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## **Kiel Canal – scope in accordance with the German waterways regulations**

The Kiel Canal extends from the connecting line between the pierheads at Brunsbüttel to the connecting line between the entrance lights at Kiel-Holtenau, together with the Gieselau Canal, Schirnauer Lake, Borgstedter Lake, Audorfer Lake, Obereider Lake with Narrows, Achterwehler Canal and the Flemhuder Lake.

### **Definitions**

#### **Starboard side of the fairway**

The southern side of the canal shall constitute the starboard side of the fairway.

#### **Inland vessels**

Vessels in possession of a waterway navigable certificate issued in accordance with the valid Binnenschiffs-Untersuchungsordnung dated 17th March 1988 (BGBl. I, 238) (Inland Vessel Investigation Regulation).

#### **Free pilotage**

Vessels exempt from the obligation of taking on a pilot, with the exception of sports vessels.

#### **Ferries**

Vessels which are employed for ferrying purposes and operate from one bank to the other.

#### **Certain dangerous Goods**

Goods of Class 1 - sub-classes 1.1, 1.2 and 1.3 - and of class 5.2 for which the additional marking "Explosives" is stipulated, consisting of over 100 kg total weight per vessel, as well as bulk cargo goods carried in vessels of class 2 and 3 of the Appendix to the Gefahrgutverordnung See (Regulation governing the Transport of Dangerous Sea Freight) as formulated in the notification of 27 June 1986 (BGBl. I, 961), in the draft valid at the time, and the goods listed in Appendix III.

#### **Traffic groups**

For the purpose of traffic control classified groups of vessels specified by the River and Shipping Police Authorities.

Definitions in the sense of the following regulations:

Particularly dangerous vessels, pushing units and towing trains:

Vessels, pushing units and towing trains carrying dangerous cargoes as defined in § 2, Sec. I No. 16. SeeSchStrO (German Collision Regulations), and empty, non-washed-off and degasified or de-chemicalised tankers for gas and chemicals after discharge of the cargoes listed in Annex III of the German Collision Regulations. This does not apply for empty chemical tankers which have transported cargoes with a flashpoint value of more than 55 degrees centigrade as listed in No. 2 of Annex III of the German Collision Regulations or for tankers which are transporting or have transported goods with a flashpoint value of more than 55 degrees centigrade as listed in No. 3 of Annex III of the German Collision Regulations.

Length of vessels and of pushing units:

For vessels and pushing units, the length overall. For towing trains the length of the complete tow, including non-articulated tugs. If the tow is smaller than the tug, the length of the tug applies.

Breadth: Overall breadth of the vessel or of the pushing unit or towing train, including fixed projections.

Draught: The deepest draught of the vessel or the tug- or pusher-type train.

Determination of the traffic groups in the event of intermediate (values) size:

With regards to the length and breadth, interpolation is to be effected within the framework of the individual alternatives of a traffic group. For this, 1.00 m length and 0.10 m breadth shall correspond with each other. The maximum breadths and lengths within the framework of a traffic group are not to be exceeded after interpolation. Lengths and breadths are to be rounded off up to or down to the full meter or full decimetre respectively. (From 0.5 upwards and less than 0.5 downwards).

### **Traffic group 1**

Vessels and pusher-type trains, which are not considered especially dangerous vessels and pusher-type trains, up to

45.0 m in length	or	55.0 m in length
9.5 m in breadth		8.5 m in breadth
3.1 m draught		3.1 m in draught

Towing trains, which are not considered especially dangerous towing trains, up to

40.0 m in length  
10.0 m in breadth  
3.1 m draught

### **Traffic group 2**

Vessels and pushing units, which do not belong to traffic group 1 and are not considered especially dangerous vessels and pushing units, up to

65.0 m in length	or	85.0 m in length
13.0 m in breadth		11.0 m in breadth
3.7 m draught		3.7 m draught

or, in the case of inland vessels

105.0 m in length  
9.0 m in breadth  
3.1 m draught

Towing trains, which do not belong to traffic group 1 and are not considered especially dangerous towing trains, up to

60.0 m in length  
13.5 m in breadth  
3.7 m draught

### **Traffic group 3**

Vessels and pushing units, which do not belong to either of the aforementioned traffic groups and are not considered especially dangerous vessels and pushing units, up to

120.0 m in length	or	140.0 m in length
19.0 m in breadth		19.0 m in breadth
6.1 m draught		6.1 m draught

Towing trains, which do not belong to either of the aforementioned traffic groups and are not considered especially dangerous towing trains, up to

110.0 m in length  
19.0 m in breadth  
6.1 m draught

Especially dangerous vessels, pushing units and towing trains having the dimensions of traffic groups 1 or 2.

### **Traffic group 4**

Vessels and pushing units, which do not belong to any of the aforementioned traffic groups and are not considered especially dangerous vessels and pushing units, up to

130.0 m in length	or	160.0 m in length
23.0 m in breadth		20.0 m in breadth
9.5 m draught		9.5 m draught

Towing trains, which do not belong to any of the aforementioned traffic groups and are not considered especially dangerous towing trains, up to

130.0 m in length  
23.0 m in breadth  
6.1 m draught

Especially dangerous vessels, pushing units and towing trains having the dimensions of traffic group 3.

### **Traffic group 5**

Vessels and pushing units and towing trains, which do not belong to any of the aforementioned traffic groups, up to

200.0 m in length  
28.0 m in breadth,

and having a draught according to the table on page 30

or

210.0 m in length  
27.0 m in breadth,

and having a draught according to the table on page 30.

Towing trains, which do not belong to any of the aforementioned traffic groups, up to

160.0 m in length  
27.0 m in breadth  
9.5 m draught

Especially dangerous vessels, pushing units and towing trains with the dimensions of traffic group 4.

### **Traffic group 6**

All vessels and pushing units, which do not belong to any of the aforementioned groups; approved, unusual towing trains, which do not belong to any of the aforementioned traffic groups.

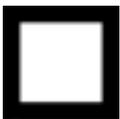
### **Pleasure craft**

Watercrafts, which are only used for sporting and pleasure purposes.

### **Siding areas**

Areas of water which are limited by the following visual signal:

Square white board with black edging.



Exception: The western part of the siding at Audorf-Rade are restricted in the north by the buoy

2  
Obereider 1

## Approaches

The areas of water specified by the River and Shipping Police Authorities at the entrance to the Kiel Canal; they are to be regarded as fairway.

*Brunsbüttel - boundaries:*

in the north by the connecting line of the beacons of Moles 4 to 1, in the east by the connecting line of the beacon of Mole 1 and the buoy

60

NOK 1/Reede

in the south by the connecting line of the bouys

60

NOK 1/Reede

and

58 a

NOK 2/Reede

and in the west by the connecting line of the bouy

58 a

NOK 2/Reede

and the beacon of Mole 4.

*Kiel-Holtenau - boundaries:*

in the north by the sector limit 270° of the Holtenau lock beacon, north side, over the bouys

11

Reede

and

13

Reede

in the east by the sector limit 32° of the beacon at Friedrichsort over the bouys

20

Kiel 1

and

11

Reede

in the south by the sector limit 288° of the Holtenau lock beacon, south side, over the buoy

20

Kiel 1

in the west by the connecting line of the Holtenau lock beacon, north and south side.

## **Outer lock harbour**

The areas of water located between the connecting lines of the outer lock heads and the entry beacons at Brunsbüttel and Kiel-Holtenau.

## **Basis regulations concerning the conduct of traffic.**

Any person using the canal shall conduct himself in such a way that the traffic can proceed safely and without impairment. Furthermore, he shall not cause damage to or endanger other canal users, or hinder or inconvenience them any more than is inevitable in the respective circumstances. In particular, such persons shall observe the precautionary measures required in keeping with good seamanship practice or the particular circumstances of the respective case.

When following instructions on traffic conduct, the master of a vessel equipped with VHF radio telephone is required to listen to the traffic information or baking transmitted from a traffic centre in German, on request, in English, and to adapt immediately to prevailing traffic conditions.

To prevent imminent danger and with all due respects to the special circumstances, all necessary measures shall also be taken even if they make it necessary to deviate from the provisions of this regulation.

Any person, who - due to physical or mental deficiency or the consumption of alcoholic drinks or other narcotics - is unable to control his vessel in a safe and proper manner, is not allowed to operate his respective vehicle.

## **Responsibility**

The person in command of the vessel or those responsible for the safety of same shall observe the provisions of this regulation relating to the conduct of traffic and the outfitting of the vessel with equipment for the carrying and display of visual signals.

On inland vessels, not only the master of the vessel is responsible for this, but any crew member who is temporarily in charge of the course and speed of vessel.

The sea-pilot shall also be held responsible; he is to advise the person in command of the vessel or his representative in such a way that such persons can act on accordance with the provisions of this regulation.

In the case of pushing units and towing trains and without detriment to the provisions of Para. 1, the person in command of the train shall be held responsible for its guidance. The person in command of the train shall be the skipper of the tug or pusher-ship; persons in charge of the participating vessels are also allowed to elect another person participating as vessel commander to the position of train leader before the journey is started.

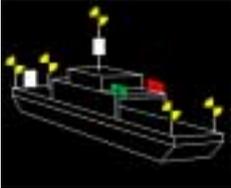
If the person in command has not been appointed and other persons are authorized to command a vessel, such persons are to appoint the responsible person to be in command before the journey is started.

The responsibility of other persons, resulting from this regulation or other provisions, remains unchanged.

## Ferries

Self-propelled ferries crossing Kiel Canal shall display the following visual signals, in addition to those laid down in the International Regulations for Preventing Collisions at Sea:

at night:



one each yellow isophase light at the mast head, as well as forward and astern on each side.

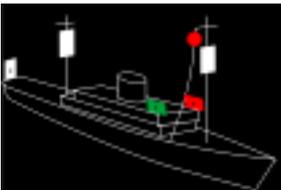
## Vessels carrying certain dangerous goods

Vessels transporting certain dangerous goods shall display the following visual signals, in addition to those laid down in the International Regulations for Preventing Collisions at Sea. These signals are also to be displayed even if the vessel is anchored or made fast. Sentences 1 and 2 do not apply to warships.

Paragraph 1 also applies to tanker vessels which, after discharging certain dangerous cargoes, cannot be degassed as yet, unless they are rendered inert.

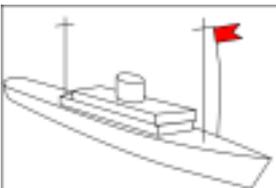
## Signals

at night:



a red all-round light

during the day:



the flag "B" of the International Code of Signals. On the Kiel Canal, this visual signal shall be displayed on the port-side yard or in another, more suitable position on the port side which is readily visible from the front.

## Floating accessories

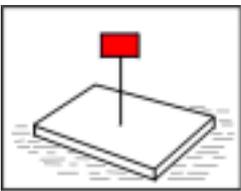
Floating accessories, which are employed by vessels undertaking dredging or underwater work, are to be marked by the following visual signals.

at night:



a white all-round light

during the day:



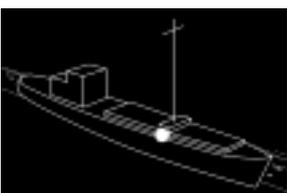
a rectangular red board

## Moored vessels, floating installations and unusual floating objects

Moored vessels, floating installations and unusual floating objects are to display the following visual signals:

1. up to a length of less than 50 m.

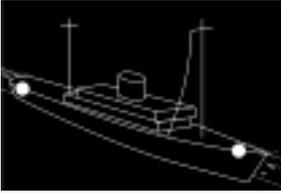
at night:



a white all-round light amidships on the fairway side or at the end extending the furthest to the fairway, preferably at deck height.

2. with a length of 50 m and above:

at night:



one each white all-round light positioned forward and astern on the fairway side, preferably at deck height

If two or more vessels are tied up alongside each other, only the vessel located nearest to the fairway is to display the visual signal in accordance with Para. 1. This also applies to unusual floating bodies.

### **Berthing positions for sports vessels**

On the Kiel Canal, pleasure crafts which are laid up at the following locations do not need to display any lights:

Berths in the Brunsbüttel yacht harbour,

alternative berths in the Brunsbüttel inner harbour at canal km 2,7 (north side),

berths on the north side of the Dükerswisch turn-around.

berths before Gieselau lock,

berths in the Obereider lake with Narrows,

berths in the Borgstedter lake,

roads in the Flemhuder lake,

berths in the Kiel-Holtenau yacht harbour.

### **Attention signals**

*Vessels proceeding in a westerly direction*



one prolonged blast

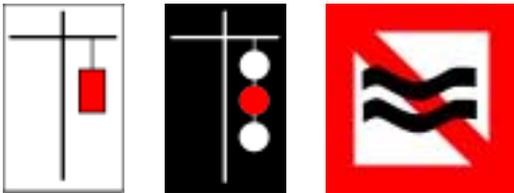
*Vessels proceeding in a easterly direction*



two prolonged blasts

The cautionary signal is to be given in all cases where the traffic situation warrants such a signal, in particular

1. when entering another fairway and harbour, when leaving same, as well as the locks, and also when departing from berths and anchorages
2. when nearing floating objects and in locations which are marked by the adjacent visual signals, as well as when leaving the bunkering station Defrol by Projensdorf, if the vessel wishes to proceed in a westerly direction.



### Danger and warning signals

Should one vessel endanger another or if it is endangered itself by another vessel, it is to give the general danger and warning signal and afterwards the attention signal.

#### General danger and warning signal



one prolonged blast, four short blasts



one prolonged blast, four short blasts

Should certain dangerous cargoes or radioactive substances be released or threaten to leak on any vessel, including pushing units and towing trains, or if there is a danger of explosion, the keep clear signal must be given. After initial release of the keep clear signal, it must continue automatically. The keep clear signal must be given as long as the traffic situation demands it. In the vicinity of berths and handling areas (for certain dangerous goods), the keep clear signal must also be given by those responsible for the running of the handling plant. This does not include tankers which carry mineral oil with a flashpoint value of more than 35 degrees centigrade only or berths and points of transhipments (including bunkering stations) used exclusively by tankers transhipping mineral oil products with a flashpoint of more than 35 degrees centigrade.

