. The fairway is 500 m long and is marked by two safe-water buoys 1/F and 2/F, followed by three sets of buoy gates (red and green) marked 1 and 2, 3 and 4, and 5 and 6.

On the eastern head of the breakwater, a red column with a gallery. The breakwater head is painted in diagonal yellow and black stripes. Red light with a 2-second interval. On the western head, a green column with a gallery. The breakwater head is painted in diagonal yellow and black stripes. Green light with a duration of 2 seconds. A three-sector light located at the end of the harbour basin.

The entrance to Narusa Marina is located to the west of the seaport, in front of the western breakwater. Care should be taken around the remains of the disused breakwater, which now serves as a promenade. We moor along the concrete quay, where there are shallow areas of approx. 50–80 cm.

FROMBORK

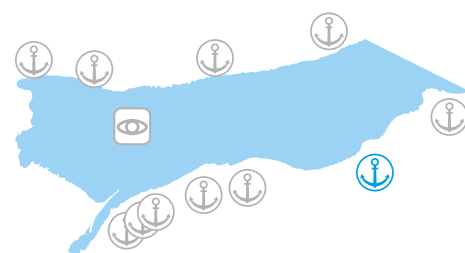


Photo: Berda.pl





Photo: Berda.pl

NAVIGATION INFORMATION - The Pasłęka River

DEPTH AND WIDTH

From 2026, the Pasłęka to Braniewo constitutes a navigable waterway of Class Ia, 9.5 km in length (from the mouth of the Vistula Lagoon to the marina in Braniewo), and is accessible to vessels with a draught of approx. 1.5 m. From the mouth to Braniewo, the river's average depth is approx. 2 metres, though it is deeper in places. There may be shallow areas near piers and marinas. The average width of the Pasłęka River ranges from 15 to 30 metres. Upstream of Braniewo, the width varies, with some sections being as narrow as ten metres.

REGULATIONS AND RESTRICTIONS/ MARKINGS

General navigation regulations apply on the river. There is no speed limit along the entire route. From the disused drawbridge in Nowa Pasłęka to Braniewo, you must sail with the mast lowered. If possible, you should sail in the middle of the river. You should also watch out for shoals at the mouth of the Vistula Lagoon, as these may pose an obstacle for ballast yachts.

HIGH-VOLTAGE POWER LINES AND BRIDGES

The lowest high-voltage power line is suspended at a height of 16 m. At the junction of Stara Pasłęka and Nowa Pasłęka there is an occasionally raised Bailey bridge with a clearance of 2.0 m.

VEGETATION

The banks of the river are overgrown with reeds. If possible, you should sail in the middle of the river. This reduces the risk of vegetation becoming entangled in the vessel's propeller.

MOORING

On the Pasłęka, you can moor at the marina in Stara Pasłęka and Braniewo, as well as at numerous small, private quays and piers. Wild mooring is practically impossible, with the exception of the sandy beach in the estuary section.

SHIPS AND BARGES

There is heavy fishing boat traffic in the estuary section.

NAVIGATION INFORMATION - THE KANAŁ PASŁĘKI

DEPTH AND WIDTH

The average depth along its entire length is approximately 2.2 metres, though in places it is – metres deeper. The width of the channel ranges from 15 m to 20 m.

REGULATIONS AND RESTRICTIONS/ MARKINGS

Port regulations and orders issued by the Maritime Office in Gdynia apply on the Kanał Pasłęki. There is no speed limit on the waterway. The canal lacks marking. The approach fairway to the port of Ujście on the Vistula Lagoon is marked by: lateral buoys (green and red), which mark the edges of the fairway and approach fairways, and a leading light marking the approach to the port.

HIGH-VOLTAGE POWER LINES AND BRIDGES

In its final section, just where it joins the Pasłęka, there is a drawbridge with a clearance of 1.9 m.

VEGETATION

The riverbanks beyond the port at Ujście are slightly overgrown and bushy. If possible, you should navigate the centre of the channel; this reduces the risk of vegetation becoming entangled in the vessel's propeller.

MOORING

There are no marinas on the Kanał Pasłęki. There is a fishing port in Ujście, and its quays are used by boats and fishing vessels. Tourist boats may moor here.

SHIPS AND BARGES

There is heavy traffic of fishing boats on the canal.

RIVER PROFILE

PASŁĘKA is a river in north-eastern Poland, flowing through the Warmińsko-Mazurskie Voivodeship and emptying into the Vistula Lagoon; it is 211 km long. It is one of the main rivers of Warmia and forms its western border. Almost its entire course is protected as part of the 'Beaver Refuge on the Pasłęka River' nature reserve.

It is navigable for pleasure craft over a 9.5 km stretch to the municipal marina in Braniewo. The river is embanked along this stretch; in many places near the bank there are obstacles lying just below the water's surface, so care must be taken when mooring. The river flows monotonously, meandering gently. Halfway along the eastern bank, a short, dead-end channel branches off to the left.

CANAL PROFILE

THE KANAŁ PASŁĘKI – Inland sea waters – over a length of nearly 580 m, it connects the Pasłęka River with the Vistula Lagoon. The canal is regulated, and on the lagoon side it is concrete-lined (quays, breakwaters) and sheltered, which enables safe navigation to the marina in Stara Pasłęka. Draught of vessels: approx. 1.5 m.

Following the renovation completed in 2024, the depth in the port of Nowa Pasłęka and in the approach fairway is 2.2 m, and the Kanał Pasłęki has been regulated up to the drawbridge. The breakwaters have been rebuilt, creating new mooring berths on the eastern breakwater and changing the navigational markings by removing the leading light and nautophone in favour of new lights and buoys.



Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://wir.wody.gov.pl/mapy/>
<https://bhmw.gov.pl/pl/warnings/current/>



Bridge over the Pasłęka River. Photo: Berda.pl

River Pasłęka (to Braniewo)

00.00 km – The mouth of the Pasłęka River into the Vistula Lagoon. **Note!** Significant shallows, down to 0.3 m, and sandy shoals, which in practical terms make navigation impossible.

0.30 km / 0.35 km* – LB Kanał Pasłęki. The canal, with a drawbridge and a port in Ujście, connects the Pasłęka River with the Vistula Lagoon.

0.30 km – 1.60 km / 0.35 km – 1.91 km* – LB Numerous private piers along the shoreline.

01.30 km / 01.56 km* – RB The 'Przetoka' of the Pasłęka. A non-navigable site – a stony ford which allows water to flow directly into the Vistula Lagoon at high tide.

01.35 km / 01.60 km* – RB Maritime Border Guard Unit.

01.60 km / 01.69–01.91 km* – RB Sailing marina in Stara Pasłęka. Marina located along the river - jetty for mooring alongside and in y-booms, slipway, toilets, showers. This is the last marina on the Vistula Lagoon, situated near the border with Russia. It is located on the right bank of the Pasłęka River, about one and a half kilometres from its mouth on the Vistula Lagoon. Next to the marina is a Border Guard building. When mooring, the river current must be taken into account.

01.60 km / 01.95 km* – Stara Pasłęka / Nowa Pasłęka. This **Bailey-type road bridge** is a steel truss structure originally erected on the Motława. It was relocated to New Pasłęka in 1995. In 2019, it underwent an overhaul that allows for manual – occasional lifting of the 8 m long central span. **Vertical clearance of 2.0 m.**

approx. 2 km – RB – fishing harbour in Nowa Pasłęka. The marina is situated on the western bank of the Pasłęka River, behind a closed drawbridge. One of the largest fishing fleets on the Vistula Lagoon is based here.

approx. 4.2 km – LB – a short, dead-end branch

approx. 7 km – RB – Shrine of the Exaltation of the Holy Cross

approx. 8.65 – Modern arched road bridge on PCK Street. **Vertical clearance of 4.6 m.**

approx. 8.85 km – Power line. **Vertical clearance of 16 m.**

9.00 km – RB – sailing and canoeing marina in Braniewo. It was built as part of the 'Żuławska Loop – development of water tourism. Stage I'. It is located in the town centre, just before the footbridge. The marina, approximately 25 m long, is intended for small vessels and kayaks. It has rest and refreshment facilities.

9.05 km – footbridge. **Vertical clearance of 4.3 m.**

9.25 km – RB - District Headquarters of the State Fire Service

9.50 km – end of navigable waters

* Mileage given according to data from guidebooks and an audit carried out.

APPROACH TO THE RIVER FROM THE VISTULA LAGOON

The mouth of the Pasłęka River has been partially regulated and dredged in recent years. The eastern breakwater has been revitalised, and the dredged material has been used to create a beach. We enter the estuary, keeping to the western side, passing the beach on the western bank and an island on the right.

The Kanał Pasłęki

00.00 km – The mouth of the Kanał Pasłęki into the Vistula Lagoon. This is a small port located near the village of Ujście. The harbour was established in 1959; the mouth has now been regulated and dredged to a depth of 2.2 m; the breakwaters and navigation marks have been modernised. We moor at concrete quays with fenders. Please note – most berths are taken by fishing boats. Tourist vessels can continue along the Kanał Pasłęki and, after passing the bascule bridge in Ujście, reach the marina in Stara Pasłęka.

00.13 km – 00.35 km – LB Seaport in Nowa Pasłęka (Ujście). Newly renovated quays for mooring fishing cutters and, occasionally, tourist boats.

00.56 km – Road bridge, a drawbridge leading to the island and a farm. **Vertical clearance of 1.9 m** (opened for a fee).

00.58 km – Connection of the Canal with the Pasłęka River

APPROACH TO THE KANAŁ PASŁĘKI FROM THE VISTULA LAGOON

The start of the approach fairway is marked by the PAS light buoy. From there, we sail towards the shore. The entrance to Nowa Pasłęka is located at a place where the shoreline forms a protrusion into the Lagoon. When navigating, keep to the centre of the channel marked by the lateral buoys (green and red), which mark the edges of the fairway and the approach fairways leading to the port. When approaching from Frombork – watch out for rocks near the village of Różaniec. The main landmark is a green tubular pole, which has replaced the lattice tower on the western breakwater. The nautophone and leading light have been dismantled.



DID YOU KNOW THAT...

Historically, the Pasłęka River served as the western border of Warmia – it separated the lands of the Warmian bishops' domain from those belonging to the Teutonic Order, and later to Ducal Prussia.

The Pasłęka was a distinct cultural and religious boundary; this is perfectly illustrated by the example of the villages of Nowa Pasłęka (Catholic Warmia) and Stara Pasłęka (Protestant Prussia) on the banks of the Elbe, where differences in religion and customs persisted for centuries.

The river's name bears witness to the region's ancient history: the Old Prussian name Seria evolved into the German Passarge, and subsequently into the Polish Pasłęka, reflecting the multicultural influences on this border waterway.



Photo: Berda.pl

NAVIGATION INFORMATION - River Elbląg

DEPTH AND WIDTH

The River Elbląg is a Class Ia waterway from Lake Drużno to kilometre 4.85, where the internal sea waters and the Port of Elbląg begin. Currently, the guaranteed draught ranges from 1.2 to 3 metres, but planning is underway to deepen the fairway within the seaport boundaries to 5 metres (up to the European Union Bridge). The river's width varies from 30 to 60 metres (up to 100 metres at passing places). Due to fluctuating water levels, you should always check the current level with the Regional Water Management Authority or the Elbląg Port Authority.

REGULATIONS AND RESTRICTIONS/ MARKINGS

In maritime waters, the regulations of the Port and Maritime Office in Gdynia apply, whilst in inland waters, those of the Inland Navigation Office (UŻS) and the regulations of the Regional Water Management Authority (RZGW) apply. There is a speed limit of 15 km per hour on the river and there is no-wake zone at several marinas. All hydrotechnical structures and power lines are clearly marked.

HIGH-VOLTAGE POWER LINES AND BRIDGES

The lowest high-voltage line is suspended at 15 m. The clearance depends on fluctuating water levels. It is located at 1.76 km along the course of the river flowing out of Lake Drużno.

The river is crossed by fixed bridges in Elbląg and by drawbridges and a swing bridge in Nowakowo. The lowest clearance on the river is 1.9 m (under the closed Lower (Short) Drawbridge). Yachts can sail into the ports of HOW Bryza and JK Elbląg with their masts raised. Further upstream, due to the numerous bridges and power lines, yachts usually sail with their masts lowered at all times.

VEGETATION

The banks of the river in the unregulated section are mostly overgrown with reeds.

MOORING

On the river, mooring is possible in Elbląg at sailing and canoeing marinas, at the Zygmunt August quay and mooring jetties (near the drawbridges), and in Nowakowo at the waiting quays near the swing bridge.

Wild mooring is possible at a dozen or so spots from Elbląg to the Vistula Lagoon. Anchoring is possible at river mouths, side bays and unmarked, often overgrown straits leading to Lake Drużno. Take care of obstacles on the riverbed. A similar channel to Elbląg Bay near Jagodno is currently obstructed by a sandbar, making passage difficult for larger vessels.

SHIPS AND BARGES

There is considerable boat traffic in the centre of Elbląg and along the stretch to the Vistula Lagoon. Since 2025, Żegluga Gdańska has resumed the Elbląg–Krynica Morska passenger service – Elbląg. The Ostróda–Elbląg Shipping Company runs a regular shipping service from Elbląg to Buczyniec.

NAVIGATION INFORMATION - The Kanał Jagielloński

There are no ports or marinas along the canal. The banks of the canal are embanked and reinforced with a Larsen wall (near Bielnik), a stone riprap or timber piling. There is a speed limit of 8 km/h on the canal. Navigating the canal does not pose any particular difficulties. Yachts must have their masts lowered due to the bridge at the junction of the Kanał Jagielloński with the Nogat (6 m clearance). Most of the banks are overgrown with reeds. The surrounding landscape consists mainly of farmland. There are numerous anglers along the entire route.

RIVER PROFILE

THE ELBLĄG RIVER, also known as the Elbląška, is 20.57 km long and connects the water system of the Kanał Elbląski and the Iława Lake District with the Vistula Lagoon and the Żuławy Loop. It can be divided into three sections: the first, natural section, from Lake Drużno (where it rises) to the town; then the urbanised town section; and finally the canalised section leading to the Vistula Lagoon. From 4.85 km, the river falls within the jurisdiction of the internal maritime waters, managed by the Maritime Office in Gdynia (Elbląg branch), and forms part of the Port of Elbląg, managed by the Port Authority. The boundaries of the port waters end beyond Nowakowo. The river channel is canalised in the urban section and in the section leading to the Vistula Lagoon, which is intended to allow larger vessels to call at the port, following the reconstruction of the fairway. The river current is minimal, and strong winds from the Vistula Lagoon can cause a 'backwater' effect, reversing the direction of the current and causing flooding. The permissible draught on the channelled section from the Lagoon to Elbląg is currently 3 m, and is set to reach 5 m in the long term. The River Elbląg connects with other waterways: it flows out of Lake Drużno (via which one can reach the Kanał Elbląski), the non-navigable Tina and Fiszewka flow into it, and the Kanał Jagielloński begins at the river, leading to the Nogat and on to the waters of the Żuławy Loop, the Vistula, the Bay of Gdańsk or the Vistula Lagoon. The river flows directly into the Vistula Lagoon.

CANAL PROFILE

THE KANAŁ JAGIELLOŃSKI, 5.83 km long, is classified as a Class II navigable waterway (the final 930 m belongs to internal maritime waters and the Port of Elbląg), with a guaranteed draught of 1.8 m. It connects the Nogat with the Elbląg River, near the village of Kępki. It enables navigation on the Gdańsk–Elbląg route, bypassing the Vistula Lagoon. It is also an alternative route from Elbląg to the Vistula Lagoon.

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://bhmw.gov.pl/pl/warnings/current/>

HYDROTECHNICAL TRIVIA

DRAWBRIDGES IN ELBLĄG

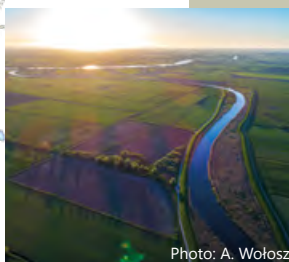
As part of the Old Town regeneration project, two historic crossings over the River Elbląg, which had not existed since the Second World War, have been reconstructed. These are: the Lower Bridge (opened in 2008) and the Upper Bridge (opened in 2013). Both structures are drawbridges, allowing yachts and ships to enter the city centre (the width of the navigable channel beneath the bridges is approx. 16 m).

Next to the Upper Bridge stands the reconstructed building of the historic Elbląg Stock Exchange. Both bridges serve both pedestrians and motorists, forming an important link between the Old Town and Granary Island, with the bridges being opened at designated times or on request.



THE KANAŁ JAGIELLOŃSKI

The Kanał Jagielloński, built in 1483, is the oldest canal in Poland. It is the shortest connection between Gdańsk and Elbląg and is 5.83 km long. The canal was intended to strengthen the position of the port in Elbląg, in relation to its rival, the Port of Gdańsk. When sailing along the Canal, one passes through the disused flood gates in Bielnik, which replaced 2 former locks.



SWIVEL BRIDGE IN NOWAKOWO

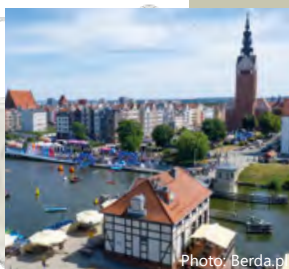
This impressive steel structure spans the River Elbląg and forms a key part of the new waterway linking the Vistula Lagoon with the Bay of Gdańsk. The facility, 103 m long and weighing over 650 tonnes, has replaced a worn-out pontoon bridge which for years had been a navigational hazard. At the heart of the structure is a specialised bearing mounted on the main support, which allows the bridge to rotate around its own axis in just 2 minutes, enabling vessels to pass through.



TOURIST ATTRACTIONS

ELBLĄG

It is well worth a visit for its historic Old Town. During your visit, be sure to take a stroll along the Church Trail. Even greater treasures lie hidden beneath the Old Town – it is one of Europe's largest sites where comprehensive archaeological work is being carried out. The finds made so far can be admired in the Archaeological and Historical Museum. Other places worth visiting include St Nicholas's Cathedral, the Market Gate and the El Art Centre – El Gallery.



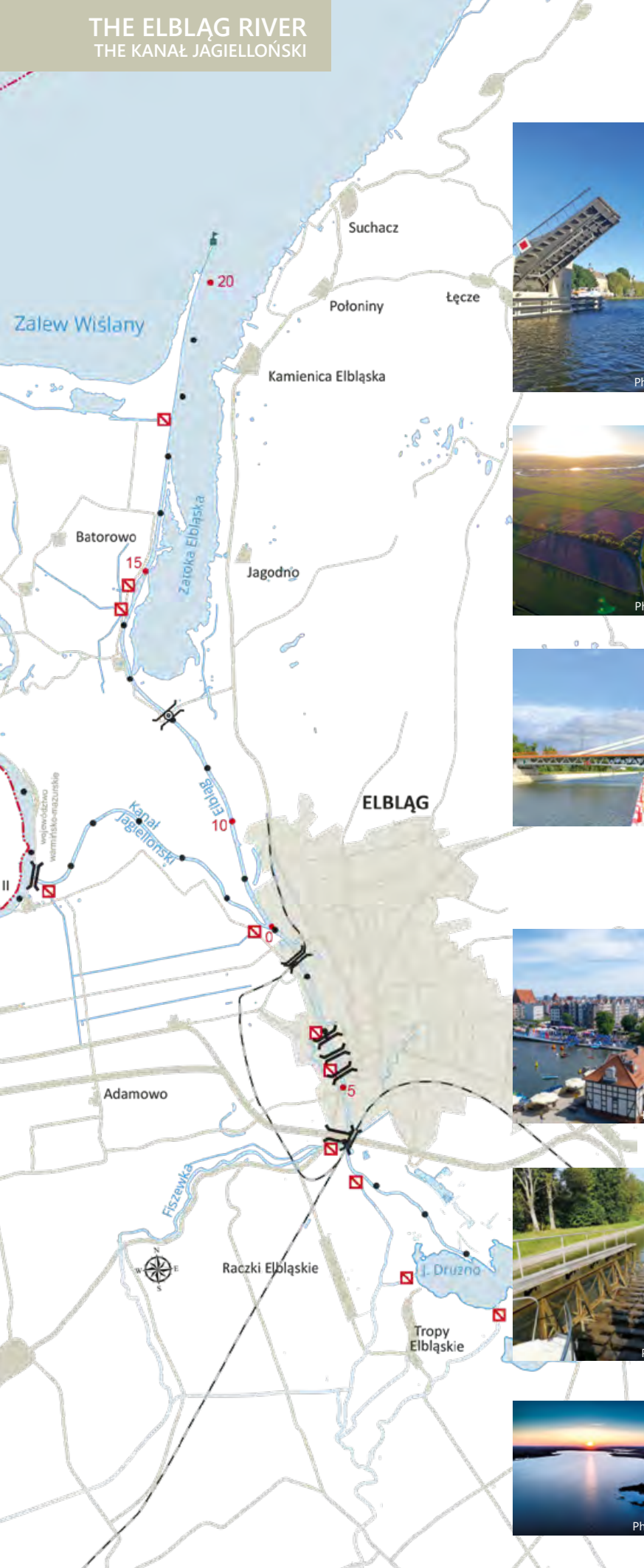
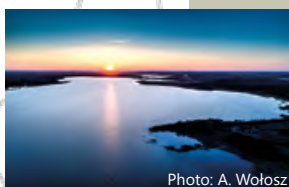
THE KANAŁ ELBLĄSKI

It connects Elbląg with Ostróda. It is one of the two waterways in the world in which slipways have been used. This was necessary due to the significant difference in elevation, amounting to approx. 100 m, over a length of almost 10 km. Only here do the slipways have what is known as a dry ridge, meaning that ships travel certain distances over dry land. In 2011, the Canal was listed as a historical monument; for over 180 years it has been in continuous use in its original state.



