

THE GREAT WATERWAY LOOP OF WIELKOPOLSKA

navigation guide



wielkopolska



THE GREAT WATERWAY LOOP
of WIELKOPOLSKA

Editor:

Wielkopolska Tourist Organization,
www.wot.org.pl

Text:

Grzegorz Nadolny

Graphic design and the map:

Studio Corner/Marek Klimek

Cover Photos :

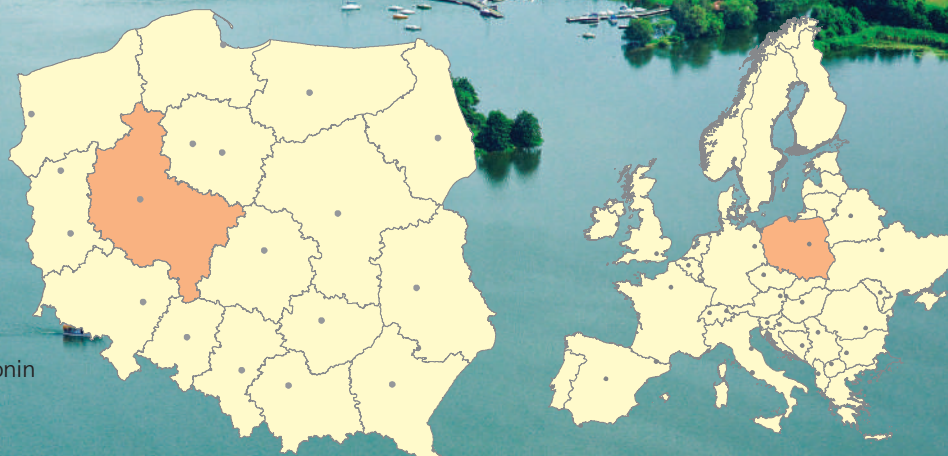
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**REGIONAL
PROGRAMME**
NATIONAL COHESION STRATEGY



WIELKOPOLSKA
VOIVODESHIP

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THE GREAT WATERWAY LOOP OF WIELKOPOLSKA

navigation guide



Archive of the Commune Office in Kwilcz, photo: K. Idzik

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list of used abbreviations:

RB – Right Bank	MWL – Mean Water Level
LB – Left Bank	MHW – Mean High Water
HNW – Highest Navigable Water	LNW – Lowest Navigable Water
MLW – Mean Low Water	WMS – Water Management Station

Navigational Safety - Instructions

NAVIGABLE ROUTE

1. Along free-flowing regulated rivers and on canalized rivers the navigable route runs along the entire width of the riverbed. Along free-flowing rivers, watercraft are permitted to travel exclusively within their regulated zones, at a safe distance from regulatory structures and facilities as well as bank reinforcements and other places posing hazard to navigation, except when performing a permissible manoeuvre of approaching the bank or mooring platform, entering a side waterway, port, lock or weir, or in order to avoid a visible hazard or an accident.
2. Unless navigation signs indicate otherwise, the navigable route along navigable canals runs across their entire width.
3. On lakes, if navigation signs do not indicate otherwise, the navigable route runs from shore to shore, or within a strip marked with buoys defining the limits of the navigable route on the right and left side, or within a 70-metre wide strip if the navigable route has been marked on one side.

SIDES OF THE NAVIGABLE ROUTE

On specific waterways, the right side of the navigable route is determined when looking in the following direction:

1. The Noteć from Kruszwica, via Łabiszyn, Nakło nad Notecią, Ujście, Czarnków, Wieleń, Drezdenko towards Santok.
2. The Warta from Konin via Poznań, Santok towards Kostrzyn.
3. The Brda from its connection with The Bydgoszcz Canal to its outlet into the Vistula.
4. The Bydgoszcz Canal from Bydgoszcz (Okole) towards Nakło nad Notecią.
5. The Górnonotecki Canal from the Upper Noteć towards the Bydgoszcz Canal.
6. Lake Gopło and the Ślesięński Canal from Konin towards Kruszwica.

WIND REGULATIONS

The following restrictions apply to navigation on lakes and other waterways:

- a. canoes, wind speed exceeding 5 m/s
- b. open boats, with a surface up to 20m², used for sport, tourism, fishing and

work, wind speed exceeding 7 m/s

- c. inboard motorboats, with a surface up to 20 m², wind speed exceeding 9m/s
- d. all watercraft with a surface from 20 m² to 100 m², wind speed exceeding 12m/s
- e. ships with a surface over 100 m², wind speed exceeding 18m/s

1. When wind velocity exceeds the limits specified in points a–e, all vessels should stop in the nearest port or mooring area, or look for shelter near the bank from which the wind is blowing.

2. The above restrictions do not apply to vessels taking part in rescue or preventive operations carried out by authorized bodies, sailboats participating in an event which has been approved in writing by navigation authorities, as well as sailboats used for sporting purposes within delineated and marked training zones which are closed for other vessels and are monitored and secured by authorized water rescue services.

WAVE REGULATIONS

The prohibition to make waves applies in ports, harbours and in the proximity of piers and other mooring sites, also in situations when the phenomenon of suction effect occurs in canals and in shallow areas. The artificial wave may damage mooring and travelling vessels as well as water structures and bank reinforcements.

RADIOTELEPHONE COMMUNICATION

For inland water connections along the Vistula – Oder Route, you should use channel 10 of marine band VHV frequency 156,600 MHz

Inland water connections: the Warta–Bydgoszcz Canal:

vessel – vessel – channel 10

The Upper and Middle Warta:

vessel – vessel – channel 10

vessel – land – channel 9

ADMINISTRATION OF THE GREAT LOOP OF WIELKOPOLSKA WATERWAYS

All inland waterways of the Great Loop of Wielkopolska are administered by the Regional Water Management Board in Poznań (ul. Szewska 1, 61-760 Poznań, tel. +48 61 8567 700). Within the Board, all matters related to inland waterways are handled by the Inland Navigation Unit (tel. +48 61 85 67 730). Information on current navigational conditions and inland waterways, administered by the Regional Water Management Board in Poznań, is available at the website of the Board, at www.poznan.rzgw.gov.pl under the tab titled "szlaki żeglowne" (navigable routes). Specific waterways are managed by the following territorial units of the Board – "Basin Boards":

Management of the Noteć and Warta Basins

Middle and Lower Warta Basin Board in Poznań
ul. Czarna Rola 4, 61-625 Poznań, tel. 61 82 70 600

- 1. Water Management Station in Gorzów Wielkopolski** – from 0.0 km to 97.0 km with a seat in Świerkocin, ul. Świerkocin 45, 66-460 Witnica, tel. 95 78 30 126
- 2. Water Management Station in Międzychód** – from 97.0 km to 177.15 km, ul. Wały Jana Kazimierza 4, 64-400 Międzychód, tel. 95 74 82 824
- 3. Water Management Station in Poznań** - from 177.15 km to 276.0 km ul. Czapla 4, 61-623 Poznań, tel. 61 82 01 481
- 4. Water Management Station in Śrem** – from 276.0 km to 348.0 km ul. Nabrzeżna 7, 63-100 Śrem, tel. 61 28 35 646
- 5. Water Management Station in Łąd** – from 348.0 km to 406.6 km 62-406 Łąd, tel. 63 27 63 153

CONNECTING WATERWAYS BETWEEN THE VISTULA AND ODER

from 14.8 to 226.1 km

Noteć Basin Board in Bydgoszcz

ul. Marcinkowskiego 1, 85-056 Bydgoszcz, tel. 52 37 68 450

BYDGOSZCZ CANAL

1. Water Management Station in Nakło – from 14.8 km to 38.9 km
ul. Gen. J. Hallera 23, 89-100 Nakło n. Notecią, tel. 52 38 52 286

Phone numbers to locks:

- Okole – tel. 52 32 25 620
- Czyżkówko – tel. 52 37 97 572
- Prądy – mobile 696 721 036
- Osowa Góra – tel. 52 37 22 042
- Józefinki – mobile: 696 720 829
- Nakło Wschód – mobile 608 581 029

LOWER NOTEĆ RIVER – Canalized

1. Water Management Station in Nakło – from 38.9 km to 70.0 km

Phone numbers to locks:

- Nakło Zachód – mobile 606 774 127
- Gromadno – mobile 606 774 136
- Krostkowo – tel. 67 28 33 726

2. Water Management Station in Ujście – from 70.0 km to 123.0 km
ul. Pilska 11, 64-850 Ujście, tel. 67 28 40 011

Phone numbers to locks:

- Nowe – mobile 608 582 351
- Walkowice – mobile 606 774 142
- Romanowo – mobile 606 774 143



Photo: Z. Szmidt

3. Water Management Station in Lipica, with a seat in Rosko – from 123.0 km to 150.0 km

Nowe Dwory 2, 64-730 Wieleń, tel. 67 25 63 727

Phone numbers to locks:

Lipica – mobile 696 720 877

Pianówka – mobile 696 721 029

Mikołajewo – mobile 696 721 092

Rosko – mobile 666 879 013 or 67 25 63 727

4. Water Management Station in Wieleń – from 150.0 km to 176.2 km section not included in canal – from 176.2 km to 177.2 km

ul. Zamkowa 19, 64-730 Wieleń, tel. 67 25 61 011

Phone numbers to locks:

Wrzeszczyna – tel. 67 25 61 096

Wieleń – tel. 67 25 61 065

Drawsko – tel. 67 25 69 641

Krzyż – tel. 67 25 64 254

Middle and Lower Warta Basin Board in Poznań

THE LOWER NOTEĆ RIVER – Not Canalized

1. Water Management Station in Drezdenko – from 177.2 km to 226.1 km

ul. Portowa 21, 66-530 Drezdenko, tel. 95 76 20 155

CONNECTING WATERWAYS BETWEEN THE WARTA RIVER

and THE BYDGOSZCZ CANAL from 0.0 km to 146.6 km

The Ślesiański Canal

1. Water Management Station in Konin – from 0.0 km to 32.0 km

ul. Jana Pawła 10, 62-510 Konin, tel. 63 24 33 505

Phone numbers to locks:

Morzysław – mobile 600 993 113 or 63 24 33 531

Pątnów – mobile 608 592 698 or 63 24 27 524

Gawrony – mobile 608 610 292 or 63 26 85 162

Koszewo – mobile 664 765 070 or 63 26 85 150

The Noteć Basin Board in Bydgoszcz

Gopło Lake

1. Water Management Station in Pakość – from 32.0 km to 59.5 km

ul. Jankowo 3, 88-170 Pakość, tel. 52 35 18 545

THE UPPER NOTEĆ RIVER – Canalized

1. Water Management Station in Pakość – from 59.5 km to 101.0 km

Phone numbers to the lock:

Pakość – mobile 666 879 019

2. Water Management Station in Łabiszyn – from 101.0 km to 121.6 km

ul. Poznańska 1, 89-210 Łabiszyn, tel. 52 38 44 056

Phone numbers to the lock:

Łabiszyn – mobile 606 774 141

THE GÓRNONOTECKI CANAL

1. Water Management Station in Łabiszyn – from 121.6 km to 127.0 km

Phone numbers to locks:

Antoniewo – mobile 604 444 391

Frydrychowo – mobile 608 582 683

2. Water Management Station in Lisi Ogon – from 127.0 km to 146.6 km

ul. Kasztanowa 3/1, 86-065 Łochowo, tel. 52 38 19 391

Phone numbers to locks:

Dębinek /two locks/ – tel. 52 32 48 471

Łochowo – tel. 52 38 19 391

Lisi Ogon – tel. 52 38 19 391

NAVIGATIONAL SAFETY

The bodies in charge of inland navigation security: Ministry of Transport, Construction and Maritime Economy – Inland Navigation Offices:

1. Inland Navigation Office in Szczecin:

pl. Batorego 4, tel. 91 43 40 279

for the Warta River from 0.0 km to 68.2 km

2. Inland Navigation Office in Bydgoszcz:

ul. Konarskiego 1/3, tel. 52 32 04 230

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- for the Warta River from 68.2 km to 406.6 km
- for waterways linking the Vistula with the Oder from 14.8 km to 226.1 km
- for waterways linking the Warta with the Bydgoszcz Canal from 0.0 km to 146.6 km

LINKS OF THE GREAT LOOP OF WIELKOPOLSKA WITH OTHER WATERWAYS

THE LOWER SECTION OF THE VISTULA – E70.

Along the Vistula via the Nogat, to Kaliningrad

The Nogat River branches out from the Vistula at 886.60 km. It is channelized and contained within embankments along its entire length of 62 km. Barrages along the Nogat:

- 0.41 km Biała Góra,
- 14.5 km Szonowo,
- 23.9 km Rakowiec,
- 38.6 km Michałowo.

Water level in the river is regulated by weirs. The kilometre distances along the Nogat are calculated from its outlet from the Vistula. The width of the riverbed is in the range: 100–300 m. Its depth, at an average level of water is in the range 2.30–3.00 m.

The Vistula Lagoon has a length of 90.7 km, including 35.1 km in the territory of Poland. The width of the Lagoon ranges from 6.8 km to 13 km, with an average depth of 2.7 m.

Along the Vistula via the Nogat, the Jagielloński Canal, and the Elbląg River to the Elbląski Canal

886.6 km of the Vistula – the Nogat

At 51.6 km the Nogat is linked with the Elbląg River via the navigable Jagielloński Canal, which is 5.8 km long.

„Bajka” cruise boat, archive of the Economic Union of Śrem Region,
photo: M. Dziuba

Miłomłyn – Drużno Lake route, 0.0-52.0 km

- at km 3.10-5.25 – Ilińskie Lake
- at km 7.85-20.90 – Ruda Woda (Dudzkie) Lake
- at km 22.70-27.30 – Sambród Lake
- at km 29.00-30.50 – Piniewskie Lake

Ramps:

- Buczyniec, 36.600 km
- Kąty, 38.700 km
- Oleśnica, 41.600 km
- Jelenie, 43.800 km
- Całuny, 45.800 km

Size of cradles for transporting boats:

– length: 26.80 m, width at the floor: 2.60 m, width at the top: 3.35 m

The Szkarpawa River

0.0–25.40 km (Outlet to the Vistula Lagoon)

Formerly, the Szkarpawa was one of the outlets of the Vistula. It is connected with the Vistula at 931.2 km by the Gdańska Głowa lock. It is 25.4 km long and in Ostłonka flows into the Vistula Lagoon.

The river is contained in embankments along its entire length. One of its outlets, the Wisła Królewiecka branches out approx. 16 km from Gdańska Głowa and is also lined with embankments. The section of the Szkarpawa beyond the outlet of the Wisła Królewiecka is called the Wisła Elbląska.

0.200 km, Gdańska Głowa lock; length: 61.0 m x width: 12.5 m, Waterway class 2
The Martwa Wisła River, 0.0-11.5 km to Gdańsk; 0.540 km – Southern Przegali-na lock, length: 188.7 m x width: 11.91 m, Waterway class 4b



Upstream along the Vistula

Along the Vistula via the Narew and the Pisa, with the System of the Great Masurian Lakes

The distance from Warsaw to Roś Lake is 239 km, and to Giżycko 301 km.

Navigable rivers in the Narew basin:

- a. The Narew downstream to the outflow of the Biebrza – from 248.5 km to 63.3 km, i.e. at the distance of 185.2 km
- b. The Biebrza, including the Augustowski Canal – the Biebrza from 0.0 km to 84.2 km, i.e. to the outflow of the Netta River (Dębowo) and the Augustowski Canal to the Sucha Rzeczka at the distance of 53.0 km – altogether 137.2 km
- c. The Pisa including the route of the Great Masurian Lakes – the Pisa along its entire length, i.e. 80.0 km and the main Pisz – Węgorzewo route, length of 64 km

On the Augustowski Canal – from the Biebrza to the outflow of the Sucha Rzeczka, along the distance of 53 km, there are 7 locks:

- No. 1. Dębowo
- No. 2. Sosnowo
- No. 3. Borki
- No. 4. Białostrzegi
- No. 5. Augustów
- No. 6. Przewięż
- No. 7. Swoboda

There are two locks in the part of the Great Masurian Lakes System belonging to the Narew drainage basin:

- No. 8. Karwik
- No. 9. Guzianka

Towards the Niemen River

Along the Vistula, via Zegrzyński (an artificial lake), the Narew, the Biebrza and the Augustowski Canal. The entire route from Warsaw to the national border is 401 km long, and on the Belarusian side of the border there are 21 km to the outflow of the canal to the Niemen. The drainage divide may be crossed at the mouth of the outflow from Serwy Lake, at 53 km of the canal, and 377 km from Warsaw. The Belarusian section of the canal is damaged and obstructed. The Polish section, due to the technical parameters, is not economically important but is extremely attractive for tourists because of its historical qualities.

Towards the Dnieper River

The route leads along the Vistula, across the artificial lake Zegrzyński, the rivers Bug and Muchawiec, the Dnieper–Bug Canal, and the rivers Pina and Prypeć. The waterway leads along the Bug, from 0.00 km. (outlet of the rivers Bug and Narew to the Vistula) to 324 km (outlet of the Mukhavets river), and further along the Mukhavets, the Royal Canal (the canal linking the Bug with the Dnieper was once called the canal of the Republic – length 196 km), and the Pina and the Pripyat as far as the Dnieper. The part of the route within the Vistula drainage basin comprises the Bug in the Polish territory and the Mukhavets and a part of the Royal Canal in Belarus. The Bug starts in the Podolian Upland in Ukraine, and it flows into Zegrzyński Lake, and is also a left-bank tributary of the Narew, which, until 1962, was interestingly officially recognized as the right-bank tributary of the Bug. The section between Zegrzyński Lake and the Vistula is often jointly referred to as „Bugo-Narew”.



Photo: A. Łącki

KEY TO SYMBOLS

Scala 1:100,000



	State border
	Built-up area
	Forest
	Motorway
	National road with dual carriageway
	National road
	Regional road
	Local road
	Dirt road
	Junctions; customer service, fee collection point
	Number of road: motorway; expressway; international road; national road, regional road
	Regular gauge railway, train station, train stop
	Narrow-gauge railways
	Airport terminal, airport
	Elevation points, scenic overlooks
	River, canal; bog
	Lake; artificial lake with dam
	National park boundary
	Landscape reserve boundary
	Nature reserve
	Natura 2000 area boundary:
	- special habitat protection areas
	- special bird protection areas

	Capital of Voivodship
	Capital of District
	Capital of Commune
	The route of the Great Loop of Wielkopolska

	Palace, castle, mansion
	Sanctuary; historic church
	Open air museum; museum
	Wooden architecture; other attraction
	Harbour, mooring station, platform
	Rental of water sport equipment, slipway
	Sanitary facilities, possibility to connect to electricity, drinking water
	Motor repair workshop, boat repair workshop
	Petrol station, ferry
	Car park, food outlet, grocery shop
	Campsite, camping area
	Lock

Navigational Description of the Great Loop of Wielkopolska

The Warta River

The Warta starts at the Krakowsko–Częstochowska Upland, in Kromołów (a district of Zawiercie) at 377 m above sea level. The 116 km long upper-most section of the Warta is a highland stream. After joining with the Wiercica River near Gidle, the Warta becomes a lowland river. Generally, from its spring to the region of Koło, it flows northward (except for the sharp bends in the area of Częstochowa and Załęczce Wielkie) and continues westward towards Śrem, then again northward towards Santok, and beyond the mouth of the Noteć it continues westward. The Warta, being its largest tributary, flows into the Oder in Kostrzyń, at 11 metres above sea level. The slope along its entire length is 366 m. The distance between the Warta springs and its outlet into the Oder is 808 km; the straight-line distance between these points is 438 km, so the windings account for 185% of its entire length.

Its major tributaries include the rivers of Liswarta, Widawka, Ner, Proсна, Obrą, and Noteć. The overall area of the Warta basin is 54,549 km². The Warta flows along the valley with varied geo-morphological history, predominantly within the Warsaw-Berlin ice-marginal valley of the Danish-Polish trough, and in its lower course along the Toruń-Eberswalde ice-marginal valley. Moraine-type edges of the valleys, occurring near Ko-

nin, Śrem, Międzychód and Gorzów Wielkopolski, impacted the formation of the riverbed and the terrain.

The only part classified as inland waterways is the section of the Warta from its mouth (0 km.), to its junction with the Ślesiński Canal – 406.6 km.

The Warta is divided into three sections:

- from Konin to Luboń near Poznań, i.e. from 406.6 to 252.0 km, length of 154.6 km – Class 1a /the lowest/
- from Luboń to Santok, i.e. from 252.0 to 68.2 km, length of 183.8 km, Class 1b
- from Santok to Kostrzyń nad Odrą, i.e. from 68.2 to 0.00 km, length of 68.2 km, Class 2

The 68 km section of the lower Warta, after joining with the Noteć, is a part of the inland waterway linking the Vistula and the Oder. The waterways between the Vistula and the Oder belong to the network of European inland routes, and are marked with E70. The route links the North Sea with ports on the Baltic Sea. This is one of the most important routes for inland navigation in Europe. It leads from Antwerp, via Berlin, Bydgoszcz, Malbork and Kaliningrad to Klaipeda in Lithuania.

Precipitation within the Warta catchment area ranks among the lowest in Poland. Along its middle course, particularly within the area of Gniezno and Poznań High Plain, the average annual precipitation is below 500 mm, and during the navigable season below 300 mm. Along most of its length, the longitudinal decrease in the water table ranges from 0.50

to 0.14%. Most water in the Warta basin originates in winter periods when melting water flows along its tributaries to the valley of the river whose level regularly increases during the first quarter of the year, frequently resulting in floods. On average, the river is annually navigable for 278 days, including 222 days when the depth of water exceeds 120 cm.

The Warta River – from 406.6 km to 252.0 km

The slow-flowing Warta River is a Class 1a waterway. The riverbed is provided with regulatory structures. The navigable route is marked with signs along its banks. The route is 30 m wide. The minimum water depth for safe navigation:

- at MLW: 0.5 m
- at MWL: 1.1 m



Photo: Z. Szmidt

MAP SHEET 1

406.6 km – inlet of the Ślesięński Canal

406.5 km RB – Morzysław, today district of Konin, formerly a royal village. The Warta divides the city into Old and New Konin. The closest access to a petrol station is from the outer port of the Morzysław sluice.