The general sense of Annex III to the International Regulations for Preventing Collisions at Sea applies for the equipping and operation of acoustic signals by handling plant. The intensity and range of the acoustic signalling systems depends on maximum permissible length of vessel for the system.

## Keep clear signal

● —

one short blast, one prolonged blast;

the signal must be given at least 5 times per minute with an interval of 2 seconds between each signal; if there are suitable facilities on board, the acoustic signal should also be given simultaneously in the form of a visual signal with the aid of a white all-round light.

## Warning signal on the Kiel Canal "I am reducing my speed"

Should a vessel reduce its speed while another vessel is approaching it, the following acoustic signals are to be given:

*Vessels proceeding in a westerly direction*

— ● ● ●

one prolonged blast, three short blasts

— ● ● ●

one prolonged blast, three short blasts

*Vessels proceeding in an easterly direction*

— — ● ● ●

two prolonged blasts, three short blasts

— — ● ● ●

two prolonged blasts, three short blasts

## Warning signal on the Kiel Canal "I want to make fast"

Should a vessel wish to make fast in a harbour or at a transshipment point as another vessel is approaching, it is to give the following acoustic signal in due time

*Vessels proceeding in an westerly direction*

— ● ● ●

one prolonged blast, three short blasts

*Vessels proceeding in an easterly direction*

— — ● ● ●

two prolonged blasts, three short blasts

## Fog signals

When visibility is restricted, the following acoustic signals are to be used

*Vessels proceeding in a westerly direction*



one prolonged blast

*Vessels proceeding in an easterly direction*



two prolonged blasts.

**Vessels** lying to side of the fairway in places which are not recognized as mooring points, or made fast to sunken vessels or other hindrances to shipping, floating appliances in service, as well as vessels that have run aground on the bank, are to give the following acoustic signal at least every minute.

Vessels or appliances lying on the *starboard side of the fairway*:



quick ringing of the bell for a period of five seconds, followed by two groups of three single strokes

Vessels or appliances lying on the *port side of the fairway*:



quick ringing of the bell for a period of five seconds, followed by two groups of two single strokes

Vessels or appliances lying in the *middle of the fairway*:



quick ringing of the bell for a period of five seconds, followed by two groups of four single strokes.

**Towed mechanical vessels** underway are to give the following acoustic signal at least every two minutes.

The tug itself is not permitted to give the acoustic signal for a vessel not under command or restricted in her ability to manoeuvre.



one prolonged blast, one short blast, two prolonged blasts.

**Ferries** are to give the following acoustic signal during the entire crossing:

*Self-propelled ferries*

● — —

one short blast, two long blasts

**Vessels** which proceed to the left within specified fairway sections (see "Righthand traffic only") are to give the following acoustic signal every minute.

*Vessels proceeding in a westerly direction:*

— ● ● ● ●

one prolonged blast, with two groups of two short blasts

*Vessels proceeding in an easterly direction*

— — ● ● ● ●

two prolonged blasts, with two groups of two short blasts

Vessels of less than 12 m in length are not required to give the aforementioned acoustic signals. However, instead they must give another loud acoustic signal at least every two minutes.

### **Right-hand traffic only, exceptions**

As far as possible the traffic is to proceed on the right. Nevertheless, traffic can proceed on the left within the following specified fairway sections.

Fairway sections, in which left-hand traffic is allowed, when vessels want to enter or leave the locks or steer to or depart from a mooring place or a mooring post, are the water areas:

Inner harbour at Brunsbüttel

District harbour at Rendsburg, from km 60.9 (road tunnel) to km 62.7 (rail skyway bridge)

siding areas, as long as making fast to the free mooring post on the left-hand side is deemed necessary

Inner harbour Kiel-Holtenau, including the water area to buoy 7 near the bunkering station Defrol by Projensdorf

Approach and lock outer harbour at Kiel-Holtenau.

## Overtaking

Overtaking is only permitted when this has been mutually agreed by means of the following acoustic signals given by vessel wishing to overtake and the preceding vessel

### Informatory signal "I wish to overtake"

For vessels of traffic groups 1 and 2 one

— ● ● —

prolonged blast, two short blasts, one prolonged blast

For vessels of traffic group 3 and above

— ● ● — —

one prolonged blast, two short blasts, two prolonged blasts

### Reply signal "You may overtake me on my port side"

— ● —

one prolonged blast, one short blast, one prolonged blast

### Reply signal "Although, it is against the regulations, you may overtake me on the starboard side"

— ● — ● ●

one prolonged blast, one short blast, one prolonged blast, two short blasts

### Reply signal "Overtaking impossible"

— ● ● ● ●

one prolonged blast, four short blasts

### Reply signal "I cannot overtake on the indicated side " or "I must break off my overtaking manoeuvre"

— ● ● ● ●

one prolonged blast, four short blasts

The preceding vessel must permit the overtaking manoeuvre if it can be carried out without danger; in accordance with its draught it has to make room on the side where it will be passed and moderate its

speed to the limits of its controllability. No prior approval is necessary, however, when a vessel belonging to traffic group 1 is overtaken. In such cases, the overtaking vessel must give the cautionary signal and the preceding vessel has to simplify the overtaking manoeuvre as much as possible.

### **Overtaking outside of the siding areas**

Overtaking is permitted beyond the siding areas only if the sum of traffic group numbers of the vessel overtaking and that preceding does not exceed five.

Vessels, which may not be overtaken outside of the siding areas, are those belonging to the traffic groups 4, 5 and 6.

### **Overtaking is prohibited**

in front of and within the locks, as well as within the lock outer harbour and the approaches to the Kiel Canal, with the exception of floating appliances in service

in narrow stretches and on blind curves and bends

### **Encounters**

In the event of an encounter between vessels proceeding on an opposite or nearly opposite course in the fairway, deviation is to be made to the starboard side.

In sections of the fairway in which vessels may proceed to port, the vessel coming in the opposite direction is only to reply with the following acoustic signal if it is able to pass the vessel on its starboard side.

### **Informatory signal "I will deviate to port"**

*Vessels proceeding in a westerly direction;*

— ● ● ● ●

one prolonged blast, with two groups of two short blasts.

*Vessels proceeding in a easterly direction:*

— — ● ● ● ●

two prolonged blasts, with two groups of two short blasts.

If the vessel coming from the opposite direction cannot pass the vessel on its starboard side, it is to give the following signal. In such cases, it is not allowed to pass the vessel from the opposite direction starboard to starboard.

## Informatory signal "I cannot allow you to pass me on my starboard side"



five short blasts

## Encounters outside of the siding areas

Outside of the siding areas, encounters are only permitted, if the sum of the traffic group, numbers of the encountering vessels does not exceed the following specified figures.

The sum of the traffic group numbers of encountering vessels which is not to be exceeded, is seven on the stretches

km 5.2 to km 8.9

km 9.7 to km 20.9

km 22.0 to km 34,3

km 35,1 to km 40,0

km 49.0 to km 56.5 and

km 71.7 to km 79.4

and six on the remaining stretches.

Vessel are to deviate when they encounter a vessel belonging to traffic groups 4 to 6.

## Right of way

Vessels proceeding in the fairway have the right of way over vessels which are

1. entering the fairway
2. crossing the fairway
3. turning in the fairway
4. leaving their anchorage or mooring place

Vessels in a fairway closely marked with channel buoys have right of way over vessels entering the fairway from a branch or junction fairway.

When vessels approach a narrow section, which does not offer with safety sufficient space for simultaneous passage or a part of the fairway marked by the adjacent visual signal, from both sides, the right of way is given in



1. tidal waters and in tide-free waters with current, to the vessel proceeding with the tide, and in the event of a slack tide - to the vessel which previously proceeded against the current,
2. tide-free waters without current, to the vessel which, in principle, has to proceed on the starboard side of the fairway.

The vessel, which is obliged to wait, is to remain outside the narrow stretch of the canal until the other vessel has passed.

Vessels obliged to give way are to indicate in due time by way of their respective movements that they will wait. Such vessels are not to proceed until it is clearly recognizable that the movement of shipping will not be impaired.

## Speed

The operational speed is to be aligned in such a way that the vessel can comply with the traffic situation and the characteristics of the waterway at any time and, if necessary can be stopped in due time.

In the fairway, the bower anchor must be clear for immediate dropping. This does not apply, however to vessels of less than 20 m in length.

If the traffic is controlled by visual signals and, in the event of reduced visibility, by acoustic signals as well, the speed is to be adjusted in such a way that the vessel can be stopped immediately if the indicated visual or acoustic signal should be changed at short notice. If no visual signals are displayed on a traffic control light installation, the vessel is to be stopped until further instructions are received (exception: entry and exit - Gieselau Canal).

## Entry and exit - Gieselau Canal

*Entry and exit prohibited*



a continuous red light

*Entry and exit permitted*

no special signals

The signal is displayed on a mast located approximately 140 m to the east of the siding station at Oldenbüttel.

## Maximum speed

Maximum speed over ground, which may not be exceeded within the following stretches:

on the Kiel Canal, between the end locks for vessels as well as pushing units and towing trains with the dimensions of traffic group 6 or with a draught in excess of 8.5 m  
= 12 km/h (6.5 kn.)

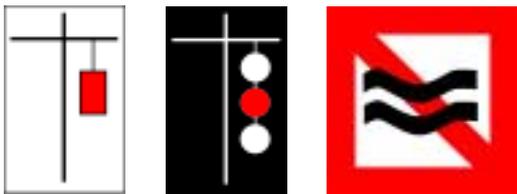
for all other vessels, pushing units and towing trains = 15 km/h (8.1 kn.)

on the Gieselau Canal = 10 km/h (5.4 kn.)

on the Achterwehrer Shipping Canal = 8 km/h (4.3 kn.)

Vessels are to reduce their speed in due time and to such an extent as is considered necessary to prevent the possibility of danger as a result of wake or wash, in particular when passing

1. Harbours, locks and lock installations
2. Vessels which are made fast
3. Vessels which are not under command or have run aground, as well as vessels whose manoeuvrability is restricted in accordance with Rule 3, letter "g" of the International Regulations for Preventing Collisions at Sea.
4. Floating appliances and floating installations
5. Unusual floating bodies, which are also towed,
6. In places which are marked by the adjacent visual signals or through the Flag "A" of the International Code of Signals.



## Towing and Pushing

Towing or pushing may only be undertaken by vessels provided with the necessary equipment, and whose manoeuvrability is not impaired by such an operation.

Tow and pusher-type trains are not to contain any more tows or push-lighters than the tug or push-boat can tow or push safely, giving due consideration to the traffic situation and the characteristics of the waterway.

The side-by-side coupling of vessels under way is not permitted in the following specified water areas. Furthermore, power-driven vessels, except in the case of towing operations, are not allowed to proceed under their own power in a side-by-side coupled condition.

## Side-by-side coupling of vessels

Areas of water in which the side-by-side coupling of vessels is prohibited, are the water areas of the Kiel Canal. Vessels with a total width of not more than 23 metres and with their own propulsion plant are exempt from this. The towing of a vessel alongside is not recognised as a side-by-side coupling.

## Water-skiing, jetbiking and wind-surfing

Water-skiing, jetbiking and wind-surfing are not allowed either in or outside the fairway.

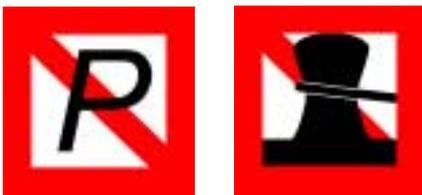
## Anchoring

Vessels are not allowed to anchor in the Kiel Canal or the approaches to the Kiel Canal. The practice of anchoring solely for manoeuvring purposes is not looked upon as anchoring.

## Berthing and mooring

Shipping is not to be handicapped in any way by berthing and mooring. If a vessel has commenced its berthing manoeuvre other vessels have to consider this circumstance and navigate with necessary care.

Berthing and mooring to fixed structures in the water, control installations, watermark posts, fixed and floating shipping signals is prohibited, as well as in sections displaying the adjacent visual signals and in the following areas:



### Brunsbüttel

Old outer Harbour, except pilot boats and tugs approved by the Waterways and Shipping Office  
Brunsbüttel.

### Kiel-Holtenau

The dolphins in the old outer harbour

### Kiel Canal

The banks, as well as the installations provided for vessels belonging to the Waterways and Shipping Authorities. Vessels may not be launched across these banks.

Vessels which are made fast alongside each other are to be fastened adequately at both ends on land.

Vessels which are made fast may only turn their propellers

1. test-wise with the least possible power
2. directly prior to casting off and only
3. if other vessels or installations are not endangered.

## **Anchoring, berthing and mooring, and passing of and to vessels carrying certain dangerous goods**

Vessels carrying certain dangerous goods may only anchor and moor in the roads and berthing positions approved and specified by the River and Shipping Police Authorities, and only with due observation of the special provisions.

If a number of vessels carrying certain dangerous goods should lay in the roads or berthing area at the same time, they are to maintain a sufficiently safe clearance and duly consider the local conditions.

Giving due consideration to the possibility of flying sparks, other vessels, with the exception of tugs, supply and tank cleaning ships, as well as vessels participating in transshipment operations, are to maintain a sufficiently safe clearance from vessels carrying certain dangerous goods. Such vessels may only enter the roads or berthing areas if their funnels and exhaust pipes are provided with the necessary devices for the prevention of flying sparks.

No vessels are to lay alongside tanker vessels which have made fast and have not been cleaned and degassed after discharging certain dangerous cargoes whilst the tanks are being filled with ballast water, and during cleaning and degassing only those tank cleaning ships necessary for these operations may lay alongside.

Vessels which are carrying certain dangerous goods and which have made fast, as well as vessels lying in their vicinity, must be able to be shifted at any time.