DRUŻNO LAKE

When sailing along the Kanał Elbląski, one cannot miss Lake Drużno. The lake was formed from part of a sea bay, and its shores are home to over 200 species of waterfowl and marsh birds. Despite its shallow depth, reaching a maximum of 3 metres, the lake is also a paradise for anglers – it is not difficult to catch a fine specimen of pike here.





The Zygmunt August Embankment in Elbląg. Photo: Berda.pl

00.00 km – The Elbląg River begins its course by flowing out of Lake Drużno. At the 0.0 km marker on the LB, there is a convenient place for 'wild' camping, overgrown with reeds. Lake Drużno is a very shallow body of water (the average depth is just 1.25 m, and the deepened trail is 3 m deep). Gradual silting and overgrowth have created a unique European refuge for waterfowl here. Since 1966, Lake Drużno has been a nature reserve, home to many threatened species of animals and plants. Around 210 species of water and marsh birds have been observed here, of which 110 are permanent breeders (including herons, cormorants and cranes).



The Elbląg River. The S7 expressway bridge and the railway bridge. Photo: A. Wołosz

01.76 km – Power line. Vertical clearance of 15 m.

03.48 km – LB Mouth of the Tina (non-navigable waterway).

03.90 km – RB Mouth of the Kumiela (non-navigable waterway).

03.93 km – Railway bridge on the double-track electrified line between Malbork and Elbląg. Vertical clearance of 3.55 m.

04.06 km – LB Mouth of the Fiszewka (non-navigable waterway). Following the Fiszewka, we reach the pumping station, which is the furthest point on the river that can be safely reached by yacht. Past the first bridge (note: low clearance), there are convenient places to stop.

04.10 km – Road bridge on the S7 route. This is a facility with two independent beam-type spans, with four supports situated on the riverbank. Vertical clearance of 10.3 m.

04.13 km – Southern boundary of the Port of Elbląg, end of inland waters, beginning of internal sea waters.

04.13 - 05.22 km – The regulated (urban) section of the river begins. On the left bank up to the road bridge along Wyszyńskiego Avenue – company and private piers with no entry.

04.30 - 5.05 km – RB Harbour quay.

04.90 km – 2 power lines. Vertical clearance of 21 and 19 m.

05.17 km – RB Campsite piers no. 61.

05.22 km – Road bridge on Wyszyńskiego Avenue in Elbląg, built between 1956 and 1958. It is a three-span structure with a monolithic prestressed concrete load-bearing system in the form of a Gerber-type articulated beam. The total length of the bridge is 81.72 m. Provincial road No. 500 runs across the bridge. Vertical clearance of 6.3 m.

05.28 km – LB Młyński Canal estuary (also known as the Municipal Canal or City Moat) – a non-navigable waterway.

05.30 - 05.68 km – LB Southern Mooring Quay (under construction). New boulevard and berths for vessels. Completion of the project – end of 2026. Alongside distinctive office buildings whose architecture references the old granaries – a new landmark of Elbląg's waterfront.

05.63 - 05.67 km – RB Ostróda-Elbląg Shipping Harbour, a mooring pier for ships.



The Upper Bridge in Elbląg. Photo: Berda.pl



Zygmunt Augusta Quay. Photo: R. Wasil



Fala Marina. Photo: A. Wołosz

standardised measuring templates were kept; a clerk responsible for maintaining the records held office there. To this day, little remains of the island's former buildings.

05.78 – 05.91 km – LB Quay low, trees on the edge.

05.92 km – **Lower Bridge (Low)** – drawbridge, for pedestrians and cyclists. It is a three-span structure, with a drawbridge central span (double-leaf). The bridge has traffic lights and lockable barriers, controlled automatically from a control centre located at the High Bridge. Road bridge with a maximum load of 30 tonnes. **Vertical clearance of 1.9 m.**

05.93 - 05.99 km – LB **North Mooring Quay** (under construction). New boulevard and berths for vessels. Completion of the project: end of 2026.

05.93 - 05.99 km – RB **Gdańsk Shipping Quay**.

05.99 - 06.16 km – LB **OSW Fala Marina**. Quay and floating piers. The marina has a slipway (on the side of the Młyński Canal) with an electric winch for launching and hauling out vessels, as well as a shelter for engine repairs. Toilet and showers are available. Mooring is permitted at the wooden piers and concrete quayside, but not at the canoeing jetty, where it is prohibited. The marina is very close to Elbląg's Old Town. There is a common room on the premises.

06.17 km – LB **Młyński Canal mouth** (also known as the Municipal Canal or City Moat) – a non-navigable waterway. At the mouth of the canal there is a mooring quay for the Fala marina, a slipway for small vessels, and an unmarked low-hanging power line. The Młyński Canal is not a navigable waterway.

06.17 km – RB **Entrance to the harbour basin**.

06.18 - 07.37 km – RB Quay not in use.

06.30 km – LB **Border Guard**. Mooring pier.

06.40 km – LB **Wizus** – **Motorboat Service and Water Rescue**. A mooring pier for the company's customers. Slipway for small boats. Mobile crane.

05.69 km – **Upper (High) Bridge** – drawbridge. It is a three-span structure, with a opening central span (double-leaf). The structure is 50 m long and approximately 6 m wide. The bridge is equipped with traffic lights and automatic barriers controlled from a control room located next to the bridge. The bridge is for pedestrian and cycle traffic only. It features two sculptures of Piekarczyk with a fishing rod and a beam balance. **Vertical clearance under closed bridge of 2.8 m.**

05.70 - 05.91 km – RB The renovated **Zygmunt August Quay** is situated in the centre of Elbląg, right next to the Old Town and St Nicholas's Cathedral. Water enthusiasts can make use of the electricity and water connections – keys are issued by the drawbridge staff (phone number: 885 877 811), following prior notification of the need for electricity. It lies between the two drawbridges, the Lower and Upper Bridges, near numerous pubs and restaurants.

Elbląg's Old Town is a must-see for tourists, delighting visitors with its reconstructed historic urban layout, the castle precinct and the unique Church Path. It is also one of the largest areas in Europe to have undergone comprehensive archaeological research, which has made it possible to reconstruct the daily life of Elbląg's former inhabitants.

05.71 - 05.78 km – LB **Grupa Wodna Quay** is located on Granary Island. It is primarily a water sports equipment hire centre. Day camps, events, and sailing and motorboat training courses are also organised here. The site features a sauna, a beach volleyball court and a playground. This unique place harbours memories of the era of Elbląg's first granaries from the late 14th century. It also housed a merchants' exchange and a measure chamber, in which





06.45 - 06.80 km – Elbląg Port Turning Basin. In the turning basin area, there are dolphins. (or simply: In the turning basin, dolphins.)

06.70 - 06.80 km – LB Canoe Haven of the Elbląg Municipal Sports and Recreation Centre. Slipway for small vessels. Toilet, showers. The marina is situated on the left bank of the River Elbląg, at 5 Radomska Street. The facility is mainly used by canoeing clubs. The marina grounds are fenced and guarded. The facility includes a waterfront with jetties, a staff building with a gym and changing rooms, and hangars for storing canoes and small boats.

06.85 - 06.97 km – LB Coal yard, unloading quay.

07.15 km – Power line. Vertical clearance of 18 m.

07.37 km – LB Entrance to the Gdynia Maritime Office basin – Elbląg Branch.

07.32 km – LB Gdynia Maritime Office – Elbląg Branch.

07.37 km – RB Canal leading to the Elbląg Shipyard basin with slipways. In the canal: a permanently open swing railway bridge, a power line and a culvert.

07.41 km – European Union road bridge. The bridge consists of 11 spans ranging from 26 to 75 m in length, with a steel structure. Both carriageways of the bridge are 7 metres wide. On its left-hand side runs a 1-metre-wide footpath. The bridge has the highest load-bearing capacity, which means that vehicles weighing up to 50 tonnes can use it. **Vertical clearance of 9 m.**

07.43 km – Railway bridge. Vertical clearance of 9 m.

07.43 – 07.70 km – RB and LB Elbląg Seaport Quays (passenger terminal, cargo handling terminal, storage yards).

07.68 km – RB HOW Bryza Marina (harbour basin). Slipway, toilet, showers, engine service. At the marina, we moor alongside the gangways of the floating jetties and the concrete quay. Comprehensive boat repairs are carried out within the marina; there is a company providing welding services, specialising in the repair of outboard engines and boat trailers. The Elbląg Scout Troop also operates within the 'Bryza'; port.

07.78 km – LB Elbląg Yacht Club Marina (harbour basin). There is a harbour master's office and accommodation at the marina. We moor at the mooring fingers at the floating pier, or directly at the concrete quay. Access to a 10-tonne crane, hangar and boathouse. Toilet, showers. Winter storage for yachts is available in the newly renovated hangar or in the outdoor car park.

07.69 – 08.22 km – RB Port quays.

08.15 km – LB Mouth of the Kanał Jagielloński (navigable waterway). End of the regulated (urban) section of the river.

08.30 km – RB Closed sailing club marina (residents only on the industrial estate).

08.40 km – Power line. Vertical clearance of 43 m.

10.35 - 17.52 (RB) /20.75 (LB) km – from the start of the regulated banks of the River Elbląg to their entrance heads (right and left).

11.30 - 11.73 km – Widening of the river.

12.11 km – Power line. Vertical clearance of 24 m.

12.21 km – Swing bridge in Nowakowo. Designated places for mooring vessels waiting for the bridge to open, located by the bridge. **Vertical clearance of 5 m.**

12.22 – 12.60 km – RB and LB Rows of technical quays

12.56 km – Northern boundary of the Port of Elbląg.

14.26 km – LB Nowe Batorowo Pumping Station.

14.40 - 14.90 km – Nowe Batorowo Passing Place. LB. Technical quay.

15.45 km – RB Passage to Elbląg Bay – during hydrotechnical work, the passage was blocked and can currently only be navigated by canoe.

17.52 km – RB. LGW – Left Main Entrance to the River Elbląg (red). Sailors call it 'Kaczorek'.

17.55 km – Mouth of the River Elbląg into Elbląg Bay. Many sources cite the place at the Right Main Entrance as the mouth.

17.55 - 20.75 km – The waters of Elbląg Bay spread out widely on the right-hand side. Along the shore lies a string of charming, small harbours and coves – Kamienica Elbląska, Nadbrzeże,



Suchacz. The waterway leading to the Vistula Lagoon runs along the left bank of the river, Złota Wyspa, which narrows and eventually resembles a causeway.

17.71 km – LB Mouth of the canal.

20.75 km – LB PGW – Right Main Entrance to the River Elbląg (green). Sailors call it 'Andzia'.

Kanał Jagielloński

00.00 km – Bielnik Drugi/Kępa Rybacka. The mouth of the Kanał Jagielloński into the Nogat.

00.01 km – Bielnik Drugi/Kępa Rybacka. Former flood gates – permanently open

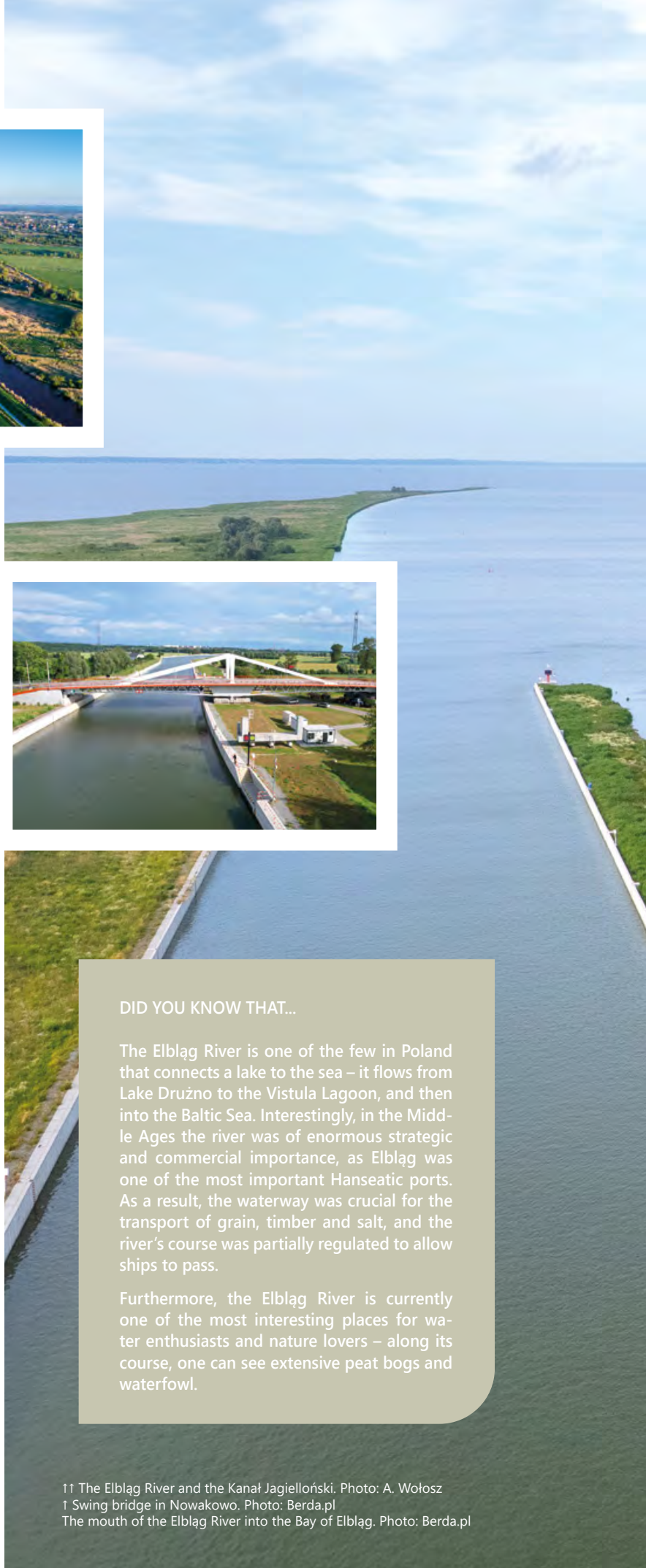
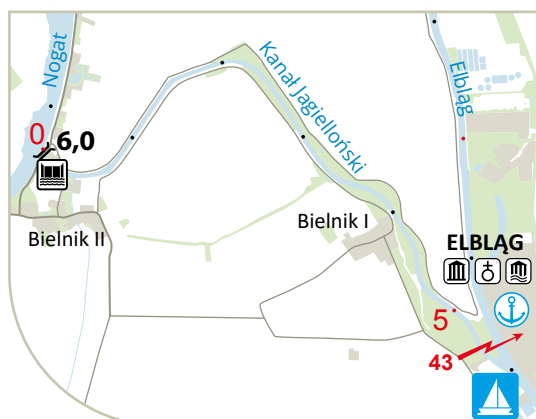
00.01 km – Bielnik Drugi/Kępa Rybacka. Road bridge in Bielnik. Vertical clearance of 6 m.

00.36 km – Bielnik Drugi. LB Mouth of the canal with pumping station (tributary from the Fiszewka Polder).

05.55 km – Elbląg. Power line. Vertical clearance of 43 m.

05.70 km – Elbląg. LB Bay with private piers and floating docks.

05.83 km – Elbląg. Mouth of the Kanał Jagielloński into the River Elbląg (LB).



DID YOU KNOW THAT...

The Elbląg River is one of the few in Poland that connects a lake to the sea – it flows from Lake Drużno to the Vistula Lagoon, and then into the Baltic Sea. Interestingly, in the Middle Ages the river was of enormous strategic and commercial importance, as Elbląg was one of the most important Hanseatic ports. As a result, the waterway was crucial for the transport of grain, timber and salt, and the river's course was partially regulated to allow ships to pass.

Furthermore, the Elbląg River is currently one of the most interesting places for water enthusiasts and nature lovers – along its course, one can see extensive peat bogs and waterfowl.

†† The Elbląg River and the Kanał Jagielloński. Photo: A. Wołosz
† Swing bridge in Nowakowo. Photo: Berda.pl
The mouth of the Elbląg River into the Bay of Elbląg. Photo: Berda.pl

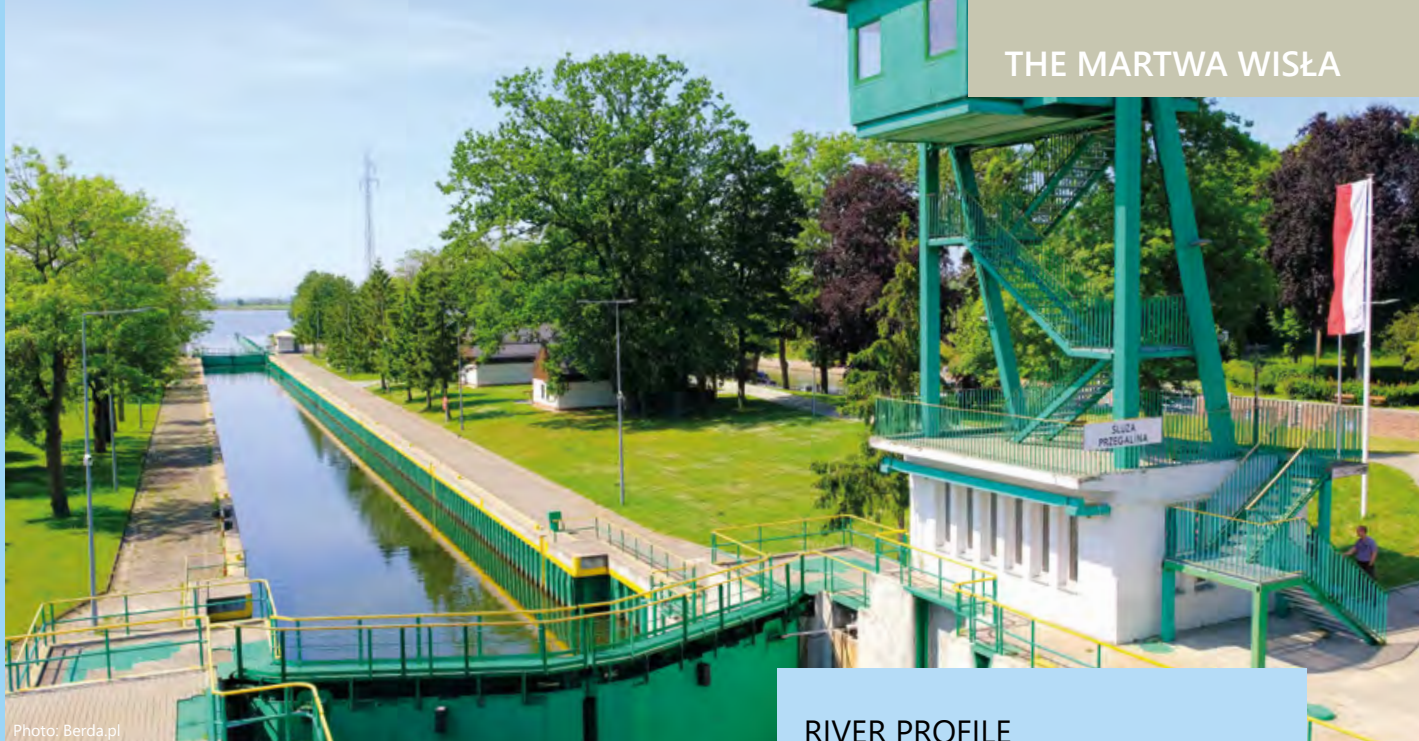


Photo: Berda.pl

NAVIGATION INFORMATION - Martwa Wisła River

DEPTH AND WIDTH

The Martwa Wisła waterway is a Class Vb navigable waterway, which is undergoing transformation in the Gdańsk area. On the section from Przegalina to the mouth of the Wisła Śmiała (km 11.40), its status changes to internal sea waters, becoming part of the Port of Gdańsk. The width of the waterway varies from 80 to 300 metres, and the guaranteed depth increases as one approaches the sea – from 2.2 m in the inland section to as much as 10 metres in the port waters.

It is worth noting that just beyond Przegalina, a side branch – the Błotnik Basin – diverges from the main waterway. This is a calmer body of water with third-class waterway status, a width of up to 280 metres and a guaranteed depth of up to 2 m.

Note to water enthusiasts: Particular caution should be exercised near marinas, jetties and at the mouths of canals. In these places, depending on water levels, there may be localised shallows of less than 1 m.

REGULATIONS AND RESTRICTIONS/ MARKINGS

On the river, from Przegalina to the mouth of the Wisła Śmiała, there is no speed limit. In marine waters – 7 knots (approx. 13 km/h). Local no-wake zone. On the section of the Martwa Wisła, classified as port (maritime) waters, the regulations issued by the Maritime Office in Gdynia apply, whilst on the inland section, the regulations concerning inland navigation regulated by the Inland Navigation Office and State Water Management Wody Polskie apply.

HIGH VOLTAGE LINES AND BRIDGES

The lowest high-voltage power line is suspended at a height of 15 m. Unmarked power lines are found in coves and at the mouths of rivers and canals (where sailing marinas are often located). Clearance depends on the variable water level.

Two drawbridges cross the river: in Przegalina, with a clearance of 9.2 m under the closed bridge, and in Sobieszewo, with a clearance of 4.5 m under the closed bridge, as well as the following bridges: cable-stayed – with a clearance of 9.1 m at HNWL (Highest Navigable Water Level), a railway bridge – with a clearance of 8 m at high navigable water level and the Siennicki Bridge – with a clearance of 7.3 m at high navigable water level.

VEGETATION

The banks of the river in the unregulated section are mostly overgrown with reeds. Reeds are also found in several sections of the harbour waters, on its southern bank between Płonia and Rudniki (cable-stayed bridge).

