

УДК

ОРГАНІЗАЦІЯ ВОДНОГО ТУРИЗМУ В ЩЕЦІНІ

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Серед багатьох визначень і видів загального туризму є один, який заслуговує на особливу увагу — кваліфікований або активний туризм. Це вид туризму, який вимагає додаткові передумови, що стосуються фізичної підготовки, набуття навиків використання професійного устаткування, досвіду. В даній статті розглядаються особливості організації водного туризму, який охоплює такі підтипи як каное, моторні, вітрильні та підводні судна. Плавання може відбуватися на відкритих морях, озерах і ріках.

Вдале розташування Західного Поморського регіону сприяє організації яхтового туризму, що відповідно зумовлює зростання фінансових надходжень від даного виду туризму. Не дивлячись на існуючий кордон країни, що простягається уздовж р.Одра, форма місцевості і мальовничий ландшафт регіону зумовлюють його популярність серед туристів, які займаються водним туризмом. Транспортне сполучення до найбільших водних об'єктів є сприятливим. У зв'язку із зростаючим інтересом туристів, і відповідно їхньою готовністю витратити гроші та вільний час зумовлює необхідність підвищення якості надання послуг з оренди професійного спорядження, яке надається в межах портів чи причалів для відповідних суден.

Внаслідок проведення аналізу статистичного матеріалу, встановлено зростання кількості яхт, які пришвартовуються в Щецінських пристанях для яхт. Переважаюча кількість суден є з Німеччини, проте досить часто тут можна спостерігати яхти з Нової Зеландії та Канади. Зростання привабливості Щеціна можливе також внаслідок реалізації двох проектів, які охоплюють існуючі водні об'єкти: Берлін-Щецін-Балтик і Західноморський водний шлях. Головна мета даних проектів – оживити існуючі затоки з метою тимчасового базування туристичних яхт, побудова нових пристаней і створення нового регіонального символу.

Ключові слова: Щецін, кваліфікований туризм, пристані, водний туризм.

Geographical literary works often mention such term as qualified tourism, being interchangeably denoted as active tourism. This is a special form of tourism requiring appropriate preparations, using professional equipment along with an indispensable experience. Different tourists and different ways of spending one's spare time generated a variety of tourism called a professional tourism. Among its many forms, we distinguish water tourism which comprises such subtypes as canoe, motor water, underwater and sailing tourism [1]. Sailing will be a leading topic of this paper. Anyone who wants to participate in sail trainings should be trained early enough according to the prevailing training program and get acquainted with an official procedure of becoming a yacht sailor or a helmsman. Tourists acting as sailors without any basic sailing qualifications can take part in voyages as crew members however they cannot be sailing themselves. To become a sailor one has to be appropriately trained in such training clubs (facilities) as PPTK, ZHP, LOK, PZZ or in any other affiliated sailing schools. The development and popularity of that specific tourism type bears on ways of organizing proper and high-quality sail trainings.

Water is a crucial element of active leisure; what is more, it is an irreplaceable part of any landscapes especially those ones offering a full set of recreational activities. The attractiveness of sailing tourism may be justified, among others, by the growing industrialization in many

countries and a rapid expansion of highly industrialized cities. This in turn, invites stress and the feeling of turning to the natural side of the world, to those parts of nature surrounded by impeccable air and water. Those conditions are more than met by water tourism. A sailing voyage makes a perfect way of becoming a part of nature, exerts a positive impact on participants' health and proves a wonderful ground for developing such skills as; persistence, reflex, reliability and a sense of duty combined with responsibility of acting in the same team [2].

West Pomerania region is rich in beautiful and breath-taking lakes and rivers. West Pomeranian voivodship itself boasts more than 800 sq km of inner land waters. These are: Zalew Szczeciński (514 sq km), approximately 1000 lakes (265 sq km) and rivers (40 sq km). Especially attractive lakes for sailors in West Pomeranian region are; Zalew Szczeciński, Zalew Kamieński, and Jezioro Dąbie. Those waters do not represent the standard of highest water quality level but they offer tranquillity, less crowds, the features unmatched by Mazury lakes of Śniardwy and Mamry. The size of those two Szczecin water reservoirs exceeds 450 sq km and at the same time, all the great Mazury lakes cover less than 240 sq km. A combined length of five main water lanes in Mazury lakes is as small as 127 km, almost half the size of Szczecin's reservoirs which then again are rarely visited [3].