### **Berthing positions for bunkering**

Berthing positions:

Bunkering berth of the firm of Elf Bitumen Werk at Brunsbüttel

Boundaries:

in the south by the line of the bank

in the west and east by the lines which run vertically from the bank to the middle of the canal at km 4.45 and km 5.16

in the north by a line running at a distance of 60 m away from and parallel to the bank.

Bunkering berth of the firm of Küsten-Binnenschiff-Bunker at Brunsbüttel

Boundaries:

in the south by the line of the bank

in the west and east by the lines which run vertically from the bank to the middle of the canal at km 2.32 and km 2.41

in the north by a line running at a distance of 60 m away from and parallel to the bank.

Transshipment point Defrol GmbH by Projensdorf

Boundaries:

in the south the line of the bank

in the west and east by lines which run vertically from the bank to the middle of the canal at km 94.35 and km 94.67

in the north by a line running at a distance of 60 m away from and parallel to the bank.

Bunkering station of the firm Zerssen & Co. at Kiel-Holtenau

Boundaries:

in the south by the canal wall

in the west and east by lines which run vertically from the bank to the middle of the canal at km 96.75 and km 97.23

in the north by a line running at a distance of 35 m away from and parallel to the bank.

Kiel-Holtenau outer harbour

Boundaries:

in the north by the bulk-head line along the Kaistraße,

in the west and east by lines vertical to the bulk-head line,

in the south by a line 30 m distant and parallel to the bulk-head line.

Nobiskrug Wharf on the Obereider.

Kröger Wharf on the Audorf lake.

### **Berth for vessels carrying certain dangerous goods and for tanker vessels which are not gas free**

Bunkering berths of Messrs. ELF Bitumen Werk and Küsten-Binnenschiff-Bunker (KüBi) Brunsbüttel,

bunkering station of Messrs. Zerssen & Co. in Kiel-Holtenau

the siding areas with the exception of those parts required for vessels in passage.

Pre-conditions for berthing:

With the exception of the siding areas, berthing is only allowed for the purpose and for the time of bunkering, as well as the transhipment of ballast, slop or bilge water containing oil. In the siding areas berthing is only permitted if it cannot be avoided due to traffic or weather conditions.

A clearance of 50 m is to be maintained between ships wishing to berth and vessels that have already made fast, except in the case of the siding areas. In these areas, a distance that is considered safe under the prevailing circumstances is to be maintained in relation to vessels that have already made fast.

The cargo tanks must be closed on vessels with goods stipulated in class 2 or class 3 of the GefahrgutVSee (Dangerous Sea Freight Transport Regulations) on board or on those which are not yet free of gas after transporting these goods.

No tanks may be cleaned or degassed.

No ballast may be taken on board, except by tanker vessels which have discharged a cargo with a flame point in excess of 55° C. When taking on ballast, it must be ensured that any steam air mixture emitted from the tanks is neither inflammable nor poisonous.

### **Roads for vessels wishing to use the Kiel-Canal**

The **Neufeld Road East** may only be used by vessels awaiting entry into the Kiel Canal.

Boundaries:

in the north, the connecting line of the buoys Neufeld-Reede 8, Neufeld-Reede 10, Neufeld-Reede 12 and from on to the meridian of buoy Neufeld-Reede 12, as far as the northern bank, in the east the connecting line of the Zweidorf beacon and buoy

58 ,  
Reede

in the south, the connecting line of the buoys

58 , 56 and 54  
Reede Reede Reede

in the west, the connecting line of the buoys

54 and Neufeld-Reede 8.  
Reede

The **north-west road** from Brunsbüttel may only be navigated and used by vessels which are next line for the first free sluice.

Boundaries:

in the north by the connecting line of the groyne heads of the northern bank of the Elbe from the Zweidorf beacon to the beacon of Mole 4.

in the east by the connecting line of the beacon of Mole 4 and buoy

58 a  
NOK 2/Reede

in the south by the connecting line of buoys

58 a and 58  
NOK 2/Reede Reede

in the west by the connecting line of buoy

58 and the Zweidorf beacon  
Reede.

## Holtenau Road

Boundaries:

in the north by the connecting line of the buoys on the southern boundary of the magnetic gauge point at Friedrichsort, in the east by the sectional boundary 32 degrees off the Friedrichsort beacon, through the eastern buoy of the southern boundary of the magnetic gauge point at Friedrichsort and buoy

11  
Reede,

in the south by the sectional boundary 270 degrees off the Holtenau sluice beacon, northern side, through buoys

11 and 13  
Reede Reede,

in the west by the connecting line of the western buoy of the magnetic gauge point at Friedrichsort, buoy Stickenhörn-O and buoy

13  
Reede.

Heikendorf Road

Boundaries:

in the north by the parallel of latitude of buoy

16  
Reede,

in the east by the leading mark 178 degrees off the beacon north of Kitzeberg,

in the south by the connecting line of buoy

18  
Kiel 2/Reede

with the head of the Heikendorf mooring point,

in the west by the connecting line of buoys

18 and 16  
Kiel 2/Reede Reede.

Vessels are permitted to use the Holtenau and Heikendorf roads when they are waiting to enter the Kiel Canal, waiting for a berth in Kiel Harbour or for more favourable weather conditions.

## **Transhipment of certain dangerous goods**

The transhipment of certain dangerous goods is only permitted in the roads and berthing areas authorized and specified by the River and Shipping Police Authorities, and only under the observance of the specified pre-conditions. Such transhipment operations are to be reported to the River and Shipping Police Authorities in advance.

During the transhipment operation, only one vessel participation in the operation is allowed to lie alongside each of the vessel which is carrying certain dangerous goods.

Vessels not participating in the transhipment operation are to maintain a sufficiently safe distance between themselves and the vessels participating in the transhipment operation, or they are to vacate their anchorage or berthing position.

On completion of the transhipment operation, the vessel is to leave the roads or berthing position immediately.

All the other regulations concerning the handling of certain dangerous goods are not affected by the aforementioned.

## **Transhipment positions for tanker vessels which are transporting or have transported crude oil or crude oil derivatives as bulk cargo**

Oil port at Brunsbüttel with turn-around.

Boundaries:

in the north, east and south by the line of the bank, in the west by a line running from the western end of the headland to the board with the inscription "Oil port limit" located on the northern side of the oil port.

DEA transhipment point (Bridge IV) in the turning basin

Boundaries:

in the north by the shore-line

in the east by the western boundary of the oil port

in the west by a line running from the last dolphin west of Bridge IV vertical to the bank

in the south by a line running 60 metres parallel to the northern bank.

Pre-conditions for transhipment operations:

During loading operations, the taking on of ballast and degasification, it must be assured that a vapour / air mixture discharged from the tanks is no longer combustible or toxic outside of the specified port area.

Vessels transporting goods of the Class 3 of the GefahrgutVSee (Dangerous Sea Freight Transport Regulations) are to maintain a distance of 150 m between themselves and vessels that are not authorized to transport the specified cargoes.

Only goods with a flashpoint value of 55 degrees centigrade and above may be transhipped at the DEA transhipment point.

Transhipment point Defrol GmbH

Boundaries:

in the south by the line of the bank,

in the west and east by lines running vertically from the bank to the centre of the canal at km. 94.25 and km. 94.67,

in the north by a line 60 m distant parallel to the bank.

Conditions for transhipment:

Only mineral oils with a flashpoint value of more than 55 degrees centigrade may be transhipped here.

### **Procedure in the event of shipping accidents or loss of objects**

Should a danger of sinking arise, the vessel is to be brought as far as possible out of the fairway so that shipping traffic is not impaired. In the event of a collision, the masters of vessels involved in same, but still floating, are also obliged to ensure that the aforementioned is observed.

If the condition of the waterway necessary for the passage of traffic or the safety and ease of operation for traffic is impaired by helplessly drifting, grounded, stranded or sunken vessels, floating installations or unusual floating bodies or other drifting or grounded objects, the local responsible office of the Waterways and Shipping Office is to be notified immediately.

A vessel, which has run aground, may use its engine to free itself, as long as it does not damage the waterway including the banks, fixed structures in the water and traffic as a whole. If the vessel cannot free itself under its own power, it must shut down its engine and make the fairway as free as possible for passing vessels.

In the event of a fire etc. the circumstances on vessels, floating installations and unusual floating bodies, which are liable to endanger the safety and ease of operation for traffic, are to be reported immediately to the local responsible Waterways and Shipping Office.

Vessels observing the "Keep clear signal" (. - . - . - . -) shall take every immediate measure to avert the threatening danger, in particular by

1. closing all the outboard-facing openings and those that are not required for the maintenance of ships operation
2. shutting down all auxiliary machinery which is not required for assuring the safety of the ship, its crew and cargo
3. extinguishing all non-protected naked flames, in particular smoking is to be prohibited
4. shutting down any equipment which emits glowing or sparking particles.

## Fishing and hunting

Fishing, shooting and hunting are prohibited on the surface of the Kiel Canal, unless special permission has been obtained from the offices of the Waterways and Shipping Office at either Brunsbüttel or Kiel-Holtenau.

## Permission for passage through or on the Kiel Canal

The Kiel Canal may only be used by vessels, pushing units and towing trains

if the following dimensions are not exceeded:

Length, breadth, height

235.0 m long

32.5 m breadth

40.0 m above the water level.

Draught

For vessels up to 160 m in length, the maximum permitted draught is 9.50 m. In the case of vessels with lengths in excess of 160 m and over 20 m in breadth, the maximum permissible draughts are shown in the following table (draught data in dm):

Ship's length in m	Ship's breadth in m														
	20	21	22	23	24	25	26	27	28	29	30	31	32	32,50	
160	95	95	95	95	95	95	95	95	94	93	92	91	89	89	
163	95	95	95	95	95	95	95	94	93	92	91	90	89	88	
166	95	95	95	95	95	95	95	94	93	91	90	89	88	87	
169	95	95	95	95	95	95	94	93	92	90	89	88	87	86	
172	95	95	95	95	95	94	93	92	91	90	88	87	86	85	
175	95	95	95	95	95	94	93	91	90	89	88	86	85	84	
178	95	95	95	95	94	93	92	90	89	88	87	85	84	83	
181	95	95	95	94	93	92	91	90	88	87	86	85	83	83	
184	95	95	95	93	92	91	90	89	87	86	85	84	83	82	
187	95	95	94	93	91	90	89	88	86	85	84	83	82	81	
190	95	94	93	92	91	89	88	87	86	84	83	82	81	80	
193	95	93	92	91	90	89	87	86	85	84	83	81	80	79	
196	94	93	91	90	89	88	86	85	84	83	82	80	79	78	
199	93	91	90	89	88	87	85	84	83	82	81	79	78	78	
202	92	91	90	89	87	86	85	84	82	81	80	79	77	77	
205	91	90	89	88	86	85	84	83	82	80	79	78	77	76	
208	90	89	88	87	85	84	83	82	81	80	78	77	76	75	
211	90	89	87	86	85	84	83	81	80	79	77	76	75	74	
214	89	88	86	85	84	83	82	80	79	78	76	75	74	74	
217	88	87	85	84	83	82	81	79	78	77	75	74	74	73	
220	87	86	84	83	82	81	80	78	77	76	75	74	73	73	
223	86	85	83	83	81	80	79	77	76	75	74	73	72	72	
226	85	84	83	82	80	79	78	77	75	74	74	73	72	71	
229	84	83	82	81	79	78	77	76	74	74	73	72	71	71	
232	84	82	81	80	79	77	76	75	74	73	72	72	71	70	
235	83	81	80	79	78	76	75	74	73	73	72	71	70	70	

**Gieselau Canal**

65.00 m length  
 9.00 m breadth  
 2.70 m draught  
 21.00 m above water level

**Achterwehler Shipping Canal**

35.00 m length  
 7.50 m breadth  
 2.00 m draught  
 21.00 m above water level up to the road bridge at km 2.55.

**Obereider Lake with Narrows**

4.50 m draught

**Middle section of Borgstedter Sea****Draught**

From east to the dolphins  
 of the measuring unit 6.50 m  
 from the dolphins of the  
 measuring unit to the level  
 of the high-power cables 3.00 m

west of the high-power cables 1.50 m

Height over the level water 22.50 m

**Registration**

To ensure trouble-free passage through the Kiel Canal, vessels and pusher-type trains of traffic group 6 and towing-trains of traffic group 5 coming from an easterly direction should register in good time at the Waterways and Shipping Office Kiel-Holtenau and those coming from a westerly direction, at the Waterways and Shipping Office Brunsbüttel.

**Acceptance of greater draughts**

In individual cases and under special conditions, the following increased draughts will be allowed for the following specified sections:

**Brunsbüttel**

From the approach boundary to the Kiel Canal up to km 6.0, draught up to 10.40 m

**Kiel-Holtenau**

From the boundary of the approach to the Kiel Canal up to ferry line (km 97.32) in the inner harbour at Holtenau for vessels up to 160 m in length, up to 9.70 m draught.

## **Admittance**

The Kiel Canal may only be navigated by vessels, pushing-units and towing trains if

1. the fixed dimensions are not exceeded
2. stability and manoeuvrability are assured
3. the rudder angle indicator is illuminated in a proper manner
4. no objects project beyond the ships side
5. with the exception of vessels of less than 20 m in length, the bower anchors are cleared for immediate use and
6. the safety and ease of operation for traffic are not impaired in any other way.

In the case of tug trains, it must be assured that a speed of 9 km (4.9 kn) per hour can be maintained and that at least two persons having due knowledge of navigation are present on each trailed unit.

Vessels carrying certain dangerous goods are to indicate this at the latest when they report at the locks. This does not apply to warships. The masters of discharged tanker vessels are to provide a written declaration as to the freedom of their vessels from gas when they register.

Vessels carrying dangerous goods listed in classes 1 to 9 of the IMDG Code (German) must be have immediate access on the bridge during the canal passage to those registers or stowing plans which are, in accordance with Chapter VII, Regulation 5 on the protection of human life at sea (1974), obligatory.