MOORING

There are the following moorings on the Martwa Wisła:

- sailing and canoeing marinas: in Błotnik;
- canoeing marinas at Trzcinisko and Młynówka;
- marinas and quays in Sobieszewo and Wiślinka;
- marinas at Stogi and Rudniki;
- sections of the quay between the cable-stayed bridge and Siennicki;
- a section of the quay at Polski Hak;
- marinas and the quay at the Wiśloujście Fortress;
- sections of the quays in the Port of Gdańsk, subject to the consent of the quay operator.

Wild mooring is possible on the section from Przegalina to the mouth of the Wisła Śmiała. There may be various obstacles on the riverbed near the bank – e.g. riprap or individual stones.

SHIPS AND BARGES

There is very heavy traffic of ships and barges on the river. On the stretch from the mouth of the Motława to the sea – large seagoing vessels.

RIVER PROFILE

THE MARTWA WISŁA is a historic estuarine branch of the Vistula, nearly 29 kilometres long, formerly known as the Leniwka. It acquired its current name and character after being cut off from the main river channel by the famous Świbno Cut. Its waterway is divided into two distinct sections with different statuses.

The first section, from the lock at Przegalina to the mouth of the Wisła Śmiała, has the status of a Class Vb inland waterway. It is a waterway 150–280 metres wide with a guaranteed depth of up to 3 metres. Just beyond Przegalina, a calm body of water, the Błotnik Basin, branches off from it.

In the vicinity of the fishing harbour in Górkę Zachodnie, the river changes character, becoming internal maritime waters. From this point onwards, administration of the river is taken over by the Maritime Office in Gdynia via the Gdańsk Port Authority. Along this stretch, which covers the canalised port area right up to the mouth of the river, the Martwa Wisła branches off into, amongst others, the Kanał Kaszubski, and the permissible draught increases from 5 m on the Płonia-Polski Hak section to 10–11 m on the Kanał Kaszubski and further on to the mouth at Nowy Port. It should be noted that the river current is minimal; however, with winds from the sea, a 'backwater' phenomenon occurs. Uniform maritime marking applies along its entire length (red buoys on the left, green on the right of the channel).

The river connects to:

the Vistula – at Przegalina,
the Bay of Gdańsk – via the Wisła Śmiała,
the Motława and the Kanał Kaszubski – in the Polski Hak area.



Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://bhmw.gov.pl/pl/warnings/current/>



HYDROTECHNICAL TRIVIA

KAMIENNA GRODZA BARRAGE

A section of Gdańsk's 16th–17th-century fortifications. The barrage is situated on the Motława River (along Kamienna Causeway and Na Szańcach streets). Flood gates now operate at the place where the former lock used to be. They close automatically when the water level on the Motława rises. We must bear in mind that after passing through the gates and completing a trip along the Motława, on our return we find... the gates closed. The Regional Water Management Authority (RZGW) opens them during periods when there is no flood threat.



Photo: R. Wasil

MARINA GDAŃSK

Gdańsk Marina on Szafarnia Street was established in 1997. It is a marina situated in the very heart of the city, on the banks of the Nowa Motława. It is one of the most picturesque places in Gdańsk, offering sailors and strollers an unforgettable view of the historic Długie Pobrzeże and the famous Crane, situated on the other side of the river. The waterfront is bustling with life thanks to numerous restaurants and hotels housed in revitalised, historic granaries, creating a unique blend of history and modernity. The 290-metre-long marina offers boaters every amenity.



Photo: Berda.pl

STS 'GENERAŁ ZARUSKI'

The ship was built on the initiative of General Mariusz Zaruski, the founder of Polish maritime education, but due to the outbreak of the Second World War, it did not arrive in Poland until 1946. Over the years, it trained thousands of sailors until it fell into disrepair. In 2008, the City of Gdańsk purchased the dilapidated vessel and financed its thorough refurbishment. Since 2012, the 'General Zaruski' has been sailing again and, as in years gone by, is used to train young people and students. It hosts training cruises, sailing schools and historical expeditions (e.g. to Narvik or Spitsbergen).



Photo: Berda.pl

TOURIST ATTRACTIONS

ST DOMINIC'S FAIR IN GDAŃSK

The fair's tradition dates back to 1260. Initially, it was intended to encourage the faithful to attend the indulgenced mass. Year on year, the event grew in size and gained in significance. The tradition was interrupted by the Second World War. Restored in 1972, the fair lasted two weeks, and since 2004 – three. Today it is a commercial event. There are craftsmen, collectors and artists to be found here.



Photo: M. Opitz

AMBER ROUTE

Gdańsk is an important place on the Amber Route in the Pomorskie Voivodeship. It is well worth visiting the Amber Museum – a branch of the Gdańsk Museum – to see the Amber Altar in St Bridget's Church, the Museum of Amber Inclusions at the University of Gdańsk, and to go shopping on the charming Mariacka Street, where you will find galleries and shops selling amber products.



Photo: M. Opitz

WIŚLOUJŚCIE FORTRESS

It is a unique example of a relatively well-preserved port defence complex from the first half of the 17th century. Its history dates back to the 15th century. Until 1758, it served as a lighthouse; in the 19th century, it housed a prison; and in the interwar period, it was a sailing club. Since 1947, the fortress has housed a branch of the Gdańsk City History Museum. It is one of the largest bat hibernation sites in the province, which is part of the Natura 2000 area.



Photo: R. Wasil



Photo by: Berda.pl

TOP THINGS TO SEE IN GDAŃSK

LONG MARKET SQUARE

(Royal Route). The heart of historic Gdańsk and one of Europe's most beautiful streets. Running from the Golden Gate to the Green Gate. The street captivates visitors with its richly decorated townhouse façades, which once belonged to the city's wealthiest patricians.

NEPTUNE'S FOUNTAIN AND ARTUS COURT

Standing in front of Artus Court since 1633, the fountain featuring a statue of the god of the seas is Gdańsk's most recognisable symbol. Just behind it stands Artus Court – the former meeting place for merchants and the city's elite.

MAIN TOWN HALL

The most impressive secular building of old Gdańsk, which for centuries served as the seat of the city authorities. Inside is the Great Council Hall (Red Hall), and the town hall tower offers a magnificent panorama of the Royal Route.

ST MARY'S BASILICA

Known as the 'crown of Gdańsk', it is the largest brick church in the world. Built over 159 years, it impresses with its sheer size, austere form and precious works of art inside. An important highlight is the climb up the tower, from which you can admire a view of the entire city.

GRANARY ISLAND

Once the economic heart of Gdańsk, full of granaries, after decades of neglect and war damage, Granary Island has been reborn as one of the trendiest and liveliest parts of the city. Modern architecture creatively references the historical architecture, creating a unique atmosphere. A promenade lined with restaurants and cafés stretches along the Motława River.

THE CRANE AND THE MARITIME CULTURE CENTRE

Gdańsk's famous Crane is the oldest surviving port crane in Europe and a symbol of the city's maritime power. Opposite – the Maritime Culture Centre – an interactive museum that tells the story of port life and shipbuilding in an accessible and engaging way.

THE AMBER MUSEUM IN THE GREAT MILL

Gdańsk, the World Capital of Amber, showcases its treasures in a new, spectacular location – the Gothic Great Mill. It is the largest mill in medieval Europe, and within its monumental interiors you can admire extraordinary exhibits: from pieces of amber with insects embedded in them to modern jewellery.

THE MUSEUM OF THE SECOND WORLD WAR

One of the most modern and important museums in Poland. Its moving main exhibition, situated 14 metres underground, tells the story of the tragedy of war from a global perspective. The museum's monumental, sloping structure has become a new architectural icon of Gdańsk.

EUROPEAN SOLIDARITY CENTRE AND MONUMENT TO THE FALLEN SHIPYARD WORKERS

Right next to the majestic three crosses – the Monument to the Fallen Shipyard Workers of 1970 – stands the European Solidarity Centre. It is a world-class museum and centre for dialogue, which tells the story of the birth of 'Solidarity' and its victory over communism in an interactive way. The building, whose walls are clad in Corten steel, imitating rusted sheet metal, resembles the hull of a ship.

GDAŃSK SHAKESPEARE THEATRE

An architectural gem of Gdańsk. The theatre's dark exterior conceals a unique interior, a reconstruction of an Elizabethan stage. Its main attraction is the retractable roof, which allows plays to be performed in the open air, just as in Shakespeare's time.

GDAŃSK

Gdańsk is one of the most valuable historic complexes in Poland, despite the fact that almost the entire historic city centre was rebuilt after the last war, and a significant proportion of the movable heritage was destroyed or dispersed. By the end of the Middle Ages, Gdańsk had become the most important artistic centre in Pomerania. During the Renaissance and Baroque periods, outstanding artists worked here, such as Willem, Abraham and Isaac van den Blocke, Antoni van Obberghen, and Andreas Schlüter.

Gdańsk's important monuments are located in the Main Town (Main Town Hall, Artus Court, Uphagen House) and in the Old Town (Great Mill, Old Town Hall, St Catherine's Church), with the main ones situated along the Royal Route, Gdańsk's main thoroughfare – Długa Street. The Main Town is also home to St Mary's Basilica of the Assumption of the Blessed Virgin Mary, the largest medieval brick church in Europe.

Other interesting places in Gdańsk include Westerplatte, Wisłoujście Fortress, the European Solidarity Centre, the Museum of the Second World War, the National Maritime Museum, and Oliwa, home to the cathedral complex.

Gdańsk's monuments are part of the European Route of Brick Gothic.



Photo by: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>



Przegalina Lock. Photo: Fotografia-dronem.pl



Locking in Przegalina. Photo: Berda.pl



Marina in Błotnik. Photo: Berda.pl



Błotnik. Photo: Berda.pl

00.00 km – Start of the Martwa Wisła – a branch of the Vistula.

00.54 km – The drawbridge in Przegalina is opened for vessels with masts taller than 8 metres. Bridge parameters: length: 50 m, width: 11 m, carrying capacity: 50 tonnes, opening time: 2 mins; single-carriageway 8.7 m wide with a 2.0 m wide two-way cycle path and a footpath. Opening and closing of the bascule span – hydraulic. Vertical clearance of 9.2 m.

00.56 km – The South Przegalina Lock is a Class II chamber lock (at the south-eastern tip of the island), enabling inland navigation between the Martwa Wisła and the Vistula Cut. Next to it stands the historic, disused (now a viewing point) known as Northern Lock. In 1894, two locks were built: one small one for rafts and a second, larger one for shipping. Between 1975 and 1980, a new navigation lock was built at the place where the former raft lock stood and named – South. The existing lock, known as the – North lock, was closed. The gates and sluice gates of the bypass channels are hydraulically operated. The chamber is filled and emptied via bypass channels, positioned symmetrically in the upper and lower heads. The bypass channels are closed by steel sluice gates.

00.81 km – Power line at west approach harbour of the lock, Vertical clearance of 30 m.

01.05 km – RB Przegalina North Lock Branch – historic. The lock is separated from the Vistula by an earthen causeway. In the lock's approach harbour, there are mooring positions for icebreakers. **Przegalina North Lock lock outer harbour** – power line, clearance 30 m.

01.15 km / Błotnik mileage 00.00 km – LB Błotnik Basin branch. The Błotnik Basin is a Class III navigable waterway. **Note!** The mooring dolphins at Przegalina Lock extend to the middle of the entrance to the Błotnik Basin.

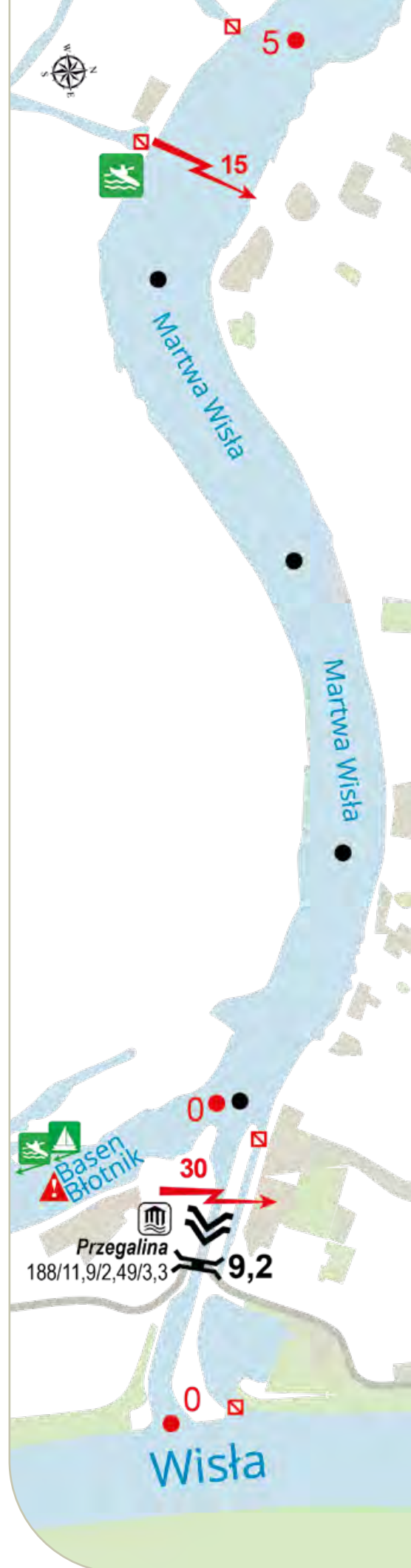
Błotnik mileage 00.58 km – Błotnik Basin. Narrowing of the navigable route – mooring dolphins. **Note!** Shoal on the west side.

Błotnik mileage 02.40 km - 02.50 km – Błotnik Basin. Yacht Yard and Student Sports Club Marina.

Błotnik mileage 02.50 km – Błotnik Basin. Sailing and canoeing marina is situated on a branch of the Martwa Wisła, near the Przegalina lock, in the village of Błotnik. The marina offers approx. 160 berths inmooring fingers moorings for vessels with a draught of up to 2.5 m. The floating jetties are equipped with bollards for connecting to electricity and water. It also has a harbour master's office with rest and refreshment facilities. There are also onshore places nearby, with boat launching facilities and a mobile crane for vessels up to 15 tonnes. Near the marina, there is a canoe marina, a sailing school with separate facilities in the form of a building with a warehouse for Optimist boats and canoes, together with a training room and sanitary facilities.

02.55 km – LB Private marina. Slipway.

04.18 km – LB Trzcínisko – canoeing centre. Water enthusiasts arriving at the shore may be surprised by a large board with a sign saying 'no mooring'. This signage is misleading, as the facility is fully equipped to cater for canoeists. There is a sturdy floating pier and a convenient





Drawbridge to Sobieszewo Island. Photo: Berda.pl

place for unloading equipment. The land-based facilities offer a wide range of recreational facilities: a shelter with tables and benches, a covered place for canoes, and a playground. Bicycle racks and a repair kit with a full set of tools have also been provided for land-based tourists.

04.40 km – LB Mouth of the Ślęziowy Canal, a non-navigable waterway

04.42 km – Power line. Vertical clearance of 15 m

04.82 km – LB Mouth of the Piaskowy Canal (Big), non-navigable waterway

06.00 km – LB Wiślinka. Quay of the Galeon Shipyard – shipyard and shipyard port. In the background, a spoil heap from former phosphogypsum production, which has been reclaimed. The heap is impressive in size.

08.40 km – LB Wiślinka Marina formerly 'Tęcza'. The facility offers berths equipped with y-booms (located to the right of the slip) and the possibility to moor alongside the pier adjacent to the slipway. There is a mechanical service on site, specialising in the repair of both outboard and inboard engines.

08.55 km – RB Młynówka River mouth, a non-navigable waterway

08.55 km+200 m – Młynówka – canoe landing stage with a floating pier, a place for a campfire with benches, and canoe drying stands.

08.98 km – The drawbridge in Sobieszewo connects Sobieszewo Island with Wiślinka. It runs over the Martwa Wisła and provides a safe connection between the island and the mainland. The bridge has been officially named: 'Bridge of the 100th Anniversary of Poland's Independence'. The bridge is designed as a low-water bridge, which allows vessels up to 5 m in height to pass freely underneath; larger ships must wait for the bridge to open. The bridge is located on the DW 501 road. The length of the facility is 173 m (181.50 m with wings). **Vertical clearance 4.5 m**. You must notify the bridge operators that you are awaiting the opening of the bridge a few minutes before the scheduled time, either by telephone or via VHF.

09.15 km – LB Sol-Marina. Located on the banks of the Martwa Wisła near Sobieszewo Island, this modern complex combines luxury flats with a private harbour. A unique feature here is the network of internal canals, allowing residents to moor their boats literally 'under the balcony'. There are paid outdoor jetties for visiting boaters, fully equipped with electricity, water and lighting. Within the marina, there is a public restaurant and bar. The entrance to the harbour basins is professionally marked with navigation lights and buoys marking the course.



Martwa Wisła near Wiślinka. Photo: R. Wasil



Mooring quay in Sobieszewo. Photo: R. Wasil



Sobieszewo Marina. Photo: Berda.pl

09.20 km - 09.34 km – LB Sol-Marina inner basins I and II

09.35 km – RB Gdańsk University of Technology sailing marina. Although the water side shows modern infrastructure - the main pier, a lower pier with mooring fingers and a slipway - the land side of the marina has remained a construction site for years. Pylons with electricity and water connections have been installed on the piers, although signs prohibiting mooring have also been put up there. The marina is ultimately intended to serve the academic community of the Gdańsk University of Technology. The facility is currently inaccessible to water enthusiasts and does not have a harbour master service.

09.45–09.90 km – RB Sobieszewo Quay. Located 500 metres from the bascule bridge, this is a solid concrete quay equipped with bollards and large, vertical fenders. Together with the adjacent Nadwiślańska marina, it offers a total of 450 metres of mooring line.



Sobieszewo Marina. Photo: Berda.pl



Wiślinka Station. Photo: R. Wasil

09.70 km – RB Sobieszewo Quay. The Regional Water Management Authority Pier.

09.85 km – RB Marina Sobieszewo Nadwiślańska. In addition to the water infrastructure, which allows for the berthing of 73 vessels, the marina has a harbour master's office with rest and refreshment facilities, toilets, showers, technical rooms and a training room for 20 people. Furthermore, the quay features, for example: a shelter with a built-in barbecue area, a slipway (place for launching sailing boats) for vessels measuring 6×6.5 m, and a hangar for storing watercraft.

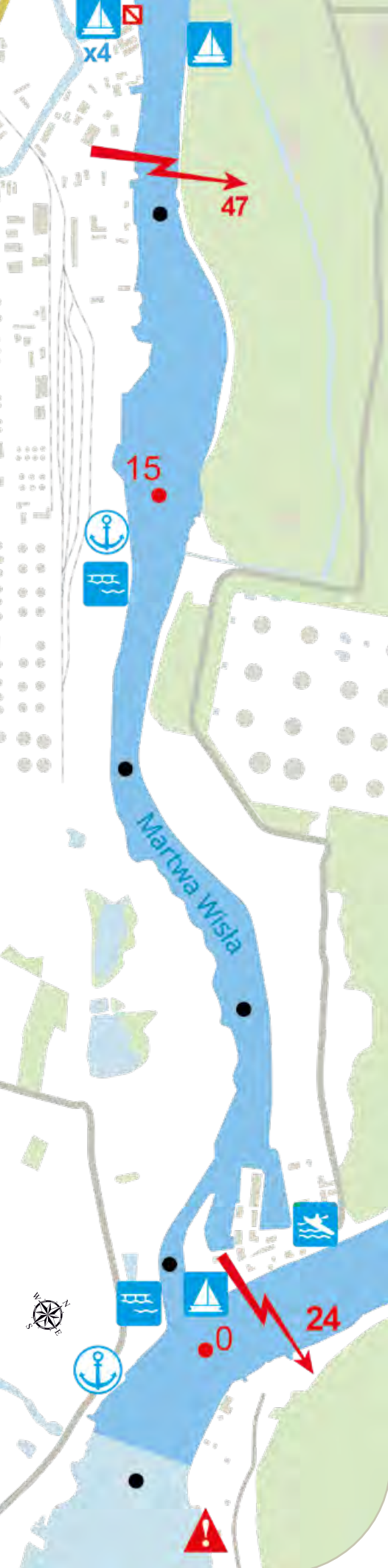
10.45 km – LB Canal – narrow channel to the Wiślinka marina.

10.45 km – LB Water Centre in Wiślinka. It is a safe marina located in a secluded bay accessed by a regulated channel. It offers 32 moorings at piers equipped with comfortable y-booms and electrical connections. Complete facilities await sailors here: hangar, toilets, parking and a recreational shelter with a campfire area. The facility stands out for its attention to accessibility - a special platform has been installed to allow wheelchair users to board safely. There is also a sailing school at the marina.

10.30-10.70 km – RB From the Nadwiślańska marina to the mouth of the Wisła Śmiała. Note! Submerged, invisible stone groynes extending perpendicularly towards the navigation channel.

10.45–10.80 km – LB Numerous private piers in a sheltered bay, accessed via four channels (the first of which is regulated – leading to the sailing marina in Wiślinka).





11.00 km - 11.09 km – LB Private pier by a sandy beach (Rozlewisko Beach). **Caution!** Extensive shallows.

11.40 km – LB Fishing harbour sheltered by barely visible sheet piling. From the harbour, the waters under the management of the Maritime Office in Gdynia begin.

11.50 km – RB The floodplain of the Wisła Śmiała with its mouth to the Bay of Gdańsk.

11.80 km – Entrance to the Pleniewo isthmus (Płonia Canal). A narrowing behind the floodplain of the Wisła Śmiała. There used to be a lock and flood gates here, protecting Gdańsk from flooding. They lost their importance after the creation of the Vistula Cut and the construction of the lock at Przegalina in 1895. They were demolished in the 1970s. In 2014, the isthmus was widened and dredged to a depth of 6.7 m.

