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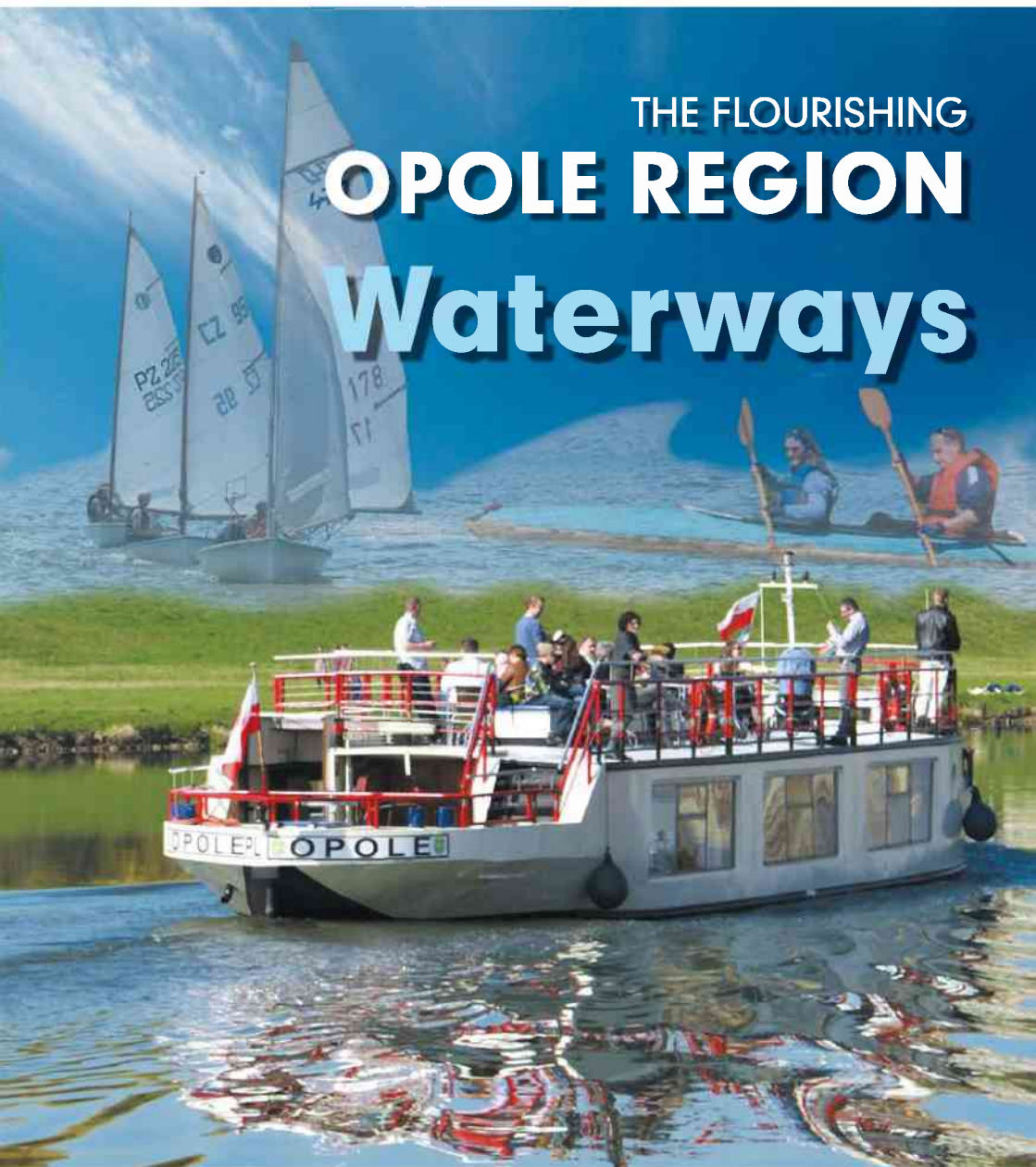