404.1 km RB – inlet of Konin Relief Canal

403.3 km – bridge, road No. 92 Rzepin – Warsaw. VC – 4.90 m. Before the bridge, along the bank, there is a mooring platform for canoes and small boats. Headquarters of the Konin Canoe and Water Sports Club (tel. 886 506 735). Walking down Podwale Street (150 m) you can get to Kazimierz Górski Golden Team Stadium, where with the consent of the facility administrator, you can use the toilet and showers and get drinking water.

403.1 km – Toruń Bridge – footbridge. VC – 4.90 m

402.7-403.3 km LB – Nadwarciańskie Waterfront, with mooring platforms, slipways, a two-level promenade and a viewing terrace.

401.2 km RB – outlet of Relief Canal in Konin

401.0 km – European Union Bridge in Konin, Road No. 25 Kalisz – Bydgoszcz. VC – 7.63 m

399.5 km – cable ferry in Konin Chorzeń

396.4 km – outlet of the River Powy

396.3 km – cable ferry in Rumin

392.2 km LB – Sławsk – Private harbour (under construction), owned by Aleksandra and Jacek Wojciechowski. The harbour is being built next to a 19th century manor house. Currently, you can enter the dock, but pay attention to the scree at the entrance. In accordance with good principles, enter against the current. In the harbour there is a slipway and it is possible to obtain drinking water. You can also stop at the groyne, closer to the ferry. From here it is about 200 m to a Lewiatan grocery store, open from 7am to 9pm; on Sundays from 9am to 6pm. Opposite Lewiatan are a chemist's shop and a general store (adhesives, paints, tools, etc.). Further (approx. 200 m) along the road towards Rzgów, at No. 70, there is Alfa Health Centre (tel. 63 241 07 14), where you can obtain medical help (GP, dentist, nurse). A small post office is also nearby. The nearest petrol station is in Osieczka (along A2 road), approx. 3 km from Sławsk.

392.2 km – cable ferry in Sławsk

392.2 km – stream gauge Sławsk MLW = 253 cm; MWL = 323 cm; VC = 450 cm

385.15 km – motorway bridge along A2, VC – 5.9 m. Entry into the Nadwarciański Landscape Reserve.

382.6 km – cable ferry in Sługocin

MAP SHEET 2

380.3 km LB – outlet of the Czarna Struga River

381.0-379.5 km RB – village of Ratyń. Canoe wharves.

374.2 km LB – outlet of the Czarna Struga Stara River.

371.0 km RB – headquarters of Water Management Station in Łąd, tel. 632 793 153

370.8 km RB – former Cistercian monastery in Łąd, today home to a Higher Theological Seminary of the Salesian Order. In Łąd there is also a nature education centre.

370.5 km – road bridge Łąd-Zagórow. VC – 6.0 m

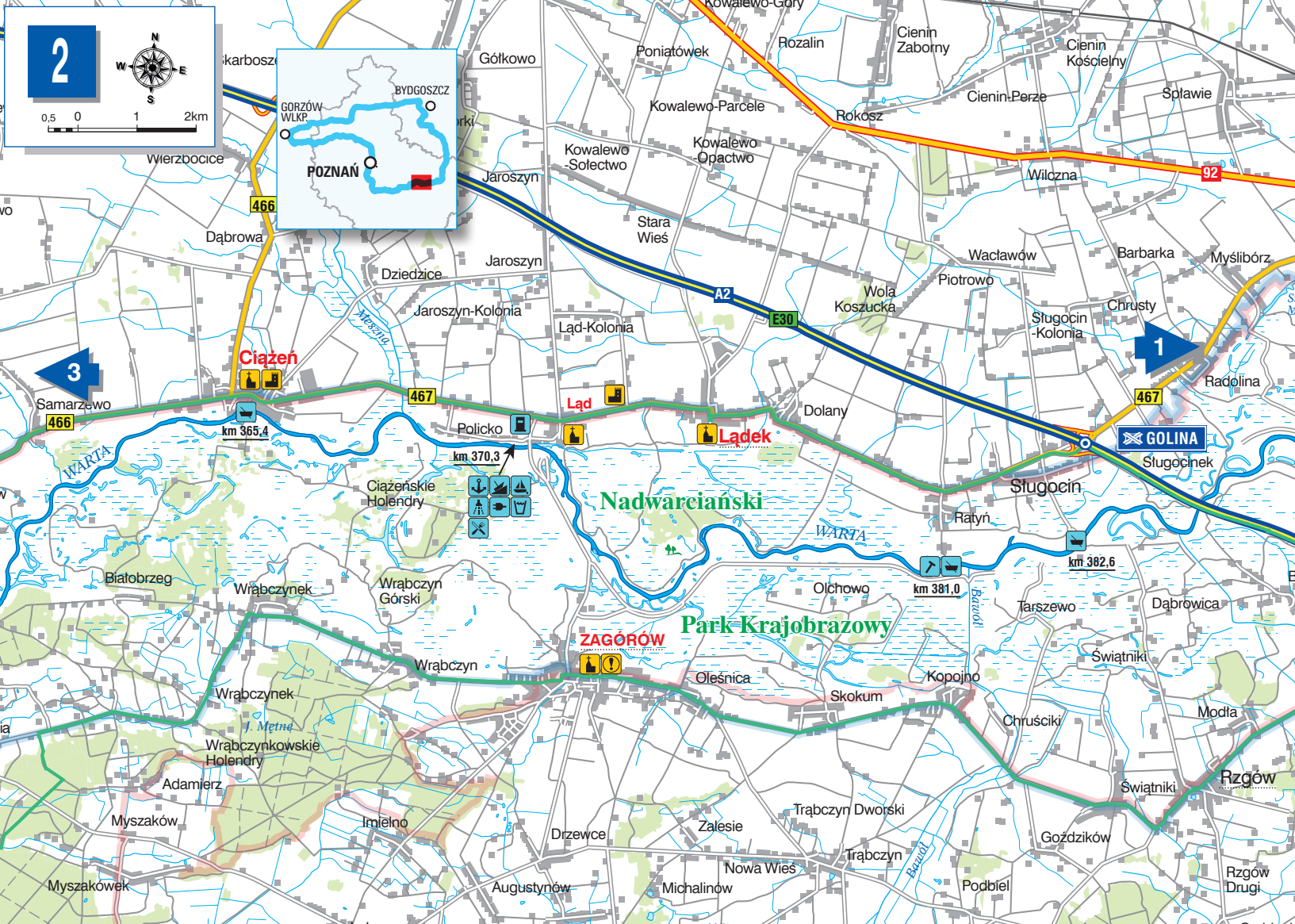
370.32 km RB – Marina in Łąd, owned by Mirosław Słowiński. tel. 632 763 307. Slipway, electrical power and water, available on quay. Shower and toilet in the building of the harbourmaster's office. It is possible to order petrol from a nearby station, which is delivered by marina employees. 24-hour security. During high season you can buy



In the photos:
Lock in Morzysław, photo: P. Figurski, Nadwarciański Waterfront in Konin, photo: A. Łącki; Marina Łąd, photo: A. Kaleniewicz

2

0.5 0 1 2km



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snacks, desserts, drinks and grilled dishes at Zielona Tawerna. Other services include winter storage for boats, and canoe rental. Tel. 507 478 349 or 518 052 757, e-mail: kapitanat@marinalad.pl; www.marinalad.pl

369.8–368.7 km RB – Policko

368.2 km RB – outlet of the Meszna River

365.4 km – cable ferry in Ciążeń

365.5–364 km RB – Ciążeń

364.7 km RB – palace in Ciążeń. Centre for Creative Work of Adam Mickiewicz University in Poznań. Formerly a palace of Poznań Bishops.

361.85 km RB – outlet of the Wrześnica river

MAP SHEET 3

354–353 km RB – Dłusk. Grocery store

353.3 km RB – Dłusk harbour. At the ferry quay, a station for boaters. Roofed picnic area and a place for a bonfire. In the village there is an agrotourism farm with 6 guest rooms (each with a bathroom). Canoe rental. Owner: Włodzimierz Urbaniak. Tel. 502 541 943.

353.4 km – Cable ferry. Road access to the river allows for launching boats.

353.0 km RB – upstream town limits of Pyzdry

352.3 km – bridge, road No. 442. Września–Kalisz. VC – 4.4 m

351.7 km RB – Harbour of Perkoz Water Tourism Association in Pyzdry. Dock with floating platforms. Water and electricity on quay, tables, benches, and beach. Waste removal. Toilet, shower, and 8 places of accommodation, as well as a bar available in the harbour building. Tel. 608 035 412; ttwperkoz@wp.pl. Petrol station: ul. Wrześnińska. Tel. 632 768 870.

351 km RB – downstream town limits of Pyzdry

348.0 km – border between areas supervised by WMSs in Łąd and Śrem

348 km LB – outlet of the River Proсна, Modlica village

347.2 km LB – Komorze

346 km RB – Sptawie. Canoe wharf.

342.6 km RB – stream gauge, Nowa Wieś Podgórna. MLW=163 cm; MWL=257 cm; VC=500 cm

342.6 km LB – outlet of the little Odczepicha River

342.55 km – cable ferry. Nowa Wieś Podgórna – Pogorzelica. VC – 5.50 m. On the left and right bank: Canoe wharf. Border of the Żerkowsko–Czeszewski Landscape Reserve.

342.3 km LB – Pogorzelica

341.0 km LB – Szczonów

340 km LB – Gąsiorów

340 km RB – Szczodrzejewo

336.3 km – Nikodem cable ferry in Czeszewo. VC – 5.5 m. Owner – Jarocin Forest District. In the village: grocery store, outdoor market, LPG cylinder exchange station, food outlets. A modest camping area on the left bank. Canoe wharf.

MAP SHEET 4

333 km LB – outlet of the little Lutynia River

332.7 km RB – Orzechowo. Canoe wharf.

331.42 km – railway bridge Gniezno–Jarocin, VC – 4.6 m

330.6 km – Dębno cable ferry, VC – 5.5 m

329 km RB – Pięczkowo.

327 km – Border of the Żerkowsko–Czeszewski Landscape Reserve

326.5 km RB – Witowo

325.0 km LB – Nowe Miasto nad Wartą, a modern marina with a dock, tavern, campsite, toilets and equipment for launching yachts (www.marina-podczarnymbocianem.pl; info@marina-podczarnymbocianem.pl, tel. 61 287 03 40).



In the photos:
Former Franciscan Monastery in Pyzdry, photo: Z. Szmidt, Surroundings of Pyzdry, photo: A. Kaleniewicz, Ferry in Dębno, archive of the Town Hall and Commune Office in Nowe Miasto nad Wartą



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4

Lasy Żerkowsko-Czeszewskie

Czeszewo

Żerkowsko-Czeszewski

Park Krajobrazowy

PYZDRY

WINNICA

2

442

441

466

441

km 336.5

km 342.5

km 346.0

km 353.3

km 351.7

442

Smielów

Antonin

Komorze Przybysławskie

Łupice

Kolonia Lisewo

Ciemierów-Kolonia

Kolonia Janowska

Koszelewska Łąka

Górnice Grądy

Myszakówek

Myszków

Adamów

Tłodzyczna

Zamość

Baraniec

Dołne Grądy

Ruda Komorska

Kruszyny

Kruszyny

Kruszyny

Modlica

Tarnowa

Splawie

Nowa Wieś Podgórna

Chlebowo

Mikuszewo

Rucki

Budziłowo

Chrustowo

Borzykowo

Cieście Małe

Cieście Wielkie

Wszembórz

Żydowo

Kołaczkowo

Gorazdowo

Gorazdowo

Ksawerów

Pietrzyków-Kolonia

Pietrzyków

Rataje

Samarzewo

Białobrzeg

Zapowiednia

Trzcianki

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Myszakówek

Zbiornik Borkowo

Wieszajca

WARTA

WARTA

WARTA

PROŚNA

Bartosz

Bartosz

Bartosz

Bartosz

Bartosz

Lwinastak

Czeszewski Las

Łutynia

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Szczodrzejewo

Pogorzelnica

Szczenów

Lgów

Lgów

Lgów

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Szczodrzejewo

Pogorzelnica

Szczenów

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Lgów

Budziłowo

Chrustowo

Borzykowo

Cieście Małe

Cieście Wielkie

Wszembórz

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Gorazdowo

Ksawerów

Pietrzyków-Kolonia

Pietrzyków

Rataje

Samarzewo

Białobrzeg

Zapowiednia

Trzcianki

Adamów

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Nowa Wieś Podgórna

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Ciemierów-Kolonia

Nowa Wieś Podgórna

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Kruszyny

Zamość

Baraniec

Dołne Grądy

Kolonia Lisewo

Ciemierów-Kolonia

Ciemierów-Kolonia

The Great Waterway Loop of Wielkopolska – navigation guide

324.45 km LB – outlet of the Jordan River

324.40 km LB – Pod Czarnym Bocianem marina in Nowe Miasto. Dock, floating platforms; water and electricity on quay; slipway, crane for launching and lifting yachts; toilets, showers, laundry room, tavern, repair workshop. Waste and sewage removal. Campsite. Small shop; car park; yacht winter storage. Access from national road No. 11. Petrol station – 1400 m. Tel. 612 870 340 or 61 28 70 480. info@marina-podczarnymbocianem.pl; www.marina-podczarnymbocianem.pl

324.0 km RB – Lubrze

323.95 km – bridge, national road No. 11 Środa Wielkopolski – Jarocin. VC – 4.2 m.

323.7 km LB – water guard in Nowe Miasto

323.5 km – Nowe Miasto nad Wartą. WOPR harbour on the left bank, which at low water level should be accessed close to the left bank. Slipway, electricity, water.

323 km RB – Krzykosy

321.2 km RB – Komorze

320.1 km LB – Rogusko

318.2 km RB – Solec

318.0 km – railway bridge along the Poznań–Jarocin route. VC – 2.7 m

317 km LB – outlet of the little Chociczka river

316 km LB – Świączyń

313.0 km LB – Gogolewo. harbour – floating platforms.

311.5 km RB – Młodzikowo

311.0 km LB – Gogolewko. Canoe wharf.

MAP SHEET 5

309.7 km RB – Potachy

309 km LB – pumping station.

307.5 km RB – Kępa Wielka

307.2 km RB – outlet of the Moskawa River

307 km LB – Zaborowo

307 km RB – Kępa Mała

306.9 km RB – Józefowo

304.2 km RB – Zwola (commune of Zaniemyśl)

304.1 km LB – Sroczewo

302.8 km RB – Grodzewo – at a distance of 2 km; Kotowo is part of the administrative unit of Grodzewo.

302.4 km RB – Kotowo, camping area Biały Gościńc and mooring platform.

301.1 km RB – Dąbrowa

300.6 km LB – oxbow lake

298.7 km LB – Bystrzek

297.0 km RB – Mechlin

296.5 km LB – Łęg

296.3 km RB – inlet of Relief Canal in Śrem

295 km RB – Kawcze

294.3 km – road bridge of Śrem by-pass road, national road No. 434 Kostrzyn – Rawicz, VC – 4.88 m

293.3 km RB-LB – upstream town limits of Śrem

291.98 km – bridge; road No. 432 Września-Leszno, VC=5.0 m. Stream gauge: MLW=186; MWL=286; VC=500 cm, LB – headquarters of WMS in Śrem

291.86 km RB – urban harbour for small watercraft; in 2017-18 a river port will open

291.8 km LB – Śrem. Harbour of the Water Management Station. It is possible to moor a vessel with the harbourmaster's consent. Petrol station – approx. 300 m from the bank; grocery store.

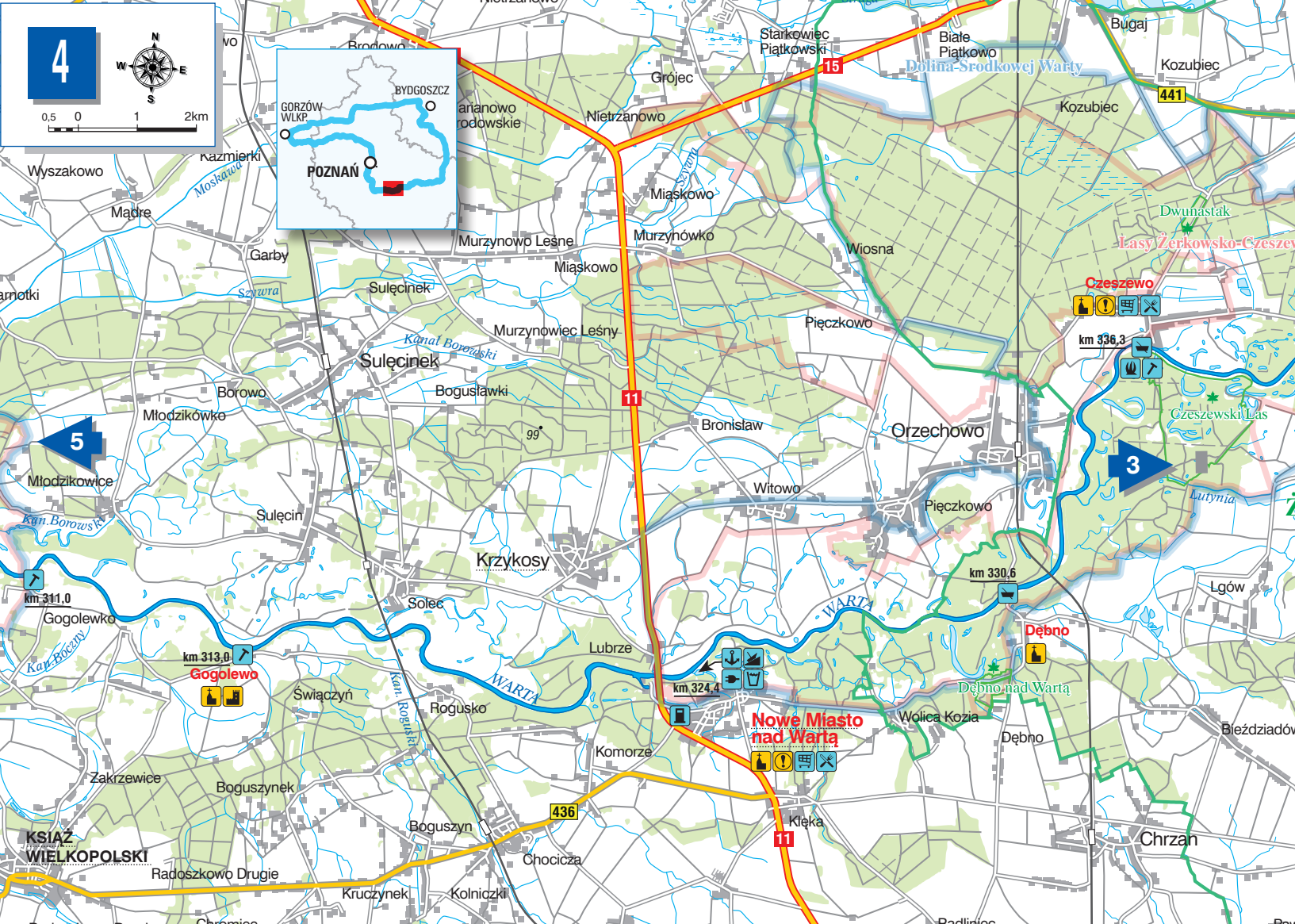
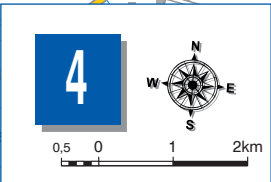
291.83 km LB – harbour of Bajka Cruise Ship

291.1 km LB – Śrem Marina. 36 mooring stations. Electricity, water, toilet; barbecue site, volleyball field, campsite, car park. Open 24 hours. Administered by the Śrem Boaters Association, tel. 517 395 600. wodniacy@marina-srem.pl, www.marina-srem.pl

290.9 km – downstream town limits of Śrem



In the photos: Sroczewo, Śrem, photo: Z. Szmidt, „Bajka” cruise boat, archive of the Economic Union of Śrem Region



5

3

KSIAŻ
WIELKOPOLSKI

Nowe Miasto
nad Wartą

Dębno

POZNAN

Krzykosy

WARTA

Orzechowo

Sulęcinek

Czeszewo

Wyszakowo

Młodzikowice

Gogolewo

Zakrzewice

Radoszkowo Drugie

Kazmierki

Garby

Młodzikówko

Sulęcinek

Gogolewo

Świączyn

Boguszynek

Chromiec

Sulęcinek

Borowo

Sulęcinek

Solec

Świączyn

Boguszynek

Kruczynek

Murzynowo Rodzickie

Murzynowo Lesne

Murzynówko

Murzynowiec Lesny

Bogusławki

Rogusko

Boguszynek

Koloniczki

Nietrzebanowo

Miaskowo

Miaskowo

Bronisław

Witowo

Lubrze

Komorze

Chocicza

Badonice

Starkowiec Piatkowski

Grojec

Miaskowo

Pięczkowo

Witowo

Witowo

Lubrze

Komorze

Kleka

Białe Piatkowo

Wiosna

Pięczkowo

Orzechowo

Pięczkowo

Wolica Kozia

Dębno nad Wartą

Dębno

Bugaj

Kozubiec

Kozubiec

Dwunastak

Czeszewo

Czeszewski Las

Lgów

Dębno

Biezdziadów

Chrzan

Mądre

arnotki

Młodzikowice

Gogolewo

Zakrzewice

Boguszynek

Radoszkowo Drugie

Chromiec

Kazmierki

Garby

Młodzikówko

Sulęcinek

Gogolewo

Świączyn

Boguszynek

Chromiec

Sulęcinek

Borowo

Sulęcinek

Solec

Świączyn

Boguszynek

Kruczynek

Murzynowo Rodzickie

Murzynowo Lesne

Murzynówko

Murzynowiec Lesny

Bogusławki

Rogusko

Boguszynek

Koloniczki

Nietrzebanowo

Miaskowo

Miaskowo

Bronisław

Witowo

Lubrze

Komorze

Chocicza

Badonice

Starkowiec Piatkowski

Grojec

Miaskowo

Pięczkowo

Witowo

Witowo

Lubrze

Komorze

Kleka

Białe Piatkowo

Wiosna

Pięczkowo

Orzechowo

Pięczkowo

Wolica Kozia

Dębno nad Wartą

Dębno

Bugaj

Kozubiec

Kozubiec

Dwunastak

Czeszewo

Czeszewski Las

Lgów

Dębno

Biezdziadów

Chrzan

The Great Waterway Loop of Wielkopolska – navigation guide

290.0 km RB – outlet of Relief Canal in Śrem, Zbrudzewo

290.0 km LB – Psarskie.