### ***The assistance of a tug is necessary in the following specified cases:***

In Brunsbüttel

Vessels having the dimensions of traffic group 6, as well as those that are difficult to manoeuvre, from the point they reach the boundary of the entrance area up to the locks;

In Kiel-Holtenau

Vessels in ballast having the dimensions of traffic group 4 and above, during winds from an easterly to north easterly direction of a strength of force 7 (Beaufort scale) upwards, or vessels that are difficult to manoeuvre, from the point they reach the boundary of the entrance area up to the locks.

Between Brunsbüttel and Kiel-Holtenau for vessels of the traffic group 6 during winds of strength of force 6 (Beaufort scale) upwards.

The rudder is only to be operated manually, i.e. without the use of automatic steering or remote controlled cable equipment, by reliable members of the crew who are well experienced in channel navigation.

## Canal helmsmen

Vessels exceeding any one of the following dimensions must take on board for passage through the canal helmsmen recognised by the river and shipping police authorities as reliable and familiar with conditions on the Kiel Canal.

### 1. Between Brunsbüttel and Rüterbergen (Pilot change station)

Length: 100.00 m / 120.00 m

Breadth: 16.50 m / 14.50 m

Draught: 6.10 m / 6.10 m

### 2. Between Rüterbergen (Pilot change station) and Kiel-Holtenau

Length: 100.00 m / 115.00 m

Breadth: 15.50 m / 14.00 m

Draught: 6.10 m / 6.10 m

In the case of particularly dangerous vessels (cf. directions in the section "traffic groups"), the basis for draught will be summer freeboard or loading. The higher of the two values will apply.

Vessels with the dimensions up to

Length: 100.00 m / 120.00 m

Breadth: 19.00 m / 17.00 m

Draught: 7.00 m / 7.00 m

become with one, in addition with two Canal helmsmen occupies, excepted at stretches to 15 km.

Interpolation is possible for individual alternatives as far as length and breadth are concerned. 1.0 m length shall correspond with 0.10 m breadth. Up to 0.5, lengths are to be rounded down to whole metres, breadths to whole decimetres, over 0.5 rounded up.

Sentence 1 does not apply

1. for the stretch between the canal locks at Brunsbüttel and canal km 6.00 unless the vessels are carrying certain dangerous cargoes to and from the Brunsbüttel-Ostermoor harbour;

2. for the stretch between the Kiel-Holtenau canal locks and canal km 94.30;

3. for public-service vessels and warships.

The Waterways and Shipping Office is authorized to prohibit the passage of vessels that do not fulfil the aforementioned requirements, or only to permit such vessels to proceed under specific conditions.

## Notice of arrival and departure

The person in command of the vessel or his representative is to notify the responsible office of the Waterways and Shipping Office of his intended canal passage as soon as he enters the locks at Brunsbüttel, Kiel-Holtenau or Gieselau. He is also to submit the following specified documents.

Documents necessary for passage through the Kiel Canal:

- A completed registration form, signed by the master of the vessel
- Ships tonnage certificate or certificate of measurement
- Gas or chemical tanker and vessels carrying certain dangerous cargoes a form concerning the cargo, which is to be completed and signed by the master of the vessel.
- Gas and chemical tankers must produce the IMO-Certificate of Suitability or a certificate of equal value from a recognised classification organisation.
- other vessels are to show their shipping documents or ships paperwork when called upon to do so.
- Vessels exempt from the obligatory pilot service substantiated by a certificate to this effect together with proof identity for the person to whom the certificate has been issued.

If a vessel makes fast in the Kiel Canal without receiving permission to do so, the fact is to be reported to the next Traffic centre (Brunsbüttel or Kiel-Holtenau), and the position is to be notified again before the passage of the vessels is resumed. Passage may not be started or continued without the permission of the Traffic centre. Once permission has been granted, vessels are to proceed immediately.

In accordance with the regulations on conduct in traffic, the master of the vessel must adapt immediately to the prevailing traffic conditions as instructed by the traffic centre and follow the measures taken by traffic control.

Vessels may not leave their berths in the Achterwehrer Shipping Canal before permission to do so has been granted by the lock supervision. This does not apply to sports vessels.

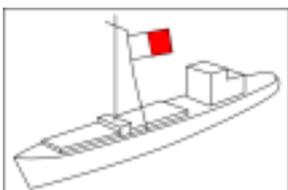
### **Additional visual signals**

In addition to the lights specified by the International Regulations for Preventing Collisions at Sea, vessels with sea pilots on board are to display the visual signals for their respective traffic group. These signals are to be hoisted before they leave the locks for canal passage.

#### **Piloted vessels**

##### **Traffic groups 1 and 2**

During the day



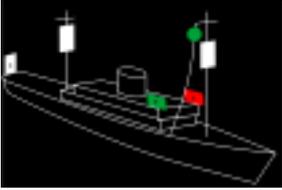
Flag "H" of the International Code of Signals

##### **Traffic group 3**

No special signal.

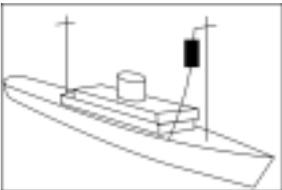
### Traffic group 4

At night:



a green all-round light

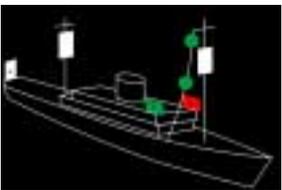
During the day:



a black cylinder

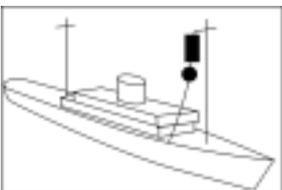
### Traffic groups 5 and 6

At night:



two green all-round lights, positioned one above the other

During the day:



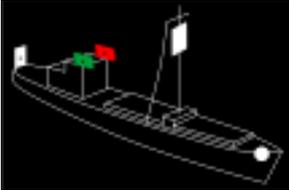
a black cylinder, and below it a black ball

The visual signals of traffic groups 4 to 6 are to be located on the starboard yard or in another suitable position on the starboard side which can be readily seen from ahead.

## Vessels exempt from the compulsory pilotage which intend to enter the locks of the Kiel Canal

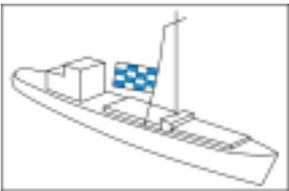
Vessels exempt from the compulsory pilotage have to carry additionally to the lights specified by the International Regulations for Preventing Collisions at Sea those visual signals relevant to their traffic group.

At night:



a white all-round light, displayed on the side of the bow facing the canal entrance

During the day:

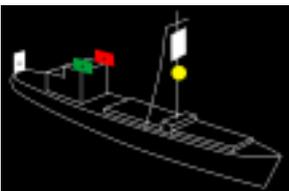


Flag "N" of the International Code of Signals, at half-mast on the shroud facing the canal entrance

## Vessels exempt from the compulsory pilotage service on the Kiel Canal

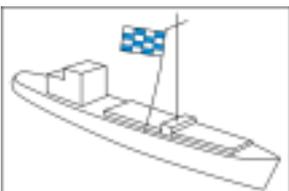
### Traffic group 1

At night:



a yellow all-round light displayed at least 1.50 m vertically below the forward masthead light

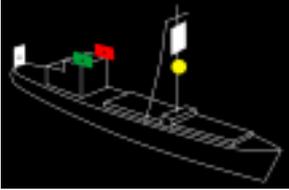
During the day:



Flag "N" of the International Code of Signals

## Traffic group 2

At night:



a yellow all-round light displayed at least 1.50 m vertically below the forward masthead light

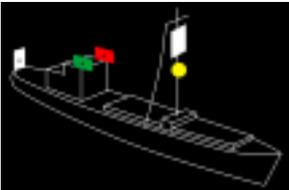
During the day:



Flag "N" and below it the numeral pendant 2 of the International Code of Signals

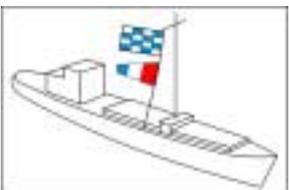
## Traffic group 3

At night:



a yellow all-round light displayed at least 1.50 m vertically below the forward masthead light.

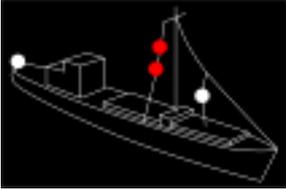
During the day:



Flag "N" and below it the numeral pendant "3" of the International Code of Signals.

## Vessels aground on the bank

In addition to the lights specified under Rule 30, letter (d) of the International Regulations for Preventing Collisions at Sea, vessels that have run aground on the bank and can be passed are also to display a white all-round light on the part of the vessel which projects the furthest into the fairway.



## Dimensions of signal bodies

The signal bodies to be displayed by vessels belonging to traffic groups 4 to 6 are to be black in colour and have the following dimensions:

- the ball is to have a diameter of at least 0.6 m
- the cylinder is to have a diameter of at least 0.6 m, and its height must be double its diameter

The vertical distance between signal bodies must be at least 1.5 m.

## Traffic in the approaches

The approaches are only to be used by vessels that are entering or leaving the Kiel Canal

This does not apply to

1. Vessels proceeding to and from the transshipment area in the outer lock harbour at Kiel-Holtenau
2. Ferries proceeding to and from the landing stages at Kiel-Holtenau
3. Pleasure crafts proceeding to and from the respectively authorized berths, as well as
4. Vessels belonging to the River and Shipping Police Authority, pilot boats and tugs providing assistance in the cases specified below.

### *Navigation within the approaches of Brunsbüttel*

Vessels with a length of 160 m and above coming from sea and navigating towards the Elbeharbour Brunsbüttel use the approaches for the Kiel Canal on the shortest route. In order to obtain exemption, they must give notice 20 minutes before they pass the light buoy 57 via VHF channel 13 to the lockmaster.

Vessels with a length of more than 160.00 m may use the approach at flood stream, provided this is necessary in order to head for the north west road of Brunsbüttel. For exemption, they must give to the lockmaster via VHF channel 13, 20 minutes before they pass buoy 57 or buoy

## The following signals will be displayed for entry into the approach areas of the Kiel Canal

### *Brunsbüttel*

for the new locks  
on the western mast of the signal masts located on the lock areas;

for the old locks  
on the eastern mast of the signal masts located on the lock area.

### *Kiel-Holtenau*

for the new locks  
on the southern mast of the signal masts located on the lock area;

for the old locks  
on the northern mast of the signal masts located on the lock area.

## Entry into the approaches

No entry

without exception:



a red occulting light

Preparations being made for clearance:



a white occulting light over a red occulting light

Entry permitted

for vessels with sea pilots



a green occulting light

for vessels exempt from the compulsory pilotage



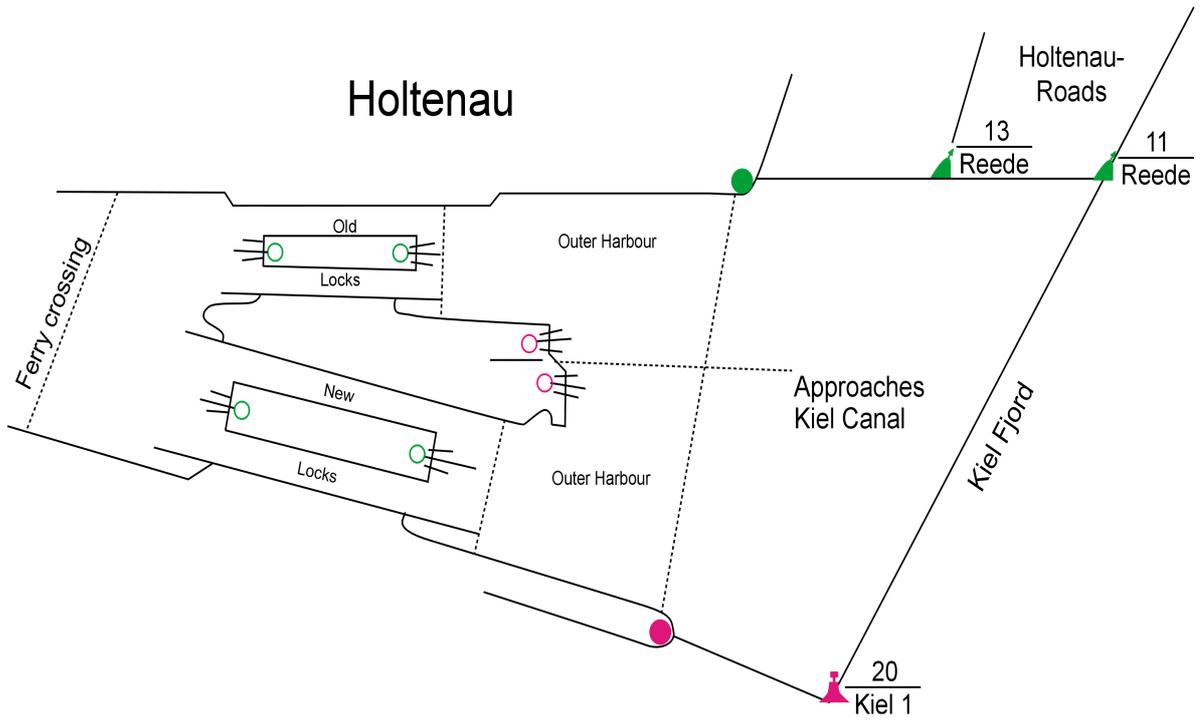
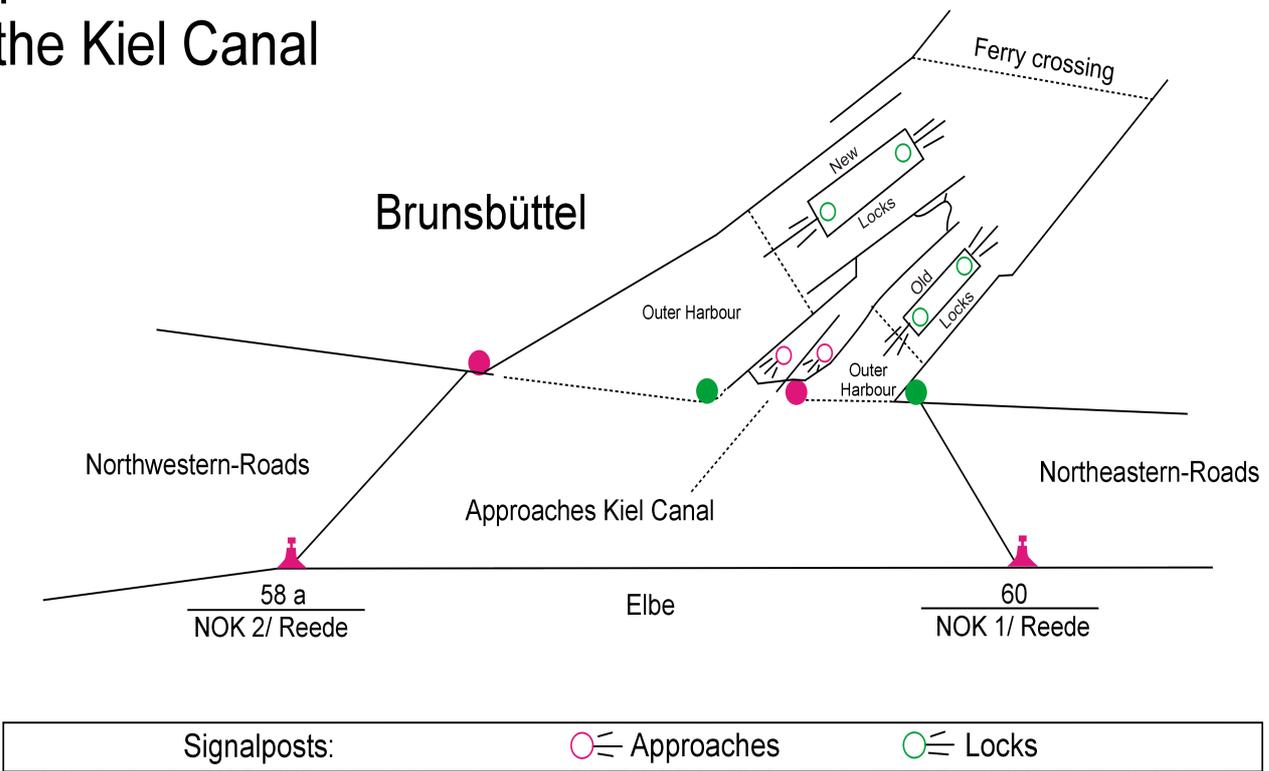
a white occulting light over a green occulting light