Is there a real opportunity for Szczecin and the whole West Pomeranian region to take the sailing burden off Mazury lakes and direct it to Western Pomerania? Sailing to the reservoirs of West Pomeranian voivodship is not a troublesome undertaking. You may sail from the south by the Odra river, which is fully sailable from Koźle, Warta, Noteć, which together with Bydgoszcz canal connect the Odra with Wisła and country's central part. One may travel also by inner land water from Scandinavian countries – through Świnoujście by Regalica, Jezioro Dąbie, Szczecin Odra and maritime water lane. It is sailable also from the east of Germany, France, and Switzerland by Odra-Szprewa Canal. The fact that one can sail faster to the Baltic Sea from Berlin through Szczecin than German water lanes through Rostock makes a very convenient factor (Picture 1).

Local climate is a very important element of the environment and it exerts a substantial impact on the regional leisure and economy. The voivodship is situated by the Baltic Sea and has its borders on the verge of continental Europe. The influences of sea and continent combined shape the regional climate. However, it is conspicuous that in this duel the sea is a stronger opponent which makes the West Pomeranian region milder in terms of climate harshness than in any other parts of Poland. The sailing season begins in May and ends in October. Yet, the most visible sailing commotion starts in July and August. This might be ascribed to better weather conditions and the usual holiday period.

From a sailor's perspective, it is essential that May is normally windy, cool and it is giving way to showers, June brings in warmer periods and a diminishing wind speed. July is the warmest of all months but what is crucial for sailors; it lacks proper wind strength. August is comparable in terms of temperature with the previous month but the gusts of wind are clearly stronger than in previous month. September is warm, with rare and light rains; however shorter days cause some problems. And finally, October, which on the one hand offers enjoyable sailing conditions but on the other one represents a period with heavy showers and storm winds that make sleeping on the vessel uncomfortable.



Pic. 1. Reservoirs of West Pomeranian voivodship

The strategy of Szczecin region development hinges on tourism expansion which has been selected as one of the directions of urban initiatives [4]. It basically results in the need of promoting new tourist products which will gradually strengthen the tourism attractiveness of Szczecin and its vicinities. New tourist products which make the basis for the further tourism expansion include; building of new marina facilities for private vessels, the expansion of Maritime Museum, and constructing a new sea terminal on the Łasztownia island which might enable accepting large cruisers. The crux of the matter lies in the most pragmatic fact of such initiatives, namely; vessel passengers, after disembarking from yachts want to spend their time interestingly. The increase in sailing on Szczecin waters has to do not only with exceptional landscapes but also with a differentiating real-estate development around the water related industry in Szczecin.

Dni Morza and Szczecin Underground trips, Oldtimers' meeting, Dni Wodnika in Gryfino, concerts in Kamień Pomorski, a remarkable light-house and the festival of maritime songs "Wiatrak" in Świnoujście, Slavic and Viking Festival in Wolin are only few selected attractions awaiting sailors.

The expansion of yachting in Szczecin is facilitated by: access to the Baltic Sea (185 km sea strip in the West Pomeranian region). The Szczecin Lagoon with Dąbie Lake (The Lagoon's location allows for easy full sea, shore and inner land yachting), numerous marinas and sea ports creating a specific yachting network underpinning further expansion of yachting and creating training opportunities for professional sportspeople in the bustling regional centers for such sports disciplines as canoeing and yachting [4].

Szczecin is the location of eight marinas – seven of them are situated in the southern shore of the Dąbie Lake and the remaining one lies in Gocław, one of Szczecin districts. Among them are: MOK Pogoń Marina, "Porta" Marina, student club AZS Marina, LOK Marina, Pałac Młodzieży Marina, PTTK Marina, HOM Marina. Apart from yachting marinas, Szczecin has marinas but only for the use of water motor vessels, e.g. industrial port in ul. Portowa, neighbouring HOM in the southern shore of the Dąbie Lake. Given the presence of numerous canals separating islands inhabited by private people, there is a big number of people commuting by means of water motor vessels and owning private docking bridges (Picture 2).

Pic. 2. Eight ready-to-use marinas in Szczecin



1. HOM Marina; 2. PTTK Marina; 3. Pałac Młodzieży Marina; 4. LOK Marina;
5. Student club AZS Marina; 6. "Porta" Marina; 7. MOK „Pogoń” Marina;
8. Gocław Marina. A. Wały Chrobrego

Excluding the suitable setting and atmosphere for maritime tourism purposes, the general condition of tourist readiness is highly unsatisfying. Main factors that hinder the opportunities for yachting movement growth and tourist expansion in Szczecin include; limited shore access of Odra and Small Dąbie Lake for location of tourist facilities, poorly developed land and water infrastructure for yachting reasons specifically, a small selection of sports equipment offerings, few parking lots for tourist coaches, impure water of river and lakes, limited capacity of city bathing facilities, unutilized potential of river water lanes - unknown water lanes such as (Parsęta, Ina, Rega, and others). Too few points of tourists information, lack of marinas, parking lots and rental places of sports and yachting equipment.