11.80 – 12.35 km – RB Pleniewo Isthmus. The Neptune Maritime Yacht Club Sailing Marina is situated in a sheltered basin. The entrance to the marina is protected by a modern breakwater, which also serves as the southern quay; it was constructed in response to increased wave action following the reconstruction of the nearby Płonia Canal. Most of the berths are equipped with mooring fingers but the possibility of side mooring is limited. The marina premises feature technical facilities, including boat-building companies. A marina for club members.

11.90 km – Neptun Sailing Marina. Power line. Vertical clearance of 17 m (medium navigable water)

11.95 km – RB and LB Pleniewo Isthmus. Two quays offer mooring in the area: Przełom Quay and Zagroble Quay (which has a partially lowered section).

12.00 – 12.07 km – RB Entrance to the docks of the Vistula Shipyard and Alu International Shipyard.

12.50 - 13.50 km – RB Individual piers, where fishing boats moor.

13.20 km – LB A cove with barge wrecks.

14.40–15.33 km – LB Gdańsk Refinery Quay.

15.89 km – LB Shipyard 'Nikmat'. The piers of a shipyard, servicing yachts.

16.15 km – Power line. Vertical clearance of 47 m (medium navigable water)

16.20 km – LB Kutrowa Bay with wrecks of fishing cutters. Private piers.

16.62 km – RB Marina Gen. Zaruski GKM LOK. A club with a long tradition. The statutory activities of GKM LOK, as an association, include the organisation of sailing courses and motorboat training and recreational cruises. Facility available to club members only.

16.62 km – LB Mouth of the Rozwójka and Czarna Łacha canals. Behind the KM Zejman marina is an unmarked low-voltage power line.

16.80 km – RB Tamka Sailing Marina is a fully equipped, 24-hour secured and monitored marina. It offers 17 moorings at the y-boom and high quay, as well as a dedicated kayak pier. Sailors here have full access to utilities (electricity, water, lighting) and sanitary facilities. The marina building also houses the accommodation section, offering 4 four-bed rooms.

16.62 km+200 m – LB Rozwójka and Czarna Łacha Canal. Kaper Marina. The facility provides moorings upon prior notification. Toilets and showers in a separate building are closed.

16.62 km+230 m – LB Rozwójka and Czarna Łacha Canal. The Bliza Marina is a motorboat and sailing club founded in 1974 and is one of the oldest marinas in Gdańsk. It is situated on the northern shore of the Gdańsk–Rudniki peninsula, right at the mouth of the Rozwójka Canal. A marina for club members only. Mooring is only possible by prior phone arrangement.



Pleniewo Isthmus (Płonia Canal). Photo: S. Lewandowski



Tamka sailing marina. Photo: R. Wasil



Yacht Klub Północny. Photo: R. Wasil

16.62 km+280 m – LB Rozwójka and Czarna Łacha Canal. **Youth Palace Marina.** This is an internal marina serving an exclusively educational purpose; it is not a public marina.

16.62 km+360 m – LB Rozwójka and Czarna Łacha Canal. **Marina of the Zejman Sea Club.** Mooring by prior phone arrangement. Winter storage for club members' boats.

16.62 km+410 m – LB Rozwójka and Czarna Łacha Canal. **Behind the KM Zejman marina** unmarked low-voltage power line.

16.64 - 16.79 km – LB Lumber Quay.

16.87 km – LB Makeshift slipway.

16.90 km – LB **GOSM Stewa Marina.** This is the base of the Gdańsk Motorboat Training Centre, offering courses for helmsman qualifications and towing licences. The marina allows mooring using a Y-boom system or alongside the pier. The place is fenced and locked, and there is a designated area for maintenance and minor repairs of watercraft.



Cable-stayed bridge. Photo: R. Wasil

16.93 km – Rozwójka river mouth. **GOSM Stewa Marina** at the mouth of the Rozwójka river. Slipway, toilets, showers.

16.95 - 17.25 km – LB Sunreef Yachts shipyard.

17.00 km – RB **Północny Yacht Club Marina.** This is a facility steeped in tradition, operating continuously since 1954. Formerly a base for shipyard employees, today it functions as a residential marina, bringing together private boat owners. The site is fenced and locked, and basic sanitary facilities (toilets and showers) are available on site.

17.10–17.30 km – RB **Gdańsk Shipping Technical and Repair Marina.**

17.30–17.90 km – RB **Conrad Shipyard and fishing shipyard.**

17.92 km – LB Makeshift slipway.

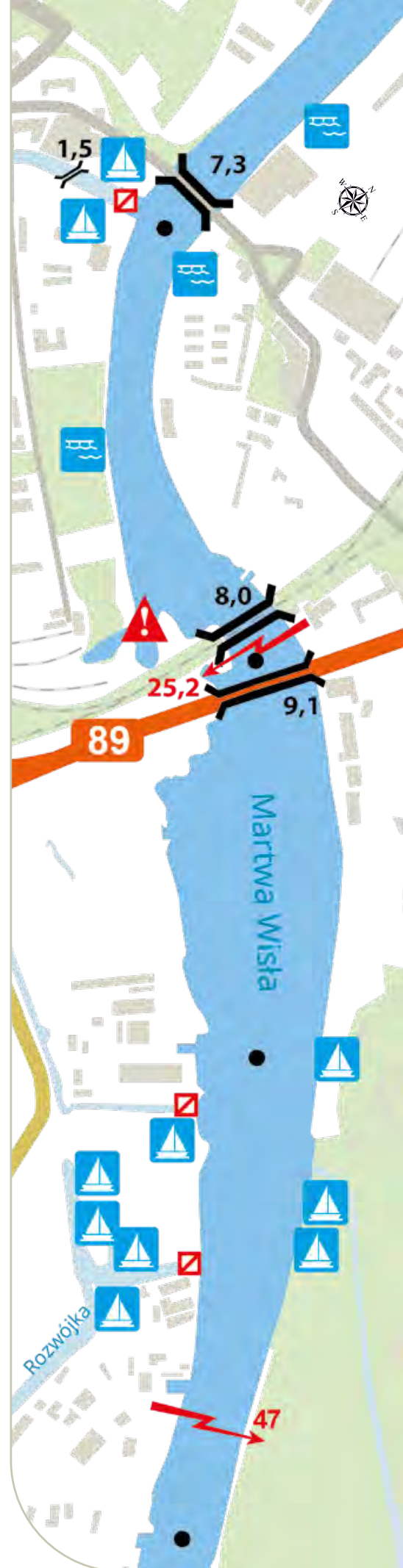
17.93 km – **John Paul II cable-stayed road bridge.** On the north shore, close to the edge of the fairway, are the shipyard mooring dolphins (lit up orange at night). On the southern bank, meanwhile, two cardinal buoys warn of shallow water. **Vertical clearance of 9.1 m.**

17.97 km – Power line between the cable-stayed bridge and the railway bridge. **Vertical clearance of 25.22m (medium navigable water)**

17.98 km – LB Cove with a permanent pier, mooring prohibited.

18.03 km – RB **Gdańsk Rowing Club Drakkar marina.** The club's floating pier.

18.06 km – **Railway bridge,** a double-track arched structure built in 2015. It consists of 72 steel elements. Length 125.5 m. Fairway width – 50 m. The bridge is spectacularly illuminated at night. **Caution!** A cardinal buoy is located behind the bridge on the left bank. **Vertical clearance of 8 m.**





18.08 km – RB Fishing shipyard.

18.08 km – LB A cove with mooring facilities. An unmarked power line in the distance.

18.10 - 18.90 km – LB **Retmanów Quay** stretches all the way to the mouth of the Oplyw Motławy (938.90 m), offering sturdy mooring bollards and a view of the historic Bartos Tower. Short-term mooring in non-leased sections is only possible with the consent of the administrator – the Maritime Office in Gdynia.

► **Bartos Tower.** The date of the tower's construction and its original purpose are not entirely known; it was probably a silo used for loading grain onto railway cars. Since the mid-1970s, the tower has been used for climbing training.

18.10–19.10 km – RB **Szyprów Quay** is situated between the Siennicki Bridge, the railway bridge, and the John Paul II Cable-Stayed Bridge. Short-term mooring in non-leased sections is permitted only with the consent of the administrator – the Maritime Office in Gdynia.

19.00 km – RB **Gedania Marina of the Gdańsk Rowing Society.** The club's pier.

19.00 km – LB **Mouth of the Oplyw Motławy**, nonnavigable waterway

19.00 km + 130 m – LB Oplyw Motławy. **AZS rowing club** – internal facility for training athletes.

19.00 km+ 200 m – LB Oplyw Motławy. **Scout Marina** – internal for scout teams.

19.00 km+ 160 m – Oplyw Motławy. **'U Wylota' Marina.** Resident marina.

19.00 km+ 245 m – Oplyw Motławy. **Former railway bridge.** Vertical clearance of 1.5m, unmarked.

19.00 km+ 250 m – Oplyw Motławy. **Tabu Marina.** Resident marina.

19.00 km+ 310 m – Oplyw Motławy. **Volunteer Water Rescue Service marina** – a closed marina for the rescue service.

19.15 km – **Siennicki Bridge.** This two-span road and tram bridge, with its historic piers, connects the city with Port Island. **Caution!** Due to its poor technical condition, renovation work has begun and will continue until mid-2027. There may be temporary restrictions on navigation during the works. Vertical clearance of 7.3m.

19.20 - 20.00 km – RB **Krakow Quay.** **Przedsiębiorstwo Robót Czerpalnych i Podwodnych Sp. z o.o.**

19.20 - 19.50 km – LB **Raftsmen Quay Petrobaltic**

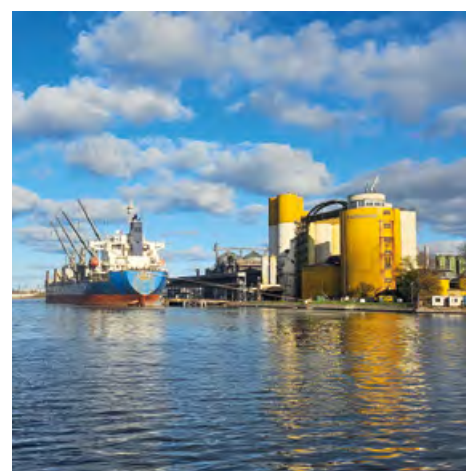
19.70 - 19.90 km – LB **Raftsmen Quay** at Polski Hak. Out of the entire one-kilometre-long quay, two sections managed by the Maritime Office in Gdynia have been made available to water enthusiasts: a section at Polski Hak (164 m) and at Siennicki Bridge (143 m). Both are equipped with mooring bollards. Short-term mooring is only possible with the permission of the manager.

20.00 km – **The harbour ship turning area and intersection of waterways at the Polski Hak** – Kaszubski Kanał, Motława and Martwa Wisła (four directions).

20.00 km – LB **Mouth of the Motława** at the Polski Hak.



Landing stages on the Oplyw Motławy. Photo: R. Wasil



Polski Hak. Photo: R. Wasil



Basins of the former slipway. Photo: Berda.pl

20.13 km – 20.18 km – LB Entrance to the basin via the former slipways I and II. There is a tourist boat base (the 'Galar Gdański' Marina) and a canoe hire facility at this place. **Caution!** Halfway along the basin, a low, unmarked overhead cable runs above the water.

20.30 km – LB Imperial Marina is situated in the unique setting of the post-shipyard basin, on the historic grounds of the former Imperial Shipyard. The marina offers a convenient y-boom mooring system. An additional asset of the site is the Camper Park, providing access to electricity and a service column for waste water discharge. Those who stay longer will discover a vibrant space, combining trendy clubs, restaurants and old industrial surroundings. A photographer's paradise. Historic cranes watch over the former U-boat slipway.

20.40 – 20.80 km – LB Sunreef Yachts shipyard and quay.

20.80 km – Pontoon bridge, opened (for a fee) only for vessels. Passage under the closed bridge only for very small craft such as canoes, dinghies, motorboats without a cabin, etc.

00.00 km Kashubian Canal – The Martwa Wisła flows around Ostrów Island. At this place, the waterway forks, flowing around Ostrów Island on both sides. The Martwa Wisła flows from the west, where navigation is not prohibited. Parallel, on the eastern side, the Kanał Kaszubski starts its course, which is also available for water tourism. When entering it, it is important to be aware of the industrial character of the surroundings, as along the entire length of the canal both banks are functioning harbour quays.

01.10 km Kashubian Canal / 23.50 km Martwa Wisła – Power line. Vertical clearance of 55.62m (medium navigable water)



Wisłoujście Fortress. Photo: R. Wasil

02.30 km Kashubian Canal – Connection between the Kanał Kaszubski and the Martwa Wisła. Harbour ship turning area. Continuation of port quays on the left and right banks, up to the mouth of the Bay of Gdańsk.

24.70 km – RB Mining Basin.

24.90 km – Power line. Vertical clearance of 52.02m (medium navigable water)

25.30 km – RB and LB Recesses after the ferry crossing.

24.15 - 26.00 km – LB Zbożowe Quay. The quay is lowered over a 70 m section; former water tram stop. Mooring subject to permission from the quay manager. Over a section of approx. 400 m, there is a promenade with a railing, without mooring bollards.

25.35 km – RB Wisłoujście Fortress, Southern Outer Moat, Barge Quay. On the quay, a shelter at the former water tram stop.

25.40 - 25.80 km – Wisłoujście Fortress. Outer Moat. Disused drawbridge.

► **Wisłoujście Fortress** is a unique 17th-century defensive complex which once stood directly by the sea, guarding the entrance to the Port of Gdańsk. Its tower served as a lighthouse, and its strategic location allowed for full control of shipping traffic. Although today it is separated from the Baltic Sea by the Westerplatte peninsula, it remains a priceless monument to the art of fortification.





Westerplatte. Photo: M. Opitz

25.60 km – RB Wiślouchcie Fortress. Southern Inner Moat, the 77 Racing Club Gdańsk marina is a professional sailing club, whose members include multiple Polish and world champions. The facility has a slipway, a winter storage area and a modern hall. The marina does not provide parking spaces for external visitors. However, in case of absolute necessity, please note that the entrance to the moat from the Martwa Wisła side is narrow (approx. 5 metres wide).

25.75 km – RB Wiślouchcie Fortress, Polish Maritime Club marina. The northern moat of the fortress houses the headquarters of the PKM – one of the oldest in the country. This is the home port of the legendary yacht 'Korsarz', which has been sailing continuously since 1935. The marina is a private facility; it is fenced and gated, and a slipway is available on site. A short technical stop (up to 2 hours) is free of charge, but requires prior arrangement. Please note the narrow entrance to the moat from the Martwa Wisła side (approx. 7.5 m).

25.85 km – RB Wiślouchcie Fortress. Northern Outer Moat, PKM quay.

25.80 - 26.40 km – Five Whistles Bend – a unique, 600-metre stretch of the Martwa Wisła where ships change course by 110 degrees. The name derives from the old sound signals emitted by passing vessels.

26.30 - 26.45 km – RB Westerplatte Ferry Terminal.

26.40 - 27.40 km – LB Oliwskie Quay.

26.20 - 26.60 km – RB Westerplatte Container Terminal.

27.30 - 27.70 km – LB Ziółkowski Quay. Mooring bollards on the quay. Mooring after obtaining permission from Port of Gdańsk Authority SA.

27.50 km – Historic Nowy Port Lighthouse. Ziółkowski Quay on the site of the former water tram stop.

27.60 km – LB Harbour master's office of the Port of Gdańsk. There is a Border Checkpoint (GPK) in its immediate vicinity. This is the designated check-in point for yachts returning from overseas voyages.

27.80 km – RB Entrance to the Obrońców Westerplatte basin.

27.80 km – LB Entrance to the Władysław IV basin.

28.00 km – LB Junction quay. Former Brzeźno water tram stop. Mooring after obtaining permission from the Port of Gdańsk Authority SA.

28.10 km – 28.70 km – Mouth of the Bay of Gdańsk, western and eastern breakwaters.



DID YOU KNOW THAT...

For centuries, Gdańsk has been associated with a strong tradition of freedom. It was at Westerplatte, in September 1939, that Polish soldiers put up heroic resistance against the German aggressor for seven days, demonstrating extraordinary determination in the defence of their independence. Several decades later, Gdańsk once again became a place of struggle for freedom – the 'Solidarity' movement was born at the Gdańsk Shipyard, leading to a turning point across the whole of Central and Eastern Europe. These events have ensured that the city remains, to this day, a symbol of courage, unity and the pursuit of freedom.



1 View of the shipyard. Photo: Berda.pl
Solidarity Square in Gdańsk. Photo: A. Wołosz



Photo: Berda.pl

NAVIGATION INFORMATION - Wisła Śmiała

DEPTH AND WIDTH

Port of Gdańsk water area, internal sea waters. Vessels with a draught of up to 6 metres may navigate the fairway on the Wisła Śmiała. Shallow areas are found on the western side, particularly at the outlet to the Bay. On the eastern side, a causeway runs along the Floodplain, with culverts in several places connecting the Wisła Śmiała with the waters of the Ptasi Raj nature reserve lake. The depths at the marinas vary – from a maximum of 6 m down to as little as 0.5 m.

Average width: 300 m at the Martwa Wisła, widening northwards; 300 m beyond the JK Conrad port; and approximately 500 m near the AKM, AZS and NCZ marinas.

REGULATIONS AND RESTRICTIONS/ MARKINGS

On the Wisła Śmiała, port regulations and orders issued by the Maritime Office in Gdynia apply.

The fairway is marked by pairs of light buoys – green and red; warning or entrance lights are also fitted at the ends of jetties and quays, as well as on the breakwaters at the exit to the Bay of Gdańsk.

HIGH-VOLTAGE POWER LINES

The high-voltage line runs at a height of 24 m (at high navigable water - high navigable water), close to the connection with the Martwa Wisła. The Maritime Office in Gdynia also states: safe clearance at average water level – 25.92 m.

VEGETATION

The banks are mostly overgrown with reeds. Dikes and breakwaters with stone riprap are also present.

MOORING

On the Wisła Śmiała, along the western bank, are some of Poland's largest ports and marinas – three ports are situated in the central part of the Floodplain, whilst three more are near the mouth of the Bay of Gdańsk. This is why Górkі Zachodnie is very often referred to as the sailing capital of Poland. The canoe marina, located at the former water tram stop, is suitable for mooring yachts, but the pier of the former water tram is prohibited.

SHIPS AND BARGES

The waterway is busy with recreational and sports vessels, as well as various types of commercial vessels, almost exclusively cargo ships.

Please be mindful of children and young people training on Optimists, small boats or windsurf boards. Sailing and motorboat training courses are also held here.

RIVER PROFILE

THE WISŁA ŚMIAŁA was formed in the winter of 1840, as a result of coastal dunes being breached by ice-dammed waters. Until the Vistula Cut was dug in 1895, this was the Vistula's main estuary. It is also known as the 'Wisła Śmiała Gorge' or the 'Wisła Śmiała Floodplain'. It became one of the estuarine branches of the Martwa Wisła into the Bay of Gdańsk, with an estimated length of 2.5–2.9 km. This body of water is classified as internal sea waters. Its estuary has been regulated and protected by breakwaters. A fairway marked by light buoys runs through the river.

When navigating in this area, one should be wary of shoals on the western side and frequent, strong waves.

Connections of the Wisła Śmiała with other waterways:

- with the Martwa Wisła towards Gdańsk;
- from the Martwa Wisła towards the Vistula (via the lock at Przegalina) and on to the Bay of Gdańsk, or up the Vistula to the Żuławy Loop and the MDW E70 and E40 waterways.



Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://bhmw.gov.pl/pl/warnings/current/>



Photo: Berda.pl



Górki Zachodnie, club marinas
Photo: Berda.pl



Sailing Centre in Górki Zachodnie
Photo: R. Wasil

00.00 km – Start of the Wisła Śmiała – a branch of the Martwa Wisła.

00.14 km – Power line. Vertical clearance of 24 m. The Maritime Office states: safe clearance at average water level – 25.92 m.

00.23 km – LB Closed jetty of the waterfront petrol station. Mooring is dangerous; the pier is in poor condition.

00.40 km – LB Piers belonging to Jabo Shipyard, slipway.

00.40 – 02.80 km – RB Floodplains. Ptasi Raj Nature Reserve. It is separated from the Wisła Śmiała by a 19th-century stone causeway. The main purpose of the reserve is to preserve the complex of coastal lakes, marshes and dunes.

00.65 km – LB Canoe Marina on the site of a former water tram stop, equipped with floating jetties and a slipway. On the bank, there is a place for rest with shelters and benches.

01.00 km – LB Krystyna Chojnowska Liskiewicz Municipal Marina in Górki Zachodnie. External piers and an internal basin. Toilets and showers. Fixed crane (out of service).

01.10 km – LB Marina Przełom. Floating piers. Toilets and showers. Travelift crane.

01.18 km – LB Conrad Yacht Club Marina. There are fixed and floating piers. Slipway, hangar. Toilets and showers.

02.10 km – LB Academic Maritime Club Marina (AKM). Fixed and floating piers, slipway. Toilets and showers. Part of the marina is situated in a quiet channel, very well sheltered from the waves, which runs perpendicular inland.

02.15 km – LB COSA Academic Sports Association Marina. This is an extensive complex combining the functions of a marina with a sports centre. The water area is equipped with fixed and floating jetties, as well as a slipway for smaller vessels and special ramps dedicated to racing boats and windsurfers.

02.18 km – RB Ptasi Raj Quay – mooring prohibited. The "Ptasi Raj" nature reserve encompasses lakes and marshes, providing a vital refuge for over 200 species of birds. It is an important place for the conservation of waterfowl and marsh birds, as well as a resting place during migration, where flocks of wild geese roost in large numbers.