LB/RB – border of the Rogaliński Landscape Reserve

287.7 km LB – Góra

285.7 km LB – Jaszkowo; A mooring platform is in the harbour next to the barge. Equestrian Centre, hotel, restaurant, grocery store, water equipment rental. Tel. 612 837 556

285 km RB – Nieszabiny

283.25 km RB – inlet to Ustalka oxbow lake

283 km RB – Orkowo

MAP SHEET 6

281.5 km LB – Tworzykowo

281.0 km RB – Czmoniec

278.5 km RB – Trzykolne Młyny

280 km–277.3 km LB – the Krajkowo Nature Reserve

277.3 km RB – inlet to Tuchoń oxbow lake.

LB – A cross in memory of boaters

276.2 km – Radzewice. Inlet to Święconka oxbow lake, which is a wintering harbour. On the right bank there is a camping area; convenient slope for launching boats.

276 km RB – water guard: Radzewice

274 km RB – Świątniki

273 km LB – Krajkowo.

272.7 km LB – wharf with a recess

271.85 km LB – Baranowo

270 km RB – Rogalin. Watch for the submerged trees: a large one in the middle of the sailing route (hardly visible at high water level), and a smaller one a few meters further on the left side of the route (invisible). It is safer to navigate along the right side of the route.

269 km – a relic of a groyne was torn and carried away to the middle of the route. On the left side of the route, along a distance of several metres, there are high rising boulders; it is very shallow even when water level is high. You should stick to the right side of the route (the concave bank).

267 km LB – Słowniec, private harbour; mooring is prohibited.

266.5 km RB – John Paul II harbour in Rogalinek – tel. 61 89 38 008. Shallow water; beach.

265.5 km LB – Mosina

265.3 km RB – Harbour of UKS KOTWICA Club Rogalinek tel. 607 507 422, e-mail: kotwicarogalinek@gmail.com. The harbour has facilities for

motor boats and canoes, including a slipway, 2 floating platforms, car park, place for bonfire; toilet during season. Access from asphalt road; in the vicinity: grocery stores approx. 150 m, chemist's – 200 m; the nearest petrol station – 3.5 km.

265.13 km LB – outlet of the Mosiński Canal (Obrzański canal). Left bank border of the Rogaliński Landscape Reserve and the Wielkopolski National Park.

265.0 km LB – outlet of Mosina wastewater treatment plant

264.86 km – road bridge; road No. 431 Kórnik – Mosina, VC – 5.08 m

264.6 km RB – Rogalinek

263.1 km LB – Puszczykowo (Niwka, hospital). Harbour for canoes and small motorboats. Mooring at a floating platform. Slipway, water, electricity. Tel. 506 651 200 – Andrzej Winkel-Jagiełło.

Attention: *The harbour was built between groynes. At the time of the construction, an intersecting dam was not removed. At medium or low water level, it is impossible to access the area even with small motorboats.*

262 km LB – Puszczykówko (quarter of Puszczykowo), Arkady Fiedler Museum

259 km LB – Puszczykowo – Train Station, restaurant, Tourist Information Centre of the Wielkopolski National Park



In the photos:
Jaszkowo, Rogalinek, photo:
Z. Szmidt, Bird's eye view to
Rogalinek, archive of the Town
Hall in Mosina

5

0.5 0 1 2km



MAP SHEET 6 (continued)

257.7 km LB – Łęczycza

257.0 km RB – right bank border of the Rogaliński Landscape Reserve

256 km RB – Wiórek

254.6 km RB – outlet of the little Głuszynka River

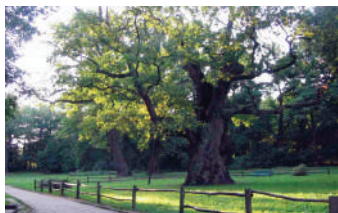
254 km RB – Czapury, left bank border of the Wielkopolski National Park

Attention: Extremely risky part of the Warta. If water is low, you should exit the bend at the level of the village of Czapura sticking closer to the “corner”. The following straight section of the river is very dangerous due to boulder reefs at the bottom spreading from the centre to the left bank. The navigable route runs closer to the right bank, so you should move along almost next to the groynes. After reaching LB dolphin structures you can navigate towards the middle of the river.

253.52 km LB – wharf of Luvena Chemical Plant in Luboń; built of reinforced concrete; length: 65 m; height: 7 m. It is possible to launch boats.

254.5 km LB – slipway. Training grounds of Fire Brigade.

Attention: Access to the slipway from the side of the right bank. Next to the left bank, downstream from the slipway – stone river bottom.



In the photos:
Church in Rogalinek, photo: Z. Szmidt,
Rogalin Oaks, archive of the Town Hall
in Mosina, Harbour in Puszczkowo,
archive of the Town Hall in
Puszczkowo
Above:
Bird's eye view of Mosina, archive
of the Town Hall in Mosina

The Great Waterway Loop of Wielkopolska – navigation guide

The Warta River – from 252 km to 68.2 km

The slow-flowing Warta River is class 1a waterway. The riverbed is provided with regulatory structures. The navigable route is marked with signs placed along its banks. The route is 36-40 m wide. The minimum water depth for safe navigation:

- at MLW 0.90 m
- at MWL 1.60 m

At HNW the lowest clearance of 4.0 metres is found under the road bridge in Sieraków, at 145.0 km; under the other bridges it exceeds 4.0 m. The navigable season: from April to November.



MAP SHEET 7

251.9 km LB – Luboń, rowboat harbour

251.7 km LB – Lubanta Company – construction chemicals plant

251.65 km RB – outlet of the River Czapnica

251.5 km LB – town limits of Luboń; beginning of Poznań

253 km – upstream city limits of Poznań

249.5 km – bridge; motorway No. A2 in Poznań-Starołęka, VC – 6.65 m

247.63 km – railway bridge in Poznań, at Starołęka quarter. Railway: Poznań – Jarocin, VC – 5.9 m

246 km – start of the Poznań Waterway Junction

246 km – Prince Przemysł I road bridge, VC – 7.4 m

Attention: Under the bridge at medium and low water level, along the left bank, there is danger under the water surface; you must stick to the right side of the route (to the right from D1a sign).

245 km LB – former city water park. Poznań LOK Powerboating Club, ul. Piastowska 74, tel. 61 832 09 08. Water sports training centre; waterfront and floating platform – 12 m, slipway.

245 km RB – outlet of the Obrzyca stream

244.75 km RB – KS Energetyk Sports Harbour

244.68 km – KS Stomil Sports Harbour

244.55 km LB – loading berth owned by HCP Poznań

244.49 km RB – Polonia Sports Harbour

244.47 km RB – KS Posenania Sports Harbour, powerboating section – tel. 61 820 61 01

244.45 km LB – Sports Harbour

244.27 km RB – Poznań Water Police station, tel. 61 841 32 20

244.26 km LB – Tryton Sports Harbour, powerboat services: B. Gabski i syn

244.16 km – Queen Jadwiga Bridge, VC – 6.5 m. LOTOS petrol station in the vicinity (200 m), cash machine.

243.65 km – St. Roch Bridge, VC 5.4 m

243.6 km – limnigraph station in Poznań

243.3 km RB – inlet to the Cybiński Relief Canal

243.05 km LB – platform for canoes and motorboats in Poznań. Along the waterfront (approx. 70m away) KontenerART mobile culture and art centre (open from May to August) – concerts, events; drinks and snacks; as well as restrooms.

242.6 km – King Bolesław Chrobry Bridge, VC – 4.9 m

242 km LB – part of the Warta oxbow lake



In the photos:
Poznań, Przemysł Bridge, Queen Jadwiga Bridge, harbour, photo: Z. Szmidt
Above:
Luboń, photo: Z. Szmidt

MAP SHEET 7 (continued)

241.7 km LB – Old Port, 300 m brick quay. Attention: navigating downstream you should go straight towards the wall, and then enter the bridge sailing alongside the wall.

241.76 km – Poznań-Garbary railway bridge along the Poznań – Warsaw route, VC – 4.3 m

241.6 km – heat pipeline platform, VC – 6.9 m

241.5 km LB – ruins of an old fortified river lock

241 km RB – inlet of a coal canal

240.3 km RB – outlet of the Cybiński Relief Canal

240.25 km LB – Headquarters of WMS in Poznań, tel. 61 820 14 81. Information on minimum water depth for safe navigation is given on boards along the bank.

239.85 km RB – outlet of the Główna river

239.6 km – Lech road bridge, along national road No. 92 Konin – Rzepin, VC – 5.6 m

237.57 km – hanging gas pipeline, VC – 8.0 m

237.45 km – hanging heat pipeline, VC – 6.6 m

237.34 km – downstream city limits of Poznań, railway bridge– Koziegłowy, VC – 12.8 m

235.8 km LB – outlet of the Różany Stream

235 km RB – Central Wastewater Treatment Plant in Poznań

234.4 km RB – Czerwonak, Akwen Marina Harbour. Administered by The Centre for Development of Physical Culture “AKWEN” in Czerwonak – www.akwenczerwonak.pl; contact person: Bosun Marian Klessa – tel. 504 972 608. KILWATER Wielkopolska Water Sports Group also operates here: www.kilwater.com.pl.

The construction of a harbour with complete infrastructure for boaters started in 2013. Ultimately, the facility will be provided with floating platforms, a slipway, 24-hour security (during season). Other services/amenities: petrol (mobile petrol station – fuel delivered following phone arrangements with the Bosun), electricity, water, WC. At present visitors can use picnic areas (barbecue site and roofed areas), volleyball fields, and car park. Following prior arrangements with the administrator it is possible to rent canoes. At a distance of 150 metres from the bank of the Warta there are: cash machines, grocery shops, a shopping centre, restaurant and other food outlets, as well as a church, train station, and bus stop.

A few kilometres away there are recreational and sports facilities managed by CRKF “AKWEN”: swimming pool in Koziegłowy, sports hall in

Czerwonak, sports fields, Akwen Tropicana bathing area in Owińska (and wakeboarding cable park), tennis courts in Bolechowo. These can be reached within approx. 10 minutes by means of public transport offered by the commune of Czerwonak. Timetable of bus services is available at: www.transkom.com.pl.

A hiking trail (leading to Mount Dziewicza), and cycling trail as well as the “Route of Wooden Churches near the Zielonka Forest” starts approximately 200 m from the banks of the Warta. Each year Akwen Marina Harbour hosts a number of outdoors events, such as a festive opening and closing of the navigable season, motorcycle rallies, concerts, etc. www.akwenczerwonak.pl.

232 km LB – Poznań– Nowa Wieś Górna.

231.5 km RB – Czerwonak – damaged waterfront and grain elevator

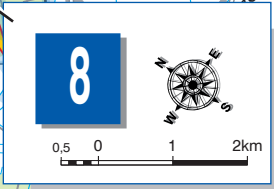
230 km LB – Poznań–Radojewo

229.97 km RB – Owińska

Attention: At the level of the church in Owińska, the riverbed is slightly narrower. At low water levels you can clearly see waves and increased speed of current. For 3 km there is stone river bottom. Navigable route runs in the middle of the river.



In the photos:
Czerwonak, Akwen Marina Harbour, photo: M. Kuleczka; former Cistercian monastery and Sensory Park in Owińska, photo: M. Kuleczka



Wymysłówko
Kowarnowko
Roznowo
Kowarnowo

Oborniki
km 205.7
Bogdanowo

Objezierze
Kowalewko
Zielątkowo

Lukowo
Golaszyn
Antonin
Golębowo

Maniewo
Swiątkówki
103

Zielątkowo
Chudowo
108

Starczanowo
116
Mściszewo
km 220.0

Biedrusko
109

Chudowo
108

Uchorowo
Nieszawa
Białezyn
Trojanowo

Promnice
Szachęcin
Zielone Wzgórze

Przebędowo
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Bolechowo
Osiedle
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Osiedle
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The Great Waterway Loop of Wielkopolska – navigation guide

MAP SHEET 8

226.4 km RB – water intake for rubber manufacturing plant in Bolechowo

225 km RB – Bolechowo

224.86 km LB – Biedrusko. Road bridge Biedrusko – Bolechowo, VC – 5.7 m

224 km RB – Promnice

220.5 km RB – Żłotoryjsko

220 km RB – Mściszewo – Binduga canoe harbour with infrastructure for tourists, including toilets. Attention: shallow water along the bank; a stone groyne in the vicinity.

219.8 km RB – Mściszewo

218.5 km RB – outlet of the Goślinka Stream

216.3 km LB – Radzim

209.2 km LB – Gołaszyn

207.45 km RB – old port in Oborniki

Attention: There is very shallow water in the river bend along the “corner”. Stone river bottom; you should navigate closer to the “cut bank”.

206.83 km LB – Oborniki

206.63 km – railway bridge along the Poznań – Piła route, VC – 5.8 m

206.31 km – bridge. National road No. 11 Poznań–

Piła. VC 7.1 m, stream gauge; MLW=187; MWL=292; VC=530 cm

206.3 km – Oborniki RB – Scouts’ Harbour between the bridges

206 km – local road bridge, VC – 5.2 m

205.7 km RB – outlet of the Wełna River; Stonawy ichthyology reserve

205.7 km LB – „Przystań Kowale” campsite, tel. 503 754 656, sanitary facilities (WCs, showers, washbasins, hot water), possibility to use a refrigerator, places for putting up tents, barbecue site; a large tent provides shelter against rain and sunlight (room for 50 guests)

205.5 km – downstream, town limits of Oborniki

MAP SHEET 9

203.5 km LB – Uścikowiec

202.75 km RB – Słonawy

202 km RB – Słonawy, private harbour with slipway

198.7 km LB – Niemieczkowo – Forester’s Lodge

198.5 km RB – Bąblin. Palace in Bąblin, from the late 1800s, currently holds a retreat centre conducted by the Missionaries of the Holy Family.

196.7 km RB – Bąblinek

195.6 km LB – Dołęga II

195.6 km – Kiszewo cable ferry, VC – 6.9 m; (defunct)

194.8 km LB – Ruks Młyn

194.6 km LB – outlet of the little Samica River

194.15 km LB – Dołęga I. Dołęga Flora Reserve

192.96 km LB – outlet of the Czarna Woda River

190.5 km LB – Jaryszewo

190.46 km RB – Kiszewko

188.4 km – railway bridge. A defunct railway bridge, along the old Oborniki – Wronki route, VC – 6.5 m

188.0 km RB – Stobnica. Harbour: tel. 61 29 71 951. Mooring: floating platform, concrete bollards, slipway. Available facilities and services: electricity, running water, toilet, shower, campsite, place



In the photos:
Bin Duga Harbour in Mściszewo,
Słonawy, Stobnica, photo: Z. Szmidt
Above:
Harbour in Stobnica, photo:
Z. Szmidt

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10

km 188,0

Stobnica

8

km 205,7

OBORNIKI

11



The Great Waterway Loop of Wielkopolska – navigation guide

for bonfire and barbecue, roofed picnic areas. Private harbour "U Agnieszki i Macieja".

187.8 km LB – Brązewo

185.1 km RB – Stobnicko

MAP SHEET 10

184.3 km RB – Borownik

183.4 km LB – disused wharf

182.5 km RB – Zielonagóra

182.3 km LB – Obrzycko

182.2 km – bridge in Obrzycko. Road No. 185 Szamotoły – Piotrowo, VC – 5.2 m

181.9 km LB – outlet of the Sama river

181.4 km RB – Obrzycko. The Raczyński Family Palace, Centre for Creative Work and Recreation of Adam Mickiewicz University in Poznań

178.2 km RB – Piotrowo

177.15 km – border between areas supervised by MWs in Międzychód and Poznań

174.56 km RB – Smolnica, boaters can frequently see white-tailed eagles which nest in this area

174 km LB – Borek

171.5 km RB – Wronki Harbour in the area called Olszynki (mooring stations, roofed picnic area

with benches, slipway, drinking water, campsite, a place for a bonfire, car park, amphitheatre, sports fields, petrol station and city centre in the vicinity).

Turystyka Rzeczna (River Tourism) company, operating in the premises of the harbour, organizes cruises down the Warta in traditional freight boats called "Galar", for individuals and groups and organizes events on water. These are enthusiasts of boating who are always willing to help; contact: tel. 791 517 629 or 502 654 067, www.TurystykaRzeczna.pl, e-mail: info@turystykarzeczna.pl.

171.4 km – bridge along road No. 140 Czarnków – Wronki, VC – 5.2 m. Stream gauge; MLW=140; MWL=244; VC =480 cm

171 km LB – Na Skarpie River Harbour owned by Piotr Matuszewski, ul. Rzeczna in Wronki; possibility to disembark; canoes during season; city centre in the vicinity (shopping, fuel), campsite, picnic area (barbecue, bonfire, benches, tables); help in an emergency following phone arrangements with the owner: tel. 503 571 590.

170.26 km – railway bridge along the Poznań – Krzyż Wielkopolski route, VC – 4.7 m

169.9 km LB – defunct loading berth, length 100 m

167 km LB – Pierwoszewo

166.15 km RB – Popowo

MAP SHEET 11

164 km RB – Krzywołęka

163.23 km LB – Wartosław

163.21 km – cable ferry in Wartosław

163.2 km RB – Krasnobrzeg

160.5 km LB – Lubowo

157.5 km – cable ferry – RB Chojno, border of the Sierakowski Landscape Reserve. You are entering the Międzychódzko-Sierakowski Lake District.

156.4 km LB – a stream outlet from Pakawskie Lake

151.0 km RB – Bukówiec

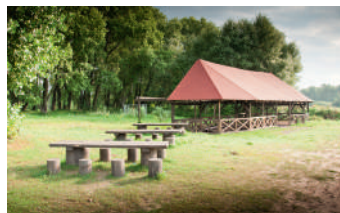
150 km LB – Tuchola

148.8 km RB – Bucharzewo

145 km – bridge in Sieraków along road No. 182 Wronki-Międzychód, VC 4.0 m

144.8 km RB – canoe harbour in Sieraków. Roofed area, tables, benches. Town Square nearby. Very shallow water along the bank.

144.4 km LB – Sieraków



In the photos:
Church of Saints Peter and Paul in Obrzycko, photo: Z. Szmidt, Harbour in Wronki, archive of the Town Hall and Commune Office in Wronki, photo: R. Sierchuła, Museum – Opaliński Family Castle in Sieraków, photo: Z. Szmidt

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0.5 0 1 2km

Wielkopolskie



MAP SHEET 12

143.9 km RB – Marianowo

140.8 km RB – Kobylarnia

140.3 km LB – Kłosowice

137.5 km RB – Chorzepowo. Agrokeya Harbour. Electricity, water, place for launching boats. A very friendly place where you can have a good meal. Owner: Grzegorz Borowski, tel. 61 295 40 31; www.chorzepowo_przystan.republika.pl.

135.4 km – cable ferry. **RB** – Zatom Nowy, **LB** – Zatom Stary. VC = 5.1 m. Border of the Sierakowski Landscape Reserve.

133.1 km LB – Aleksandrowo

128.8 km LB – outlet of the Bielska stream

128.0 km LB – riverside hostel in Międzychód. Located in the Old Port, and equipped with cooking facilities; camping area, floating platform. The Old Port is administered by Międzychód Society for Tourism and Water Sports, tel. 606 874 136. ORLEN petrol station approx. 2,500 m (Poznańska St.).

127.524 km – Harbour at the Old Bridge, camping area for public events; harbour is administered by Restauracja Słoneczna, Przemysław Górny,

tel. 501 020 315.

127.2 km – Bridge along road No. 160 Drezdenko-Miedzichowo. A stream gauge is next to the bridge: MLW=121; MWL=223; VC=500 cm.

127 km – Międzychód. WMS: tel. 600 469 118 or 95 74 82 824

124.4 km LB – Muchocin

120 km RB – Mierzyn

MAP SHEET 13

116.6 km RB – outlet of Mierzyńska Stream

116.3 – 119.0 km – border between the Wielkopolskie and Lubuskie Regions

114.1 km RB – Wiejce; a palace

113.6 km RB – Leszczyna Forester's Lodge. Possible stopping area.

112 km LB – Krobielewo. Before 1939 the Polish-German border was here.

110.5 km RB – Małe Krobielewko

107 km RB – Skrzynice

103.0 km LB – Krasne Dłusko

MAP SHEET 14

97.5 km RB – Świnia

97 km – border between areas supervised by WMSs in Gorzów Wielkopolski and Międzychód.

95.5 km RB – outlet of oxbow lake. Skwierzyna on the horizon.

92.160 km – bridge along road No. 159 Nowe Polichno – Skwierzyna

92.1 km RB – passenger quay near Dom nad rzeką Hotel (House on the River), length 48 m. Tel. 957 172 106. Owners: Jadwiga and Kazimierz Witek.

92 km – canoe station of the Volunteer Water Rescue Service (with a slipway)

Now you follow a straight section of the river, and along a sharp bend at 91.5 km on the left bank there is a defunct silt-covered dock in Skwierzyna.

91.8 km LB – waterfront and promenade in Skwierzyna

90.8 km – railway bridge Drezdenko – Międzyrzecz

90.750 km LB – outlet of the Obrza

82 km LB – Trzebiszewo

74 km LB – Borek

69.5 km RB – outlet of an old riverbed of the Noteć



In the photos: Harbour in Chorzepowo, surroundings of Międzychód, photo: Z. Szmidt, Harbour in Międzychód, archive of the Town Hall and Commune Office in Międzychód

Inland Waterways

Linking the Vistula and the Oder

The Lower Warta River – from 0.0 km to 68.2 km

The minimum water depth for safe navigation at MLW is 100 cm, and at MWL 180 cm. At HNW the lowest clearance of 3.90 m is under the road bridge at 2.45 km in Kostrzyn nad Odrą. The clearance of other bridges is 4.0 m and more.