Sailing in Szczecin – visiting sailors' opinions

Held annually and spanning over 3 days, a renowned sailor gathering Dni Morza joined with Old Timers' Meeting was a perfect opportunity to conduct an academic survey among vessels' owners that arrived to Szczecin. The research was based on a questionnaire filling. It aimed at probing visitors' impressions about the city of Szczecin, its water lanes, the presence of marinas and their offer. Out of 50 questionnaires distributed, 29 were returned, a rate of 58%. They were answered by 16 Poles and 13 foreigners. Among 26 vessels visiting Szczecin, 18 were given the survey. Out of 29 sailors, 3 of them were in the city for the first time, 2 came only to take part in the whole festival and the remaining ones visited Szczecin several times in the past. Foreigners obtained information regarding available marinas from maps and international flyers, polish sailors did that mainly by asking people or they already knew the marinas from their experience. All the participants were familiar with the location of some if not all the marinas. Foreign visitors were aware only of two spots, Gocław Marinas, Teliga's Yacht Shipyard and additionally, the shore of Wały Chrobrego which may serve as a marina during summer time. The Polish participants could name from 1 to 8 available marinas. The quality of Świnoujście-Szczecin water lane was graded by 100% of the respondents as good, properly marked and conveniently structured for navigational purposes. 37% of the questioned noted a satisfactory availability of other yacht ports on the way to Szczecin. 52 % highlighted and praised the proper breadth and depth of the water lane. It might be assumed that the remaining respondents who were not in favour of the above opinions were commanding bigger sailboats with more than the shallow draft, the tall ships that needed the assistance of tow vessels, e.g., World's second biggest Krusenstern. Some of the most visible and ailing shortcomings of the Świnoujście-Szczecin water lane include: the lack of gas stations, impurity of the quay water, hopes of quayside deepening works and the overall improvement of the quay infrastructure. Some of the respondents expressed views about the need of a docking bridge or a kind of a quay near Wały Chrobrego, especially available for small vessels which literally get suppressed by larger ships during mass-scale sailing events. Visiting Szczecin on those occasions, sailors cannot find any place to moor their yachts. The knowledge of more than a few water lanes leading to Szczecin was declared by 50% of the respondents, the same number used the scenic lane of the Dąbie Lake, canals leading from the Eastern Europe and the water lane from Świnoujście.

One view that is commonly shared by sailors, is their opinion about the uniqueness of the overall greenery, fowl nest sites, cranes, egrets, cormorants. There are also some characteristic quagmires and marsh woods. The Odra mouth is covered by oak-pine and beech forests, frontal moraine crest, and riparian cliffs – in the confines of the Wolin National Park. On 30 km route

from Gryfino, the Odra river flows through two passages separated by moors flooded by water in the spring time which are crossed by numerous meanders of Międzyodrze – with a combined length of more than 200 km. The whole lies within the limits of the National Park on the German side of the border and on the Polish side it belongs to the Park Krajobrazowy Doliny Dolnej Odry.

According to the definition of “yacht harbour” it has to fulfil a few basic conditions. It properly secures the wintering of yachts, it conducts repairs, it prepares yachts for voyages, it carries out sail trainings, and it is a place of final destination or makes a spot for a temporary stay. Moreover, it has to be located in a dock with quays, equipped with buoys and mooring bolts. The quays should offer electricity, running & drinking water and light. A typical quay infrastructure should include some office facilities, warehouse & repair services, rooms suited for clothes and equipment drying, sanitation services, kitchen appliances for crew, accommodation and training possibilities.

“Yacht harbour” should be a haven for yachts in sea ports which do not offer typical yacht ports but are visited regularly by a significant number of yachts. The harbour should provide a docking bridge, basic sanitation services, a supply of fresh water, light and electricity [5].

Asked the question about the condition & offer of Szczecin’s marinas, the respondents answered that they:

- Provide basic food services such as bars and smaller restaurants – 38% of the respondents,
- Provide camping services – 21% of the respondents,
- Provide maintenance services (hoisting, crane) – 45 %, it is possible to use electricity at quay – 41%, small repair & warehousing available – 38 % of the respondents.
- Provide grocery store, sailing equipment and parking lot – those are known by 31% of the sailors interviewed.

A proper cleanliness of the sanitation equipment was confirmed by 55% of the respondents, however as many as 17% considered the quality as bad. 72% of the respondents agreed that obligatory sanitation equipment was in place (restrooms, showers, laundry rooms, dryers, access to water). The fact that none of the questions received 100% mark means that the respondents had never used those services before and during the survey they had no previous knowledge about the presence of services in question. The author of the survey received no straightforward answer regarding sailors’ expenditures connected with staying in Szczecin marinas. 25% of the respondents considered the prices of stay and small repairs as comparable with any other marinas domestically and abroad. 20% of the respondents claimed that it was more expensive than the related services available abroad.