02.20 km – LB Marina of the Krzysztof Zawalski National Sailing Centre AWFis. The centre has fixed and floating jetties, a stationary crane and a slipway adapted for small racing boats and windsurfers. The complex also features a hotel and a bar.

02.20 km – LB Maritime Search and Rescue Service. Rescue base with piers.

02.90 km – Mouth of the Wisła Śmiała into the Bay of Gdańsk.



Mouth of the Wisła Śmiała. Fot. Berda.pl

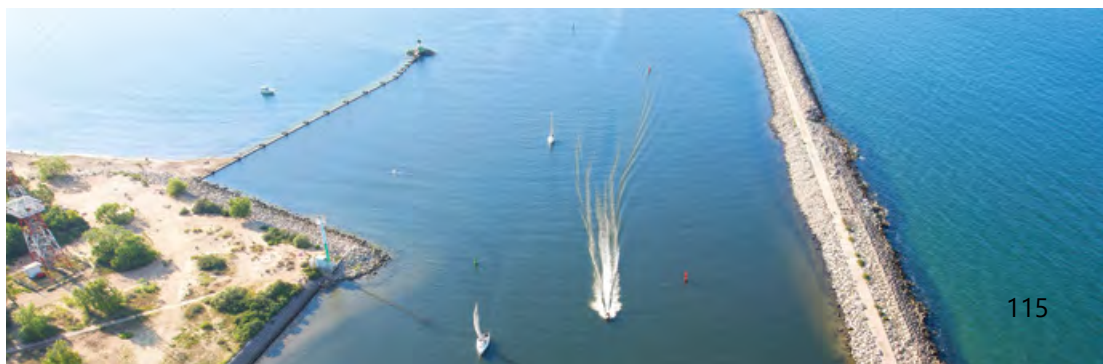




Photo by: Berda.pl

NAVIGATION INFORMATION - Motława (Gdańsk area)

DEPTH AND WIDTH

In the 'urban' section, the river is between 50 and 60 m wide. The average depth ranges from 1.5 to 4 m. A Class Ia navigable waterway from the Żabi Kruk marina to the Green Bridge. Beyond the Green Bridge (on the Stara Motława) and from the Stągiewny Bridge (on the Nowa Motława), these are internal marine waters and the waters of the Port of Gdańsk. Shallow areas may occur near piers and at marinas, depending on the river's water level.

REGULATIONS AND RESTRICTIONS/ MARKINGS

On the river, there is a speed limit of approximately 7.4 km/h (4 knots) on the inland sea section, 8 km/h on further sections, and a no-wake zone at several marinas. On the section of the Motława River classified as port (maritime) waters, the regulations issued by the Maritime Office in Gdynia apply, whilst on the inland section, the regulations governing inland waters apply.

HIGH-VOLTAGE POWER LINES AND BRIDGES

There are no high-voltage power lines on the section of the river described. However, there are numerous bridges and footbridges, including fixed, bascule and swing bridges. In the upper reaches of the Motława, there are also power lines, some of which are unmarked. The minimum clearance under the closed bridge is approx. 1.2 m. Yachts heading for Marina Gdańsk, Marina Na Stępce, Szafarnia and Marina Center Gdańsk can pass through with their masts up. Further sections require the mast to be lowered.

VEGETATION

During the summer months, the river is covered with a blanket of aquatic vegetation.

MOORING

On the Motława River within the urban section, the following places for mooring are available:

- marinas for sea-going and inland yachts: in Gdańsk – Marina Gdańsk, Na Stępce Marina, Marina Center Gdańsk and the Żabi Kruk yacht and canoe marina;
- sections of the quays administered by the Gdańsk Sports Centre; mooring at the quays must be agreed with the GOS;
- Wiosny Ludów canoeing centre – in practical terms, a place with no onshore facilities, for launching canoes;
- canoeing site - Kamienna Grodzka canoeing marina (piers on the Motława and the Motława tributary, picnic shelters, a campfire area);
- Na Szańcach canoe marina, in the Optyw Motławy (with onshore facilities).

Wild mooring is possible on the Motława River outside urbanised sections. There may be various obstacles on the riverbed near the bank – e.g. riprap or individual stones.

VESSELS / WATER TRAFFIC

On the river from the mouth to the Martwa Wisła and up to the Green Bridge, there is heavy traffic of passenger ships and various types of smaller vessels carrying tourists. Tourists also use stand-up paddleboards, canoes, and pedalos, as well as sailing and motor yachts. Particular care should be taken, especially as passenger vessels often perform complex manoeuvres or turns near places of mooring.

RIVER PROFILE

The Motława is a 64-kilometre-long lowland river with two sources. One of them rises near Starogard Gdański, in Lake Szpegawskie Południowe. The other is located near the village of Ptaszniki. The two source branches join between the villages of Krzywe Koło and Suchy Dąb. It ends its course in the heart of Gdańsk. Thanks to the very slow current, navigation, particularly by canoe, is possible in both directions without much effort. Thanks to a network of modern marinas built in 2019 along the Żuławy section, the route has become much more attractive to water tourists, including canoeists. The most famous section of the river is located in Gdańsk's Main Town, where the Motława splits into the Stara and Nowa Motława, flowing past the historic Crane and the National Maritime Museum. Side channels, such as the Optyw Motławy, form picturesque loops; however, due to low bridges, they are mainly accessible to small motorboats and canoes.

From the Green and Stągiewny bridges, the Motława is administered by the Maritime Office in Gdynia, and its waters belong to the Port of Gdańsk. The fairway runs the full width of the river and is not marked; however, shallow areas are marked. The inland section of the Motława's navigable waterway runs from the Green Bridge to the Żabi Kruk marina on the Stara Motława and is marked with red and green buoys, as is customary on inland waters. The remaining section of the Motława River, which forms part of inland waters, is not classified as a navigable waterway.

As on the Martwa Wisła, strong winds from the sea can cause a 'backwater' effect here, which may reverse the direction of the current.



Photo: Berda.pl

UPDATED NAVIGATION INFORMATION on:
<https://www.gov.pl/web/wody-polskie-gdansk>
<https://bhmw.gov.pl/pl/warnings/current/>

00.00 km – Mouth of the Motława into the Martwa Wisła.

00.00 - 00.79 km – RB Quays I, II, III, IV, V, VI, VII (Wiosny Ludów). At quay V there is a pier of the former water tram stop. At quay VII – in the recess of the former ferry crossing – there is a canoeing marina.

00.00 – 00.79 km – LB Quays XVII (Sienna Causeway), XVIII, XIX. Sienna Causeway Marina is located at quay XVII. Along part of quay XVIII – the floating piers of the water police station.

00.40 km – LB Quay V. Former water tram stop.

00.50 - 00.68 km – LB Quay XVIII. Water police station marina – floating piers.

00.70 km – LB Quay XVIII. Sienna Causeway Marina slipway in the recess of the former ferry crossing. Start of the Sienna Causeway Marina.

00.70 km – RB Quay VII. Canoe marina.

00.71 km – LB Quay XVII Floating petrol station.

00.72 km – LB Quays XVI and XVII. Sienna Causeway Marina (known as the Na Stępcie Marina).

0.79 km – LB Mouth of the Na Stępcie Canal. From the Ciesielski Bridge to the Kamieniarski Bridge – non-navigable waterway.

00.79 km +100 m – Quays XVII and XVI. Na Stępcie Canal. Sienna Causeway Sailing Marina.

00.79 - 01.07 km – LB Quays XIV, XIII, XII, O-IV, O-III, O-II – northern and western shores of Ołowianka Island.

00.93 km – RB Mouth of the Radunia Canal, a non-navigable waterway. At the mouth, there are shallows in the Motława.

00.95 – 01.07 km – RB Wartka Wschodnie Quay VIII – mooring for yachts under the management of GOS, mooring subject to prior approval.

00.96 km – LB Entrance to Ołowianka Basin – Quay XIII. Marine Workers' Sports Club Marina. Marina not accessible to water tourists.

01.07 km – Pedestrian footbridge to Ołowianka (drawbridge). Clearance under the closed footbridge 2.1 m.

01.07 – 01.20 km – RB Quay VIII Wartka Zachodnie. Passenger ship harbour.

01.07 – 01.50 km – LB Quays XII, O-IV, O-III, O-II. (350 m – to the mouth of the Nowa Motława and Quay O-2 as far as the Na Stępcie Canal). Around the bend in the river, permanent places for mooring the Soldek museum ship and the sailing ship Zaruski (at Quay O-2).

01.20 km – RB Quay VIII Wartka Zachodnie. Former water tram stop at the corner of the quay.

01.20 - 01.30 km – RB Quay VIII. Fishermen Shore. Passenger ship harbour.

01.45 km – RB Quay VIII. Długie Pobrzeże. A section of the quay has been lowered and designated as a ferry terminal for the Maritime Museum.

01.50 km – LB Mouth of the Nowa Motława.



Pedestrian footbridge by the Baltic Philharmonic
Photo: Berda.pl



Soldek. Photo: Berda.pl



Nowa Motława

00.00 – 00.05 km – LB Maritime Museum Quay (cont. from Quay O-2). Mooring berth for the ferry to the Maritime Museum.

00.00 - 00.36 km – RB Quay X - from the junction with the Stara Motława to the Stągiewny drawbridge.

00.05 km – LB Mouth of the Na Stępcę canal.

00.05 - 00.34 km – LB Quay XI. Marina Gdańsk, floating piers. Office and sanitary facilities in the building on Szafarnia Street. This is one of the most beautiful marinas in Gdańsk, offering views of the Old Town with its distinctive Crane and the revitalised Granary Island.

00.37 km – Stągiewny Drawbridge, clearance under the closed bridge 2.3 m. The end of internal marine waters.

00.39 – 00.61 km – LB Quay E1 and RB Quay E2. Marina Center Gdańsk sailing marina – floating pontoons for approx. 5 vessels. The remaining spaces are used by residents and the equipment hire company. Vessels moor alongside the pier. Office and sanitary facilities on the western bank (Quay E1). Gap between marina piers on the right bank at the landing stages of the former Rogoźników Bridge at km 00.48.



View of the Motława River. Photo: Berda.pl

The upper section of the Motława River, running from Żuławy Gdańskie, has connections to the Stara Motława River (via the Młyński Canal) and to the Martwa Wisła (via the Optyw Motławy). The section of the river upstream of Stągiewne Bridge does not constitute an inland waterway within the meaning of the regulations.

Stara Motława

01.50 km - LB Mouth of the Nowa Motława.

01.57 km – Św. Ducha swing foot-bridge to the Granary Island. Vertical clearance of 2 m.

01.58 – 01.79 km – LB Quay IX, lowered in two places (01.59 km and 01.79 km).

01.66 – 01.78 km – RB Quay VIII. Długie Pobrzeże – mooring berth for passenger ships.

01.79 km – Green Bridge. Vertical clearance of 3 m. The end of internal marine waters. A further section of the Motława is a navigable inland waterway.

01.82 km – RB Quay A2. Former water tram stop – lowered quay

01.82 km – LB Quay A1. Floating restaurant terrace and technical piers for water sports equipment hire.

01.86 km – RB Quay A2. Piers for water sports equipment hire.

01.92 km – Krowi Bridge. Vertical clearance of 3 m.

02.03 km – Podwale Przedmiejskie Bridge. Vertical clearance of 2.5 m.

02.36 km - LB The mouth of the Młyński Canal leading to the Nowa Motława. The Młyński Canal is not a navigable waterway.

02.41 km – Popielny Bridge. Vertical clearance of 2.5 m.

02.46 - 02.64 km – RB Quay D1. Żabi Kruk sailing marina.

02.56 km – RB Quay D1. Żabi Kruk Canoe Hire and Canoeing Club.

02.61 km – RB Quay D1. Żabi Kruk canoe marina.

02.64 km – Quay D2. The mouth of the Stara Motława.



Stągiewny Bridge. Photo: Berda.pl





DID YOU KNOW THAT...

The Motława has always been a mirror of the city, a calm river yet steeped in history, reflecting Gdańsk's tenement houses and the rhythm of port life in its waters. It is here that Marina Gdańsk stretches out, a place where yachts from all over the world moor.

The marinas on the Motława lend the city a modern, nautical atmosphere and serve as a reminder that Gdańsk still lives by the sea.

Granary Island, situated right next door, is a space where the past meets the present. The former storage area for grain and goods has been transformed into a modern part of the city, full of life, yet still retaining traces of its mercantile history.



11 Szafarnia Marina. Photo: Berda.pl
1 Old Motława. Photo: Berda.pl
View of the Granary Island. Photo: Berda.pl

WATERWAY E70 – EAST-WEST SECTION (E–W)

MARINAS

THE BRDA	
KSW BYDGOSZCZ BRDYUJŚCIE / SAILING CLUB	+48 798 967 810
WATER SPORTS CLUB	+48 798 967 810
HALS SAILING CLUB	+48 501 021 307
MORS MOTOR/WATERCRAFT CLUB	+48 602 156 789
POLISH YACHT CLUB	+48 603 616 811
MARINA, CAMPING - ZIMNE WODY	+48 724 343 429
LA MARE SAFE MARINA	+48 792 005 997
HALA ŁUCZNICZKA MARINA	+48 58 326 18 88
LEON JANTA POŁCZYŃSKI BOULEVARD QUAY	+48 723 304 955
BYDGOSZCZ MARINA	+48 537 256 222
THE BYDGOSZCZ CANAL	
'GWIAZDA' MARINA	+48 52 736 22 22
THE NOTEĆ	
'NAKŁO DISTRICT' MARINA NAKŁO NAD NOTECIĄ	+48 660 782 490
BINDUGA 105 MARINA, UJŚCIE	+48 604 468 996
CZARNKÓW MARINA	+48 67 255 26 95 784 681 214
MARINA IN WIELEŃ	+ 48 67 256 12 37
'YNDZEL' MARINA IN DRAWSKO	+48 67 256 91 28 535 953 490
DREZDENKO MARINA	+ 48 95 762 02 02
DREZDENKO HARBOUR BASIN	+ 48 95 762 03 61
SANTOK MARINA	+ 48 501 195 595
THE WARTA	
GORZÓW WIELKOPOLSKI MARINA	+48 604 644 600
WARTA RIVER BOULEVARDS GORZÓW WIELKOPOLSKI	+48 95 735 55 00
MARINA KOSTRZYN / DELFIN SAILING CLUB	+48 600 859 765
THE Odra	
MARINA KIENITZ/ AT THE 'GASTHOF ZUM HAFEN' INN.	+49 33478 440
KULTURHAFEN MARINA IN GROSS NEUENDORF	+49 33478 38686
"CAMPING NAD ODRĄ" MARINA	+49 178 1317490

For certain facilities, such as canoeing centres, jetties, quays and drawbridges, the telephone numbers provided are for the supervising offices (there is no direct on-site service).

LOCKS

Open on request at specific times. Please call the staff at the relevant locks half an hour before your planned arrival. **PLEASE NOTE!** Check the navigational warnings before setting sail. During periods of high or low water levels on the river, the locks may be closed.

LOCKS ON THE BRDA

CZERSKO POLSKIE (1.40 km), staff phone number: +48 501 371 102
MIEJSKA (12.40 km), staff phone number: +48 513 030 159

LOCKS ON THE KANAŁ BYDGOSKI

OKOLE (14.80 km), staff phone number: +48 532 032 676
CZYŻKÓWKO (15.97 km), staff phone number: +48 532 032 679
PRĄDY (20.00 km), staff phone number: +48 696 721 036
OSOWA GÓRA (20.97 km), staff phone number: + 48 532 032 677
JÓZEFINKI (37.20 km), staff phone number: +48 696 720 829
NAKŁO WSCHÓD (38.90 km), staff phone number: +48 608 581 029

LOCKS ON THE NOTEĆ

NAKŁO ZACHÓD (42.70 km), staff phone number: +48 519 896 826
GROMADNO (53.40 km), staff phone number: +48 606 774 136
KROSTKOWO (68.20 km), staff phone number: +48 532 032 670
NOWE (111.86 km), staff phone number: +48 608 582 351
WALKOWICE (117.73 km), staff phone number: +48 606 774 142
ROMANOWO (122.66 km), staff phone number: +48 606 774 143
LIPICA (128.33 km), staff phone number: +48 696 720 877
PIANÓWKA (136.21 km), staff phone number: +48 696 721 029
MIKOŁAJEWO (143.14 km), staff phone number: +48 696 721 092
ROSKO (148.84 km), staff phone number: +48 666 879 013
WRZESZCZYNA (155.53 km), staff phone number: +48 532 032 684
WIELEŃ (161.50 km), staff phone number: +48 532 032 682
DRAWSKO (170.97 km), staff phone number: +48 532 032 685
KRZYŻ (176.20 km), staff phone number: +48 532 032 683

WATERWAY MANAGERS

The Regional Water Management Authority in Bydgoszcz	+48 52 339 11 00
Inowrocław Water Catchment Authority	+48 52 356 57 50
Piła Water Catchment Authority	+48 67 212 32 44
Water Supervision Authority in Bydgoszcz	+48 606 774 125, 608 582 289
Water Supervision Authority in Nakło nad Notecią	+48 52 385 22 86
Water Supervision Authority in Wieleń	+48 882 062 904 +48 67 256 10 11
Water Supervision Authority in Drezdenko	+48 604 792 249 +48 95 762 01 55
Water Supervision Authority in Gorzów Wielkopolski	+48 95 725 61 63
The Regional Water Management Authority in Poznań	+48 61 856 77 00
Regional Water Management Authority (RZGW) in Szczecin	+48 (91) 441 12 00
Water Supervision Authority in Kostrzyn nad Odrą	+48 95 717 65 10
Water Supervision Authority in Chojna	+48 882 036 316
Inland Navigation Office (UŻŚ) in Bydgoszcz, Gdańsk regional office	+48 58 301 84 14 602 379 752
Inland Navigation Office (UŻŚ) in Bydgoszcz	+48 52 320 42 30
Inland Navigation Office (UŻŚ) in Szczecin	+48 91 434 02 79
Odra-Havel Waterways and Shipping Authority (Wasserstraßen- und Schifffahrtsamt Odra-Havel)	+49 03334 276-0

WATERWAY E70 – SOUTH - NORTH SECTION (S-N)

PORTS AND MARINAS

THE VISTULA (WISŁA)	
MOSIR MARINA IN TORUŃ	+48 605 943 488
WOPR STATION, SOLEC KUJAWSKI	+48 660 413 338
VISTULA BOULEVARDS, STARY FORDON	+48 52 58 58 913
GRUDZIĄDZ MARINA	+48 726 921 919
GNIEW CANOE MARINA	^[A] + 48 58 535 80 40
TCZEW MARINA ON THE VISTULA	
THE MOTŁAWA	
MARINA IN GDAŃSK / SZAFARNIA	+48 695 564 848
MARINA CENTER GDAŃSK	+48 517 708 269
SIENNA GROBLA II	+48 506 056 264
ŻABI KRUK MARINA	+48 506 056 073
THE WISŁA ŚMIAŁA	
GÓRKI ZACHODNIE MARINA	+48 504 768 559
PRZEŁOM MARINA	+48 668 868 228
CONRAD YACHT CLUB	+48 600 499 076
ACADEMIC MARITIME CLUB	+48 698 44 22 18
AZS COSA GDAŃSK MARINA	+48 501 765 618
AWFIS NATIONAL SAILING CENTRE	+48 58 322 26 00
THE MARTWA WISŁA	
BŁOTNIK MARINA	+48 697 557 306
SOL-MARINA	+ 48 880 098 844
MARINA IN SOBIESZEWO	+48 516 284 853
NADWIŚLAŃSKA MARINA	+ 48 516 284 853
THE WATER CENTRE IN WIŚLINKA	+48 693 034 466
MORSKI LOK YACHT CLUB	+48 609 889 609
TAMKA MARINA	+48 506 056 097
STEWY GOSM	+48 518 458 791
PÓŁNOCNY YACHT CLUB	+48 509 860 819
IMPERIAL MARINA	+48 512 390 760
POLSKI KLUB MORSKI	+ 48 602 249 490
THE NOGAT	
BIAŁA GÓRA MARINA	+48 506 009 641
CANOEING MARINA IN POGORZAŁA VILLAGE	^[A] +48 55 271 15 31
MALBORK BEACH SAILING MARINA	+48 55 247 63 49
NABRZEŻE ZAMKOWE PASSENGER MARINA	+48 55 272 24 13
U FLISAKA WATER CENTRE IN MALBORK	+ 48 509 800 633
"PARK PÓŁNOCNY" MARINA IN MALBORK	+ 48 55 272 24 13
CANOEING MARINA JANÓWKA	^[A] +48 55 271 35 32 +48 555 065 700
ZĄBROWO MARINA	^[A] +48 55 271 35 32 +48 555 065 700
THE TUGA (TUJA)	
NOWY DWÓR GDAŃSKI SAILING MARINA	+48 55 247 24 01
THE SZKARPAWA	
"DOMKI NAD RZEKĄ" FARM HOLIDAY ACCOMMODATION ON THE RIVER SZKARPAWA	+48 505 711 260
WEST/EAST PIER	^[A] +48 55 247 81 71
DREWNICA	^[A] +48 55 247 81 72
MARINA ŻUŁAWKI "SZWEDOWO"	^[A] +48 601 617 069
"SIEDLISKO TAFLE" PIER	+48 607 496 927
"PRZYSTAŃ TU" MARINA	+48 793 985 189
RYBINA SAILING MARINA	+48 55 247 82 92 +48 508 611 244
RYBINA CANOE MARINA	^[A] +48 504 380 941
ŚWIERZNICA PIER	+48 55 247 36 71
U MARCINA IN RYBINA	+48 604 284 210
RYBINA EAST PIER	+48 55 247 81 71
SZKARPAWA STOP IN RYBINA	+48 506 059 314
CHEŁMEK CANOE MARINA SETTLEMENT	^[A] +48 55 247 82 92 +48 508 611 244
"CICHA PRZYSTAŃ" IN OSŁONKA	+48 604 915 404
OSŁONKA SAILING AND CANOEING MARINA	+48 605 206 835
THE WISŁA KRÓLEWIECKA	
MARINA IN ŻUŁAWY	+ 48 504 745 316
SAILING MARINA IN SZTUTOWO	+48 55 247 81 51 ext. 613
THE ELBLĄG RIVER	
GRUPA WODNA MARINA	+48 603 117 234
ZYGMUNT AUGUST BOULEVARD	Free mooring
BRYZA SAILING MARINA IN ELBLĄG	+48 886 800 006
ELBLĄG YACHT CLUB MARINA	+48 55 232 67 20
THE VISTULA LAGOON (ZALEW WIŚLANY)	
SEA PORT IN KĄTY RYBACKIE / MARINA	+48 58 355 33 33 +48 601 639 616
NOWY ŚWIAT PORT	+48 58 347 39 72
SEA PORT IN KRYNICA MORSKA	+48 55 247 60 76
YACHT HARBOUR IN KRYNICA MORSKA	+48 885 882 772
PORT IN PIASKI	+48 58 355 33 33
KAMIENICA ELBLĄSKA FISHING HARBOUR	+48 58 355 33 33
NADBRZEŻE WATER CENTRE	+48 509 457 254
YACHT HARBOUR IN SUCHACZ	+48 58 355 33 33
"MARITA" MARINA	+48 504 025 194
KADYNY SILVER RIVIERA	+48 500 411 097
SEA PORT / SAILING MARINA IN TOLKMICKO	+48 58 355 33 33 +48 510 191 935
NARUSA LEŚNA MARINA	+48 797 691 116
SEA PORT IN FROMBORK / MARINA	+48 55 243 72 19 +48 510 191 935
PORT IN NOWA PASŁĘKA (UJŚCIE)	+48 55 243 72 19
SAILING MARINA IN STARA PASŁĘKA	+48 510 191 935

LOCKS

Open on request at specific times. Please call the staff at the relevant locks half an hour before your planned arrival.