for sports vessels



a white occulting light.

# Approaches and Locks of the Kiel Canal



## Dimensions of the locks

at Brunsbüttel and Kiel-Holtenau

New locks

Useful length 310.00 m

Useful width 42.00 m

Permissible draught

For Canal passage 9.50 m

For Brunsbüttel 10.40 m

For Kiel-Holtenau 9.70 m

Old locks

Useful length 125.00 m

Useful width 22.0 m

Permissible draught

Brunsbüttel 6.00 m

Kiel-Holtenau 7.00 m

## Entering and leaving the locks

The locks may only be used by vessels for which the lock dimensions are considered sufficiently safe. As long as the locks are not cleared for entry, vessels must wait at a safe distance from the locks. In such cases, vessels may make fast temporarily to the dolphins, but not to the guiding racks or fender piles.

Vessels are to enter in accordance with the sequence of their arrival in front of the locks. On the Kiel Canal, the sequence of entry into the lock is determined

1. in Brunsbüttel, by the sequence in which the vessels arrive at the boundary point of the approach area,
2. in Kiel-Holtenau, in the case of vessels with a sea pilot on board, by the sequence in which the vessels pass the connecting line of the "Stickenhörn-O" and "16/Reede" buoys, for other vessels by the sequence in which they arrive at the boundary point of the approach area.

Prior to entry in the locks, all possible measures are to be taken in sufficient time to ensure that the vessel can be stopped immediately should the engine fail.

When the vessel is in the lock, it is not permitted

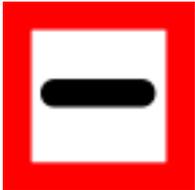
1. to anchor, or drag its anchor, chains or cables
2. to tranship without the permission of the lock supervision

Vessels are not allowed to leave the lock until the lock gates are completely open. The lock chamber is to be vacated immediately. When casting off, the lines are to be handled in such a way that the

vessel can be stopped if it starts to proceed in the wrong direction. Vessels are to leave the locks in the sequence they entered, unless this is otherwise agreed to by the masters of the other vessels involved.

### Stopping in front of the locks

Mandatory sign indicating swing bridges, barrages and locks. Vessels are obliged to stop in front of this board until they are allowed to proceed.



Square white board with red edging and a black horizontal stripe.

### Stopping in the locks

Mandatory sign displayed on the lock wall, which requires traffic to stop until traffic is allowed to leave the locks.



Yellow vertical stripes on the lock walls in front of the lock gates, extending from the water level to the lock platform and 1 m further on the lock platform itself.

### Cross currents

This sign indicates that dangerous cross currents are to be expected:



Two fixed, white vertical light beams, positioned alongside each other.

### Right of way on entering and leaving the locks

At Kiel-Holtenau, vessels entering the new locks from the approach area have the right of way over vessels leaving the old locks. In Brunsbüttel, vessels leaving the outer lock harbours in the direction of the approaches have the right of way over vessels entering this area.

In Brunsbüttel and Kiel-Holtenau, vessels leaving the new locks have the right of way over vessels leaving the old locks.

### **Prohibited entry into or departure from a lock**

When visibility is restricted, vessels are not to leave the locks in the direction of the Inland harbours and, at Kiel-Holtenau also not in the direction of the outer locks harbour, when other vessels are entering the locks from the said directions.

In Brunsbüttel, vessels are not to enter the outer lock harbour when other vessels are entering the respective outer lock harbour from the direction of the River Elbe. Vessels with certain draughts are not allowed to enter or leave the locks when the water levels are as follows:

### **Water levels and draughts, by which vessels are not allowed to enter or leave the new locks in Brunsbüttel:**

<b>Water level SKN</b>	<b>Draught greater than</b>
+ 0,90	10,4 m
+ 0,80	10,3 m
+ 0,70	10,2 m
+ 0,60	10,1 m
+ 0,50	10,0 m
+ 0,40	9,9 m
+ 0,30	9,8 m
+ 0,20	9,7 m
+ 0,10	9,6 m
0,00	9,5 m
- 0,10	9,4 m
- 0,20	9,3 m
- 0,30	9,2 m
- 0,40	9,1 m
- 0,50	9,0 m

(The specific draughts are subject to deviation depending on the possibility of reduced depths in the outer harbours and locks, as well as due consideration of the tidal tendencies. Precise information may be obtained in each case from the lock supervision.)

## Entry into the outer lock harbours and the locks of the Kiel Canal at Brunsbüttel and Kiel-Holtenau

*Entry prohibited*

without any reservations:



a red occulting light

Preparations being made for clearance:



a white occulting light over a red occulting light

*Entry for vessels with sea pilots*

make fast to the central wall:



a green occulting light

make fast on the side wall:



a white, occulting light alongside a green occulting light.  
(the white light indicates on which side the side wall is)

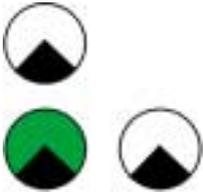
*Entry for vessels exempt from the obligatory pilot service*

make fast to the central wall:



a white occulting light over a green occulting light

make fast on the side wall:



one white occulting light alongside and over a green occulting light  
(the white light alongside the green light indicates on which side the side wall is)

*Entry for pleasure crafts*



a white occulting light

### **Distances between vessels**

Outside the siding areas and the locks of the Kiel Canal, with the exception of an area 1.000 m before and 2.000 m beyond the boundary points of the siding areas, vessels

1. belonging to traffic groups 1, 2 and 3 are to maintain a distance of at least 600 m
2. belonging to traffic groups 4 and above, a distance of at least 1.000 m

between themselves and the preceding vessel unless they are overtaking same.

The specified distances may be less in the case of and for vessels up to 20 m in length.

### **Procedure before and in the siding areas**

The siding areas are to be entered without delay. However, if a visual signal is displayed which prohibits the vessel to leave, it is to make fast to the respectively free and foremost mooring post located to the right of its intended course. Vessels are only to use the free, foremost posts on the left-hand side if they are compelled to do so because of traffic or weather conditions.

In principle, the sequence of entry determines the departure from the siding area. Should a vessel wish to overtake another, which is in front and moored to the same row of posts and thus entitled to continue its passage, the masters of the respective vessels are to agree upon same by means for an acoustic signal. This also applies when vessels entering the siding area wish to overtake vessels lying ahead in the same direction and thus entitled to continue their passage. The passing of vessels lying alongside the dolphins and not entitled to proceed is not regarded as overtaking.

Vessels moored to the left-hand row of posts are not allowed to cast off until it is absolutely certain that the passing traffic and vessels leaving the right-hand row of posts are not endangered or impeded.

Vessels leaving the siding areas are not to endanger or impede traffic proceeding in the opposite direction.

Vessels are only to lie in the siding areas for reasons other than traffic and weather conditions with the approval of the next Traffic centre (Brunsbüttel or Kiel-Holtenau). In such cases, the visual signals for moored vessels (one or two white all-round lights on the fairway side at deck height) are to be displayed in addition to the masthead lights: with tug trains, each vessel has to display the visual signal for moored vessels.

## Passage through the siding areas of the Kiel Canal

### *Entry in the siding area*

(The lights are shown on the siding entry signal mast)

Entry prohibited:



a red quick flashing light

Entry:

uninterrupted passage is to be expected:



a green occulting light

passage may be prohibited for one or more traffic groups:



a white occulting light

### *Departure from the siding areas*

(The lights are shown on the siding departure signal masts; the lights for vessels of traffic groups 1 and 2 under 15 km/h and the lights for free passage for one or more traffic groups are shown alone or additionally to the other lights)

Departure prohibited:

Siding area boundary is not to be crossed:

for vessels of the traffic groups 1 and 2 under 15 km/h:



two white isophase lights arranged one over the other

for vessels belonging to traffic groups 2 and above:



three occulating lights arranged over each other, the top and bottom lights being red and the middle one white

for vessels of the traffic groups 3 and above:



a red occulating light

for vessels of the traffic groups 4 and above:



two red occulating lights arranged one over the other

for vessels of the traffic groups 5 and above:



three occulating lights arranged over each other, the two top lights being red and the bottom one white

for tug trains:



a red occulting light over a white occulting light

for all vessels:



three red occulting lights arranged one over another

passage will be cleared for one or more traffic groups shortly:



a white isophase light

departure for all vessels:



a green occulting light

### **Traffic in the oil harbour at Brunsbüttel**

Departure from the manoeuvring basin in front of the oil harbour into the Kiel Canal

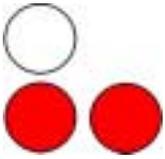
Departure prohibited

for all vessels:



two fixed red lights, positioned alongside each other

Vessels without tug assistance may depart providing the right of way of traffic in the Kiel Canal is observed:



two fixed red lights, positioned alongside each other and a fixed white light over the left-hand red light

Clear for departure:



two fixed green lights, positioned alongside each other.

*Traffic on the Kiel Canal in the vicinity of the manoeuvring basin*

Further passage prohibited:



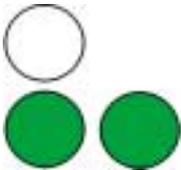
two fixed red lights, positioned alongside each other

Further passage permitted without any reservations:



two fixed green lights, positioned alongside each other

Caution, traffic may be leaving the manoeuvring basin:



two fixed green lights, positioned alongside each other and a fixed white over the left-hand green light.

### **Traffic regulations for vessels exempt from compulsory pilotage and for pusher tugs and tug trains**

Vessel exempt from pilotage may only proceed when visibility is restricted on the Kiel Canal, if

1. the radar equipment is in proper working order, and

2. apart from the captain, a person specialized in the operation of radar equipment is present on the bridge.

Otherwise, the vessel is to interrupt its journey and make fast in the next siding area, if possible behind the line of posts or to the next mooring facility.

Vessels exempt from pilotage and pusher tugs and tug trains, which do not fulfil the specified preconditions for passage by night may only use the Kiel Canal during the following times during the day. Apart from these periods, it is permitted

1. to enter the locks from the inner harbours or vice versa
2. to continue passage to the local harbour at Rendsburg, providing the sidings at Breiholz or the siding area known as Audorf/Rade can be reached before the daytime operating periods expire
3. to continue passage to the exit locks, if the sidings at Dükerswisch or Groß-Nordsee can be reached before the daytime operating periods expire.

Vessels exempt from pilotage, which belong to traffic group 1, are not allowed to tow more than 1 pleasure craft having a length of up to 20 m during the daytime operating periods; the traffic control authorities will consider such a tug train as a single vessel.

In the event of reduced visibility or storm, tug trains are to interrupt their journey and to make fast, if possible, in a siding area.

### **Daytime operating periods**

Daytime operating periods - official local time - for vessels which may operate on the Kiel Canal only during such periods of time.