We enter the Warta from the Oder in Kostrzyn nad Odrą. Distances along the Warta are counted from its outlet into the Oder at 617.6 km (0 km). The outlet area of the Warta is affected by water levels in the Oder.

0.8 km – along the right bank a loading berth of a paper manufacturing company in Kostrzyń

1.45 km – at RB, former loading berth of ŻB S.A. port. Currently private property.

1.78 km – railway bridge, VC – 4.40

2.25 km – railway bridge, VC – 4.30

2.3 km – waterfront along the right bank be-

tween the bridges. You can moor here for a short stop to do shopping in the city centre.

2.40 km – yacht port, sandy and concrete quay. It is owned by a paper manufacturing company in Kostrzyn.

2.45 km – road bridge, VC – 3.90

3.65 km RB – stream gauge in Kostrzyn with gauge zero point = 8.78 metres above sea level

3.80 km – small harbour; you can moor here and have coffee in a riverside cafe.

3.85 km – loading berth – owned by RWMB in Poznań

3.85 km RB – outlet of the Stara Warta. Vertical quay for icebreakers. You can moor here and visit the city. After leaving the quay you navigate upstream the Warta, and along the left bank there is the Ujście Warty (Warta Outlet) National Park, which ends at 22 km. From 4 km, the navigable route at times runs closer to the right bank and at others to the left bank. Meanderings of the Warta create fluvial deposits for approx 9 km. Up until this point, the route is marked with signs located on the banks. Further on, the navigable route runs in the middle of the waterway. You navigate following the rules, even though underwater obstacles are marked with floating signs.

8 km RB – visible building of a pumping station.

9.5 km – red buoy

12 km – green buoy; in this area water flows over from the Warta to an oxbow lake, the Stołsk Reserve

13-17 km – you navigate along a straight section of the Warta, keeping to the middle of the navigable route. The banks are overgrown with high thickets and reeds.

15 km – straight section of the Warta

17.5 km – The Warta starts meandering, and on the first bend there is an outlet of a drainage ditch with the remains of the concrete structures of a dam.

19-24 km – buildings of the village of Kłopotowo

21.7 km LB – Oksza pumping station

22.1 km LB – Oksza

22.3 km – cable ferry linking roads from Kłopotowo to Witnica, approx. 5 km to Witnica

26 km LB – village of Boguszyniec

27.9 km RB – Świerkocin, before the road bridge there is a water guard's station.

28.5 km – bridge along road No. 131 Nowiny Wielkie – Krzeszyce, VC – 5.1 m

In the photos:
Bird's eye view to Międzychód,
harbour in Międzychód, archive
of the Town Hall and Commune
Office in Międzychód



The Great Waterway Loop of Wielkopolska – navigation guide

28.6 km RB – headquarters of WMS in Świerkocin, tel. 95 78 30 126

31 km LB – village of Studzionka

32 km RB – Podjenin

34 km RB – Gostkowice, pumping station

36 km RB – Włostów

37 km – village of Niwica

38 km LB – Niwica – Kołczyn; the Warta turns NE and we follow a straight 2-3 km section of the river; in conditions of good visibility along the horizon we can see buildings of a housing estate in Gorzów Wielkopolski, although the city is 16 km away.

40 km LB – a statue of a saint in on top of the embankment

43 km RB – Chwałkowice

50.1 km – transition of Friendship Pipeline

50.2 km – Trasa Zgody Bridge along the Gorzów by-pass road. VC – 8.41 m

54.7 km LB – commercial port, vertical quay, owned by the city of Gorzów Wielkopolski

55.4 km LB – rowboat harbour of the Sports Association of the Academy of Physical Culture in Gorzów Wielkopolski

55.75 km – railway bridge along the Zbąszynek – Gorzów route, VC – 4.1

55.9 km – outlet of the little Kłodawka River

56 km RB – urban promenade

56.35 km – road bridge, VC – 4.0 m. Beyond the bridge, on RB urban promenade, vertical quay with bollards; watercraft stations.

57.2 km RB – oxbow lake

57.34 km – bridge of Gorzów by-pass along national road No. 22, Kostrzyn nad Odrą – Wałcz, VC – 5.7 m

57.35 km LB – stream gauge Gorzów Wielkopolski

57.5 km LB – River Shipyard in Gorzów Wielkopolski; SPAW KON Company, tel. 95 711 72 72. Mechanical workshops. It is possible to moor and take a break here; electricity, drinking water, toilets. 24-hour security.

60.5 km RB – village of Czechów with a distinctive church tower

65 km RB – small railway bridge

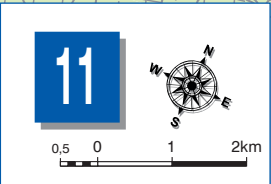
66.4 km RB – town of Santok

67.7 km – ferry crossing in Santoku. Cable ferry

67.68 km – information on minimum waterway depth for safe navigation towards Poznań and Krzyż Wielkopolski



In the photos:
Santok, Skwierzyna, photo:
Z. Szmidt
Above:
Archive of the Town Hall and
Commune Office in Międzychód



MAP SHEET 14 (continued)

The Noteć River

The Noteć is the largest tributary of the Warta, and its basin comprises an area of 17,330 km². The river is 391.3 km long.

The river is divided into two main sections:

Upper Noteć – from its spring to the town of Nakło, length of 204 km, and the basin area of 4,097.6 km²

Lower Noteć – from Nakło to the outlet into the Warta, length of 187 km, and the basin area of 13,232 km².

The Lower Noteć (187.2 km) is the longest section of the waterway linking the Vistula and the Oder, which is part of the European inland waterways network, and is marked with number E70. The route links the North Sea with ports on the Baltic Sea.

The Lower Noteć, due to its longitudinal gradient, is divided into:

– **The Noteć Leniwa** (Lazy Noteć) – from 57 km (outlet of the Łobzonka) to 106.10 km (outlet of the Gwda)

At the distance of 15 kilometres from Nakło, 39.10 km, to Gromadno, 54.40 km, there is a significant longitudinal gradient of 0.29%, but further along the distance of 52.5 km, up until Ujście, the gradient is only 0.016%, and because of this the section is called Lazy Noteć (Noteć Leniwa). Here the river traverses a wide valley with vast meadows characterized by significant peat and gyttá depth, and part of the terrain comprises depression areas with a surface below the water table maintained

by the river. The differences in the level of the river's water table are very small, and in favourable conditions the river may be overgrown with aquatic plants (this effect has been particularly visible in recent times due to little watercraft traffic). The banks, away from outer ports and weirs, have vestigial forms of reinforcement with fascine and stone structures, and essentially do not have permanent reinforcement besides being overgrown naturally with grass or reeds. Along the depression areas the construction of embankments has been initiated to provide protection for the valleys; therefore, the hydrographical conditions within the protected polders (Antoniny-Szamocin and Wolsko-Dworzakowo) are no longer impacted by the river's water table.

– **The Noteć Bystra** (Rapid Noteć)

After it is joined in Ujście by its largest tributary, the Gwda River (whose Basin area is 4,942.8 km²), the catchment area of the Noteć increases nearly twofold, to 11,288.2 km², and its flow rate grows 2.5 times. At the same time, along the distance of 71 km, as far as Krzyż Wielkopolski, the river's gradient increases to the value of 0.2%. This part of the river is appropriately called Rapid Noteć (Noteć Bystra) or Lower Canalized Noteć.

– **The free-flowing Noteć**

From the lock in Krzyż Wielkopolski to the outlet into the Warta, along the distance of 50 km, the Noteć is a slow flowing river. The Lower Noteć was canalized during 1906-1914.

It flows along the former valley of the old Vistula; its substratum consists of 2-4 metre deep peat layers. Underneath, there are layers of gyttá whose depth ranges from 4 to 10 m. Therefore, the river

bottom is a peat-like formation, and in some places it has been covered by sediment carried by the tributaries of the Noteć: the Gąsawka, the Łobzonka, the Gwda, the Drawa. Due to this, the minimum depth for safe navigation ranges from 1.2 m to 1.6 m. With normal water-impounding conditions at the weirs, the flow speed along the specific distances is as follows: from Nakło to Krostkowo – 0.4 m/s, from Krostkowo to the mouth of the Gwda – 0.35 m/s, and from the Gwda do Krzyż Wielkopolski – 0.6 m/s. The navigable season on average is 260 days per year.



Photo: A. Piechocka



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MIĘDZYCHÓD

Sierakowski Park Krajobrazowy

Ostoja Międzychodzko-Sierakowska

SIERAKÓW

GÓRA

Jeziro Kubek 133

199 km 120.0

198

137.5

135.4

182

144.8

128.0

160

186

13

11

58

65

75

58

24

186

The Great Waterway Loop of Wielkopolska – navigation guide

The Lower Noteć River – from 226.1 km to 39.1 km of the Waterway between the Vistula and the Oder.**Free-flowing Lower Noteć – from 226.1 km to 176.2 km**

We enter the Noteć in Santok. The village is located within the Gorzowska Valley, on the slope of a moraine upland. This is where the free-flowing Lower Noteć flows into the Warta (at 68.2 km). In this area, the Noteć flows with no obstructions or locks for 50 km. It is regulated with transverse and longitudinal structures, and its banks are reinforced with fascine and stone structures. The navigable route is 30–35 metres wide. The regulated route has many bends with a curve radius ranging from 400 to 10 m, and most frequently the arches have the radius of 250 m. The sharp bends constitute a significant obstacle for large motor barges and even greater for pusher tug and barge combination. At average water level the depth in the current is approx. 2 m, in conditions of average low water levels it decreases to 1.25 m.

226.1 km – Outlet of the Noteć to the Warta. Border between areas supervised by WMSs in Drezdenko and Gorzów Wielkopolski.

225 km RB – Santok

225.6 km RB – quay and harbour for watercraft. The river harbour is located in the centre of Santok. It is possible to moor a vessel here and take a break from your trip. It is possible to obtain drinking water and use toilets. There are also roofed picnic areas, a food outlet, camping area. Address: Harbour in Santok, ul. Gorzowska 59, 66-431 Santok, tel. 95 728 75 10, e-mail: urzad@santok.pl

225.59 km – concrete bridge along national road No. 158 Skwierzyzna – Gorzów Wielkopolski

224 km LB – outlet of a pumping station canal

220 km LB – Ludziśławice

218 km RB – we pass by a lonely farm

MAP SHEET 15

216 km LB – Górki Noteckie

214 km LB – beyond the embankment you can see the village of Lipki Małe; red brick church with a tall pointed tower

212.750 km RB – Górecko

207.230 km – bridge along road No. 157 Zwierzyn – Goszczanów

Along **RB**, in the village of Gościmiec: – post office, grocery store, church

206.5 km – outlet of the little Gościmka River

203.0 km – RB Błotno

199 km – RB Przynotecko

197.8 km – LB Trzebicz

MAP SHEET 16

197.6 km – bridge along route No. 154 Łęgowo – Trzebicz. Beyond the bridge (**LB**) you can moor your boat and do shopping in the nearby store.

191.1 km RB – outlet of the Stara Noteć flows through the centre of Drezdenko. You can enter the river channel with a low draught vessel (80 cm) and reach a low bridge in the town; a restaurant is in the vicinity.

188.2 km RB – a mooring place, between the flood embankment and the river bank, known as Scout's Park

188.15 km – bridge in Drezdenko along road No. 164 Podlesiec – Drezdenko.

187.6 km RB – entrance to the port of the Water Management Station in Drezdenko



In the photos:
Trzebicz, Drezdenko,
photo: Z. Szmidt

MAP SHEET 16 (continued)

185.7 km – we are passing by structures of a dam from World War II. To enter the dam you should stop in the port of the Water Management Station in Drezdenko or at the Scout's Park or along the Noteć, approx. 2 km from the dam.

185.55 km – a defunct railway bridge along the route Krzyż Wielkopolski – Skwierzyna

182.6 km – bridge in Stare Bielice along road No. 174 Krzyż Wielkopolski– Drezdenko. The village is located on a steep northern slope of a moraine hill.

182 km RB – Bielice Nowe

Attention: From 181.70 to 180.50 km the navigable route runs closer to the left bank. Due to large rocks (up to 12 m) the right bank and the bottom are dangerous for navigation. The place is marked with mandatory signs.

180.270 km – border between the Wielkopolskie and Lubuskie Regions

177.2 km RB – outlet of the Drawa River

177.2 km – border between areas supervised by WMSs in Wieleń and Drezdenko. Border between the areas supervised by the Basin Boards in Poznń and Bydgoszcz.



Beyond the mouth of the Drawa, the Noteć becomes significantly narrower, and following a sharp bend, it turns northwards. Ahead of us, there is the old port of Bydgoszcz Shipping Company (today private property). We navigate towards the port, and at the level of a protruding sheet piling wall we take a sharp turn right and, sticking to the left side, we enter the final short stretch of the free-flowing Noteć. In the

distance we can already see the western view of the weir and the outer port of the first lock in Krzyż Wielkopolski. On the left side we pass by the stream gauge building, and the adjoining fluvial deposit created by the water flowing from the weir. We navigate towards the promontory dividing the barrage, and then sailing alongside, we enter the outer port of lock No. 22 in Krzyż Wielkopolski.



In the photos:
Krzyż Wielkopolski, archive of the
Town Hall in Krzyż Wielkopolski,
photo: K. Bołądź
Above:
Photo: Z. Szmidt



The Canalized Lower Noteć – from 176.2 km to 38.9 km

Canalized river classified as 1b category of waterway. The riverbed is covered with regulating structures. There are fourteen navigation locks. The basic technical parameters of the locks: length: 57.40 m; width: 9.60 m. The level differences at the locks along the Noteć range from 0.43 m (Krostkowo) to 2.80 m (Gromadno). The navigable route is marked with signs on the bank. The route width ranges from 25 to 30 m. Minimum depths for safe navigation are from 1.20 to 1.60 m depending on the level of impounded water.

Navigable season: from April to November.

MAP SHEET 17

176.200 km – barrage, Krzyż Wielkopolski Lock No.22 in Krzyż Wielkopolski NW Wieleń

The structure, which was built in 1913, has been entered into a register of heritage sites, and consists of the following: lock chamber, weir with fishway, a residential building, and an outbuilding. One ship-locking process requires 1,003m³ of water.

Technical parameters of the weir: level difference: 1.64 m, number of spans: 3 (including left navigational span).

With the consent of the lock operator you can moor here for a longer stop, along the right bank of the outer part of the lock. An interesting exposition of old farming tools collected by the personnel of the facility can be seen here. The town is approx. 1.5 km away, with a town hall, post office and shops, and is an important railway junction linking Szczecin, Bydgoszcz, Poznań, Kostrzyn.

The navigable route in Krzyż Wielkopolski

After leaving Krzyż Wielkopolski, we navigate along the Noteć Bystra which turns southward following a wide arch.



Photo: Z. Szmidt

15



0.5 0 1 2km



The Great Waterway Loop of Wielkopolska – navigation guide

174.4 km LB – Drawsko – YNDZEL harbour in Drawsko. The harbour has modern and innovative infrastructure. In the main building there is a common room with television, fireplace and a kitchen with cooking equipment. Accommodation facilities are on the top floor, with access to a “green terrace”. Additionally, visitors can take advantage of fully equipped sanitary and power supply facilities, including charging/filling stations along the piers (water, and electricity), as well as a barbecue site, camping area, field for beach volleyball, two beaches – one along the peninsula and the other on the mainland, outer and inner slipway, and possibility to discharge waste. Floating platforms provide access to the other side of the peninsula. It is also possible to rent city bikes, canoes and boats. Harbour hours: Mon–Fri: 13:00–21:00; Sat–Sun: 11:00–22:00; contact the harbour bosun: Ryszard Ociepa (tel. 535 953 490).

174.05 km – road bridge along the Drawsko – Krzyż Wielkopolski route

171 km RB – outlet of the little Molita River

170.9 km – barrage No. 21, Drawsko
The structure, which was built in the late 19th and early 20th century, has been entered into a register of heritage sites, and consists of the

following: sluice chamber, weir with fishway (1898), a residential building and an outbuilding (1884); along the dam – office building and technical and storage building (1941).

170.38 km – railway bridge along the Krzyż Wielkopolski – Poznań route. At MWL the steel structure supported on concrete bridgeheads has a clearance of only 4.8 m.

167 km LB – Jaryń

162.200 km – bridge along regional road No. 177 Wieleń – Człopa. Beyond the bridge, on the left side close to the bank, there is the building of the Water Management Station in Wieleń.

The town of Wieleń spreads out on both sides of the Noteć. Town Hall, post office, bus station and shops on the left bank of the Noteć, and the railway station (approx. 1.5 km away) on the right bank. From here, trains travel towards Krzyż Wielkopolski, Kostrzyn and Szczecin as well as to Piła and Bydgoszcz.

161 km – we are approaching the barrage in Wieleń. Straight ahead there is the weir; to the left the entrance to the lock.

161.5 km – lock No. 20 – Wieleń. Structure built in 1913. In the premises of the lock we can see a boulder honouring Dr. Włodzimierz Płaza – a renowned hydrologist.

158 km – Folsztyn

157.65 km LB – Wrzeszczyna. Along LB of the river bend there is a stopping area in Wrzeszczyna.

155.53 km – barrage No. 19, Wrzeszczyna

150 km RB – Nowe Dwory. Border between areas supervised by WMSs in Lipica and Wieleń

MAP SHEET 18

149.5 km LB – outlet of the little Gulczanka River 148.84 km – barrage No. 18, Rosko. Structure built in 1898

147 km LB – Gulcz, with a distinctive church tower – along road No. 181, Drezdenko – Wieleń – Czarnków. Canoe wharf.

145 km RB – Jędrzejewo. Road No. 174 Drezdenko – Kuźnica Czarnkowska

143.140 km – barrage No. 17, Mikołajewo

141.240 km – cable ferry, Ciszkowo

140 km – Pianówka – canoe wharf, tables, place for bonfire

137.3 km – Pianówka. On the left side the Noteć comes close to a high escarpment of moraine upland; differences in elevation of up to 80 m; in the vicinity: the Goraj Castle and the area called Czarnków Switzerland.



In the photos:
Yndzel Harbour in Drawsko, Archive of the Commune Office in Drawsko,
Lock in Wieleń, photo: Z. Szmidt

16



0,5 0 1 2km



DREZDENKO

Drawsko

Służa nr 22, stopień piętraży Krzyż Wlkp.

Krzyż Wlkp.



The Great Waterway Loop of Wielkopolska – navigation guide

136.240 km – barrage No. 16, Pianówka. Structure built in 1915.

134 km – Czarnków

132.2 km – Dock. Private property – former shipyard

132.1 km LB – marina in Czarnków

Marina Czarnków, ul. Rybaki 30. Boat haven with a pier and floating platforms. Slipway, electricity, water, benches, barbecue site. Toilet and showers in the main building. 24-hour security. Canoe rental. Administrator: Sport and Recreation Centre in Czarnków, tel. 784 681 214, www.czarnkow.pl/marina

132.00 km LB – limnigraph – device measuring water levels

131.98 km – bridge along road No. 178 Oborniki – Trzcianka – Wątcz

131.80 km LB – recreational area in Czarnków; former city water park

128.92 km – outlet of the Rudnica Canal

128.330 km – barrage No. 15, Lipica. Structure built in 1895.

127 km RB – Kuźnica Czarnkowska

126.500 km LB – Romanowo Dolne

124.00 km LB – Romanowo Górne

123 km – border between areas supervised by WMSs in Lipica and Ujście

122.60 km – barrage No. 14, Romanowo. Structure built in 1912.

MAP SHEET 19

119.62 km – Radolin

119.60 km – cable ferry in Walkowice

117.3 km LB – Walkowice

117.3 km – barrage No. 13, Walkowice. Structure built in 1913.

117.70 km LB – village of Biała

112 km – barrage No. 12, Nowe

Nowe Hydrotechnical System is located on the Noteć, at 111.860 km of the inland waterway linking the Vistula and the Oder. The hydrotechnical system is one of the components of the connecting waterways and is designed to maintain navigability of the Lower Noteć at the distance from lock No. 11 Krostkowo to lock No. 12 Nowe. Water Management Station – Ujście. Nowe Hydrotechnical System closes the catchment area of 11,349 km². The facility was built in 1896. Level difference: 1.71 m.

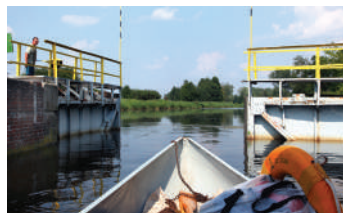
111.86 km RB – Stobno

106.60 km – railway bridge along the Piła – Mirosław route; a freight line

106.40 km – A disused loading berth of the Glassworks in Ujście. A port canal branches to the left. An outlet of the Gwda in the distance.

106.10 km RB – outlet of the Gwda. End of the Noteć Bystra. We are entering the Noteć Leniwa

105.85 km LB – Ujście Fire Station.



In the photos:
Lock in Walkowice, Lock in Pianówka, photo: Z. Szmidt, Marina Czarnków, archive of the Town Hall in Czarnków
Above:
Marina Czarnków, archive of the Town Hall in Czarnków



0,5 0 1 2km



Dolina Bukowki



Sluza nr 21, stopień piętrzący Drowisko km 170,8

Sluza nr 20, stopień piętrzący Wieleń km 161,5

Sluza nr 19, stopień piętrzący Wrzeszczyna km 155,3



Drowisko



Wieleń



Wrzeszczyna



Leniwa (Lazy) Noteć River – from 106.1 km to 38.9 km

Actually, the Noteć Leniwa starts at the mouth of the Łobzonka, at 57 km and ends in the area of the Gwda outlet, at 106.100 km. Then, from Nakło nad Notecią, the river is regulated and canalized. Yet, because of its easy-going current, the common name for the entire section is the Noteć Leniwa (Lazy Noteć). The width of the navigable route along the Noteć Leniwa ranges from 25 to 30 m, and its average depth at MWL=1.20 m and at MLW=0.90 m.