Please note: Check the navigational warnings before setting sail. During high and low water levels on the Vistula, the locks at: Gdańska Głowa, Przegalina and Biała Góra – are closed.

Outside the navigation season, the locks on the Nogat, Szkarpa and Martwa Wisła operate on working days from 7:00 a.m. to 3:00 p.m. This operating schedule remains in force until the onset of winter conditions that prevent safe navigation (e.g. ice formation). Outside the season, it is advisable to check the locks' operating hours.

Phone number for the facility manager ^[A]

WATERWAY E70 – SOUTH - NORTH SECTION (S-N)

LOCK ON THE SZKARPAWA

GDAŃSKA GŁOWA (0.25 km) – SZKARPAWA – VISTULA, staff phone number: +48 735 094 723

LOCKS ON THE NOGAT

MICHAŁOWO (38.59 km), staff phone number: +48 511 603 316

RAKOWIEC (23.95 km), staff phone number: +48 515 549 552

SZONOWO (14.50 km), staff phone number: +48 509 219 551

BIAŁA GÓRA (0.41 km) – NOGAT – VISTULA, staff phone number: +48 797 511 541

LOCK ON THE MARTWA WISŁA

PRZEGALINA (0.55 km) MARTWA WISŁA – VISTULA, staff phone number: +48 786 876 453

NOWY ŚWIAT LOCK

ON THE BAY – LAGOON CANAL,

Telephone for service and harbour master's office: +48 58 347 39 72

BRIDGES

Drawbridges are opened at fixed times. Please contact the bridge operators for information. The bridge can be opened outside designated hours, subject to 12–24 hours' prior notice.

THE SZKARPAWA

DREWNICA (2.85 km) – road bridge, drawbridge, staff phone number +48 882 065 597

RYBINA (14.98 km) – narrow-gauge railway swing bridge. The bridge is closed for approximately 40 minutes when a train passes, 20 minutes before the train's arrival, mainly in July and August. The train operates according to the current timetable.

phone number: +48 55 247 36 72, +48 722 239 569

RYBINA (15.45 km) – road bridge, drawbridge (yellow), staff phone number: +48 55 247 86 17, +48 509 498 395

THE WISŁA KRÓLEWIECKA

RYBINA (0 km+200) – road bridge, drawbridge (grey), staff phone number: +48 55 247 86 17, +48 509 498 395

SZTUTOWO (6.50 km) – road bridge, drawbridge, staff phone number: +48 606 321 559

THE MARTWA WISŁA

PRZEGALINA DRAWBRIDGE, staff phone number: +48 514 953 638

SOBIESZEWO – road bridge, drawbridge, staff phone number: +48 507 433 264

The bridge may not open automatically at the specified time, but only after a phone call or contact via VHF. Note! Anchors do not hold in the vicinity of the bridge!

THE ELBLĄG RIVER

NOWAKOWO – road bridge, swing bridge, staff phone number: 55 231 27 27

ELBLĄG – two drawbridges. Opening hours: 7:00 a.m. to 9:00 p.m. every full hour, staff phone number: 885 877 811

THE MOTŁAWA GDAŃSK

Drawbridge for pedestrians and cyclists to Ołowianka, staff phone number: +48 516 970 048

Św. Ducha footbridge to the Granary Island,

staff phone number: +48 605 110 452

Stągiewny road bridge, staff phone number: +48 58 341 20 41

NOWY ŚWIAT

Two swing road bridges on the DW 501 – one of the bridges is always closed to shipping and open to road traffic. The clearance of these bridges in the closed position is 4 m (southern) and 6 m (northern).

Telephone for service and harbour master's office: +48 58 347 39 72

WATERWAY MANAGERS WISŁA, ŻUŁAWY LOOP

The Regional Water Management Authority in Gdańsk	+48 58 326 18 88
Elbląg Water Catchment Board	+48 55 232 57 25
Gdańsk Water Catchment Board	+48 58 55 99 216
Tczew Water Catchment Board	+48 58 531 36 47
Toruń Water Catchment Board	+48 56 657 78 40
Inland Navigation Office (UŻŚ) in Bydgoszcz, Gdańsk regional office	+48 58 301 84 14 +48 602 379 752
Maritime Office in Gdynia	+48 58 355 33 33

EMERGENCY PHONE NUMBERS

Emergency Coordination Centre	112
Police	997
State Fire Service	998
Emergency Medical Services	999
Volunteer Water Rescue Service emergency number / Pomorskie Voivodeship	984
WOPR National Hotline	+48 601 100 100
Border Guard Górki Zachodnie	+48 58 524 23 02
Border Guard Elbląg	+48 55 237 64 00
Maritime Rescue Station SAR Tolkmicko	+48 55 231 61 55 +48 50 50 50 995
Maritime Coordination Centre SAR Gdynia	+48 58 620 55 51 +48 50 50 50 971
SAR Marine Rescue Station Górki Zachodnie	+48 58 307 31 12 +48 50 50 50 996
Shore Rescue Station SAR Sztutowo	+48 55 247 80 54 +48 50 50 50 976
Shore Rescue Station Gdańsk Świbno	+48 58 308 05 23 +48 50 50 50 982
Harbour Master's Offices of the Vistula Lagoon	VHF channel 71
Harbour Master's Office of the Port of Gdańsk	VHF channel 14tel. +48 58 347 38 70
Elbląg Harbour Master's Office	VHF channel 10 tel. +48 55 234 77 11
Nowy Świat Harbour Master's Office	VHF channel 68 tel. +48 58 347 39 72
Emergency call channel	VHF channel 16
IMGW Gdynia weather forecast updated (1:00 a.m. and 7:00 a.m., 1:00 p.m. and 7:00 p.m.)	58 620 34 22 meteo.imgw.pl

POLSKA GDAŃSK

ELBLĄG

Kozielec



Przegalina
188/11,9/3,28/3,28



country

voivodeship capitals

cities

other towns and villages

buildings

inland waters / marine waters

national parks / landscape parks / nature reserves

state borders / voivodeship borders

motorways / expressways

national roads

provincial roads

other roads

railway / narrow-gauge railway

cycle route

road/railway bridge, Highest Navigable Water Level

drawbridge road/railway, clearance (high navigable water)

swing bridge, clearance (high navigable water)

footbridge, clearance (high navigable water)

draw footbridge, clearance (high navigable water)

pontoon bridge, clearance (high navigable water)

ferry

lock

flood gates

lock name, length / width / fall / depth at bottom threshold

overhead power lines, clearance (high navigable water)

other overhead obstructions, clearance (high navigable water)

navigation lights, port lights

beacons, buoys, cardinal marks

kilometres of navigable route

marking of quays

ports and marinas / inland / maritime

yacht ports and marinas / inland / marine

jetties and quays / inland / marine

canoe / kayak landings / inland /marine

berths / moorings

navigational hazard sites

end of navigable waters

no entry for sports and recreational vessels

hydrotechnical / secular / religious heritage sites

instruction to listen to a specific radio channel

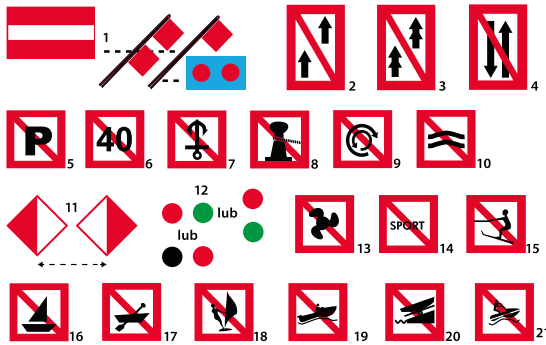
indication of the radio channel for navigational information

Maritime Search and Rescue Service (SAR)



The maps in the margins of the pages, as well as the diagrams of ports and marinas, are for illustrative purposes only.

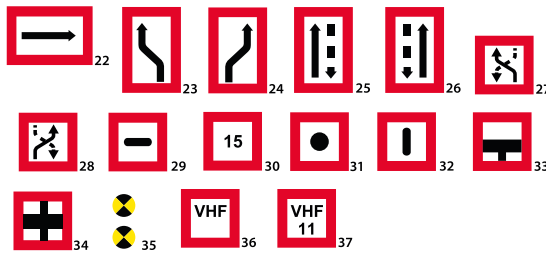
NAVIGATION SIGNS FOR TRAFFIC CONTROL ON INLAND WATERWAYS



A. Prohibitory Signs

1. No entry
2. No overtaking
3. No overtaking of convoys by convoys
4. No passing or overtaking of other vessels
5. No berthing (no anchoring or making fast) on the side of the waterway on which the sign stands
6. No stopping within the width specified on the sign in metres (from the sign)
7. No anchoring or trailing of anchors, chains or cables on the side of the waterway on which the sign stands
8. No mooring on the side of the waterway on which the sign stands
9. No turning
10. Do not create wake or wash (suction effect)
11. No passing outside the area marked with boards or green lights
12. Entry prohibited – but prepare to get under way
13. Motorised vessels prohibited
14. Sports or pleasure craft prohibited
15. Water skiing prohibited
16. Sailing vessels prohibited
17. Rowing boats prohibited
18. Use of sailboards prohibited
19. End of zone of high-speed navigation of small sports or pleasure craft
20. No launching or beaching of vessels
21. Water scooters prohibited

B. Mandatory Signs



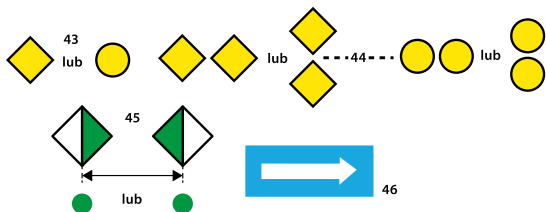
22. Proceed in the direction shown by the arrow
23. Move to the side of the fairway on your port side
24. Move to the side of the fairway on your starboard side
25. Keep to the side of the fairway on your port side
26. Keep to the side of the fairway on your starboard side
27. Cross fairway to port
28. Cross fairway to starboard
29. Stop as prescribed in the regulations
30. Do not exceed the speed indicated (in km/h)
31. Give a sound signal
32. Keep a particularly sharp lookout
33. Keep a particularly sharp lookout when entering the main waterway
34. Keep a particularly sharp lookout when crossing the main waterway
35. Vessels proceeding on the main waterway must, if necessary, change course or speed to allow vessels to leave tributary waterways
36. Obligation to establish radiotelephone contact
37. Obligation to establish radiotelephone contact on the channel indicated

C. Restrictive Signs

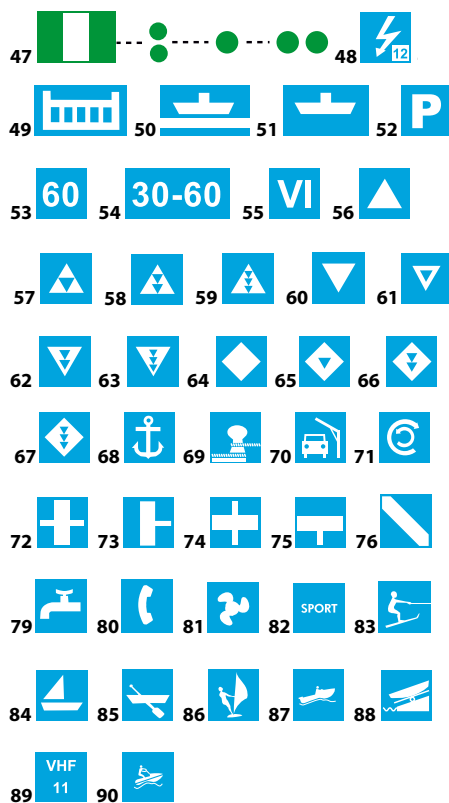


38. Depth of water limited (in metres)
39. Headroom above water level limited (in metres)
40. Width of passage or fairway limited
41. There are restrictions on navigation: make enquiries
42. The fairway lies at the distance indicated from the right (left) bank (in metres)

D. Recommendatory Signs

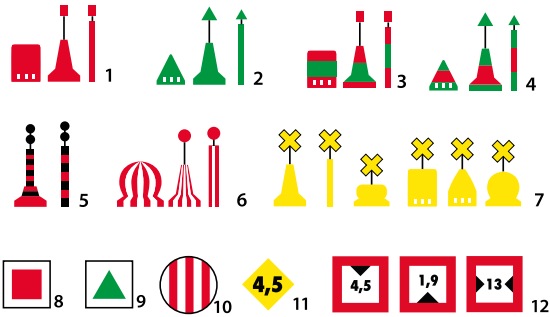


43. Passage in both directions
44. Passage only in the direction indicated (passage in the opposite direction prohibited)
45. You are recommended to keep within the area indicated
46. You are recommended to proceed in the direction shown by the arrow



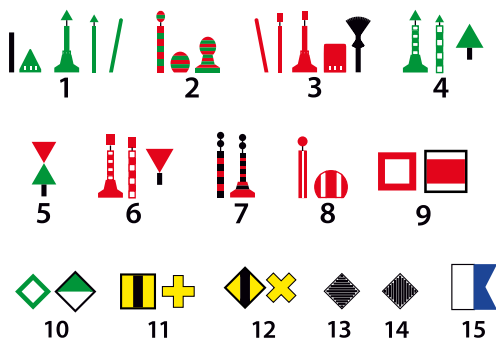
E. Informative Signs

47. Entry permitted
48. Overhead power line crossing (height above the highest navigable water level)
49. Weir close ahead
50. Cable ferry
51. Ferry boat moving independently
52. Berthing permitted
53. Berthing permitted within the width measured from the sign and indicated on it in metres
54. Berthing permitted on the stretch of water bounded by two distances measured from and shown on the board in metres
55. Maximum number of vessels permitted to berth abreast
56. Berthing area reserved for pushing-navigation vessels that push but do not carry hazardous materials
57. Berthing area reserved for pushing-navigation vessels that are required to carry one blue light or one blue cone
58. Berthing area reserved for pushing-navigation vessels that are required to carry two blue lights or two blue cones
59. Berthing area reserved for pushing-navigation vessels that are required to carry three blue lights or three blue cones
60. Berthing area reserved for vessels other than pushing-navigation vessels that are not required to carry marking
61. Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry one blue light or one blue cone
62. Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry two blue lights or two blue cones
63. Berthing area reserved for vessels other than pushing-navigation vessels that are required to carry three blue lights or three blue cones
64. Berthing area reserved for all vessels that are not required to carry marking
65. Berthing area reserved for all vessels that are required to carry one blue light or one blue cone
66. Berthing area reserved for all vessels that are required to carry two blue lights or two blue cones
67. Berthing area reserved for all vessels that are required to carry three blue lights or three blue cones
68. Anchoring or trailing of anchors, chains or cables permitted
69. Making fast to the bank permitted
70. Berthing area reserved for loading and unloading vehicles
71. Turning area
72. Crossing with secondary waterway ahead
73. Junction with secondary waterway ahead
74. Crossing with main waterway ahead
75. Junction with main waterway ahead
76. End of a prohibition, obligation, or restriction – applies to traffic in one direction only
77. One or two fixed white lights before an obstacle – stop if the regulations so require
78. One or two flashing white lights before an obstacle – you may proceed
79. Drinking water supply
80. Telephone
81. Motorised vessels permitted
82. Sports or pleasure craft permitted
83. Water skiing permitted
84. Sailing vessels permitted
85. Rowing boats permitted
86. Use of sailboards permitted
87. High-speed navigation of small sports and pleasure craft permitted
88. Launching or beaching of vessels permitted
89. Possibility of obtaining nautical information on the radiotelephone channel indicated
90. Water scooters permitted



Marks Indicating Fairway Limits on Maritime Waters

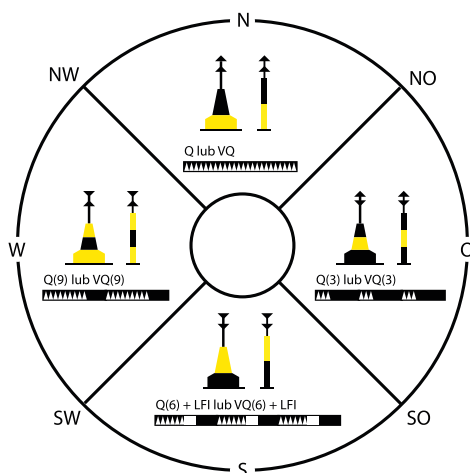
1. The port side of the fairway
2. The starboard side of the fairway
3. Starboard bifurcation (main fairway on the right)
4. Port bifurcation (main fairway on the left)
5. Isolated danger marks
6. Safe water marks
7. Special marks
8. Navigable passage under fixed bridges – port side
9. Navigable passage under fixed bridges – starboard side
10. Navigable passage under fixed bridges – best passage point
11. Vertical clearance under bridge span at medium water level
12. Limited headroom, depth, or width of passage



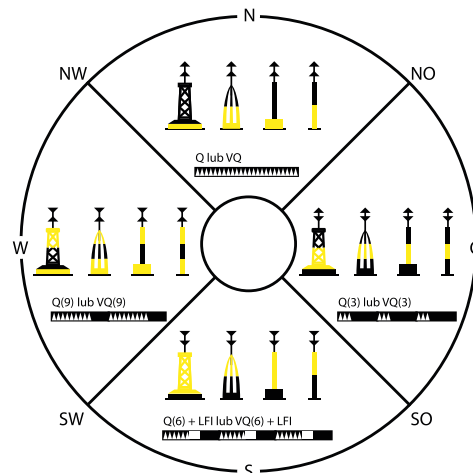
Marks Indicating Fairway Limits on Inland Waterways

1. The left side of the fairway
2. Fairway bifurcation
3. The right side of the fairway
4. Dangerous place near the left edge of the fairway.
5. Dangerous place in mid-fairway
6. Dangerous place near the right edge of the fairway.
7. Isolated danger mark
8. Safe water mark
9. Fairway near the left bank
10. Fairway near the right bank
11. Fairway cross-over from right to left bank
12. Fairway cross-over from left to right bank
13. Mark placed on the left side of exit from lake or broad waterway
14. Mark placed on the right side of exit from lake or broad waterway
15. The "A" (Alpha) flag. Caution! Diver down

Cardinal markings in marine waters



Cardinal markings on inland waterways



NOTE

INLAND (SAILING WITH THE RIVER CURRENT)

- RED** RIGHT SIDE OF THE WATERWAY ROUTE
- GREEN** LEFT SIDE OF THE WATERWAY ROUTE

SEA

- RED** LEFT SIDE OF THE FAIRWAY
- GREEN** RIGHT SIDE OF THE FAIRWAY

EXPLANATION OF SYMBOLS AND SERVICES AVAILABLE ON THE PREMISES OF MARINAS AND PORTS



	Mooring / number of berths		Car park		Waste water collection		Pier access gate		Seasonal
	Harbour Master's Office, marina operator		Video surveillance		Drinking water		Fixed crane		Year-round
	Toilet		Slipway		Current		Accommodation	1 1 ₃ 2 ₅ - depths - fire pit - lights / columns - cardinal buoys	
	Shower		Yacht winter storage		Technical facilities / Workshops		Restaurant / bar		
	Laundry		Collection of oily wastewater		Pier lighting		Café		