01.01. to 15.01.	7.30 bis 17.00 hours
16.01. to 31.01.	7.30 bis 17.30 hours
01.02. to 15.02.	7.00 bis 18.00 hours
16.02. to 28./29.02.	6.30 bis 18.30 hours
01.03. to 15.03.	5.30 bis 19.00 hours
16.03. to 31.03.	5.00 bis 19.30 hours
01.04. to 15.04.	4.30 bis 20.00 hours
16.04. to 30.04.	4.00 bis 20.30 hours
01.05. to 15.05.	3.30 bis 21.00 hours
16.05. to 31.05.	3.00 bis 21.30 hours
01.06. to 30.06.	2.30 bis 22.00 hours
01.07. to 15.07.	2.30 bis 22.00 hours
16.07. to 31.07.	3.00 bis 21.30 hours
01.08. to 15.08.	3.30 bis 21.00 hours
16.08. to 31.08.	4.00 bis 20.30 hours
01.09. to 15.09.	4.30 bis 20.00 hours
16.09. to 30.09.	5.00 bis 19.30 hours
01.10. to 15.10.	5.30 bis 19.00 hours
16.10. to 31.10.	6.00 bis 18.30 hours
01.11. to 15.11.	6.30 bis 17.30 hours
16.11. to 30.11.	7.00 bis 17.00 hours
01.12. to 31.12.	7.30 bis 17.00 hours

During local summer time the daytime operating periods begin and end one hour later.

## **Prohibited traffic**

Outside of the daytime operating periods, the passage of vessels belonging to the following groups is prohibited:

Tug trains of traffic group 4 and above and any pusher tugs and tug trains or vessels exempt from pilotage which cannot maintain a speed of 15 km (8.1 knots) or which are not in a position, as required, to stay in constant contact via radio telephone.

## **Traffic regulations for pleasure crafts**

Pleasure crafts are allowed to use the approach areas and the Kiel Canal solely for the purpose of passage and without a pilot only during the daytime operating periods, but not in the event of reduced visibility. This does not apply, however, when pleasure crafts are making their way to the approved positions for berthing in the outer lock harbour at Kiel-Holtenau and in the inner harbour at Brunsbüttel, or when exit through the locks to the Elbe has been registered with the lock-master.

Pleasure crafts whose permanent berths are located in or whose storage place is located directly on the Kiel Canal between the locks and who wish to proceed there, must be in possession of the necessary authorization certificate issued by the responsible Waterways and Shipping Office.

Pleasure crafts are to time their canal passage in such a way that they can reach a berthing position specified for pleasure crafts before the daytime operating period expires. Should visibility deteriorate suddenly, pleasure crafts may make fast at a suitable point on the canal if it is considered that further movement of the vessel to the next siding area may endanger the safety of traffic.

If visibility should deteriorate suddenly, pleasure crafts are allowed to make fast behind the mooring posts in the siding areas. This also applies if they are being towed by a vessel which is exempt from pilotage and belongs to traffic group 1.

Sailing is not permitted on the Kiel Canal.  
This does not apply.

1. in the outer lock harbour at Kiel-Holtenau, in front of the old locks
2. outside the fairway on the Borgstedter lake, the Audorf lake and the Obereider lake.

Pleasure craft with mechanical propulsion equipment, however, may in addition hoist their sails. They must, however, then display a taper below in an optimally visible position.

A motor-powered pleasure craft may only tow another pleasure craft, whereby the pleasure craft on tow may only have a length of less than 15 m. The minimum speed of the tow assembly must be 9 km (4.9 sm) per hour.

## **Traffic regulations for the Achterwehrer Shipping Canal**

In the Achterwehrer Shipping Canal, vessels are only allowed to meet in the two lay-by positions. This does not apply to pleasure crafts.

The mooring posts located in the front and to the rear of the lock installations are only to be used by vessels waiting to pass through the locks.

## **Traffic regulations and making fast on the Gieselau Canal**

The Gieselau Canal is only open to traffic during the daytime operating periods.

Pleasure crafts may only make fast for one night and then only at the berthing positions situated south of the Gieselau lock.

## **Mooring prohibited**

Unless compelled to do so because of traffic reasons, vessels are not allowed to moor outside the siding areas, public harbours, transshipment areas or other places approved for this purpose on the Kiel Canal.

## **Competent authorities**

The Waterways and Shipping Police Authorities are subordinate to the Waterways and Shipping Directorate North, as well as the Waterways and Shipping Offices. As shipping police authorities, they may call upon the executive powers of the Waterways Police Authorities, of the Federal Border Police and the Customs Authorities in accordance with the agreements made between the Federation and the member states concerning the exercising of the executive powers of the Water Police, or with the supplementary agreement to the agreement concerning the exercising of executive powers of the Water Police between the Federation and the coastal member states and with the transfer ordinance concerning the tasks of off-shore navigation.

Local measures of the Waterways and Shipping Police Authority are also applicable to the Waterways and Shipping Offices. Should such a measure extend beyond the administrative area of a Waterways and Shipping Office, the Office in whose area the matter is to be regulated first shall be deemed responsible. However, the responsible Waterways and Shipping Directorate can deviate from this by delegating the responsibility for certain water police duties on a waterway to a specific Waterways and Shipping Office. If, however, a measure should extend beyond the administrative area of a Waterways and Shipping Directorate, the Waterways and Shipping Office of the Waterways and Shipping Directorate on whose area the matter has to be regulated first shall be deemed responsible. Should a measure be of fundamental importance, it will also be applicable to the responsible Waterways and Shipping Directorate.

The Waterway Police Authorities can also take decisions in matters concerning water police measures that cannot be delayed.

## **Traffic centres**

The traffic centres are responsible for the following measures in the course of ensuring maritime traffic safety, as required by the different areas:

1. traffic information
2. traffic support
3. traffic control
4. traffic regulation on the Kiel Canal.

## **Maritime traffic safety**

traffic information and support, decrees on traffic control and regulation as administered by the traffic centre in order to prevent collisions and groundings, to control the flow of traffic or to prevent shipping from endangering the maritime environment;

## **Traffic information**

nautical warnings and information on the traffic situation, fairway, weather and tidal conditions given by the traffic centre at fixed times and regular intervals or at the request of individual vessels.

## **Traffic support**

announcements and warnings from the traffic centre to shipping, recommendations relayed by pilots in the course of consultation of vessels with the traffic centre, which are given in the case of poor visibility, on request or if the traffic centre considers it necessary in the light of traffic observations and which can also include instructions on positions, passage times, courses, speeds or the manoeuvring of certain vessels, should the traffic situation, fairway, weather or tidal conditions require this.

## **Traffic instructions**

shipping police orders of traffic centre as necessary on the control of right of way, overtaking, encounterings, maximum and minimum speeds and on the navigation of a maritime highway depending on the traffic situation and on fairway, weather and tidal conditions;

## **Traffic regulation**

Measures taken by the traffic centre on the Kiel Canal to regulate traffic in such a way that dangers are avoided or that traffic is ensured an easy flow.

## **Shipping Police Orders**

For the fulfilment of the duties according to § 3 of the Maritime Navigation (Federal Competences) Act, the Waterways and Shipping Police Authorities may issue regulations which are directed towards specific persons or a specific group of persons, and contain a command or a prohibition. (Shipping Police orders).

Shipping police orders have precedence over the instructions given here and those relating to the nautical signals.

## **Upgrading of vessels**

Vessels, pushing units and towing trains can be upgraded to another traffic group by the Waterways and Shipping Office if this is considered necessary for the safety of traffic.

## Shipping police permits

A shipping police permit issued by the responsible Waterways and Shipping Office is required for the

1. traffic of unusually large vessels, hovercrafts and high-speed vessels
2. traffic of unusual pushing units and towing trains, as well as the towing of unusual floating bodies. Furthermore
3. launchings
4. the recovery of vessels, unusual floating bodies and objects, if the safety and ease of operation for traffic can be impaired through same, and the recovery operation is not being undertaken as a result of an act of administration of the Waterways and Shipping Police Authority
5. the testing and investigation of tractive effort of vessels, as well as dock trials, which may impair the safety and the ease of operation for traffic
6. sporting events conducted on the water
7. other events in or along the shipping lanes, which can impair the safety or ease of operation for traffic.

Applications for such permits are to be submitted in good time.

Such permits may be issued subject to certain conditions and regulations, which

- a) protect against and compensate for an impairment of safety and the ease of operation for traffic, or which
- b) prevent action in respect of the injurious environmental effects emanating from the shipping traffic within the meaning of the Noxious Immissions Protection Act, or
- c) prevent or eliminate danger for the maritime environment.

The permit is issued for a fixed suitable period.

## Traffic restrictions and prohibitions

The Kiel Canal may only be navigated by the vessels specified below under certain conditions:

1. tanker vessels, including pushing units and towing trains, carrying as bulk cargo materials set down in Appendix III to the Seeschiffsstraßen-Ordnung (German Collision Regulations).
2. empty tanker vessels, including pushing units and towing trains, which have discharged materials specified in No. 2 or 3 of Appendix III - with the exception of residual quantities which cannot be pumped out further by discharging equipment operating in correct order - if the flame point of the previous cargo was less than 35° C and if the tanks have not been cleaned and degassed or rendered completely inert.
3. empty tanker vessels, including pushing units and towing trains along the lines of No. 2, whose previous cargo had a flame point of 35° C and over, prior to that, however, had carried a cargo with a lower flame point and had not subsequently been cleaned and degassed or not rendered completely inert,

#### 4. reactor vessels.

These conditions are:

a) visibility must be over 1,000 m when leaving a berth in the harbour;

this does not apply for tanker vessels within the meaning of Item 1. to 3. with a loading capacity of up to 2,000 tons when visibility is over 500 m, provided they are equipped with a gyro compass or a tested and adjusted magnetic compass,

b) permanent radio-phone communication must be maintained with the competent River and Shipping Police Authorities for the navigation of

- approach, outer harbours and locks at Brunsbüttel via VHF Channel 13, Kiel Canal I
- canal stretch from Brunsbüttel to Breiholz via VHF Channel 2, Kiel Canal II
- canal stretch from Breiholz to Kiel-Holtenau via VHF Channel 3, Kiel Canal III
- locks, outer harbours and approach at Kiel-Holtenau via VHF Channel 12, Kiel Canal IV

c) radar equipment in perfect working order must be switched on and in the event of reduced visibility be under constant observation by a qualified person,

d) the tank lids must be kept closed.

### **Conditions for the transport of gases**

It is forbidden for gastanker vessels to exhaust cargo fumes in order to regulate pressure and temperature.

### **Annex III to the Seeschiffahrtsstraßen-Ordnung (German Waterways Regulations).**

Lists of products liable to compulsory registration, during the transport of which, the vessels are exposed to special risks.

#### 1. Liquid gases / UN-Nr.

Acetaldehyde 1089  
 Ammonia, anhydrous, liquified or Ammonia solutions  
 Butadiene, inhibited 1010  
 Butane or Butane mixtures 1011  
 Butylene 1012  
 Chlorine 1017  
 Dimethylamine, anhydrous 1032  
 Ethyl chloride 1037  
 Ethane, refrigerated liquid 1961  
 Ethylamine (Monoethylamine) 1036

Ethylene, refrigerated liquid 1038  
 Ethylene oxide 1040  
 Methane, refrigerated liquid or Natural Gas, refrigerated liquid 1972  
 Methyl acetylene and propadiene  
 mixtures, stab 1060  
 Methyl bromide 1062  
 Methyl chloride 1063  
 Propane 1978  
 Propylene 1077  
 Sulphur dioxide, liquified 1079  
 Vinyl chloride, inhibited 1086

## 2. Chemicals / UN-Nr.

Absorbent A 1 (1992)\*\*  
 Absorbent A 2 (1993)\*\*  
 Absorbent A 3 (1993)\*\*  
 Acetic acid, glacial or  
 Acetic acid solution, more than 80 % acid, by weight 2789  
 Acetic anhydride 1715  
 Acetone 1090\*  
 Acetone cyanhydrin 1541  
 Acetonitrile 1648  
 Acrylic acid, inhibited 2218  
 Acrylonitrile, inhibited 1093  
 Adiponitrile 2205  
 Alcohol, denatured 1986/1987\*\*  
 Alcohol, industrial 1986/1987\*\*  
 Allyl alcohol 1098  
 Allyl chloride 1100  
 Aminoethylethanolamine  
 Aniline 1547  
 Benzene 1114  
 Benzyl chloride 1738  
 Isobutyl acrylate, inhibited 2527  
 Butyl acrylate, inhibited 2348  
 Butylalcohol 1120\*  
 Butyl ether 1149  
 Butyl methacrylate, normal 2227  
 Isobutyraldehyde 2045  
 n-Butyraldehyde 1129  
 Camphor oil 1130  
 Carbolic oil  
 Carbon disulphide 1131  
 Carbon Tetrachloride 1848  
 Chlorobenzene 1134  
 Chloroform 1888  
 Chlorohydrines, crude  
 Chloroprene, inhibited 1991  
 Chlorosulphonic acid with or without sulphur trioxide 1754  
 Coal tar naphta 2553  
 Cresols (ortho-, meta-, para) 2076  
 Crotonaldehyde, inhibited 1143  
 Cyclohexanone 1915

Cyclohexylamine 2357  
Di-(normal-Butyl) amine 2248  
1.1-Dichloroethane 2362  
1.2-Dichloroethane 1184  
Dichlorethyl ether 1916  
Dichloromethane 1593\*  
(Methylene chloride)  
1.1-Dichloropropane \*\*  
1.2-Dichloropropane 1279  
(Propylenedichlorid)  
1.3-Dichloropropane \*)  
1.3-Dichloropropene 2047  
2.3-Dichloropropene 2047\*\*  
Diethylamine 1154  
Diethylether 1155  
(Ethyl ether)  
Dimethylamine, solution 1160  
Dimethyl Ethanolamine 2051  
Dimethylformamide, N,N- 2265  
1.4-Dioxane 1165  
Diisopropylamine 1150  
Epichlorohydrin 2023  
Ethyl acrylate, inhibited 1917  
Ethyl alcohol 1170\*  
Ethyl benzene 1175\*  
Ethylene chlorohydrin 1135  
Ethyl methacrylate, inhibited 2277  
Ethylene cyanohydrin  
Ethylene diamine 1604  
Ethylene dibromide 1605  
Ethylene glycol monoethyl  
ether acetate 1172\*\*  
Formaldehyde solutions (45% or less) 1198  
Formic Acid 1779  
Furfural 1199  
Gascondensate (1992)\*\*  
Heptane, and its isomers 1206\*  
Hexane, and its isomers 1208\*  
Isoprene, inhibited 1218  
Lignite tars 1999\*\*  
Mesityl oxide 1229  
Methyl acrylate, inhibited 1919  
Methylalcohol (Methanol) 1230\*)  
Methyl isocyanate or Methylisocyanate solutions 2480\*)  
Methyl methacrylate, monomer, inhibited 1247  
Methylstyrene 2303  
Monoethylamine solutions (72% or less) 2270  
Morpholine 2054  
Motor fuel anti-knock mixtures 1649  
Nerozene (1993)\*\*  
Nitrobenzene 1662  
Nitric acid, 70% and over 2031  
1 or 2-Nitropropane 2608  
Nitrotoluenes (ortho-, meta-, para) 1664  
Oleum 1831