Krajowa Sieć
Obszarów Wiejskich



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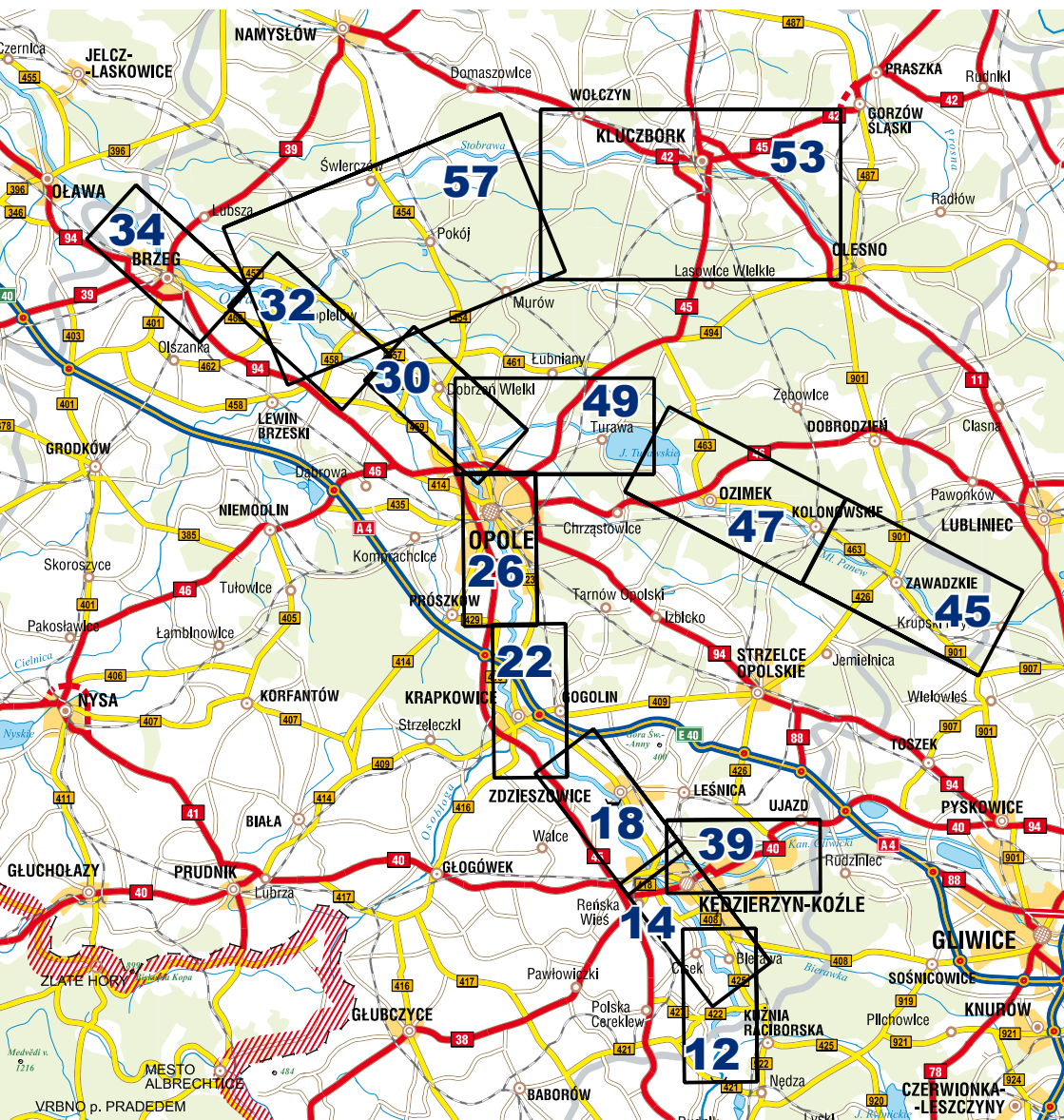


THE FLOURISHING OPOLE REGION Waterways

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The Opole province is the borderland with rich history and multi-cultural heritage. At present, it covers the area of 9412 km² and is inhabited by slightly more than one million people. Majority of the area constitutes part of the Upper Silesia, and the whole region as such is often called Opole Silesia. The authorities of the province are based in one of the oldest cities in Poland, i.e. Opole, which has been known since the 9th century also as the major economic, scientific and cultural centre of the Opole region.