The Mors Motorboat Club's Marina

53°07'10.3"N 18°07'11.9"E

Witebska st. – barge ELLA
85-759 Bydgoszcz



Hals Marina

53°07'16.64"N, 18°07'16.93"E

Witebska 2a St., Bydgoszcz



Bydgoszcz Brdyujście Water Sports Club

53°07'15.5"N 18°07'17.7"E

Witebska 2a st., Bydgoszcz



Przystań YachtKlubu Polski Bydgoszcz

53°07'27.3"N 18°07'28.7"E

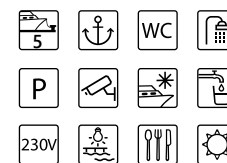
Witebska 14-16 st.,
85-778 Bydgoszcz



Camping - Marina "Zimne Wody"

53°07'07.3"N 18°05'57.2"E

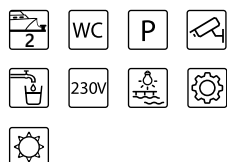
Toruńska 155 st.,
85-880 Bydgoszcz



La Mare Bezpieczna Przystań

53°07'27.3"N 18°05'38.3"E

Portowa 10 st.,
Bydgoszcz



The quay by the Łucznik hall

53°07'13.8"N 18°01'41.8"E

Toruńska 59 st.,
85-023 Bydgoszcz





Mooring quay for boaters by the Leon Janta-Połczyński Boulevard

53°07'16.4"N 18°00'32.8"E

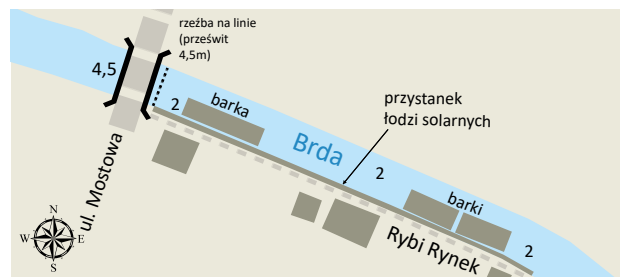
Bydgoszcz



Water tram stop "Rybi Rynek"

53°07'22.5"N 18°00'09.8"E

Bydgoszcz



Przystań Bydgoszcz

53°07'28.4"N 17°59'43.9"E

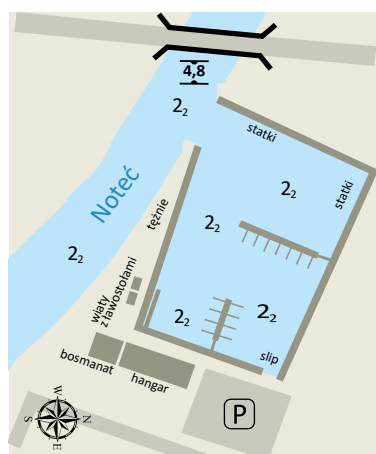
2 Tamka St.,
85-102 Bydgoszcz



Marina Gwiazda

53°07'58.9"N 17°56'59.4"E

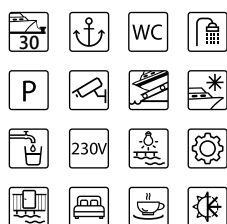
Józefa Bronikowskiego 45 st.,
85-350 Bydgoszcz



Przystań Powiat Nakielski

53°07'53.4"N 17°36'15.8"E

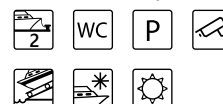
Notecka 4 st., 89-100
Nakło nad Notecią
tel. + 48 660 782 490



Miasteczko Krajeńskie Mooring Site

53°04'20.3"N 17°00'42.8"E

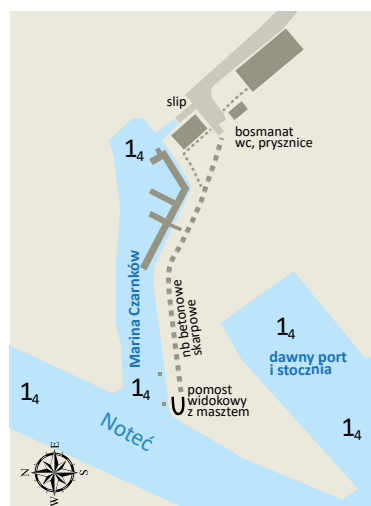
Miasteczko Krajeńskie



Binduga Keja 105

53°03'16.1"N 16°44'17.8"E

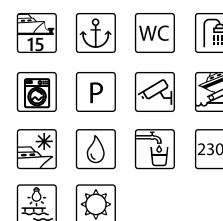
ul. Szpitalna, 64-850 Ujście
tel. + 48 604 468 996

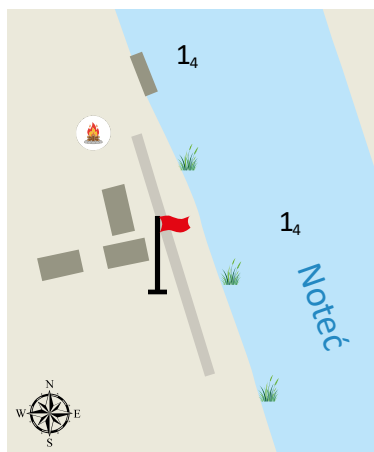


Marina Czarnków

52°54'26.7"N 16°33'11.9"E

64-700 Czarnków
tel. + 48 660 782 490
bosman tel. + 48 784 681 214

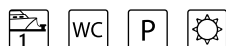




Michałki Kayak Marina

52°53'02.4"N 16°28'13.9"E

Góra nad Notecią 85
64-700 Czarnków
tel. +48 669 553 919
+48 507 229 905



Wrzeszczyna Water Stop

52°53'03.4"N 16°13'36.3"E

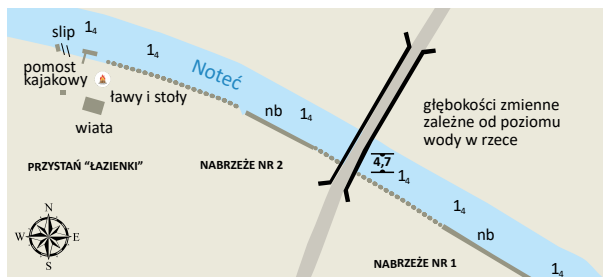
Wrzeszczyna
Urząd Miejski w Wieleniu
Kościuski 34 st.,
64-730 Wieleni
tel. +48 601 659 813



Wielen Water Marina, Notec Boulevards - Quays 1 & 2, "Łazienki" Marina

52°53'48.8"N 16°10'28.9"E
52°53'51.9"N 16°10'19.8"E
52°53'53.6"N 16°10'11.8"E

Plac Powstańców
Wielkopolskich 21
64-730 Wieleni



Marina Yndzel

52°51'23.7"N 16°01'10.5"E

Łąkowa 28 st.,
64-733 Drawsko
tel. +48 67 256 91 28
Bosman 535 953 490

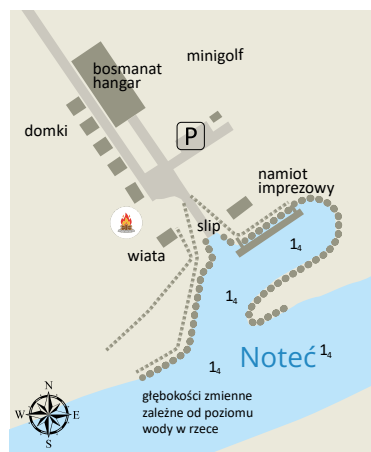
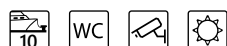


Park Harcerza / Scout Park

52°51'03.3"N 15°50'09.3"E

Niepodległości 6 st.,
66-530 Drezdenko

Urząd Miejski
w Drezdenku
1 Warszawska St.,
66 - 530 Drezdenko
tel. +48 95 762 02 02

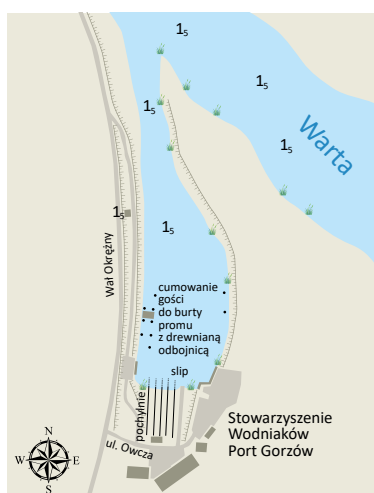


Marina Santok

52°44'15.5"N 15°24'40.0"E

Gorzowska 37 st.,
66-431 Santok

CKiR w Santoku
tel. +48 501 195 595



Port of Gorzów

52°43'41.9"N 15°15'18.9"E

Owca 39 st.,
66-400 Gorzów Wielkopolski

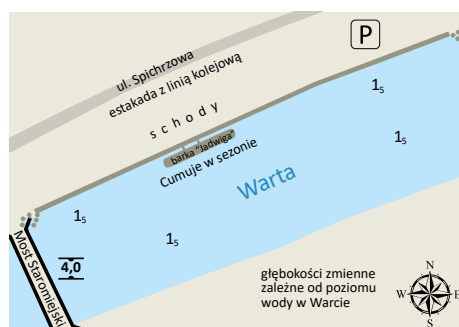
Stowarzyszenie Wodniaków -
Przystań Gorzów
Wał Okrężny 39
tel. +48 95 711 72 72
+48 660 722 166

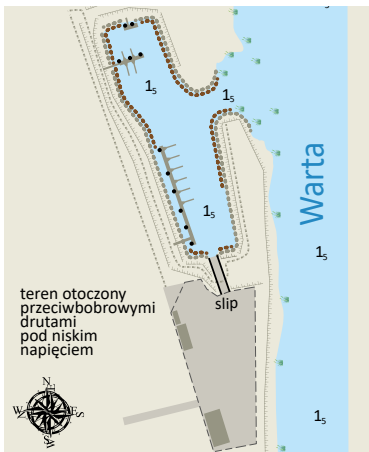


Warta Boulevards - eastern section

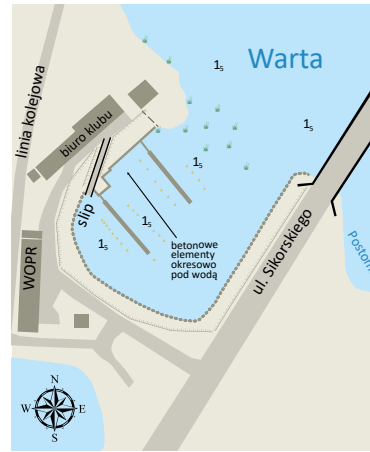
52°43'46.9"N 15°14'29.4"E

Gorzów Wielkopolski
Urząd Miasta
Sikorskiego 4 st.,
tel. +48 95 735 55 00





Marina Gorzów
 52°43'16.6"N 15°12'10.4"E
 Żeglarska 21 st.,
 66-400 Gorzów Wielkopolski
 Kompleks Hotelowo-Rekreacyjny z Przystanią Jachtową
 tel. +48 604 644 600

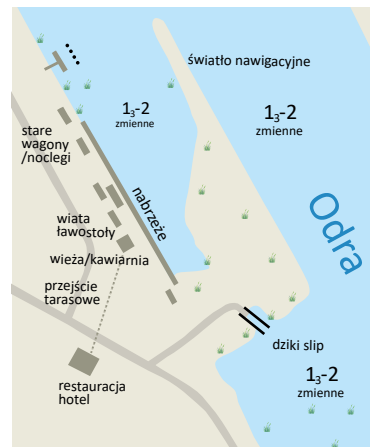
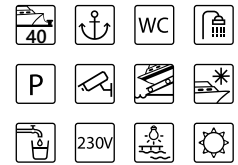


Marina Kienitz
 52°40'26.3"N 14°26'38.1"E
 Deichweg 21
 15324 Kienitz, Niemcy
 Gasthof "Zum Hafen"
 tel. +49 0 33478 440



"Delfin" Recreation Centre – Water Marina at MOSiR in Kostrzyn nad Odrą
 52°34'59.6"N 14°38'41.0"E

Sikorskiego 1 st.,
 66-470 Kostrzyn nad Odrą
 tel. +48 95 752 37 16

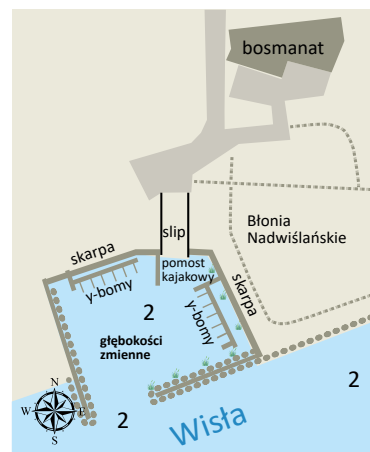


Groß Neuendorf Cultural Harbour
 52°42'04.9"N 14°24'40.1"E

Hafenstraße 1A st., 15324 Groß Neuendorf, Niemcy
 tel. +49 0 33478 38687



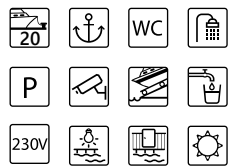
Camping nad Odrą
 52°50'42.0"N 14°07'33.2"E
 Osinów Dolny 50b
 74-520, Polska
 tel. +49 80055 33232



"Przystań Toruń"
 53°00'19.2"N 18°35'37.3"E

Ks. Jerzego Popiełuszki 1-3 st.,
 87-100 Toruń
 tel. +48 513 803 188

MOSiR
 ul. gen. J. Bema 23/29, 87-100



Vistula Boulevards Marina / Stary Fordon
 53°08'48.2"N 18°10'27.9"E

Zakładowa 3 st.,
 85-790 Bydgoszcz
 Urząd Miasta Bydgoszczy
 tel. +48 52 58 58 913



Marina Grudziądz
 53°29'13.0"N 18°44'40.0"E

8 Portowa St., 86-300 Grudziądz
 tel. +48 726 921 919
 Miejski Ośrodek Rekreacji i Wypoczynku

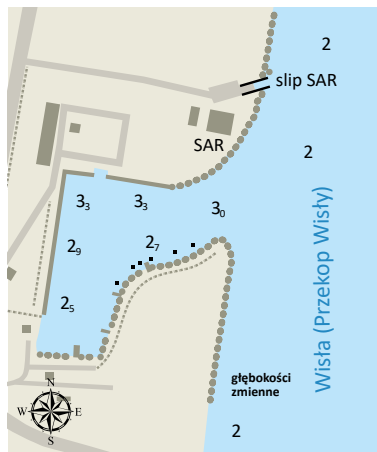




Tczew Marina

54°05'10.2"N 18°48'20.9"E

Tczewskie Centrum Sportu i Rekreacji
Wojska Polskiego 28 A st.,
tel. + 48 58 531 46 26



Port Świbno

54°20'10.4"N 18°56'15.7"E

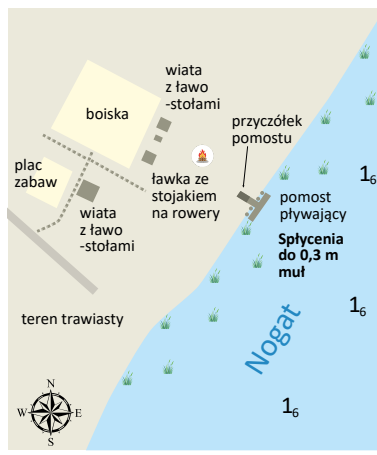
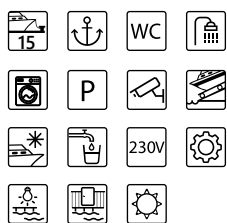
Państwowe Gospodarstwo Wodne Wody Polskie
RZGW w Gdańsku
11 Jana z Kolna St.,
80-864 Gdańsk
tel. +48 58 326 18 88



Biała Góra Marina

53°54'53.6"N 18°53'08.1"E

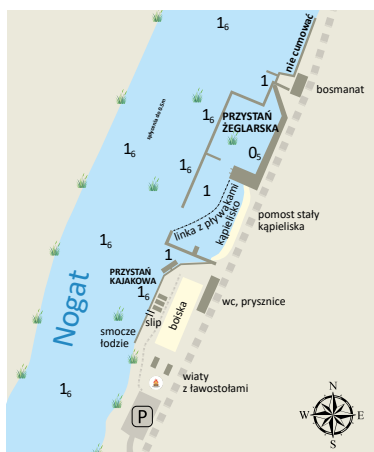
Biała Góra, 82-400 Sztum
tel. +48 509 667 724



Pogorzała Wieś Kayak Marina

53°58'25.5"N 18°56'11.2"E

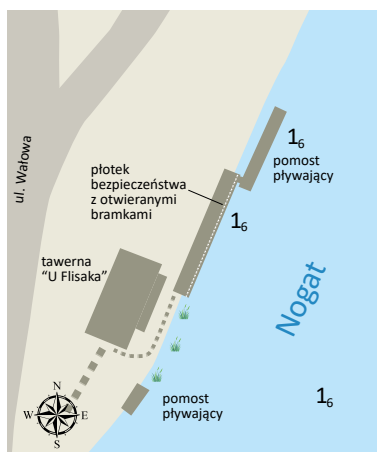
Gmina Miłoradz
Żuławska 9 st.,
82-213 Miłoradz
tel. + 48 55 271 15 31



Yacht and Kayak Marina / swimming area in Malbork

54°02'02.3"N 19°01'18.5"E

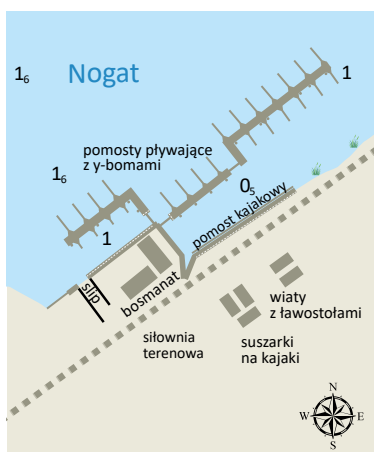
OSiR, ul. Toruńska 60
82-200 Malbork
tel. + 48 55 272 30 12



Stanica u Flisaka

54°02'32.8"N 19°01'33.0"E

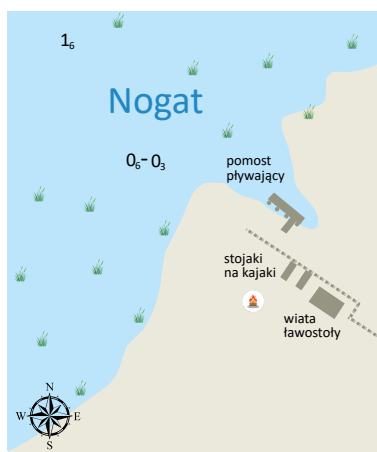
ul. Wałowa
82-200 Malbork
tel. +48 509 800 633



Park Północny Marina

54°02'52.5"N 19°02'16.1"E

3 Parkowa St.,
82-200 Malbork
Centrum Aktywnego Wypoczynku w Malborku
Sp. z o.o.
tel. +48 55 272 24 13

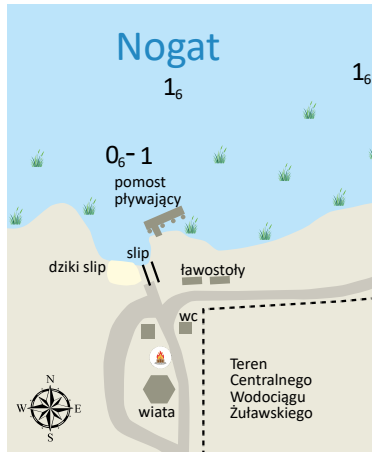


Janówka Kayak Marina

54°03'48.3"N 19°07'31.7"E

Janówka 39, 82-220 Janówka
Urząd Gminy Stare Pole
Marynarki Wojennej 6 st.,
82-220 Stare Pole
tel. +48 55 271 35 32
+48 555 065 700

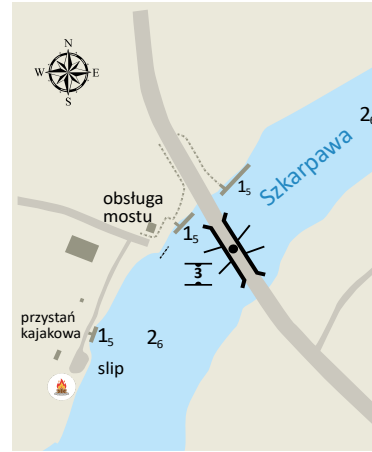
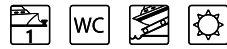




Ząbrowo/Letniki Kayak Marina

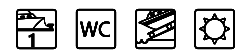
54°05'26.1"N 19°11'25.1"E

Urząd Gminy Stare Pole
6 Marynarki Wojennej St.,
82-220 Stare Pole
tel. +48 55 271 35 32
+48 555 065 700



Drewnica Kayak Marina

54°17'10.8"N 18°57'56.7"E



West Pier

54°17'13.6"N 18°57'59.6"E

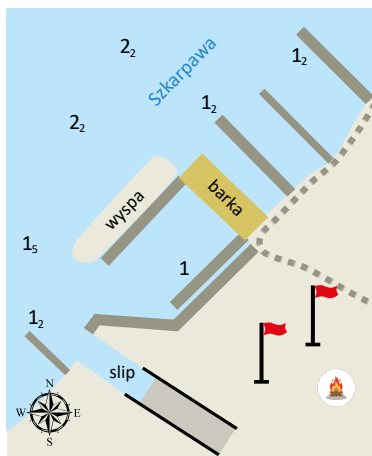


East Pier

54°17'14.7"N 18°58'01.8"E



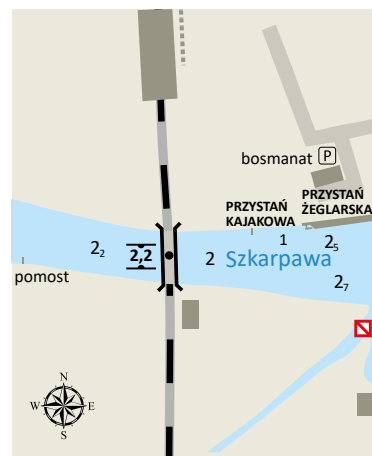
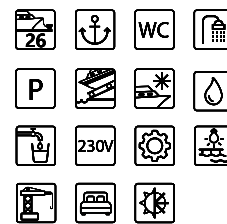
GOK w Stegnie, Gdańska 60 st.,
82-103 Stegna
tel. +48 55 247 82 92