Paraldehyde 1264  
 Pentachloroethane 1669  
 Phenol, molten 2312  
 Phenylisocyanate 2487\*)  
 Phosphorusoxychloride 1810\*)  
 Phosphorstrichloride 1809\*)  
 Phosphorus, white, molten 2447  
 Phosphoric acid, liquid 1805  
 Propionic acid, solution containing no less than 80% acid 1848  
 iso-Propylalcohol 1219\*  
 iso-Propylamine 1221  
 n-Propylamine 1277  
 iso-Propylbenzene (Cumene) 1918\*  
 Propylene oxide 1280  
 Pyridine 1282  
 Pyrocondensate (1992)\*\*  
 Sodium hydroxide, solution 1824\*  
 Sulphuric acid 1830  
 Styrene monomer, inhibited 2055  
 Turpentine 1299\*  
 1.1.2.2-Tetrachloroethane 1702  
 Tetrachloroethylene 1897\*  
 (Perchloroethylene)  
 Tetrahydrofuran 2056  
 Toluene (Methylbenzol) 1294\*  
 Toluene diisocyanate 2078  
 Trichloroethylene 1710  
 1.1.1-Trichloroethane 2831  
 Triethylamine 1296  
 n- and iso-Valeraldehyde 2058  
 Vinyl acetate, inhibited 1301  
 Vinyl ethyl ether, inhibited 1302  
 Vinylidene chloride, inhibited 1303  
 Vinyl toluenes, inhibited 2618  
 Xylenes (Dimethylbenzene) 1307\*

### 3. Crude oil and oil derivatives

## Comments

The German designations for the materials are below the English designations.

The materials listed in the gas or chemical tanker code of the IMO (International Maritime Organisation), for which, however, the code does not apply (Chapter 7), are marked with an asterisk (\*).

Those materials not included in the gas or chemical tanker vessel code of the IMO (International Maritime Organization) are marked \*\*.

## Obligatory Reportings

### Reports of vessels bound for the internal waters

The operator of any vessel bound for the internal waters of the Federal Republic of Germany and carrying dangerous or polluting goods, whether in bulk or in packaged form, shall forward, by facsimile or by electronic data transmission, the following particulars to the Central Reporting Point ("Zentrale Meldestelle") - address: Am Alten Hafen 2; D-27457 Cuxhaven; facsimile number +(4721) 567 393 or 567 394 - on such vessel's departure from a port located outside the European Union, provided that the vessel's first port of call, or her first mooring or anchoring site, will be located in the Federal Republic of Germany, or when the intention is to pass through the Kiel Canal:

- a) name, distinctive number or letters, and type of the vessel;
- b) flag of the vessel,
- c) length, beam, and draught of vessel (in metres);
- d) port of destination of vessel;
- e) estimated time of arrival at the port of destination/estimated time of departure;
- f) intended route;
- g) the correct technical names of dangerous or polluting goods complete with their UN Numbers and Classes in accordance with the IMDG, IBC, and IGC Codes, as appropriate, the quantities of such goods and their location on board and, if in portable tanks or freight containers, their identification marks (eg, the container's distinctive letters and number);
- h) confirmation that a list or manifest or appropriate loading plan, giving details of the dangerous or polluting goods carried and of their location on the vessel, is kept on the navigating bridge or in the vessel's operation centre.

The obligation to forward the particulars referred to in Item (g) above shall be deemed to have been fulfilled when these particulars have been made available to the competent port authority, or to the agency designated by such authority, and can be transmitted from there to the Central Reporting Point, upon the latter's request, at any time. (A list of such port authorities and designated agencies shall be made known to the public by the competent Waterways and Shipping Directorate.) This exemption shall not apply when the intention is only pass through the Kiel Canal.

### Reports of seagoing vessels

The operator of any vessel carrying dangerous or polluting goods, whether in bulk or in packaged form, and leaving a German sea-port shall, prior to leaving, forward the particulars referred to in section "Reports of vessels bound for the internal waters" letters (a) to (h) above to the Central Reporting Point. The obligation to forward the particulars referred to above shall be deemed to have been fulfilled when the particulars referred to in letter (g) have been made available to the competent port authority, or to the agency designated by such authority, and can be transmitted from there to the Central Reporting Point, upon the latter's request, at any time. (A list of such port authorities and designated agencies shall be made known to the public by competent Waterways and Shipping Directorate.)

**Recommended authorities and offices of reference:****- Brake**

Niedersächsisches Hafenamts Brake  
 Brommystraße 2  
 26919 Brake  
 Telefax: 0 44 01/32 72  
 Telefon: 0 44 01/ 9 25-0

**- Bremen**

Hafenamts Bremen  
 - Hafenskapitän -  
 Hafenkopf II Nr. 2  
 3. Etage, Zimmer 314  
 28217 Bremen

Data to be transmitted by courier.

**- Bremerhaven**

Hafenamts Bremerhaven  
 Steubenstraße 7  
 27568 Bremerhaven

Data to be transmitted by courier.

**- for Bremen and Bremerhaven via EDP to:**

Databank Bremische Häfen  
 Postfach 10 64 43  
 Faulenstraße 31  
 28064 Bremen  
 Telefax: 04 21/3 09 02-57  
 Telefon: 04 21/3 09 02-01

X.400-C = DE, A = DBP; P = DBH; S = HB.

**- Cuxhaven**

Niedersächsisches Hafenamts Cuxhaven  
 Am Schleusenpriel 2  
 27472 Cuxhaven  
 Telefax: 0 47 21/50 14 89  
 Telefon: 0 47 21/50 14 50

**- Emden**

Niedersächsisches Hafenamts Emden  
 Friedrich-Naumann-Straße 7-9  
 26725 Emden  
 Telefax: 0 49 21/8 97-2 65  
 Telefon: 0 49 21/8 97-2 41

**- Hamburg**

Via EDP to  
 DAKOSY  
 Datenkommunikationssystem GmbH  
 Cremon 9  
 20457 Hamburg  
 Telefax: 0 40/36 12 82 70  
 Telefon: 0 40/36 12 82 43

- Kiel  
Hafenamt der Landeshauptstadt Kiel  
Bollhörnkai 1  
24103 Kiel  
Telefax: 04 31/9 44 77  
Telefon: 04 31/9 01 11 73
  
- Lübeck  
Amt für Wirtschaft, Verkehr und Hafen  
Wielandstraße 14 a  
23957 Lübeck  
Telefax: 04 51/1 22 86 90  
Telefon: 04 51/1 22 86 11
  
- Mukran  
Verkehrszentrale Saßnitz  
Trelleborger Str. 11 a  
18546 Saßnitz  
Telefax: 03 83 92/3 43 26  
Telefon: 03 83 92/2 24 84
  
- Puttgarden  
Deutsche Fährgesellschaft Ostsee mbH  
Fährhafen Puttgarden  
23769 Puttgarden/Fehmarn  
Telefax: 0 43 71/10 02  
Telefon: 0 43 71/86 52 50
  
- Rostock  
Hafen- und Seemannsamt Rostock  
Postfach 48 10 46  
18132 Rostock  
Telefax: 03 81/6 70 31 01  
Telefon: 03 81/6 70 31 00
  
- Saßnitz  
Verkehrszentrale Saßnitz  
Trelleborger Str. 11 a  
18546 Saßnitz  
Telefax: 03 83 92/3 43 26  
Telefon: 03 83 92/2 24 84
  
- Wilhelmshaven  
Niedersächsisches Hafenamt Wilhelmshaven  
Neckarstraße 10  
26382 Wilhelmshaven  
Telefax: 0 44 21/50 42 37  
Telefon: D1FU 01 71-7 24 10 88
  
- Wismar  
Hafen- und Seemannsamt Wismar  
Alter Hafen / Baumhaus  
23957 Wismar  
Telefax: 03 841/250258  
Telefon: 03 841/250158

## **Reports of vessels or of composite units, whether pushed or towed proceeding en route from westerly or northerly direction and heading for the inner German Bight**

The master of a vessel or of a composite unit, whether pushed or towed, of more than 50 m in length proceeding en route from a westerly or northerly direction and heading for the inner German Bight shall - in the case of navigating in the traffic separation scheme "German Bight Western Approach", when sailing past Lightbuoy "GW 7", or in the case of proceeding en route from a northerly direction and heading for a position to the West or to the East of Helgoland Lighthouse, prior to crossing the seaward delimitation of the German territorial sea - transmit by VHF radiotelephony to the VTS Centre a report giving the following particulars:

- a) vessel's name and distinctive letters or number;
- b) vessel's position;
- c) vessel's length, beam, and draught (in metres);
- d) port of departure and port of destination;
- e) a statement to the effect whether liquefied gases, chemicals, or petroleum/petroleum products are carried in bulk and, when this is the case, information on the type, the quantity, and the UN Number of each cargo, respectively, a statement to the effect that such cargoes have been carried and the tanks have not been cleaned and de-gassed or completely been inerted afterwards;
- f) a statement to the effect whether there are any deficiencies with regard to the vessel or her cargo;
- g) names of the vessel's owners or of the latter's agents.

### **In good time before navigating the Kiel Canal**

If the vessel is not coming from the inner German Bay, but from other directions or from a German harbour beyond the Kiel Canal, the captain of a tanker or of a reactor vessel must, in accordance with § 30, Sec. 1, German Collision Regulations, report in good time before entering the Kiel Canal

via VHF, channel 13 at Kiel channel I if entering at Brunsbüttel

via VHF, channel 12 at Kiel channel IV if entering at Kiel-Holtenau,

stating

name, call signal and type of vessel

position of vessel

length, breadth and draught of vessel in metres and

whether liquid gases, chemicals or mineral oil, mineral oil products are being transported as bulk cargo, and if so, give details of the type and quantity of cargo, of the UN-number, or whether such goods have been transported without subsequent cleansing and degassing or without having been made totally inert.

Before leaving a harbour/berth on the Kiel Canal and before unmooring, both the above details and additional details on

port of departure and destination

any defects on the vessel or in the cargo  
shipowner or his/her agent

must be transmitted on the  
canal stretch from Brunsbüttel to Breiholz via VHF, channel 2 at Kiel Canal II

canal stretch from Breiholz to Kiel-Holtenau  
via VHF, channel 3 at Kiel Canal III.

### **Constant radio-telephone contact throughout the passage of the Kiel Canal**

It must be ensured that constant radio-telephone contact is maintained with the competent Kiel Canal traffic centre:

When entering Brunsbüttel via approach and outer harbours via VHF, channel 13 for Kiel Canal I

When leaving, via VHF, channel 68 for Brunsbüttel Elbe Traffic

Brunsbüttel sluices via VHF, channel 13 for Kiel Canal I,

canal stretch Brunsbüttel to Breiholz via VHF, channel 2 for Kiel Canal II,

canal stretch Breiholz to Kiel-Holtenau via VHF, channel 3 for Kiel Canal III,

sluices, outer harbours and approach Kiel-Holtenau via VHF, channel 12 for Kiel Canal IV.

### **Obligation to report on the Kiel Fjord**

- Tankers and reactor vessels (§ 30, sec. 1 German Collision Regulations) and

- vessels, pusher tugs and towing trains and any other type of floating gear with a height of mast, upper works and outriggers of over 40 metres wishing to use the Holtenau road or the proximate water area in the north west, which is confined in the north and west by the shoreline and in the south by the Stickenhörner mole,

must report to the Kiel-Holtenau traffic centre at least 30 minutes before navigating the Kiel Fjord via VHF, channel 3, Kiel Canal III stating details prescribed in the section "In good time before navigating the Kiel Canal".

Once the Friedrichsort lighthouse has been passed, a report is to be given, stating

- name and call signal

- position

- speed and

- passage time of the vessel.

## Constant radio-telephone contact whilst navigating the Kiel Fjord

In addition to the above requirements, constant radio-telephone contact must be maintained on the Kiel Fjord with the sluices at Kiel-Holtenau - Kiel Canal IV -via VHF, channel 12.

## Mandatory and prohibition signs

### Speed restriction

Prohibition sign showing the maximum permitted speed in the next section:



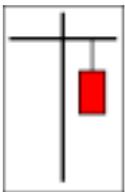
square white board with red edging and black number, which shows the maximum permitted speed in kilometres per hour (Example: 12 km/h)

### Speed restriction due to possible danger as a result of wake or wash

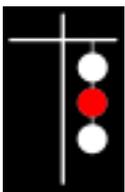
Prohibition sign indicating that vessels should only proceed at such speeds that will not give rise to danger as a result of wake or wash:



square white board with red edging, red diagonal line and two horizontal black wavy lines or



a red cylinder, or



three fixed lights positioned one over the other, the top one being white, the middle red and the lower one white.

### Maintenance of a certain distance from the banks

Mandatory sign requiring a minimum distance to be maintained from the point of erection of the sign:



rectangular white board with red edge, of which one half has a black background pointing in the shape of a triangle to the half on which the passing side lies, and displaying a white number denoting the distance to be maintained in metres (e.g. 40 m from the right side in line of advance).