The construction of the needle dam in Krostkowo at favourable hydrological conditions allows objects to pass through the weir. The size of flow depends directly on the discharge rate to the catchment area and on the flow rate in:

- the Rokitka River at 54.60 km
- the Łobzonka River at 57.00 km

105.8 km – bridge in Ujście, road No. 11 Piła – Oborniki

MAP SHEET 20

97.60 km – railway bridge Piła – Chodzież

94.80 km – bridge in Milcz, road Kaczory – Chodzież.

85.50 km LB – village of Zacharzyn along route No. 191 Chodzież – Szamocin

85.15 km RB – Miasteczko Krajeńskie

84 km RB – fishing station

MAP SHEET 21

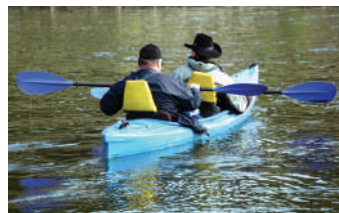
76.090 km – bridge along the Białośliwie – Szamocin route, road No. 190

70 km – border between areas supervised by WMSs in Ujście and Nakło nad Notecią

68.2 km – barrage No. 11, Krostkowo

Built in 1914. Structure of the lock:

Escarpment-type lock enclosed within earthen walls, with concrete bridgeheads; the lock chamber in the shape of a trough lined with vertical retaining walls made of timber; over the wall there are earthen escarpments without reinforcement; the chamber has an earthen bottom without reinforcement.



In the photos:
Ujście, photo: Z. Szmidt
Above:
photo: A. Piechocka

18



0.5 0 1 2km



Rosko



Mikołajewo



Pianówka



Lipica

Sluza nr 14
stopień piętrzący
Romanowo
km 122,6

Sluza nr 15
stopień piętrzący
Lipica
km 128,3

Sluza nr 18
stopień piętrzący
Rosko
km 147,0

Sluza nr 17
stopień piętrzący
Mikołajewo
km 143,1

Sluza nr 16
stopień piętrzący
Pianówka
km 136,2



The Great Waterway Loop of Wielkopolska – navigation guide

The lock is filled with water via steel valves installed in the gate, which is operated manually.

Krostkowo Weir is designated as a Class 3 structure. This is a needle dam with the width of 20 m. The one-span structure has 13 needle beams between the trestles.

Structure of the needle dam:

The abutments and the sill are made of concrete. The wooden needles are supported between 12 steel trestles. Their top parts lean against the horizontal bars and their bottom parts rest on the sill. Needle dimensions: 0.1x 0.1 x 4.06 m. The trestles are operated by means of wheel and axle. Level difference – 0.43 m.

62.150 km RB – before the bridge, a fishing platform; small vessels can be moored here. The village of Osiek, near Wyrzysk, is about 3 km away.

62.100 km – bridge along road No. 194 Osiek nad Notecią – Gołańcz. Next to the bridge – a platform with benches. 3 km to Osiek. Train station for the Piła – Bydgoszcz route. Open-air museum, shops.

57 km RB – outlet of the Łobzonka. The navigable route runs close to LB. At low water level the depth along the underwater sand bar: 80 cm.

The navigable route at the outlet of the Łobzonka, 57 km.

MAP SHEET 22

54.60 km – outlet of the little Rokitka River

55 km – on the horizon you can see the tower of the church in Gromadno

54 km – to the right: outlet of the canal removing water of the Noteć from the weir. We navigate straight towards the lock in Gromadno, keeping to the middle of the canal.

53.40 km – barrage No. 10, Gromadno. The lock was built in 1914.

One ship-locking process requires 1662 m³ of water, and takes approx. 25 minutes. The downstream head supports the road bridge Sadki – Gromadno.

47 km LB – Polichno

42.57 km – barrage No. 9, Nakło Zachód. Built in 1914. One ship-locking process requires 1608 m³ of water.

40.90 km – steel railway bridge along the Chojnice – Nakło route, Gniezno (defunct)

40 km RB – Water Management Station Nakło with 50 m long mooring wharf

39.95 km RB – outlet of the Śleska river

39.90 km – bridge in Nakło along road No. 241, Tuchola – Wągrowiec

39.8 km LB – Old Harbour of the Schools of Inland Navigation – defunct

39.70 km RB – Nakło Marina. Harbour of the Schools of Inland Navigation. Dock comprising an area of 1.2 hectare, with vertical quay and floating platform. Reinforced concrete slipway; electricity and water available on the quay; camping area, toilets, Canoe rental. 24-hour security. Petrol station – 300 m (ul. Poznańska). Tel. 693 855 016 or 693 855 017.

39.100 km – outlet of the River Stara Noteć Rynarzewska.

The navigable route at the outlet of the Stara Noteć – 39 km.

The Stara Noteć Rynarzewska (non-navigable) branches to the right.



In the photos:
Lock Nakło Zachód, Marina in Nakło,
photo: Z. Szmidt

19



0,5 0 1 2km



PIŁA



11

MOTYLEWSKI MOST
MOTYLEWO

Ostojka Piłska

Ługi Ujskie

Byszki

km 112,0

Śluza nr 12,
stopień piętrzący
Nowe

km 117,3

Śluza nr 13,
stopień piętrzący
Walkowice

km 119,6

km 105,8



UJSCIE

20

18

Mirosław

HAJZDRY

Chrustowo

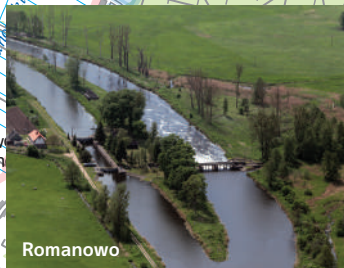
km 122,6

Śluza nr 14,
stopień piętrzący
Romanowo

Romanowo Górn

Jabłonowo

Nowa Wieś
Ujska



Romanowo



Walkowice



Nowe

Bronisławki

11

MAP SHEET 22 (continued)

Bydgoszcz Canal

The Bydgoszcz Canal was built in 1773-1774. It links the basins of the Vistula and the Oder. It has six single-chamber navigation locks built of concrete. The chambers are 57.4 x 9.60 m. Level differences range from 1.81 (Józefinki) to 7.58 m at the lock in Okole and Czyżkówek.

Hydrologic conditions:

The Bydgoszcz Canal receives water from the Noteć catchment area via the Górnonotecki Canal. To supplement the flow and stabilize the water level, the Bydgoszcz Canal is supplied with water flowing at the rate 0.8-1.5 m³/s.

Water conditions in the Bydgoszcz Canal are generally maintained at the same level. Yet, in fact, there occurs a very small decrease in the level from the junction with the Górnonotecki Canal, at 23.2 km of the inland waterway between the Vistula and the Oder. This place is called a peak location because the Górnonotecki Canal runs along the drainage divide separating the catchment basins of the Vistula and the Oder. From here, water flows either eastward or westward, the former joining

with the Brda and the Vistula, the latter flowing into the Noteć and then the Oder. Excess water is automatically carried away via overflows created in lock chambers in Bydgoszcz, as well as through a diversion weir in Józefinki, 36.970 km, towards the Noteć by means of a relief canal, running parallel to the Bydgoszcz Canal and known as Paramelka.

The level difference between the peak location (23.2km) and the regular water level in the Vistula in Czersk Polski is approx. 30 m. With the level of the Brda downstream from Okole (14.4 km) – approx. 23 m, and the Noteć in Nakło (39.1 km) – approx. 4 m and below the final lock on the Noteć in Krzyż Wielkopolski (176.2 km) – 30.5 m.

The Bydgoszcz Canal is a Class 2 waterway.

The navigable route is marked with signs along the bank. The width of the navigable route ranges from 28 to 30m. In the middle of the canal, along its sections that are not silted, water is 2 m deep, but along the entire length of the navigable route the depth reaches only 1.3 m. Navigable season: from April to November. At HNW the lowest clearance occurs under road bridges on the downstream bridgeheads of locks: Prądy – 3.85 m and Osowa Góra – 3.78 m. Clearances under the remaining bridges are over 4.00 m.

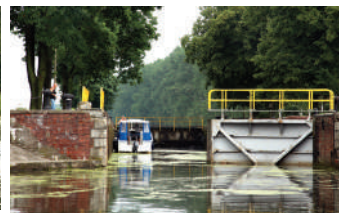
The Bydgoszcz Canal from 38.9 km to 14.4 km of the Inland Waterway Linking the Vistula and the Oder

39.1 km – outer downstream port of Nakło Wschód (Nakło East) Lock

38.9 km – barrage, Nakło Wschód

Lock No. 8 - Nakło Wschód, is located at 38.9 km of the inland waterway linking the Vistula and the Oder, or more precisely at the end of the Bydgoszcz Canal. The facility closes the Bydgoszcz Canal at its junction with the Valley of the Canalized Noteć. The lock is designed to maintain the navigability of the Bydgoszcz Canal between 37.20 and 38.90 km and was built from 1912-1914. The level of upper water is retained by steel trap doors, and the level of lower water by two-wing mitre gates. The lock chamber fills in 5 minutes. One locking process takes 25 minutes, and requires 1,176 m³ of water.

Generally, along the Bydgoszcz Canal there is no water flow between locks No. 7 and No. 8. All water reaching the upper station of lock No. 7 is carried away via a relief canal running in parallel to the Bydgoszcz Canal on its northern side towards the lower station of lock No. 8. The flow in the relief canal is regulated by a weir which also maintains



In the photos:
Górnonotecki Canal, Lock No. 8,
photo: Z. Szmidt

20

0.5 0 1 2km



Kaczory

Miasteczko Krajeńskie

CHODZIEŻ

19

21

11

191

193

KALINA

GORZÓW WLKP

BYDGOSZCZ

Równopole

Grabionna

Brzostowo

Arentowo

Wolsko

Struga Białosliwka

Dworzakowo

Rzadkowo

Morzewo

Byszewice

Miasteczko Huby

Dolina Noteci

NOTEC

Dziembówko

Dziembowo

Krzewina

Prawomyśl

Antoniny

Mitcz

Racyn

Należca

Józefowice

Studzieniec

Strzelecin

Strzelce

Zacharzyn

Strzelczyki

Kamionka

Oleśnica

Staw Batorów

Staw Zygmunt

Staw Barka

STUDZIENIEC

Strzelecin

Strzelce

Jez. Słomka

Konstantynowo

Rataje

Jez. Chodzieskie

Jez. Laskowskie Mł.

Jez. Laskowskie Wlk.

Margoninka

The Great Waterway Loop of Wielkopolska – navigation guide

the upper water level in lock No. 7; the weir is located upstream from the outer port of the latter lock. Only small quantities of water necessary for maintaining water levels along this section are released in the locking process carried out by lock No. 7; otherwise any insufficiencies are filled in via circulation ducts of this lock.

MAP SHEET 23

37.20 km – barrage No. 7, Józefinki. Within the downstream outer port vertical banks are reinforced with concrete. Watercraft can stop on the left side. The depth exceeds 1 m. The right side is silted, and water level is lower. The downstream bridgeheads of the lock support a road bridge along the Nakło – Potulice – Bydgoszcz route. After leaving the lock we follow a 12 km straight section of the Bydgoszcz Canal.

36.980 km RB – relief weir of Józefinki lock

36.230 km RB – water intake for Nakło Sugar Plant

34.050 km LB – Potulice pumping station

31.500 km – road bridge Ślesin – Gorzeń. On the right side – the village of Gorzeń; the road on the left runs through a valley towards the village of Ślesin. A mooring area 200 m below the bridge. In the village – a grocery store, approx. 200 m from the river bank.

23.200 km RB – intersection of waterways.

Outlet of the Górnonotecki Canal into the Bydgoszcz Canal. This is the last kilometre (146.6) of the inland waterway, the Warta – the Bydgoszcz Canal. To the left you can see the church tower in Kruszyna. This is the peak elevation and water flows towards Bydgoszcz and Nakło.

22.880 km – steel road bridge used by local farmers to access their fields and meadows

20.970 km – barrage No. 6, Osowa Góra Lock No. 6 – Osowa Góra, built in 1910–1914. Technical parameters – length: 57.40 m, width: 9.60 m, height: 6.85 m. One locking process requires 2270 m³ of water and takes approx. 25 minutes; the lock chamber is filled in approx. 6 minutes. Adjoining the lower gates of Osowa Góra Lock there is a low bridge – height: 3.73 m.

20.810 km – bridge along the Bydgoszcz by-pass, national road No. 10; right – towards Toruń, left – towards Szczecin

20.0 km – barrage No. 5, Prądy Lock No. 5 – Prądy, with the same parameters as lock No.6. Adjoining the lower gates of Prądy Lock there is a low bridge with a height of 3.85 m. Below the lock, on the right side, there is an outlet

from the local wastewater treatment plant; water is very shallow. There is visible water turbulence; navigate along the middle or closer to the left side.

18.30 km – footbridge

Beyond the map sheet 23

16.65 km – gas pipeline

16.10 km RB – the Old Bydgoszcz Canal branches out.

Gwiazda Marina in Bydgoszcz – this is the first marina meeting European standards, which was built under the revitalization program for the Bydgoszcz Hydrotechnical System and the inland waterways linking the Vistula and the Oder. The marina is located in the western part of Bydgoszcz, in the neighbourhood of Miedzyń, at the junction of the new and the old section of the Bydgoszcz Canal, near Gwiazda Sports Club and two locks: Czyżkówko and the historical lock No. 6.



In the photos:
Marina in Nakło, photo: Z.Szmidt

21



0.5 0 1 2km

Niezychówko Niezychowo

Rzęszkowo

Polanowo

Konstantynowo

Dąbki

Żelazno



GORZÓW WLKP

POZNAN

BYDGOSZCZ

Krostkowo

Stare

Dębowa G. 192

Dębowa Góra

Zielona Góra

Karolewo

Osiek nad Notecią

53 • Jadwizyn

Struga Białośliwka

Białośliwie

Ko Nowe

Krostkowo

Bakowo

Żuławka

53 •

Stawy

Ostrówek

Dworzakowo

Dolina Środkowej Noteci i Kanalu Bydgoskiego

NOTEC

50

km 68,2

Stuża nr 11, stopień piętrzący Krostkowo

km 62,15

NOTEC

53 •

20

22

Mieczkowo

Heliodorowo

Sokolec

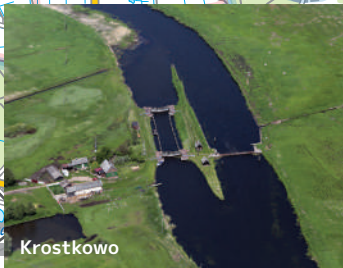
Lipa Góra

Nowy Dwór

Laskownica

Nowa Wieś Notecka • 98

Józefowice



Krostkowo

Borowo

Jeź. Borowskie

Jeź. Jaktorowskie

Swoboda

Jaktorowo

Smogulec

Smogulecka Wieś

• 108

Chwaliszewo

Stupowiec

153

Laskowskie Mł.

Laskowo

Jeź. Laskowskie Wlk.

Kvcynka

Stupowiec

153

MAP SHEET 23 (continued)

The harbour has:

- stations for approx. 15 vessels
- parking for cars and camping vehicles
- buoys for mooring boats easily
- platforms with power points

Tourists can use the infrastructure available in the nearby sports club; a part of the old canal has been adapted to hold mooring stations for watercraft. The Bydgoszcz Water Tram line: (following the route of the locks) has its final stop within the marina.

In Gwiazda Sports Centre, located next to the harbour, tourists can use the following:

- showers
- toilets
- cooking facilities
- sports infrastructure, e.g. sports field with synthetic turf, and tennis courts
- motorboat and canoe rental
- bike rental
- rental of various equipment, such as grills, tables, benches and umbrellas

The harbour is protected and monitored, and you can store your boat here. It is equipped with a manually operated slipway and a pressure washer for boats.

The marina operates from the beginning of April to the end of October.

15.97 km – barrage, Czyżkówko

Lock No. 4 – Czyżkówko. The water impoundment facility consists of the lock and two water saving basins. The structure was built from 1910-1914. Length: 57.40 m, width: 9.60 m. The height of lock chamber walls: 10.22 m; the height of the downstream bridgehead: 10.98 m. The saving basins are filled in and emptied by means of steel cylindrical locks with the diameter of 3.2 m and are electrically powered or manually operated. The time required for closing them is 2 minutes. The chamber is filled via passages bilaterally located along the structure in both side walls of the lock.

The water saving basins comprise an area of 1400m². These are designed to enhance the economic effectiveness of the process of filling in and emptying the lock chamber and allow for speeding up these operations. If water saving basins are not used, one locking process requires 4,603 m³ of water, and 2,100 m³ is needed when these basins

are used. One craft can pass the lock in approx. 20 minutes, and the chamber is filled in 6 minutes. You can obtain drinking water at the premises of the lock.

15.75 km – road bridge ul. Mińska

15.73 km – railway bridge Bydgoszcz – Piła

15.1 km – bridge at Grunwaldzka St.

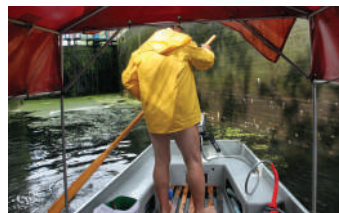
14.9 km – St. Anthony's bridge

14.800 km – barrage, Okole

Lock No. 3 – Okole. The name makes reference to the nearby quarter of Bydgoszcz. Level difference: 7.60m. The facility was built from 1910-1914. The basic technical parameters are the same as in the Czyżkówko lock. Water levels at the lower station depend on the water flow in the Brda River.

Beyond the lock – the final 400 m of the Bydgoszcz Canal; the banks are overgrown with trees and shrubs. Leaving the canal you should stick to the left side. Due to the whirling movement of water in the Brda, the material carried by the river is deposited along the right bank of the "corner", and therefore the depth of the water is decreased.

14.4 km – end of the Bydgoszcz Canal



In the photos:
Lock Lisiogon, photo: Z.Szmidt

Option (beyond the map)

The Brda River

Within the administrative borders of Bydgoszcz the Brda River is canalized and its functions are strongly linked with the entire infrastructure of the city. Along the banks there are promenades, as well as concrete reinforcements, and sheet pile walls, which ensure the safe flow of water.

The canalized section of the Brda is a part of the inland waterway connecting the Vistula and the Oder, and it is adjusted to the traffic of barges with a loading capacity of 400-500 tons, at a draught of 1.30-1.60 m. The width of the river-bed is 40-50 m, the width of the navigable route ranges from 30 to 35 m. The depth of the river-bed is 2.50 m, but the minimum depth for safe navigation for two-way traffic is only 1.50 m. The speed of water flow is 0.45-0.50 m/s.

The Brda River – from 14.4 km to 0.00 km of the Inland Waterway Linking the Vistula and the Oder



14.4 km – connection: the Bydgoszcz Canal – the Brda

14.4 km – exit from the Bydgoszcz Canal to the Brda. Good practice suggests that, at strong current, vessels navigating “upstream” should go as far up the Brda as possible and then turn towards the canal “along the bay” because of the extensive fluvial deposit on the corner. When navigating “downstream” you should sail closer to the left bank of the canal.

13.5 km – railway bridges. Vessels navigating downstream along the river, after exiting the Bydgoszcz Canal sail in the middle of the waterway. Then, approaching the “bay” along the curve, they enter under the left, marked span of the bridge.

13.5 km – railway bridges. The middle span of the bridge is marked for crafts navigating upstream the Brda.

12.9 km – Queen Jadwiga road bridge, VC – 4.1 m

13.0 km – tram bridge

12.4 km – barrage, miejska (city) lock No. 2 – Bydgoszcz

Attention: *Upstream outer part of lock No. 2. When entering the outer port, or exiting the chamber, you should pay attention to the water current, as at the time of a large discharge of water from the upper Brda, the current’s pulling force is directed towards the weir, and as a result the vessel may be drawn towards the guide rails of the lock.*

Enter the lock with lowered masts because of the footbridge between the downstream bridge-heads of the lock. Clearance at MHW: 3.80 m. The lock No. 2 was built in 1914. This is a single chamber lock, which is powered by electricity or operated manually (in emergency). Locking time

is approx. 20 min. Technical parameters: length: 57.40 m, width 9.60 m, level difference approx. 3,5 m. In the vicinity (50 m) – a grocery store.

12.25 km – Solidarity Bridge. VC – 5.1 m

12.17 km RB – relief weir

RB – Marina Bydgoszcz. Floating jetty. Hotel, restaurant, toilets, electricity, water. Boathouses, petrol station, battery room and small boatbuilding workshop.

Młyńska Island. Mooring station. City centre. Along the island’s promontory there are two navigation signs: obligation to produce a sound signal and information about the possibility to make a U-turn at the adjacent basin.

Navigating downstream we must produce a sound signal informing of our presence.

11.9 km – footbridge at the Opera

11.8 km – along the right bank an outlet of the Farny Weir

11.7 km – Staromiejski Road Bridge

11.5 km RB – Rybi Rynek (Fish Market), vertical quay, bollards and mooring rings.

Possibility to take a break; a stop of the Bydgoszcz and Słonecznik water tram. The timetable of cruises by a historical boat and modern water trams, along the route from Czyżkówko to Tesco is published at: www.tramwajwodny.byd.pl.

From 11.7 km – up the Brda – Teatralny bridge, Mostowa St. – the navigable route closer to the right side; you must produce a signal – 1 prolonged sound. Along the right bank, before the visible Bernardyński Bridge – a petrol station, at a distance of approx. 50 m. A good stopping place to get petrol for boats.

11.34 km – Bernardyński Road Bridge

The Great Waterway Loop of Wielkopolska – navigation guide

10.2 km – footbridge, Krakowska St.

9.9 km RB – Łuczniczka Sports Hall; a slipway for launching small boats, and sail boats.

9.3 km – road bridge, Kardynała Wyszyńskiego St, VC – 6.39 m

7.9 km – road bridge, Łęczyzka St., VC – 6.77 m

7.4 km – heat pipeline at the level of a used vehicle market, VC – 6.72 m

6.1 km LB – wharf at the Old Lock. A mooring station for vessels of bodies administering waterways. With the consent of the management you can moor here. In the vicinity (approx. 500 m), Galeria Pomorska shopping centre and a petrol station.