Marina Żuławy Szwedowo

54°17'25.6"N 18°58'32.7"E

Marina Żuławy Szwedowo
Żuławy 2, 82-103 Drewnica
tel. +48 601 617 069



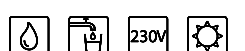
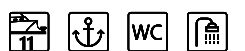
"Węzeł Rybina" Kayak Marina

54°17'06.4"N 19°06'47.4"E



Yacht Marina

54°17'06.8"N 19°06'50.6"E



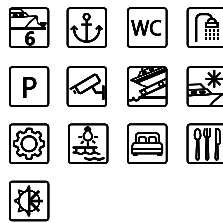
82-103 Rybina
GOK w Stegnie, 60 Gdańska St.,
tel. +48 55 247 82 92



"U Marcina" Marina

54°17'07.5"N 19°06'56.2"E

82-103 Rybina
tel. +48 604 284 210
mail: u.marcina@interia.pl



"Między mostami" Marina

54°17'08.7"N 19°07'05.7"E

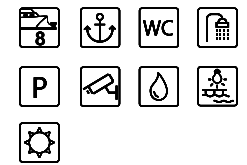
82-103 Rybina 62
tel. +48 602 783 678



"Przystań na Żuławach"

54°17'11.6"N 19°07'09.2"E

82-103 Rybina
tel. 504 745 316
mail: biuro@przystannazulawach.pl



"Cicha Przystań" Fishing Lodge, Oślonka

54°16'23.5"N 19°13'24.3"E

Cicha Przystań, Oślonka 9
82-100 Nowy Dwór Gdański
tel. +48 604 915 404
www.cichaprzystan.com.pl

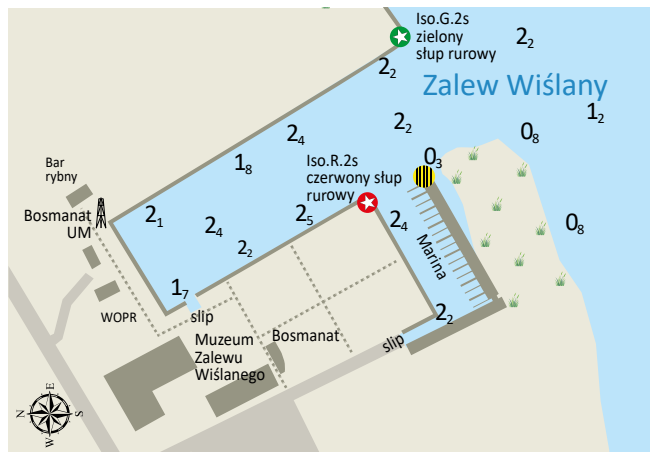


Yacht and Kayak Marina, Oślonka

54°16'23.4"N 19°13'29.1"E

Marinagold Jerzy Złoty
Oślonka 6a
82-100 Nowy Dwór Gdański
tel. +48 605 206 835
biuro@marinagold.pl
https://marinagold.pl/





Kąty Rybackie Sea Port

54°20'25.7"N 19°14'19.2"E

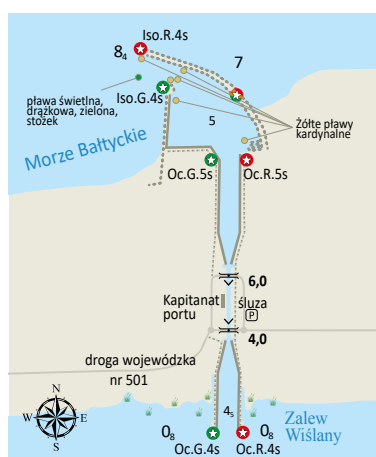
Urząd Morski w Gdyni
Rybacka 66 st.,
82-110 Kąty Rybackie
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl>



Kąty Rybackie Marina

54°20'24.4"N 19°14'16.6"E

66 Rybacka St., 82-110
Kąty Rybackie
tel. +48 601 639 616



Nowy Świat Sea Port

N 54°20'94.0" E 19°18'71.0"

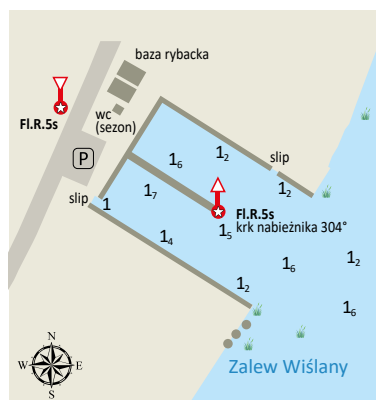
Kapitanat Portu
tel. +48 662 186 934
VHF kanał 68
Urząd Morski w Gdyni
81-338 Gdynia
10 Chrzanowskiego St.,
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl/>



Krynica Morska Yacht Port

54°22'44.5"N 19°26'51.1"E

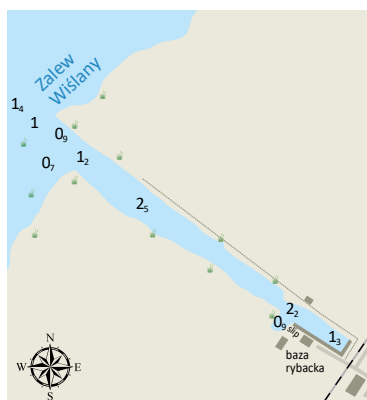
4 Bojerowców St.,
82-120 Krynica Morska
tel. +48 885 882 772
<https://pwikkrynicam.pl/port.html>



Port Piaski

N 54°25'38.9" E 19°35'57.9"

Słoneczna st., Piaski, 82-120
Krynica Morska
Urząd Morski w Gdyni
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl>





Suchacz Marita

54°16'59.3"N 19°25'47.0"E

Przystań Marita
Portowa 1 st.,
82-340 Tolkmicko
tel. +48 504 025 194



"Srebrna Riwiera Kadyny"

N 54°18'05.4", E 19°27'56.5"

Kadyny 15 S
82-340 Kadyny
tel. +48 500 411 097



Tolkmicko Marita

54°19'35.6"N 19°31'13.2"E

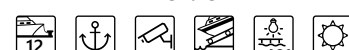
Parkowa 1st.,
82-340 Tolkmicko
tel. +48 510 191 935



Port Tolkmicko

54°19'30.0"N 19°31'21.1"E

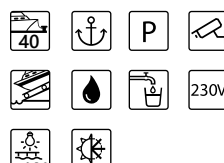
Parkowa 1 st., 82-340 Tolkmicko
UM w Gdyni
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl>



Frombork Sea Port

54°21'34"N 19°40'39"E

Portowa 2 st., Frombork
Urząd Morski w Gdyni
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl>



Port Ujście

54°25'34"N 19°44'45"E

Ujście 2
14-500 Nowa Pasłęka
Urząd Morski w Gdyni
tel. +48 58 355 33 33
<https://www.umgdy.gov.pl>

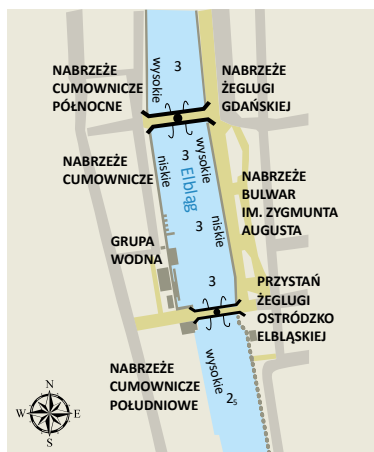


Stara Pasłęka Yacht Marina

54°25'54.7"N 19°46'11.7"E

Nowa Pasłęka 15
14-500 Nowa Pasłęka
tel. +48 510 191 935





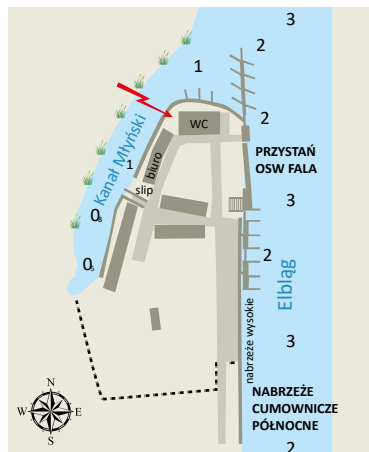
Zygmunt August Boulevard

54°09'31.1"N 19°23'32.1"E

Urząd Miejski w Elblągu
Łączności 1 st., 82-300
Elbląg
tel. +48 55 239 30 00



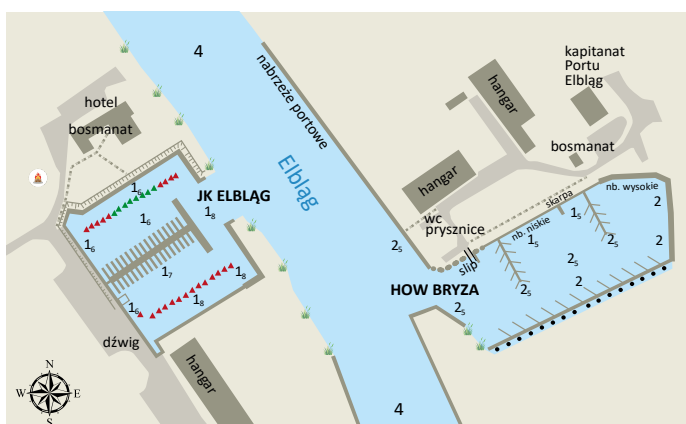
Power and water keys available
from the drawbridge operator
tel. + 48 885 877 811



OSW "FALA" Marina

54°09'42.5"N 19°23'27.2"E

Ognisko Sportów Wodnych
"FALA"
1 Wybrzeże Gdańskie St.,
82-300 Elbląg
tel. +48 604 806 049



JachtKlub Elbląg

54°10'33.7"N 19°23'08.4"E

JachtKlub Elbląg
Radomska 29 st.,
82-300 Elbląg
tel. +729 877 072



Bryza Port, Elbląg

54°10'31.9"N 19°23'15.5"E

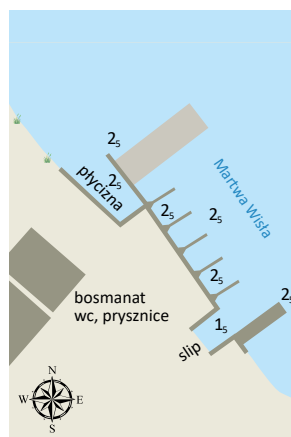
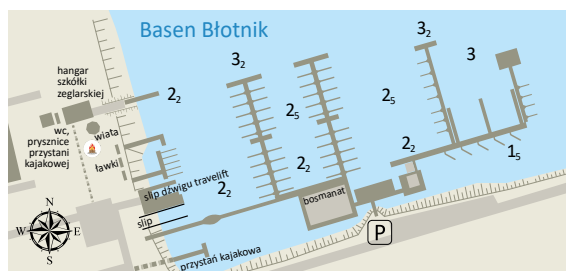
Port Bryza Elbląg
Portowa 2 st.,
82-300 Elbląg
tel. +48 886 800 006



Błotnik Marina

54°17'20.3"N 18°55'18.1"E

Nadwiślańska 2 st.,
Cedry Wielkie, 83-020 Błotnik
tel. +48 58 683 66 35



Wiślinka Marina

54°20'16.7"N 18°49'44.6"E

Piaskowa 7 st., 83-011 Wiślinka
tel. +48 501 953 536



Sol-Marina

54°20'29.8"N 18°49'18.0"E

Łąkowa st., 83-011 Wiślinka
tel. +48 880 098 844



Nadwiślańska Marina

54°20'47.1"N 18°48'46.7"E

Nadwiślańska 39 st.,
80-680 Gdańsk
tel. +48 516 284 853





Górki Zachodnie Municipal Marina named after Krystyna Chojnowska-Liskiewicz

54°21'28.4"N 18°46'57.5"E

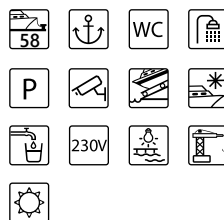
Przełom 22 st.,
80-643 Gdańsk
tel. +48 58 524 34 73
+48 501 596 316



Przełom Marina

54°21'31.0"N 18°46'56.5"E

Przełom 24 st.,
80-643 Gdańsk
Górki Zachodnie
tel. +48 668 868 228



Conrada Jacht Klub

54°21'33.1"N 18°46'55.6"E

Przełom 26 st.,
80-643 Gdańsk
tel. +48 600 499 076



AZS "COSA" Gdańsk Marina

54°22'01.8"N 18°46'44.1"E

Przełom 9 st.,
80-643 Gdańsk
Górki Zachodnie
tel. +48 58 324 81 00



National Sailing Centre AWFiS named after Dr. Krzysztof Zawalski

54°22'02.6"N 18°46'46.9"E

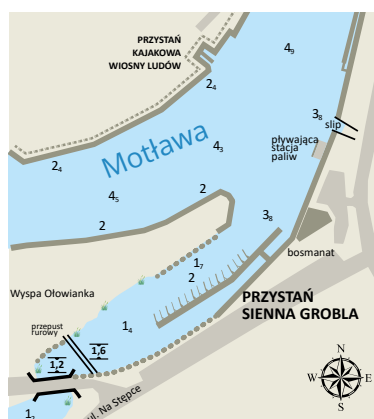
Stogi 21st., 80-642 Gdańsk
Górki Zachodnie
tel. +48 58 322 26 01



Academic Yacht Club

Stogi 18 st., 80-642
Gdańsk - Górki Zachodnie
tel. +48 698 44 22 18

54°21'59.8"N 18°46'37.2"E



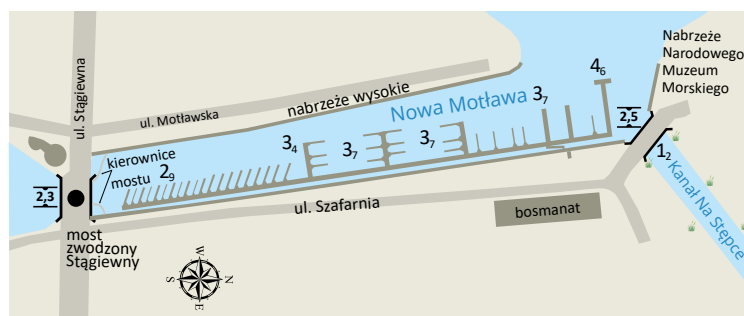
Sienna Grobla Marina

54°21'15.4"N 18°39'56.6"E

Stępce 6 st., 80-760 Gdańsk
tel. +48 506 056 264



Photo: Berda.pl

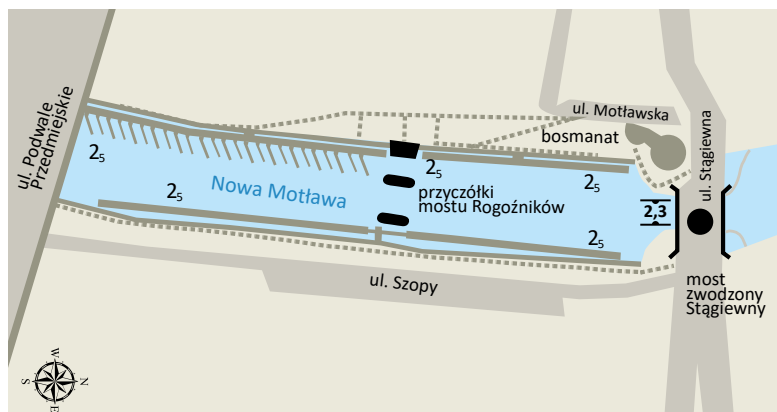


Gdańsk Marina

54°20'60.0"N 18°39'35.3"E

Szafarnia 6 st.,
80-755 Gdańsk
tel. +48 695 564 848

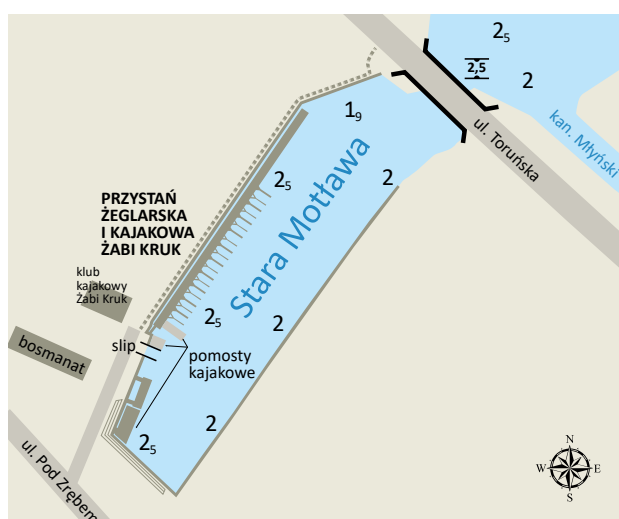




Marina Center Gdańsk – Water sports equipment hire in Gdańsk

54°20'47.7"N 18°39'35.3"E

12 Spichrzowa St.,
80-750 Gdańsk
tel. +48 509 220 397



Żabi Kruk Marina

54°20'32.5"N 18°38'56.6"E

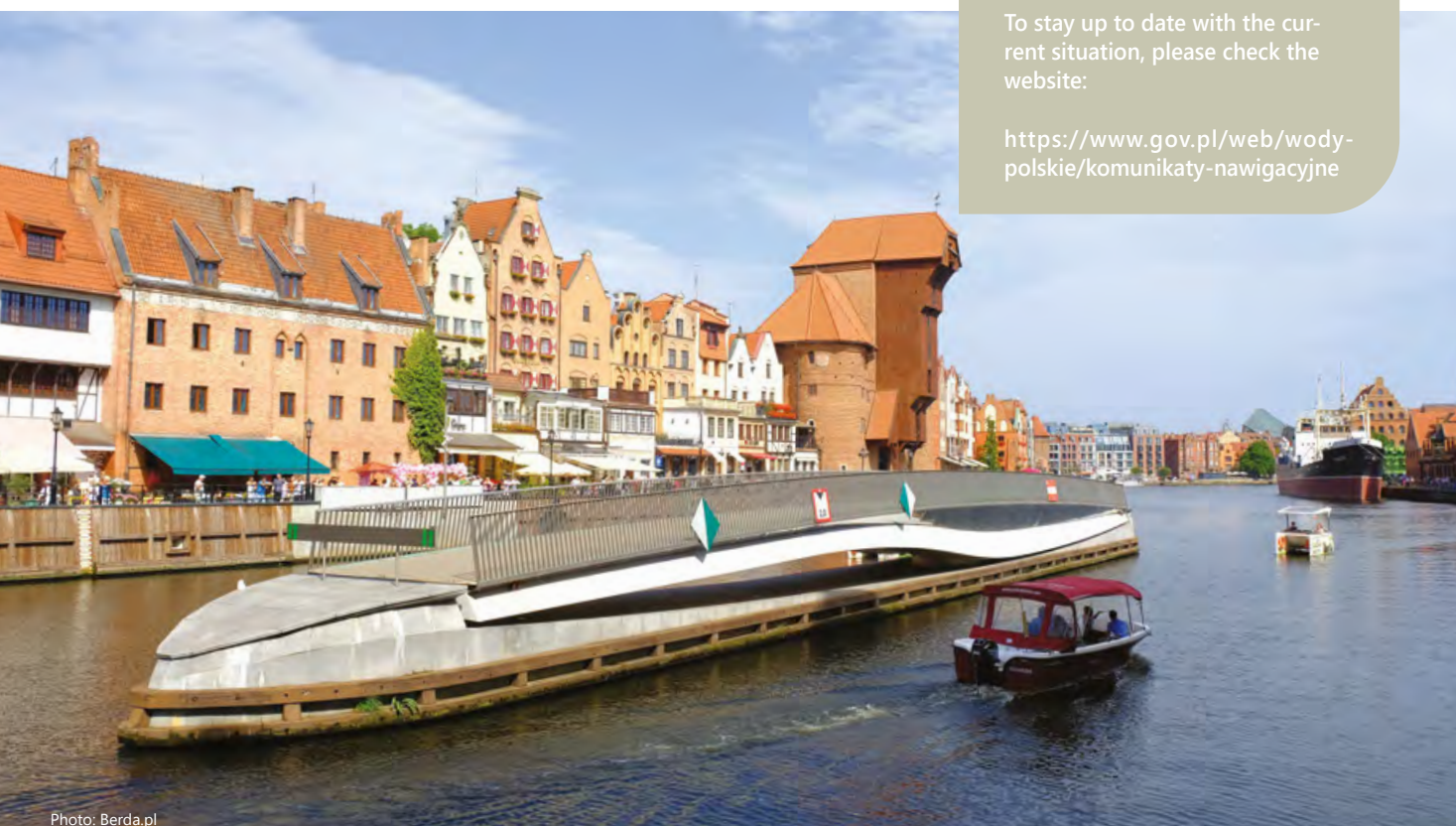
15 Żabi Kruk St., 80-822 Gdańsk
tel. +48 506 056 073



The diagrams of ports and marinas shown are for guidance only, and the depths indicated are variable and depend on current water conditions.

To stay up to date with the current situation, please check the website:

<https://www.gov.pl/web/wody-polskie/komunikaty-nawigacyjne>





MAGNIFYING GLASS

TO ENSURE EQUAL ACCESS TO THE INFORMATION, MAPS AND
DIAGRAMS CONTAINED IN THE WATERWAY E70 GUIDE