The respondents’ stay in Szczecin and its accompanying impressions arise in the first minutes of their trip. 34% of the respondents said that shipyard and port waterfront caught their attention immediately, 24% highlight the water lane and tourist paths surrounded by greenery. The next worth-seeing areas are Wały Chrobrego, Szczecin Bismarck Tower, and Hałda Policka. Szczecin is frequently associated with shipyard areas, Wały Chrobrego, water lanes, the Odra, sea, yachts. 45% of the respondents said that Szczecin waterfront should not be compared and matched against any other ports. According to 55% of the interviewed, both amateurs and professionals sailors, Szczecin as a city meets all conditions to be qualified as sailing friendly.

There are many reasons for the revival of sailing tourism going on at Szczecin water reservoirs; this is among others, the history of the city itself where bustling community was once prevalent by the Odra River. It is also, the location, sea-river port and most importantly, one of Europe’s largest areas dominated by water reservoirs, linked together with eastern sailing lanes by canals, rivers and with the network of German marinas. It is no wonder that city

officials came up with a slogan; Szczecin is open to sea, open to invention and open to development. There are two main initiatives/projects striving to promote and increase the general awareness of Szczecin as the region attractive for sailors.

The first one is the water lane Berlin-Szczecin-Bałtyk, the second one is West Pomeranian sailing route. Both projects have at their basis to rebuild and improve sailing infrastructure, to set up a number of yacht harbours in the voivodship, the promotion of several mass-scale events associated with Szczecin and the advertising campaign of the region both locally and abroad. The Szczecin's splendour and sailing hype was corroborated by 2007 Tall Ships' races which took place in the city. Szczecin then hosted ninety five world's biggest tall ships with sailors onboard from such countries as Malaysia, Mexico, the United States of America and Canada. The number of sailing tourists visiting Szczecin is growing each year. Eight ready-to-use marinas offer more than 600 places to moor yachts. By means of the above projects it might be possible to increase that number even more, which in result should bring about a constant increase in the numbers of sailors arriving in Szczecin which may one day become a paradise for sailors even from the most remote parts of the world.

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SAILING IN SZCZECIN

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Among many definitions and divisions of general tourism there is one that deserves attention, namely; qualified tourism or its interchangeable name - active tourism. This is a form of tourism that requires prerequisites like preparations, skills and the use of professional equipment combined with experience. Amid its many forms, we distinguish water tourism which comprises such subtypes as canoe, motor water, underwater and sailing tourism. Sailing can take place on open seas, lakes and inner land water lanes which Szczecin and its vicinities are unquestionably rich in.

Yacht tourism should reap tremendous benefits from the coastal location of West Pomeranian region. Despite the existing country border spreading along the Odra - the terrain shape and the picturesque landscape of the region enable their easy roaming, by water lanes as well. Getting to Western Pomeranian and Szczecin water reservoirs is as uncomplicated as it gets. It is sailable from the south of the Odra, by inner land water lanes from the Scandinavian countries, by sea lane and tourist lane as well, from the east of Germany, France, and Switzerland by the Odra-Szprewa and the Odra-Hawela canals. The fact that one can sail faster to the Baltic Sea from Berlin through Szczecin than German water lanes through Rostock makes a very convenient factor.

The benefits coming from the maritime location of Szczecin are slowly but firmly getting their ground in the associations of the city with sea (the waters of the Baltic Sea reach Wąły Chrobrego – that is why Szczecin is usually thought as the city by the sea).

Because of the growing interest of tourists and the willingness of spending their time “by the water”, fitting summer yachting season, a convenient access to yacht rental firms and an increasing quality and range of services offered in yacht marinas, one may conclude that marinas will enjoy a growing number of sailing tourists and their vessels.

It is important to notice a steadily increasing number of yachts mooring in Szczecin marinas, mainly from Germany but also from the most remote parts of the world, such as New Zealand and Canada.

The author of this paper would especially ascribe the significance to the development of yacht, lagoon, and inner land harbours along with their entire land infrastructure. Marinas' development is inextricably connected with their accessibility to sailors who while in stay need to enjoy appropriate conditions and specific tourist attractions tempting their arrival. With all the certainty, the growth in the Szczecin sailing attractiveness will be feasible by means of completion of two water related projects; Berlin-Szczecin-Bałtyk and Zachodniopomorski Szlak Żeglarski (Western Pomeranian Sailing Route) which aim at revitalizing existing yacht harbours, building new ones, and the creation of the new regional symbol – a paradise for sailors.

Key words: Szczecin, qualified tourism, sailing, marinas.

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