### Acoustic signalling

Mandatory sign showing that the acoustic signal on the supplementary board is to be given in this position.

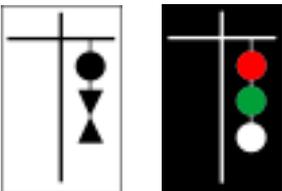


square white board with red edging and a black point.

### Blockage of the entire waterway or a section of same for marine traffic

Mandatory sign compelling vessels to stop before the visual signal because of a blockage of the complete waterway or a section of same:

*Continuous blockage*



three geometrically shaped signals, one above the other, at the top a black ball, in the middle a black cone - point downwards, and at the bottom a black cone with the point upwards or three fixed lights one above the other, the top one being red, the middle one green and the bottom one white.

Blockage of a section of the waterway:



a rectangular red board with a horizontal white stripe.

*Temporary blockage*

at the start



waving of a red light

or



a red flag

at the end



waving of a green light

or



a green flag.

## Warning and Informatory signs

### Ferries

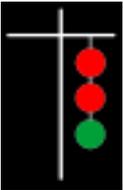
*for self-propelled ferries*



a red rectangular blue board with the white symbol of a ferry;

### Unusual hindrance to shipping

at night:



three fixed lights, one over the other, the top two lights being red and the other one green

during the day:



two black balls, one above the other, and below them a black cone with the point downwards

### Acoustic signals in the event of a blockage

#### Blockage of the waterway



two groups of the three prolonged blasts

## Fog signal from the locks

### Entry in the approaches and locks of the Kiel Canal for vessels with a sea pilot on board

*Brunsbüttel*  
(new locks)

3 s                  3 s  
—    7 s    —

one blast of 3 seconds duration every 7 seconds

*Kiel-Holtenau*  
(new locks)

in the right-hand lock chamber:

3 s                  3 s  
—    7 s    —

one blast of 3 seconds duration every 7 seconds

in the left-hand lock chamber:

2 s 2 s                  2 s 2 s  
— —    5 s    — —  
1 s                  1 s

one group of two blast each of 2 seconds duration and an interval of one second between the two blasts every 5 seconds

### Entry of the lock from the Kiel Canal for vessels with a sea pilot on board

*Brunsbüttel*  
(new lock)

in the right-hand lock chamber:



continuous single strokes of the bell

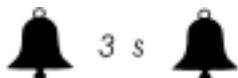
in the left-hand lock chamber:



double-strokes of the bell at intervals of 4 seconds

*Kiel-Holtenau*  
(new lock)

in the right-hand lock chamber:



single strokes of the bell every 3 seconds

in the left-hand lock chamber:



double-strokes of the bell every 3 seconds

## Tug signals

*Informatory signal*  
"I need a tug"



one short blast, one prolonged blast, one short blast, one prolonged blast.

## Manoeuvre signals whilst towing

*Informatory signal*  
"Bow tug - take over, secure or let go tow line"



one prolonged blast, two short blasts, one prolonged blast.

*Informatory signal*  
"Stern tug - take over, secure or let go tow line"



one prolonged blast, two short blasts, two prolonged blasts

*Informatory signal*  
"Bow tug - tow to starboard"



one short blast

*Informatory signal*  
*"Bow tug - tow to port"*



two short blast

*Informatory signal*  
*"Stern tug - tow back lengthen"*



three short blasts

*Informatory signal*  
*"Stern tug - tow to starboard"*



three short blasts and after an interval a further short blast

*Informatory signal*  
*"Stern tug - tow to port"*



three short blasts and after an interval two further short blasts

*Informatory signal*  
*"Slow down or stop manoeuvre"*



one prolonged blast

*Informatory signal*  
*"Danger"*



five short blasts or more

## Customs regulations

### Customs waters in the area of the Kiel Canal:

Kiel Fjord

Kiel Canal

Area connecting the Kiel Canal to the Obereider Harbour at Rendsburg

Lower Elbe

### Customs landing places in the area of the Kiel Canal:

The Kiel harbour, the old Kiel-Holtenau outer harbour, the Kiel-Wik North harbour, the local harbour of Rendsburg, the sluices and the Brunsbüttel inner harbour.

### Passages exempt from customs clearance

Vessels with goods on board are exempted from customs clearance when passing through customs waters in sea traffic or sea-harbour traffic if they display the customs signal continuously or comply with other control regulations laid down by the competent central office of revenue. Ships provisions and supplies are not subject to customs clearance during passage through these waters.

### Customs signals

(1) During the daytime the customs signal consists of a white triangular flag with a horizontal central black stripe (3rd substitute of the official German edition of the 1969 International Code of Signals) with the following dimensions:

- a) Length 3 m and breadth on the halyard 2.40 m or
- b) Length 2.25 m and breadth on the halyard 1.80 m or
- c) Length 1.50 m and breadth on the halyard 1.20 m.



The flag is to be hoisted up to the height of the cross-tree on the signal stay, above the bridge or on the fore- or after-mast.

(2) At night the customs signal consists for a white customs light. This light must be displayed at least 1 m, at the most 2 m, vertically below the stern light specified in Rule 23 of the International Regulations for Preventing Collisions at Sea (Annex to § 1 of the Decree on Rules of the Road at Sea, dated 13 June 1977 - BGBl. I P. 813 - in the drafting of Article 4 of the Decree dated 7 December 1994 - BGBl. I P. 3744). It is to be lined up and attached in such a way that it casts an uninterrupted light over an arc of at least 10, at the most 12, sectors of the compass - 5 or 6 sectors each from right astern to each side of the ship. The light must be visible from a distance of at least 1 seamile.

## Sea pilot signals

### Informatory signal "I need a sea pilot"

At the outer stations of the sea pilotage districts for estuary trading



the acoustic or light signal "two prolonged, one short"

### Informatory signal "I wish to drop a sea pilot"



the acoustic or light signal "one prolonged three short, one prolonged"

## Pilot service and compulsory pilotage

The pilots belonging to the Pilots Brotherhoods Kiel Canal I (Brunsbüttel) and Kiel Canal II/Kiel Fjord/Trave/Flensburg Fjord/Kiel-Holtenau) are responsible for the pilot service on the pilotage waters Kiel Canal I and Kiel Canal II/Lübeck/Flensburg.

Pilot stations are maintained on the pilotage waters of Kiel Canal I in Brunsbüttel and Rüterbergen, and for Kiel Canal II/Kiel Fjord/Trave at Rüterbergen. Kiel-Holtenau and the Kiel lighthouse.

Vessels proceeding in an easterly direction take on their sea pilots in Brunsbüttel, usually at the outer boundary of the approach area respectively on the NO- or NW-road before Brunsbüttel, in special cases the vessel can be boarded on the Elbe in the vicinity of the approach.

Pilot consultation can be obtained from an area centre on land or traffic entering Brunsbüttel through the sluices from the Elbe if

1. visibility is less than 3,000 metres or
2. the light buoys are not available on account of ice conditions and radar consultations is necessary or
3. radar consultation is requested by the master of the vessel or
4. radar consultation is made compulsory by the shipping police.

Vessels proceeding in an westerly direction take on their sea pilots at Kiel-Holtenau, at the outer boundary of the approach area, or at the pilot station on the Kiel lighthouse.

If, due to inclement weather, it is not possible to embark or disembark a pilot at the Kiel lighthouse, the pilot can also be taken on/dropped off south of the lighthouse.

The changeover of pilots between the pilotage waters Kiel Canal I and Kiel Canal II is effected at Rusterbergen.

If the sea pilot is embarked or disembarked while the vessel is under way, the ship's executive must reduce the vessel's speed or adopt suitable measures to facilitate and simplify the pilot's arrival on board or departure from board. The master of the vessel must provide safe piloting equipment and facilities in perfect working order in accordance with Chapter V, regulation 17 SOLAS. He must also ensure that this equipment is properly inspected, as well as providing assistance when the pilot is coming aboard or leaving the ship and ensuring his safety on his way from this equipment to the bridge.

Masters of vessels subject to the compulsory pilotage or who wish to take on a pilot, must request the respective pilot station in due time.

Request for a pilot must contain the following information:

1. Name of the vessel, overall length, breadth at the widest point of the vessel and its gross register tonnage.
2. The position where the pilot is to be taken aboard.
3. The date (2 digits) and time (4 digits) of the expected arrival or departure at or from the position the pilot will be taken on.
4. The position up to which point the pilot's advice will be required.
5. The actual draught of the vessel on arrival or at departure (data in decimetres).

Reporting time and recipient for requests for pilotage are stipulated in appendix 1.

Vessels proceeding in the approach area or through the Kiel Canal are obliged to take on a pilot.

The following are exempted from the compulsory pilotage:

1. Vessels leaving the locks in the direction of the Elbe or Kiel Fjord, provided they are not subject to compulsory pilotage on the Elbe or on the Kiel Fjord.
2. Vessels, pushing units and towing trains belonging to traffic group 1, with the exception of vessels longer than 55 metres or wider than 8 metres which carry oil, gas or chemicals. In the case of inland vessels, this will only apply if the ship's master has a valid inland vessel certificate. With tug trains, the overall length is not to exceed 55 m.

Those vessels traveling to or from berths in the outer harbour of Kiel-Holtenau and for which pilotage is not obligatory in the pilotage district of the Kiel Fjord are exempt from compulsory pilotage when proceeding in the approaches at Kiel-Holtenau.

Vessels and pushing units belonging to traffic groups 2 and 3 with an overall length of not more than 90 metres, a maximum width of 14 metres and maximum draft of 4,5 metres may also be exempt from compulsory pilotage providing they fulfil certain conditions and the master can prove by means of examination that he is familiar with the conditions on the Kiel Canal and the traffic regulations.

Vessels, pushing units and towing trains, which are exempt from compulsory pilotage and cannot maintain a cruising speed of 15 km/h, may only proceed on the Kiel Canal without a pilot during the times specified by the Waterways and Shipping Police Authorities (daytime operating periods).

Pilotage is compulsory for the following vessels in the pilotage district of the Kiel Fjord and of the Elbe:

1. Tankers defined under § 30, Sec. 1 German Collision Regulations,
2. other vessels with an overall length of 90 metres or a maximum width of 13 metres and above

Exemption from compulsory pilotage is possible under certain conditions. Information on compulsory pilotage can be obtained.

1. **Kiel Fjord area:**  
Waterways and Shipping Office  
Lübeck
2. **Kiel Canal area:**  
Waterways and Shipping Office  
Kiel-Holtenau and Brunsbüttel,
3. **Elbe area:**  
Waterways and Shipping Office  
Cuxhaven

## Request for a pilot for the Kiel Canal and the Kiel Fjord

Taking-on place of pilot	Registration time for the requirement of a sea pilot	a) Recipient of pilot requirement b) Telegraphic address c) VHF-channel d) Telex No. e) Telephone No. f) Telefax No.
<p><b>Vessels entering Kiel Fjord from the sea and the Kiel Canal from an easterly direction:</b></p> <p>Pilot Station Kiel lighthouse or Pilot Station Kiel-Holtenau (Holtenau Road)</p> <p><b>Sectional traffic on the Kiel Canal:</b></p> <p>a) Harbours and mooring positions on the Kiel Canal Western Section - km 1,5 - km 45</p> <p>b) Harbours and mooring positions on the Kiel Canal Central Section - km 45 - km 78</p> <p>Ships lying in Rendsburg that wish to proceed in a westerly direction</p> <p>c) Harbours and mooring positions on the Kiel Canal Eastern Section - km 78 - km 98</p> <p><b>In the case of harbours and mooring positions which do not have a district pilotmanning station, the travelling times are to be duly considered.</b></p> <p><b>Vessels leaving the Kiel Canal and the Kiel Fjord in easterly direction:</b></p> <p>a) Sluice group Kiel-Holtenau</p> <p>b) Harbours and mooring positions in the Kiel Fjord</p> <p><b>Vessels heading for the Kiel Canal from the Elbe:</b></p> <p>Pilot Station</p>	<p>At least three hours before arriving at</p> <p>a) the Kiel lighthouse b) the Holtenau Road</p> <p>At least two hours before the planned departure time</p> <p>At least two hours before the planned departure time</p> <p>At least two hours before the planned departure time</p> <p>At least two hours before the planned departure time</p> <p>At the least when passing the siding "Groß Nordsee"</p> <p>At least two hours before the planned departure time</p> <p>At least two hours before the planned departure time</p>	<p>a) Lotsenstation Kiel-Holtenau b) Fördelotse Kiel c) 14/16 (Kiel-Pilot) d) 29 98 57 e) (0431) 36 28 58, 3 50 4 1 oder 3 50 42 f) (0431) 36 10 49</p> <p>a) Lotsenstation Brunsbüttel b) Kanallotse Brunsbüttel c) 9/13 (Kiel-Kanal-Pilot) d) 2 83 44 f) (04852) 86 03</p> <p>a) Lotsenstation Rüsterbergen c) 73 (Breiholz-Pilot) e) (04331) 6 11 06 f) (04331) 6 35 03</p> <p>a) Lotsenstation Kiel-Holtenau b) Fördelotse Kiel d) 29 98 57 e) (0431) 36 28 58 3 50 41 oder 3 50 42 f) (0431) 36 10 49</p> <p>a) Lotsenstation Kiel-Holtenau b) Fördelotse Kiel c) 12 (Holtenau-Pilot) d) 29 98 57 e) (0431) 36 28 58 3 50 41 oder 3 50 42 f) (0431) 36 10 49 g) durch Zuruf an den Weichenwärter "Groß Nordsee"</p> <p>a) Lotsenstation Kiel-Holtenau b) Fördelotse Kiel d) 29 98 57 e) (0431) 36 28 58 3 50 41 oder 3 50 42 f) (0431) 36 10 49</p> <p>a) Lotsenstation Brunsbüttel b) Kiel-Kanal-Pilot c) 9 (Kiel-Kanal-Pilot) d) 2 83 44 e) (04852) 80 80 f) (04852) 86 03</p>