5 km – we are entering a dyke. The oxbow lake, in the middle of its length, was separated with a levee, from Fordońska St. to the bridge along Sporna St.

5.6 km LB – Repair shipyard, a slipway and crane. Private property.

5.4 km – road bridge, Sporna St.

5.1 km LB – commercial port of Żegluga Bydgoska Sp. z o.o. "Kapuściska Dolne"; entry to the dock situated in the old riverbed of the Brda is located below the levee. Depth of approx. 3 m.

Vertical quay complete with port infrastructure. Length: 420 m.

Ports of Żegluga Bydgoska Sp. z o.o., ul. Przemysłowa 8, tel. 52 323 32 80

Beyond the bridge, along the left bank, timber shipping port.

Attention: *Along the canalized Brda we can encounter sand bars, and some sections of the river are silted by sand flowing in from the upper Brda, via the relief weir, the city lock, and by discharges from the Farny Weir as well as at outlets of the city canals along the Bydgoszcz waterfront. The deposits can be found between 10 and 11.34 km, at 12 km in the outer part of the city lock and weir outlets, as well as at 14 km along the right bank.*

4.3 km – railway bridge of the coal trunk line

3.1 km – railway bridge. Because of the current's pulling force towards the weir, we should navigate closer to the left bank of the Brda, steering towards the right pillar of the bridge. The navigable span of the bridge is marked. Height under the bridge: 3.73 m, when the white line on the middle pillar is visible.

2.80 km – the weir consists of a single-span structure built of concrete and clinker bricks. Inner diameter of the weir: 22 m; the locking system

consists of a steel roller with a diameter of 2.5 m. The roller is operated by means of a roller chain along toothed tracks mounted on the bridgeheads.

Basic technical data: number of spans: 1; weir diameter: 22 m; length of the structure: 12.2 m; max. throughput: 115 – 176 m³/s.

We are entering a regatta course. The navigable route runs closer to RB.

Along LB – sailboat and canoe stations. Slipways and boatbuilding workshops.

1.4 km – barrage No.1, Czersko Polskie.

The operation of the lock is supervised from the central control room in the administrative building. The control room was launched on 19 Nov. 1999. The old Brdujście Lock was closed.

Technical parameters of Czersko Polskie Lock: length: 115 m, width: 12 m, minimum depth for navigation: 4 m, length of outer ports: 300 m each; active width of outer port: 36 m, level difference 5.28 m, max. locking capacity: 48 vessels per day (in two-way traffic).

We are entering the Vistula River. 772.1 km of the Vistula River



In the photos:
Photo: A. Kaleniewicz (p. 54)

Warta, Warta-Gopło Canal, Ślesiński Canal, photo: A. Kaleniewicz

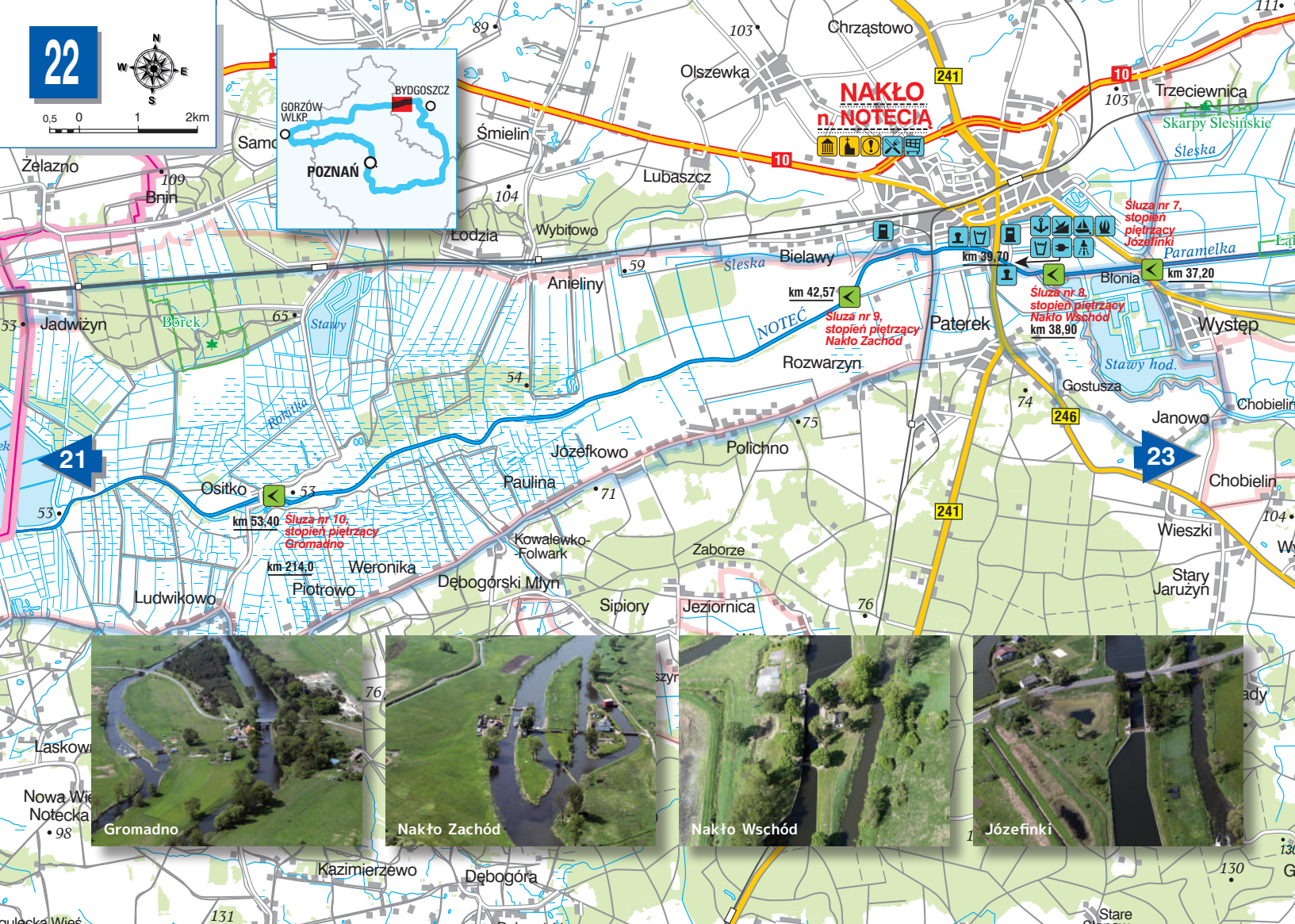
22



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NAKŁO n. NOTECIA



Sluza nr 7,
stopień piętrzący
Józefinki

Sluza nr 8,
stopień piętrzący
Nakło Wschód
km 38,90

Sluza nr 9,
stopień piętrzący
Nakło Zachód

Sluza nr 10,
stopień piętrzący
Gromadno
km 53,40



Gromadno

Nakło Zachód

Nakło Wschód

Józefinki

MAP SHEET 23 (continued)

Inland Waterway Linking the Warta and the Bydgoszcz Canal 0.00 km to 146.6 km

The Górnnotecki Canal

The Górnnotecki Canal, is a 25-kilometre long, Class 1a waterway. The navigable route is marked with signs on the banks. The width of the route ranges from 15 to 20 m and its depth from 0.80 to 1.20 m.

The canal has a number of functions: it is a navigable waterway linking the Bydgoszcz Canal with the upper canalized Noteć, it supplies water to the Bydgoszcz Canal, and carries away excess water in the melting season; it is also a part of the irrigation system. The trapezoid-shaped cross-section of the canal is uniform and its bed is based on sandy or boggy soil. The escarpment is reinforced with concrete, or with concrete and stone slabs in the vicinity of locks and bridges. The difference in the water level between the upstream section of the Antoniewo Lock and the Bydgoski Canal (which is 24.8 km away) is 14.3 m.

The 15-kilometre long part of the canal from Antoniewo to Kruszyn consists of long straight sections traversing meadows; the surface of some of these is lower than the level of the water table in the canal. The embankments of the canal are lined with a row of poplars.

Along the Górnnotecki Canal there are 6 locks with a length of 42 m and width of 5 m; all were built from 1882-1883. The lock chamber is filled and emptied via sluice valves located in the lock gates.

Navigable season: from April to November. At HNW the lowest clearance occurs under: the road bridge at lock No. 6 in Dębinek, 130.78 km – 4.0 m, the road bridge in Łochowo, 144.36 km – 4.0 m, road bridge at the lock in Łochowo, 144.98 km – 3.6 m. Clearances of the remaining bridges are over 4.0 m.



In the photos:
Lock in Antoniewo, photo: Z. Szmidt

23



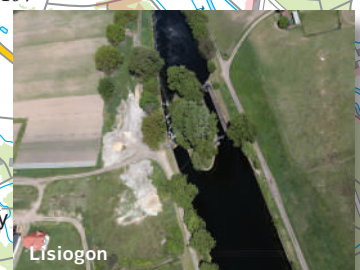
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km 37.20

22

115.



24

Pińsko

Zakowo

246

Dziewicza G.

Łachowo

Kornel

Annowo

Władysławowo

Ostrów k. Pszczółczyzna

Występ

Potulice

Gorzeń

Kaźmierowo

Łochowice

Łochowo

Drzewce

Murwaniec

BYDGOSZCZ BŁONIE

MIEDZYN

Janowo

Chobielin-Młyn

Chobielin

Piętacz

Głębocezek

Bielawy

Nadkanale

Lipniki

Białe Błota

Trzciniec

Wieszki

Brzózki

71.

71.

69.

68.

70.

72.

72.

Niedźwiady

Lisiogon

Łochowo

Trzciniec

ość

Rynarzewo

Kruszyn Krajenski

Ciele

Zielonka

Prądk

Łachowo

Kolaczkowo

Mesžno

Mesžno

Annowo

Władysławowo

Ostrów k. Pszczółczyzna

BYDGOSZCZ

BYDGOSZCZ

BYDGOSZCZ

Staw Kardynałski

Rów Pruski

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The Great Waterway Loop of Wielkopolska – navigation guide

MAP SHEET 23 (continued)

The Górnnotecki Canal from 146.60 km to 121.60 km of Inland Waterway Linking the Warta and the Bydgoszcz Canal

We enter the Górnnotecki Canal from the Bydgoski Canal at 23.2 km of the inland waterway linking the Vistula and the Oder. Navigation along the canal, particularly in the case of small vessels, is quite difficult due to water plants covering the surface of the water.

145.35 km – barrage No. 8, Lisi Ogon, level difference 3.17 m

The Górnnotecki Canal at this point traverses the southern moraine of the Toruń-Eberswalde valley, an escarpment with the level difference of approx. 6.5 m at the distance of 1.8 km. The next lock, No. 7 Łochowo, is only 370 m away. The names of the barges make reference to the nearby villages or towns.
144.98 km – barrage No. 7, Łochowo, level difference 3.1 m

The water management headquarters is on the left bank, between the locks. **145.15 km** – a pier; you can stop along the bank and go shopping in the nearby village.

144.98 km – bridge – local road over lock No. 7. VC – 3.6 m. After exiting the lock we sail along the buildings of Łochowo.

144.36 km – road bridge along the Bydgoszcz – Nakło nad Notecią route, VC – 4.0 m

142.34 km – road bridge along the local road Łochowo – Murowaniec. VC – 4.4 m. At this bridge you can stop to do shopping in the nearby shop in the village of Łochowo.

From Łochowo to the next locks, No. 6 Dębinek Północny (northern) and No. 7 Dębinek Południowy (southern), the Canal leads through a flat moraine overgrown with forests. It flows along its ridge; therefore, it constitutes a border between the basins of Poland's major rivers – the Vistula and the Oder. The decrease in the level of the water table is small, within the range of 0.6 – 1.93 cm/km. On both sides, the canal is surrounded with a forest mainly consisting of pines.

MAP SHEET 24

140 km – a forest clearing on the left bank is a good place to take a break; you can have a bonfire and put up tents. The sandy bank is perfect for mooring and launching small vessels. The clearing can be accessed from Łochowa by road towards Zamość; a sandy road leads through a forest.

138 km – a pier; a local swimming site

137.45 km – railway bridge along the Bydgoszcz – Kcynia route, VC – 5.4 m

136.58 km – weir floodgate allows for discharging water from the canal to the Noteć Rynarzewska. In Kruszyn (136.58 km), 400 m south of the Szubin – Bydgoszcz Road, along the western bank of the canal, a weir floodgate was built in 1882; it can drain the 14-kilometre section of the canal between lock No. 6 in Dębinek, and lock No. 7 in Łochowo. Water can be removed via a 600-metre ditch to the (Stara) Noteć. Beyond this weir, along the right bank, two more underground outlets are located. You can stop here and carry canoes over to the relief canal, which will take you to the junction with the Noteć Stara (approx. 600 m away).

130.78 km – road bridge over the lock in Dębinek Północny. Local road accessing the Rynarzewo – Łabiszyn route, VC – 4.0 m

130.79 – barrage No. 6, Dębinek Północny, level difference 0.83 m

130.53 – the junction of the Górnnotecki Canal and the Stara Noteć River. Outlet of the Stara Noteć Rynarzewska. The Stara Noteć exits from the left bank. While navigating we should stick to the middle or to the right bank because the pul-

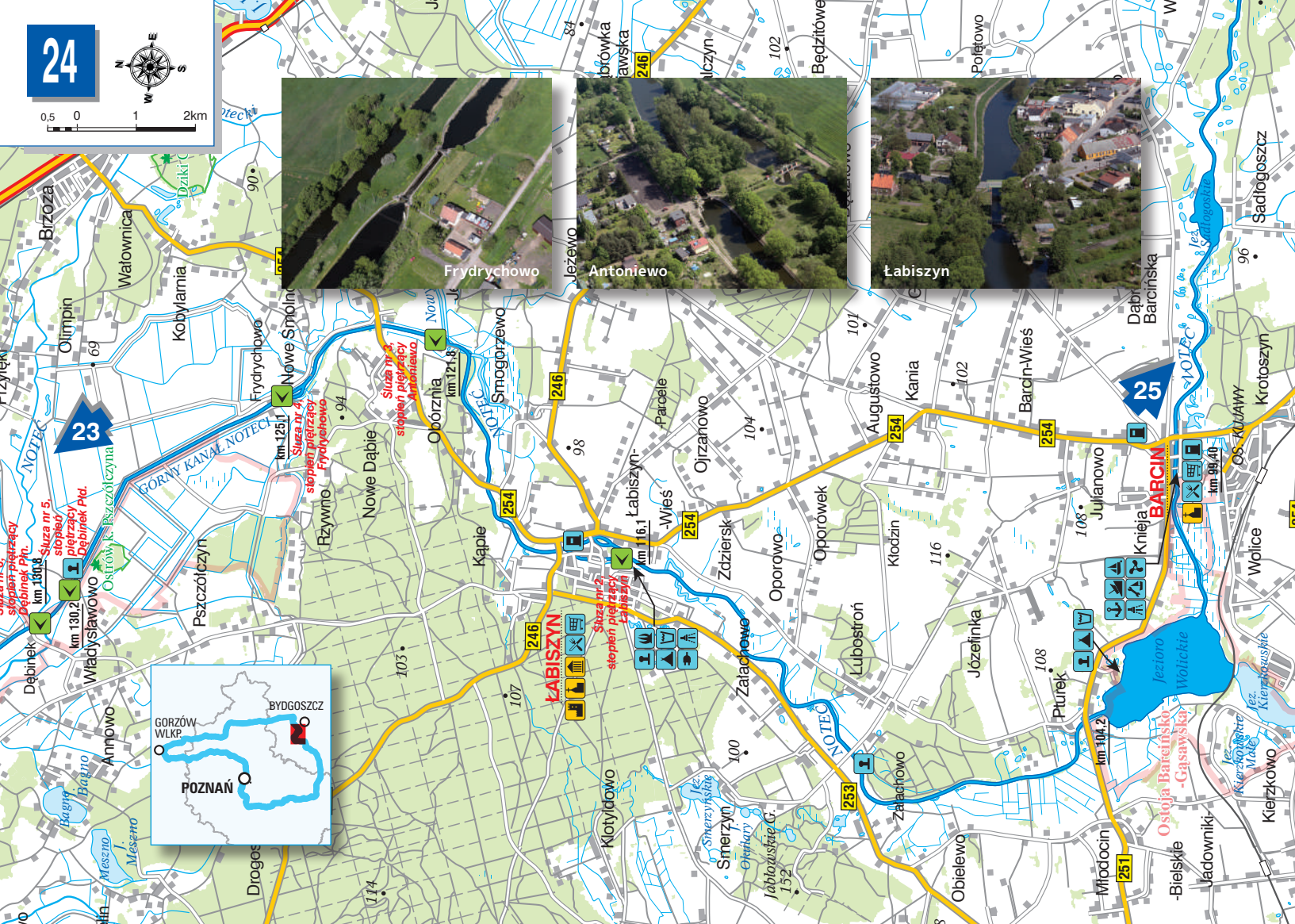
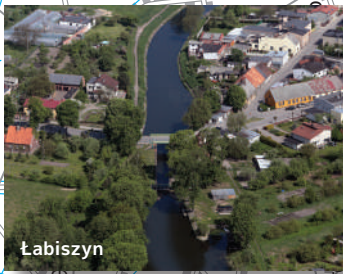


In the photos:
Lock in Łochowo, photo: Z. Szmidt

24



0.5 0 1 2km



The Great Waterway Loop of Wielkopolska – navigation guide

ling force of the current in the Stara Noteć draws boats towards the riverbed of the Noteć, which is blocked with old logs. On the right bank of the junction – relics of an old bridge.

130.18 km – barrage No. 5, Dębinek Południowy. Level difference 1.73 m. Before the entry into the lock, the waterway is marked with wooden logs.

Beyond the lock's outer port and the weir, there is a stopping place in complete wilderness.

127.0 km – border between areas supervised by WMSs in Łabiszyn and Lisi Ogon

125.09 km – barrage No. 4, Frydrychowo, level difference 3.02 m

122.74 km – road bridge, VC – 4.99 m

121.78 km – barrage No. 3, Antoniewo, level difference 1.58 m

In Antoniewo, 180 m south of the lock, at 121.6 km, the artificial canal called Górnotecki begins. The upper Noteć departs from the inland waterway linking the Warta with Bydgoszcz Canal before the lock in Antoniewo (121 km); at that point the river runs towards the north-east along a semi-circle with an 8-kilometre radius. Then it again flows back towards the canal in Dębinek, between lock No. 5 and 6 and joins with the so-called Feeding Canal via which it flows into the Górnotecki Canal. The Old

Noteć (Rynarzewska) flows out from the Feeding Canal between lock Dębinek 1 and Dębinek 2 via a discharge weir and continues towards the north-west reaching the inland waterway linking the Vistula and the Oder at the Nakto Wschodnie Lock (at 38 km).

The Upper Noteć River

The canalized river flows through the following lakes: Gopło, Szarlej, Mielno, Wojdał, Sadłogoszcz and Pturek (sometimes known as Wolickie). It belongs to the 1a Class of waterways. There are two single-chamber locks along its length. The chambers (42.0 x 4.93 m) are built of concrete and clinker brick. They allow crafts to overcome the level difference of 4.65 m on their way towards the Górnotecki Canal. The navigable route, with a width ranging from 15 to 20 m, is marked with navigation signs along the banks.

The water depth along the route ranges from 0.80 to 1.20 m depending on the level of impounded water. Navigable season: from April to November.

The Upper Noteć River – from 121.6 km to 59.50 km of Inland Waterway Linking the Warta and the Bydgoszcz Canal

118.84 km – bridge along the Łabiszyn – Brzozo route, road No. 254, VC – 5.08 m

116.95 km – road bridge in Łabiszyn along the Dąbrowa Biskupia – Szubin route, road No. 246. VC – 4.81 m. Vessels can be moored beyond the bridge on the right bank; you can replenish your petrol supply in the nearby station, on the northern side of Łabiszyn. After passing the bridge, the river turns right (straight ahead you can see an outlet of a weir canal). We follow general navigation rules, sticking to the right bank.

116.72 km – bridge along a city road in Łabiszyn, VC – 3.5 m

116.08 km – road bridge in the centre of Łabiszyn, VC – 3.3 m

116.08 km – barrage No. 2, Łabiszyn, headquarters of WMS. The lock, built in 1882, has a chamber closed with two-wing gates. It is filled via gate openings, which are closed with slide dampers. Manually operated. Level difference – 2.61 m.

In Łabiszyn we can stop in the upstream outer port of the lock. You can safely moor along the left side bank. There is a place for putting up tents, for a bonfire and a roofed picnic area. You can replenish your drinking water supply.

115.72 km – The Noteć splits into two branches, the navigable route continues to the right, and a weir canal departs to the left. You can sail into the weir



In the photos:
Surroundings of Łabiszyn,
lock in Łabiszyn, photo: Z. Szmidt

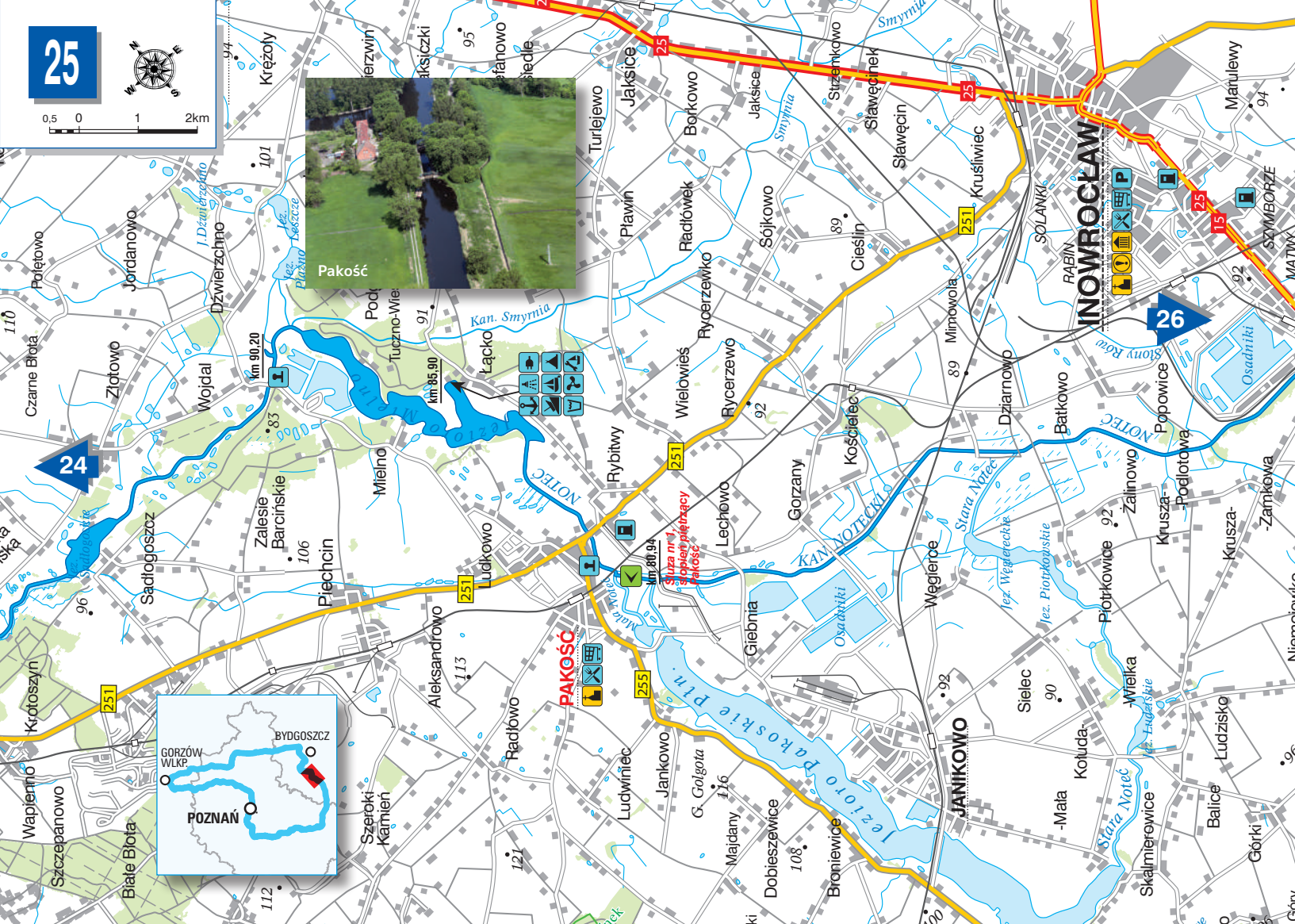
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Pakość



PAKOŚĆ

INOWROCŁAW

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Słoneczny ogród
Słoneczny ogród
PAKOŚĆ

JANIKOWO

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canal up to the distance marked by logs separating an out-flowing windmill canal. Further on, the current in the canal becomes so rapid that it can be hazardous.

Beyond Łabiszyn, we enter a shallow valley, with a width ranging from 2 to 9 km; the quiet Noteć River flows slowly across its central part. The current on the Noteć and along the canals ranges from 0.5 to 1.5 km/h. Along the banks of the regulated river, at intervals of a few hundred metres, we can see small bays and oxbow lakes, usually overgrown with trees or shrubs. Banks on both sides are overgrown with narrow strips of myrtle grass. Along the stretch from Łabiszyn and Wolickie Lake, the Noteć flows parallel to road No. 253 Łabiszyn – Murczyn.

109.79 km – road bridge, Lubostroń – Żnin. Beyond the bridge, along the right bank, we can see an oak avenue belonging to the park located at a distance of 1 km. You can visit a historical palace here, have coffee in a local restaurant, and sometimes see a concert. Travelling along the stretch from 108 to 105 km, we can see the forests of the Jabłonowskie Mountains, reaching up to 153 metres above sea level, towering over the water table of the Noteć from a height of 80 m.

104.56 km – bridge along road No. 251 Barcin – Żnin, VC – 4.71 m

104.2 km – Pturek Wolickie Lake (the end). The point where the Noteć departs is marked with a navigation sign.

The navigable route in Wolickie Lake

The open, post-glacial Wolickie Lake has a nearly oval shape. In its eastern part, the lake receives water from the Noteć and from the south from a small river flowing out from Kierzkowskie Lake. The shores of the lake are flat, and are partly overgrown with trees, reeds and bullrushes; among these you can find a few places where the sandy land can be accessed.

We enter the lake navigating southwards. On the left side, amidst trees, we can spot a bay with a leisure centre run by Dutch people. Further, along the eastern shore there is a large meadow. Unfortunately, due to shoals, stone reefs and wind blowing towards the shore, we cannot take a break or camp there. We navigate by sticking closer to the western side of the lake.

103.2 km – visible small railway bridge over the outlet of the old Folsz Waterway. When, to the left, you see a farm on a hill, perform a manoeuvre to the left at 90° and sail towards the outlet of the Noteć from the eastern side; at a distance among reeds and trees there is a visible navigation sign.

When sailing from Barcin, we are usually greeted by Wolickie Lake with a high wave on the eastern entrance, and to its right, hazardous depths (rocks at the bottom, very shallow water on the right side of the navigable route). You should sail westward. Then, from the left deck, at a 90° angle, we can see a railway bridge over a branching at 103.2 km of the Folsz Waterway (Lakes: Kierzkowskie, Ostrowskie, Folskie); we then turn right towards the north-west. From a distance, we can see the navigation sign showing the entry into the Noteć; after we get close we can see a road bridge. Along the right side we pass by a former holiday centre in Turek (now private property), located on a hill and surrounded with pines and spruces. Because it is private property, after replenishing water supplies, taking a break on the sandy beach, or breaking down tents, we continue sailing on.

101.9 km – we are passing Wolickie Lake

101.0 km – border between areas supervised by WMSs in Pakość and Łabiszyn

Between lock No. 1 in Pakość and lock No. 3 in Antoniewo, the waterway runs along the riverbed of the Noteć. The wide spreading meadow valley, with low banks, and humus-rich and fine-sandy soil, in spite of its insignificant longitudinal gradient, was

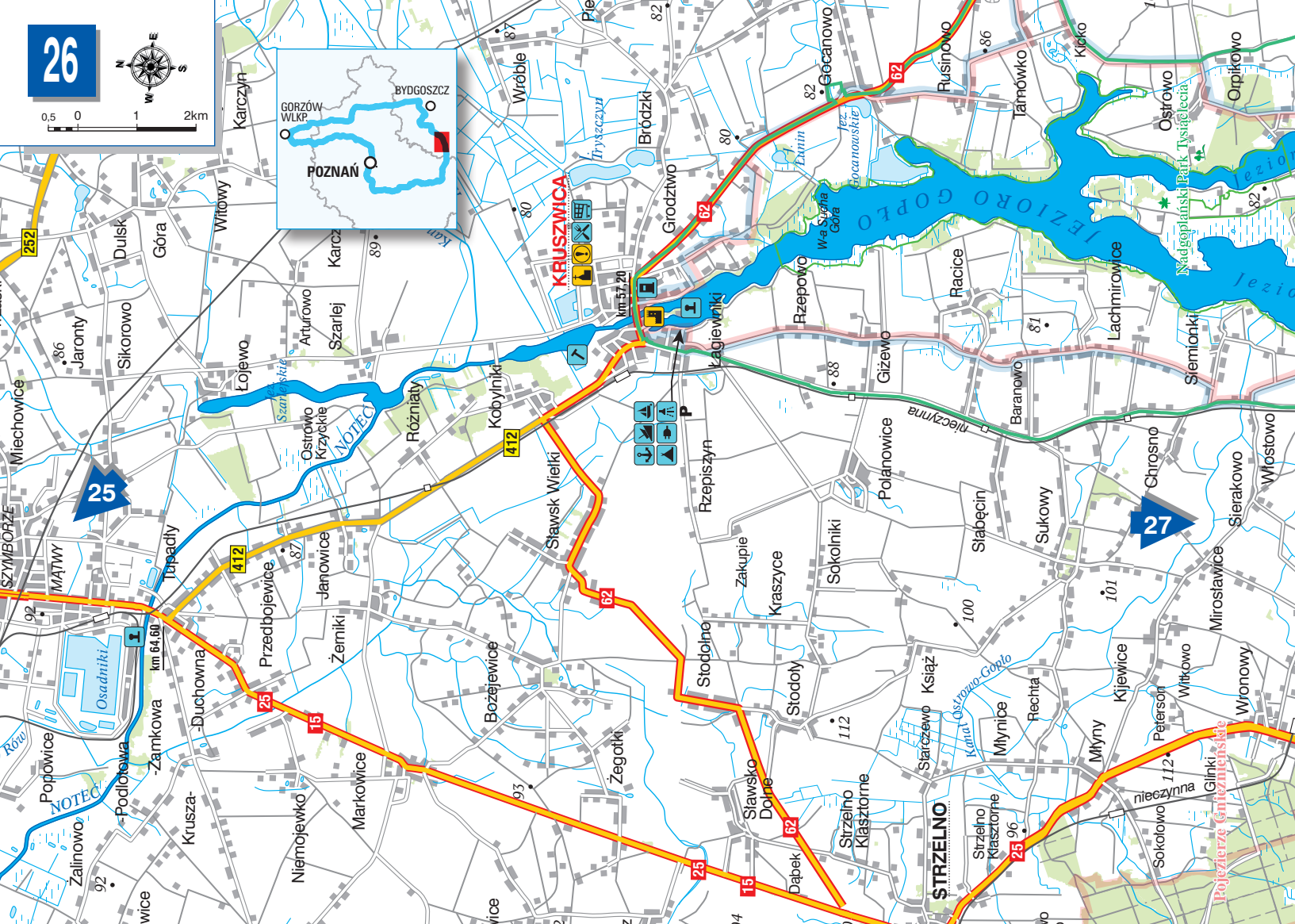
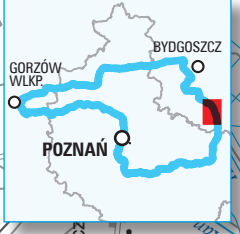


In the photos:
Wolickie Lake, Lock in Pakość, bridge
in Pakość, photo: Z. Szmidt

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Pojazdy Gminy Górzów Wlkp.

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subject to erosion before the route was canalized, and as a result, a well developed meandering route was created. The highly fertile soil and the slow water current allow for rapid growth of plants along the banks. A straight section of the river leads to the town of Barcin, which is visible from a distance.

99.4 km LB – Riverside Hostel of Neptun Sailing Club in Barcin, at Wyzwolenia St., tel. 507 065 286. The wharf is adjusted for mooring small vessels. Other facilities on site: a slipway, boathouse, accommodation, toilets. Canoe and water bike rental. Repair shop.

99.4 km – Barcin, steel bridge, footbridge, VC – 4.9 m

99.14 km – bridge in Barcin along road No. 254 Łabiszyn – Mogilno

A stopping place along LB, near St. Jacob Church. Promenade along the Noteć

98.84 km – bridge in Barcin along road No. 251 Żnin – Inowrocław

95.9 km – end of Sadłogoszcz Lake. This is a typical open lake with a length of 2.2 km and width of 540 m. Its navigable route has been marked with buoys. The shores are overgrown with bullrush. The southern shore is suitable for mooring. You can do shopping in the nearby village of Sadłogoszcz.

93.7 km – beginning of Sadłogoszcz Lake

MAP SHEET 25

90.21 km – road bridge in Wojdał. Turning right along the local road is Pakość. VC – 5 m. Beyond the bridge, along LB a place for stopping. After crossing the bridge to the other bank, you can do shopping in the village of Wojdał.

90.0 km – end of Wojdał Lake. This is an overflow area of the Noteć, with the length of 300 m and width of 100 m. The navigable route runs through the middle of the lake and is marked with navigation signs at its ends.

89.43 km RB – outlet of sewer from Inowrocław (Smyrnia)

89.0 km – end of Mielno Lake

84.0 km – beginning of Mielno Lake. An open, ribbon lake created in the riverbed of the meandering Noteć. The navigable route is approx. 5 km long.

Mielno Lake is surrounded with farming landscape, particularly on the left bank, while along the right bank we can see forest areas. Before the entrance we can see the beginning of a pine forest beautifully located on a hill. At 85.9 km there is a narrower stretch of Mielno Lake – here you should navigate closer to the right bank. Beyond a promontory you enter a wide spreading stretch.

Along RB, at a distance, you can see the harbour of Innowrocław Sailing Club YKP. The lake is a habitat of various birds. The Noteć flows into the lake from the south-west, and at 84 km we look for its outlet. After entering the river we navigate along a nearly straight 2-kilometre section of the Noteć, along banks overgrown with reed and myrtle grass. At 81 km we reach the town of Pakość.

81.9 km – bridge in Pakość along road No. 251 Inowrocław – Barcin. VC – 4.8 m

At 81.5 km – mooring area along the left bank, Żabia Street, access to the town.

81.12 km – railway bridge in Pakość, VC – 5.5 m

81.03 km LB – outlet of the Noteć Zachodnia River

80.94 km – wooden bridge on Pakość Lock, VC – 2.9 m

80.94 km – barrage No. 1, Pakość, headquarters of Water Management in Pakość

80.4 km LB – gate weir in Pakość

Here along the left bank of the Upper Noteć you can see piles of limestone generated by Zakłady Sodowe in Janikowo. Along the river's right bank there are wide spreading meadows. We pass by a number of defunct canal outlets. We approach the first barrage along the route – the lock in Pakość. The lock is 42 m long and 4.93 m wide. The other



In the photos:
Barcin, Sadłogoszcz Lake, lock in
Pakość, photo: Z. Szmidt

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locks along the upper Noteć are 5 metres wide. The weir carrying away water of the Noteć is located 540 m south of the lock. Beyond the lock, an old waterway, called Bronisławska, branches to the left. In the past, the lakes of Pakość and Bronisławskie, as well as sections of the western Noteć, constituted a 19-kilometre long route called Bronisławska Waterway, which was used for shipping agricultural goods, and products of the potato industry from Bronisław, as well as sugar from the sugar plant in Janikowo. You can stop for the night in the downstream outer port of the lock.

78.95 km – road bridge in Lechowo, VC – 4.5 m

77.24 km – wooden road bridge in Gorzany, VC – 4.6 m, local road

75.49 km – wooden road bridge, VC – 4 m

74.76 km – railway bridge in Kościelec

74.1 km – road bridge in Leszczyce, VC – 4.3 m

MAP SHEET 26

67.46 km – bridge in Mątwy along national road No. 15 and 25, VC – 4.4 m

67.38 km – railway bridge in Mątwy, VC – 2.8 m. From Mątwy to Kruszwica the Noteć flows along road No. 412 Inowrocław – Kruszwica.

64.6 km – military railway bridge, VC – 3.5 m

62.1 km – end of Szarlej Lake

Centuries ago, it was connected with Gopło Lake. We navigate across the lake for approx. 800 m. From Leszczyce, the eastern Noteć created a 24.6-kilometre long bend to Pakość Lake, via Ludzisko Lake. A 7.65 kilometre canal was built between Leszczyce and Pakość Lake in 1880-1882; this allowed for reducing the length of the waterway by 17 km. The water level in the canal traversing low lying meadows is maintained by the barrage in Pakość. The water level is the same as the height of the riverside terrain, and because of this, levees were built along the canal embankments.

61.3 km – beginning of Szarlej Lake

59.6 km – road bridge in Kobylnice, VC – 4.5m

59.5 km – Beginning of the Upper Noteć. The Upper Noteć is a narrow river. It's overgrown with bullrushes and the riverbed is narrowed down to approx. 8 m. Along the left bank, there are overflooded, marshy areas.

Gopło Lake

The inland waterway linking the Warta and the Bydgoszcz Canal, along a distance of 27.5 km, runs across Gopło Lake. This is a typical ribbon lake, with a shore made of alluvial and marshy soils. The flat shores in the central and eastern part are overgrown with forests. In the immediate neighbourhood of the lake there are farming grounds.

Gopło Lake belongs to Class 3 waterways. The route is marked with floating signs as well as along the banks. The route has a width of 50 m. The water depth ranges from 1.80 to 2.40 m. In accordance with regulations, the direction "upstream" along the Ślesiański Canal and Gopło Lake (major navigable route) refers to traffic towards the Warta River.

In the middle, Gopło Lake is divided into two parallel bays surrounding the large Potrzymiech Peninsula. The entire lake of Gopło is a protected area as it is situated within the landscaped reserve called The Gopło Milenium Park. It is prohibited to sail into the Bay of Five Islands surrounding the Potrzymiech peninsula from the west as well as to the bays: Sucha, Drewnik, Kickowska and Ostrowskie Kały. If a vessel goes beyond the delineated route it may run aground. Piers along the entire length of the lake



In the photos:
Mątwy, Gopło Lake, lock in Pakość,
photo: Z. Szmidt

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are located in Łuszczewo and Mielnica Duża (commune of Skulsk), at 40 km. When approaching the piers you should pay attention to the swimming site located nearby. You can pull into the shore, and with the consent of the site's management, use the facilities available there.

Gopło Lake - from 59.5 km to 32 km of the Waterway Linking the Warta and the Bydgoszcz Canal

Gopło Lake from "N" to "S"

59.5 km – connection of Gopło Lake with the Upper Canalized Noteć. We enter Gopło Lake from the northern side.

58.0 km LB – 300 m long pier of the Sugar Plant in Kruszwica

57.84 km – narrow gauge railway bridge, VC – 4.8 m

To the right, we can see a fish processing plant, a water tower and chimneys of a fat-processing plant in Kruszwica.

57.2 km – bridge in Kruszwica along national road No. 62 Strzelno – Włocławek, VC – 4.8 m

56.9 km – Centre for Water Sports in Kruszwica.

We sail past the eastern shore of a peninsula ending with a beach and we enter Rzępowska Bay. There we can find the LOK Centre in Kruszwica, and the only marina in the bay. Harbour of Popiel Sailing Club, ul. Żeglarska 1, tel. 52 35 15 574

54.6 km – along the western shore there is Startowa Island. Along the way, we sail past camping areas on the left and right shore.

Attention: Rowing courses designed for training and for competitions are delineated from the road bridge in Kruszwica to Startowa Island for the needs of Gopło Rowing Club.

52.5 km – with our left broadside we pass by Sucha Góra island, which closes the entrance to Sucha Bay. You can moor your vessel on Sucha Góra.

51.0 km – we sail past the entrance to closed Drewnik Bay. Up until this point, from Startowa Island (which we have passed at 54.8 km) along the western shore, there is a nature reserve called Trzciny Giżewskie (Giżewo reeds) and along the eastern shore a reserve called Zatoka Sucha (Sucha Bay).

49 km – at this point the lake is 2.5 km wide

48.0 km – the lake starts to narrow down. When we sail southwards, the route makes a 45° turn east; the situation is reversed when we sail north. With our right broadside, we pass by the entry

into Kickowska Bay. It is forbidden to sail into the bay. We sail past the tip of Potrzymiech peninsula, which previously separated the Bay of Five Islands from the route. The tip is sometimes called Koń (Horse) Island. This entire area, starting from the Górkę Popowskie islands, as far as the marshy isle of Łąg, which in fact is a compact cluster of bullrush, is called Bąbule, and it ends with a protected area on the western shore. Beyond Bąbule we can see the entrance to the Bay of Five Islands, which is closed with buoys. Here again, the water trail turns north or south. If we navigate northward from this point, on the horizon we can always see Mysia Wieża (Mouse Tower).

MAP SHEET 27

47.0 km – both shores of the lake are covered with forest.

45.5 km – at this point, we can see two small islands called Popowskie Górkę; you must sail past them along the eastern shore. Further on, the lake narrows down to 150 m. We continue navigating across the lake with a width ranging from 150 to 250 m.

45.0 km – at the level of Popowo, the passage-way widens to 500 m. A narrow belt of forest reaching to the shoreline starts at this point.



In the photos:
Kruszwica, photo: Z. Szmidt



Ślesin, photo: A. Kaleniewicz

43.0 km – cable ferry, linking the villages of Ostrówek and Złotowo. Harbour of Zakłady Tłuszczowe in Kruszwica. A place for stopping, and camping; a car park. Tel. 52 351 66 81

39.7 km – over the following 8 kilometres, the width of the lake ranges from 100 to 600 m.

39 km – RB camping area

36 km - RB - Łuszczewo. There is a floating platform adjusted for mooring small vessels; a swimming site and a beach volleyball field.

35.5 km – along the shore we can see the church in Stare Połajewo

34.2 km – next to the promontory extending into the lake, on the eastern shore, there are wharves of the campsite in Połajewo. A swimming site. Agri-tourist farm.

32.5 km – harbour at the Community Culture Centre in Skulsk, with a seat in Mielnica Duża, tel. 63 268 55 46 or 601 594 270. You can moor here, and use the toilets of the centre. Reinforced concrete slipway. At the exit from the Ślesiański Canal the lake expands and forms two bays – a smaller one in the east and a larger on the western side, while the navigable route continues northward. We enter a straight section of the Ślesiański Canal.

32 km – connection of Gopło Lake with the Ślesiański Canal

The Ślesiański Canal

Class 2 waterway, the Ślesiański Canal links Gopło Lake with the Warta. The width of the navigable route ranges from 22 to 25 m. The depth of water in the canal is in the range of 1.3-2.2 m. At HNW the clearance of all bridges is over 4.0 m.

The Canal consists of the following sections:

1. An artificial canal from Gopło Lake to Czarne Lake, constituting the northern slope of the waterway, with the barrages in Koszewo (25.85 km) and Gawrony (24.24 km) allowing us to overcome the level differences.

2. Naturally linked chain of lakes: Ślesiańskie – 4.5 km, Mikozyńskie – 6.1 km, Pątnowskie – 2.4 km and Czarne – 0.6 km, connected with Ślesiańskie Lake via a 1.8 km long dyke. This is the uppermost part of the 15.7 km long canal. The deep lakes have a well-developed shoreline and their escarpments are overgrown with a wealth of old coniferous and deciduous trees.

3. An artificial canal, length: 8.5 km, from Pątnowskie Lake to the Warta, with two locks: in Pątnów (7.95 km) and Morzysław (km 0.43).

Attention: Sides of the navigable route.

The right side of the navigable route along the Ślesiański Canal is determined while looking from the direction of Konin towards Kruszwica. This means RB is on the eastern side and LB is on the western side of the Ślesiański Canal.

In this part of the guidebook, because of the large sizes of the water bodies and the width of the navigable route along the Lakes: Ślesiańskie, Mikozyńskie, Wąsoskie and Pątnowskie, references are made to the eastern and western shores.

Ślesiński Canal – from 32 km to 0.00 km of the Waterway Linking the Warta and the Bydgoszcz Canal

The canal leads through marshy areas and peat lands. In the summer, plants overgrowing the banks provide protection for the escarpments against erosion.

32 km – connection of Gopło Lake with the Ślesiński Canal. Border between the areas supervised by the Basin Boards in Poznań and Bydgoszcz.

32.5 km – Mielnica Duża, harbour at the Community Culture Centre in Skulsk with a seat in Mielnica Duża, tel. 63 268 55 46 or 601 594 270. You can moor here and use the centre's toilets. Reinforced concrete slipway. Free-of-charge rental of water sport equipment.

31.59 km – bridge along local road: Przewóz – Skulsk, VC – 5.62 m

31.59 km RB – Przewóz

29.0 km LB – Warzymowo, near the Gothic church there is a floating platform with auxiliary infrastructure. Nearby, there is a beach with various facilities. On the left you can see the church in Broniszew.

27.5 km LB – outlet of the Lisewka River

26.46 km RB – outlet of the Eastern Noteć flowing through Brdowskie and Modzerowskie Lakes. Along the right bank, we sail past a lock through which the Noteć flows into the Canal. The water current frequently silts the canal near the lock creating an elongated fluvial deposit marked with buoys for approx. 50 m. It is safer to navigate close to the left bank. Marking of this place is a responsibility of the Koszewo lock keeper. The banks of the canal are overgrown with trees.

26.2 km – road bridge Koszewo-Morzyczyn, VC – 5.65 m

MAP SHEET 28

25.85 km – barrage No. 4, Koszewo. Mean pond height: 3.76 m. Chamber dimensions: 59.0 x 9.60 m. Built in 1946-48. In 2012, the lock was revamped and modernized. Computer control and electrical operation of the gates were introduced.

25.85 km LB – Koszewo

24.24 km – barrage No. 3, Gawrony. Mean pond height: 3.55 m. Chamber dimensions: 59.0 x 9.60 m. Built from 1946-1948. It is closed with mitre gates, and is filled via circulation ducts with outlets located in the chamber walls adjoining the gates. During the locking process, a vessel should be positioned in the middle of the lock, close to the left chamber wall to avoid inundation from the outflowing or inflowing water while the lock is being filled or emptied. Electrical operation. In 2012, the lock was modernized and computerised control was introduced.

The Gawrony Lock closes the uppermost part of the Ślesiński Canal. You must not stay at its premises without the operator's consent. The only place convenient for pulling into the bank in the vicinity of the lock is in the downstream outer port of Gawrony lock. From there, a path along the outer fence of the facility leads to the operator's building, and following the other direction along the lock you can reach Koszewo.

24.13-24.25 km RB – weir. $Q=13 \text{ m}^3/\text{s}$; 4 spans, each 2 metres wide. It was built in 1985.

24.0 km LB – Gawrony, we sail past the place and enter Czarne Lake

24.10-23.50 km – Czarne Lake



Ślesiński Canal, photo: Z. Szmidt



Ślesin, photo: A. Kaleniewicz

MAP SHEET 28 (continued)

A small lake surrounded with steep shores and forests. Its shoreline is overgrown with reed. Among the reed, you can find places to pull into the solid shore covered with sand. On the right side of the lake there is a newly built floating platform where small vessels can be moored. In the middle of the eastern shore a flood embankment closes the entry to a relief canal which discharges excess water away from the route, via the small Mielno Lake. It joins with the upper part of the Noteć (this section of the river was formerly called the Noć), which flows into the canal below the lock in Koszewo. The steep shores are overgrown with beautiful forest and this is a good place for stopping for the night.

22.75 km – road bridge Żółwieniec, VC – 6.08 m

22.46 km – overhead Friendship Oil Pipeline, VC – 4.88 m

21.70 km – Ślesińskie Lake is located at 83.5 metres above sea level. Along with the canal section and the small Czarne Lake it ends the uppermost part of the Ślesiński Canal. Its length to width ratio is 8:1. After connecting with the cooling system of the power stations in Konin, the water of the lake increases its temperature by 40 C on average. There are many leisure centres on both shores, as well as a number of privately owned recreational areas, with their own jetties. The lake has high shores and escarpments, with trees and forests, particularly on the eastern side. Due to the well-developed shoreline and the small width of the lake, the winds blowing here are greatly varied in terms of direction and force, as the air movement is impacted

by the high shores and shoreline trees.

20 km – the lake in some places narrows down to 100 m. After 750 m it again becomes wider, and its left bank, lower and marshy, is overgrown with reed. At 21.0 km of the route the lake again narrows down. At the tip along the right bank we can see a notice board showing distances; further away from the bank there is a TV transmitter (318 metres high).

19.85 km – eastern shore of Ślesińskie Lake – waterfall-type discharge of cooling water from the power stations in Konin and Pątnów. The discharge duct is 30 m wide and reinforced with concrete panels. The duct forms an artificial 2 m high waterfall, which is an outlet for water used in the power station cooling system. You must not sail any closer than 50 m near it.

19.00 km – in this area the lake narrows down sharply to 100 m. After 300 m, it expands eastward creating the central water column with a length of 750 m. On the left: Płazik Water Sports Camping Site. Available facilities include a jetty, beach, gear storage, professional slalom courses for water skiing. More information: www.slesin.plazik.pl, tel. 603 181 466.

18.75 km – western shore of Ślesińskie Lake – recreational pier made of concrete, length: 35 m, swimming site, jetty 35 x 2 m. A sailboat haven of the leisure centre managed by PAK Kopalnia Węgla Brunatnego Adamów S.A. is located deeper within the bay, along the north-western shore, at 19 km of the navigable route. In addition to cabins, the leisure centre has a campsite, grocery store and food outlets. A small dock effectively protects boats against waves. You can pull

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a yacht onto the sandy beach using the slipway. Visitors can use toilets here and, for a charge and with the consent of Harbourmaster Wiktor Nowak, can use other infrastructure available here. In the harbour you can charter a cabin cruiser or rent recreational equipment. The premises and the harbour are fenced and monitored.

18.5 km – eastern shore of Ślesiańskie Lake – pier of Agro Skansenu Leśna Polana. Owner: Bogdan Boroński, tel. 63 270 41 27

18.25 km – eastern shore of Ślesiańskie Lake – Verano spa and recreation centre. You can moor small vessels at the pier. At the centre you can rent canoes, pedalos (paddle boats) and rowboats. There is also a boathouse. The centre also provides accommodation and catering services. More information: www.verano-slesin.pl, tel. 63 270 41 32.

17.77 km – eastern shore of Ślesiańskie Lake – pier of Energetyk Hotel. A launch site with approx. 30° slope is available here. There is a boathouse and an unsupervised swimming area next to the platform. More information: www.hotel-energetyk.pl, tel. 63 270 48 09 or 63 270 48 10

17.35 km – eastern shore of Ślesiańskie Lake – Harbour in Ślesin. The harbour consists of three piers; one of these is suitable for larger vessels. The marina has 76 mooring stations. Along the shore, there is also a crane for launching and retrieving boats from the water (vessels with maximum dimensions: length - 10 metres, width - 3.2 m, height - 2.5 m and weight - 8 tonnes). The harbour also contains toilets, a boathouse used for storage or a location for training, a room for police and a volunteer rescue service, as well as a barbecue site. Slipway with convenient access;

boats can be launched in the city park 100 m away. More information: www.marina.slesin.pl, tel. 63 270 40 48.

17.30 km – western shore of Ślesiańskie Lake, reinforced concrete slipway in the city park, tel. 603 344 270

21.7 – 17.20 km – Ślesiańskie Lake

17.12 km – road and former narrow-gauge railway bridge, a reinforced concrete structure, in Ślesin. Road No. 263 Stupca – Sompolno. VC – 5.08 m. Navigating southwards from Ślesiańskie Lake, you sail along a narrow pass under the bridge to enter Mikorzyńskie Lake. On the right, you can see a waterfront park for pedestrians and cyclists (length of approx. 1.5 km). There are also four floating docks (three of them have 6 mooring stations each, and the largest one offers more place) and a slipway for launching boats, as well as sports facilities and a playground, three beach volleyball fields, and a skatepark. Access to the waterfront park is suitable for disabled persons.

17.20 –11.0 km – Mikorzyńskie Lake

Mikorzyńskie Lake is a charming ribbon lake, 83.5 m above sea level, and has a length to width ratio of 10:1. Its high shores, which emerged as lateral moraines, in some places reach a height of 15 m above the lake's water surface. They are covered with trees, and in some places with forests, while the shoreline is heavily overgrown with reed and bullrush. Fortunately, there are some clearings which allow for pulling in to the sandy shore. The lake has been included into the open cooling system of the complex of power stations operating in the Konin region, and as a result, the



Ślesiański Canal, photo: A. Łącki



Mikorzyńskie Lake, photo: Z. Szmidt

temperature has increased by 40°C. Mikorzyńskie Lake comprises an area of 251.8 ha, and its maximum length is 6,100 m, with a width of 650 m, and maximum depth of 36.5 m.

The level of water in the lakes and between the lakes and the Warta River is maintained by 2 locks in Morzysław and Pątnów. The locks allow you to overcome the 1.7 m difference in levels.

17.11–15.70 km – western shore of Mikorzyńskie Lake – a path for pedestrians and cyclists with a slipway, steps and jetties.

16.90 km – western shore of Mikorzyńskie Lake – floating platform with a wooden T-shaped deck – system of continuous structures with concrete buoys, and a steel gangway – 6 stations

16.72 km – western shore of Mikorzyńskie Lake – slipway for light boats

16.70 km – western shore of Mikorzyńskie Lake – floating platform with a wooden T-shaped deck – system of continuous structures with concrete buoys, a steel gangway and a mooring jetty – 6 stations

16.5 km – western shore of Mikorzyńskie Lake

16.30 km – western shore – floating platform with a wooden T-shaped deck – system of continuous structures with concrete buoys, a steel gangway and a mooring jetty – 6 stations

16.22 km – western shore – water guard station of RWMB Poznań, pier: 12 m

16.0 km – western shore – Lubomyśle

15.71 km – western shore – floating platform with a wooden T-shaped deck – system of continuous structures with concrete buoys, a steel gangway and a mooring jetty – 8 stations

15.5 km – eastern shore – Pótwiosek Stary, floating platform.

15.47 km – eastern shore of Mikorzyńskie Lake – harbour of Delfin Leisure and Holiday Centre with a characteristic tavern building. There are facilities for various water sports, including a modern cable wakeboard system. Additionally, there is a pier, a harbour, and a boathouse, as well as a rental place (for canoes, motorboats, water skis, dinghies, sailboats, and water scooters) and food outlets. More information: www.delfinimprezy.pl, tel. 691 171961

14.32 km – eastern shore of Mikorzyńskie Lake – yacht harbour with a jetty

14.147 km – western shore of Mikorzyńskie Lake – Wityng Leisure and Training Centre. Facilities: a pier (for light vessels), harbour, swimming area with a beach, boathouse, canoe rental, water bikes, and rowboats. Driveway to boat launching site at the pier. More information: www.wityng.pl, tel. 63 2706060

13.3 km – western shore of Mikorzyńskie Lake – harbour of Bryza Sailing Club. Sailors and boaters can take advantage of a large Y-shaped mooring jetty. You can use electrical connections on the jetty, free-of-charge toilets; during the season you can book mooring stations and rent yachts. Tel. 884 997 770

12.95 km – western shore of Mikorzyńskie Lake – Marina, formerly a scout centre with an approx. 70 m pier. You can moor and stop here to spend the night on your boat. At the marina you can use showers, replenish your water supply, recharge batteries (electricity and water at the pier) and use other

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facilities. A stopping station for a passenger ship.

12.7 km – eastern shore of Mikorzyńskie Lake – village of Wąsosze. Leisure Centre in Wąsosze (former ODN Training Centre in Konin) is located within a large park. Along an approx. 50 m concrete waterfront there is a floating dock with stations for yachts and canoes; access to drinking water and toilets, a boathouse with a workshop for performing minor repairs of sailing gear. Tel. 63 270 48 60

12 km – along the western side – the village of Honoratka

11.78 km – on the south-eastern shore of Mikorzyńskie Lake – harbour of Bernardynka Leisure Centre. In the renovated Centre, tourists can moor their yachts, and sailboats in the dock. There are also: piers for anglers, a swimming area, a boathouse, rental of water gear (water bikes, sailboats, canoes and boats) as well as a campsite. More info at: www.bernardynkaport.pl, tel. 63 242 77 96.

11.6 km – Klara Island. The marshy island overgrown with trees and comprising an area of 0.1 ha, has its special place in history. Excavations carried out within its dry area showed that in pre-Christian times there was a stronghold or a fortified settlement guarding the Amber Trail. A number of medieval legends and tales are connected with this place. Before the waterway was regulated, the level of water in the lake was lower and the island stood 2 meters above the surface of the water.

11.0 – 17.20 km – Wąsosko-Mikorzyńskie Lake. A marked water trail runs between the western shore and the island.

10.95 km – road bridge Łęczyn, railway bridge KWB Konin, VC – 4.93 m

10.85 km RB – on the eastern side – discharge duct for cooling water from the complex of power stations Pątnów-Adamów-Konin. Overflow: a sheet pile wall, width: 5 m, level of impounded water: 0.3 m

10.70 – 8.50 km – Pątnowskie Lake

The water body was formed in a post-glacial trough. Spreading in the direction of parallels of latitude, in its basic part it is 4 km long, 1 km wide, and has a mean depth of 2.6 m. Its shores are predominantly low, only in the west a small part of its northern and southern shore is higher and dry. In this part, the shore gets close to Gośławskie Lake. The two lakes are separated with an embankment and a road (Przemysłowa St.), which is part of the national road No. 25. Slightly higher are the shores on both sides of the leg (length: 1.5 km, width: 300 - 400 m) leading towards Mikorzyńskie Lake. The shoreline of the main trough is well-developed. In the south-western part there is a low marshy island overgrown with trees, and linked with the mainland via a stone levee which is partly hidden under water. The shores are irregularly overgrown with trees, and the edge of the lake almost along its entire length is overgrown with reed, with only some clearings providing access to the shore. Winds predominantly (70%) blow from the west and north-west, creating a short



Pątnowskie Lake, photo: Z. Szmidt



Lock in Pątnów, photo: Z. Szmidt

wave along the lake. The wave vanishes soon after the winds stop.

Pątnowskie Lake is connected to the cooling system of the complex of power stations Pątnów-Adamów-Konin. For this purpose, in the southern and eastern part of the lake, away from the shoreline a complicated system of canals has been built. Sailing into that area and swimming there is forbidden. Observations show that the temperature of water has significantly increased, and due to this, the lake does not freeze over in winter, except when extremely low temperatures persist for a long time. In accordance with the operational instructions, the maximum permissible temperature in the summer should not exceed 280°C. Yet, measurements conducted during the summer season showed that it reached 310°C (watch out when cooling down engines).

9.00 km – along the eastern shore of Pątnowskie Lake there is entry to Licheński Canal (width 30 m, length: 500 m), leading towards the lake bearing the same name. The canal is closed with a barrage situated beyond the local road bridge. To the right, along the north-western shore of Pątnowskie Lake, there is a harbour of the sailing club Kopalnia Węgla Brunatnego KONIN. On offer: mooring docks with a possibility to stay for the night. Along the central pier, which is lit all night, you can use electricity, running water, 24-hour sanitary facilities. It is possible to rent a yacht, and book a mooring station at the jetty (both in and out of season); convenient slipway; winter storage

of vessels. A car park; food outlets; and sailing training.

Distance to petrol station – approx. 650 m. More information: www.kzkwb.konin.pl, tel. 63 247 55 44 or 695 651 743.

Glaspo Recreation and Training Centre in Pątnów is nearby, with 20 double rooms, jetties, a bathhouse, mooring stations, rental of equipment (canoes, water bikes, rowboats). The centre also organizes boat tours. More information: www.glaspo.pl, tel. 63 262 80 00.

Along the southern bank of the lake there is Przystań Goślawice Recreation and Leisure Centre (and the harbour of Energetyk Sailing Club).

On offer: two large mooring docks, possibility to connect to electricity, 24-hour free-of-charge toilets, food outlets and catering services, possibility to book mooring stations in season, rental of yachts and other equipment, convenient slipway and winter storage of vessels on the shore. There is a swimming area with a beach. More information: www.przystangoslawice.pl, tel. 63 247 12 19 or 668 22 66 17.

8.8 km – eastern shore of Pątnowskie Lake – discharge of cooling water – complex of power stations Pątnów-Adamów-Konin; overflow – sheet pile wall. Width: 6 m, level of impounded water: 0.4 m

8.4 km – road bridge Pątnów, VC – 4.43 m

8.12 km – RB – on the eastern side we sail past the outlet from the pumping station in Pątnów

8.11 km – LB – discharge of water from Konin power station; canal width: 20 m

8.08 km – LB – lock in Pątnów, outer port built

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of metal and wood; length: 32 m, width: 0.55 m.
5 platforms: length: 4.5 m, width 0.55 m

7.95 km RB – barrage No. 2, Pątnów. Mean level of impounded water: 1.37 m. Built from 1937-1939. Chamber length: 58 m, width: 9.60 m. The lock chamber is filled and emptied via sluice valves located in the lock gates. The lock has been modernized and provided with electrical drives and computer control.

7.9 km RB – Pątnów Pumping Station is on the eastern bank. It was built in 1966.

7.88 km RB – inlet to pumping station in Pątnów

5.65 km RB – discharge of water from fish ponds, GR Gośławice

5.60 km – road bridge Anielew, VC – 4.5 m

3.6 km – road bridge Rudzica – Konin, VC – 4.47 m

2.27 km – railway bridge along the Warszawa – Poznań route, VC – 4.34 m

1.04 km – bridge Konin – Sompolno along road No. 266, VC – 4.47 m

0.66 km RB – outlet to pumping station canal in Morzysław

0.46 – 0.73 km LB – harbour, length of 70 m. Lifting gear

0.43 km – barrage No. 1, Morzysław. Mean level of impounded water: 0.48 m. It was built from 1937-1939. Chamber length: 58 m, width 9.60 m. The lock chamber is filled in and emptied via sluice valves located in the lock gates. The lock was modernized in 2011. Computer control and electrical operation of the gates were introduced.

Next to the lock in Morzysław, from the side of the Warta, floodgates have been installed and 800 m long earth embankments were built

(height: 4 m) to provide protection against flood waves from the Warta, which at this point, during peak flow, are 1-2 m higher than the water level in the lakes. If water from the Warta rushes into the lakes, and further on via the canal to Gopło Lake, it could inundate nearby villages and towns as well as agricultural fields.

0.42 km RB – pumping station, $Q = 6\text{ m}^3/\text{s}$, built in 1966

0.36 km RB – lock culvert with return flap valve; reinforced concrete

0.00 km – confluence of the Ślesiński Canal and the Warta.

Border between areas supervised by WMSs in Konin and Łąd.



Lock in Pątnów, photo: A. Piechocka

The Great Waterway Loop of Wielkopolska

Tourist attractions



Navigation marks and signs along the Great Waterway Loop of Wielkopolska

FLOATING MARKERS OF THE NAVIGABLE ROUTE LIMITS

Right edge of the navigable route



Left edge of the navigable route



MARKING OF HAZARDOUS AREAS AND OBSTACLES FOR NAVIGATION

On the right bank



On the left bank



MARKING FOR EXIT OF NAVIGABLE ROUTE FROM LAKES OR WIDE WATERWAYS

Sign positioned on the right side of the exit



Sign positioned on the left side of the exit



PROHIBITORY NAVIGATION SIGNS

Meaning

No entry

Signal design

Light signal

red flags

No berthing (no anchoring or mooring along the bank)

Zakaz kotwiczenia, wleczenia kotwicy, łańcucha lub liny

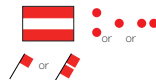
No anchoring, or hauling of anchors, chains or lines

No mooring on the bank

No turning back

Do not create wash (wave effect)

No passage outside the area marked with boards (under a bridge, through a weir)



MANDATORY NAVIGATION SIGNS

Meaning

Proceed in the direction shown by the arrow

Move to the side of the waterway on your port side

Move to the side of the waterway on your starboard side

Stop as prescribed in the regulations

Do not exceed the speed limit indicated by the sign (km/h)

Give a sound signal

Proceed with due caution






Proceed with due caution. You may enter the main waterway if vessels navigating along that way are not forced to change course or speed.

Keep radio watch using the indicated channel



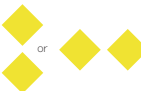



Signal design













RESTRICTIVE NAVIGATION SIGNS

Meaning	Signal design
Limited depth	
Limited clearance over water surface	
Limited width of fairway or navigable route	
Other restrictions on navigation – make enquiries	
Distance of the edge of the navigable route from the right (left) bank – given in the number of metres. Vessels should navigate at a larger distance.	

RECOMMENDATION FOR NAVIGATION

Meaning	Signal design	Light signal
Passage in both directions is recommended		
Passage in the direction indicated (passage in the opposite direction prohibited)		
You are recommended to proceed in the direction shown by the arrow, or at night towards isophase light		

INFORMATION SIGNS FOR NAVIGATION

Meaning	Signal design	Light signal
Entry permitted (general marking)		
Overhead powerline (number in the bottom right-hand corner shows the height of the overhead powerline above the highest navigable water level)		
Cable ferry		
Berthing permitted (using anchor or mooring along the bank)		
Mooring along the bank permitted		
Turning area		
Junction with a secondary waterway in relation to that along which the vessel is navigating		
Junction with a main waterway in relation to that along which the vessel is navigating		



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