The picturesque landscapes of the Opole province encourage practicing various forms of active tourism. Forests cover 26% of the area, and the height of the highest mountain -Biskupia Kopa - is 889 m above sea level. From the Opawskie Mountains, through the northern end of the Silesian Plain, there runs a network of marked tourist pedestrian and bicycle trails. Numerous tourist trails lead through interesting areas of the Mała Panew river valley - one of the most beautiful and naturally interesting river valleys of the province. As well as the canoeing trip itself, the entertainment park called "Jura Park" Krasiejów located nearby Ozimek is the greatest tourist attraction. It is the place where a 230 million year-old skeleton of a pre-dinosaur called Silesarurus Opolensis was discovered.

The artificial Turawskie lake located at the Mała Panew river valley creates perfect conditions for practicing water sports, especially sailing and angling, as well as summer holidays. The large dam reservoirs of the Otmuchowskie Lake and Nyskie Lake at the Nysa Kłodzka river are distinguished by similar qualities. The Osobłoga and Stobrawa rivers can be recommended to those who look for more private forms of water relaxation. Especially the latter one, hidden among the vast forest complex of the Stobrawski Landscape Park will ensure excellent conditions for relaxation for those who look for peace and quiet in a cosy atmosphere, far away from the hustle and bustle of civilisation.

The canalised section of the Oder river and Gliwice Canal is becoming the new offer oriented towards motorboat tourism. Barges and pusher crafts have not sailed here for several years. What has happened is that marinas and various water equipment rental facilities have developed instead. This is the future of our, not until recently, most modern water route. Not everyone knows that from the ports in Gliwice, Opole and Wrocław, it is possible to get not just to Szczecin and Świnoujście at the Baltic sea but also to Berlin - via Rhein - to the Northern Sea, via French canals - to the Mediterranean Sea, and via Danube - to the Black Sea. As such trip would be possible in both directions, the Opole Province, by virtue of the Schengen Agreement has been included in the system of water trails of the Western Europe.

This guide contains descriptions of the water trails found on the territory of the Opole Province, both in terms of the requirements of the motorboat tourists listed above (the Oder with the Gliwice Canal), as well as typically canoeing rivers: Mała Panew and Stobrawa. Moving along the great water route by means of a small canoe, especially locking, is possible, but I would recommend doing this in larger organised groups. For this purpose, the All-Polish canoeing rallies are organised once a year. An individual canoeist will rather choose smaller rivers, where they will find the complex service presented in the further parts of this guide.

Canoe rally along the Nysa Kłodzka river



Legal rules for travelling on water

In inland waters, they are regulated by the Inland Water Shipping Act (Journal of Laws No. 5/2001 item 43 as amended), and above all, the Regulation of the Minister of Infrastructure of 28 April, 2003, published in the Journal of Laws No. 212/2003, item 2072, containing detailed rules of the rights of way, shipping marks and lights.

For travelling by sailing boats with the length of the hull below 7.5 m and motorboats with the engine up to 10 kW no licences are required. These rules also cover canoes, travelling with which on the waterways and all other water courses and reservoirs (rivers, canals, lakes) does not require any permissions.

To use other boats than the sailing boats and motorboats, it is necessary to obtain sailing licences (yacht sailor, yacht helmsman) or motorboat licences (motorboat helmsman, senior motorboat helmsman, marine motorboat helmsman, motorboat captain) according to the Regulation of the Minister of Sport of 9 June 2006 (Journal of Laws 115/2006).

A canoe, as the smallest boat, gives right of way to larger vessels (yachts, motorboats etc.), which are obliged to reduce their speed while passing by canoeists, so as not to cause the risk of accident, e.g. related to a big wave.

Annex No. 4 to the Regulation of the Minister of Infrastructure of 28 April, 2003 (item 2072) presents all the applicable ship-

Photo: Jan Janota



Prevention

ping marks that regulate the inland waterway navigation. The following 6 groups of marks are distinguished: prohibitory marks, mandatory action marks, limit marks, recommendation marks, informative marks and auxiliary marks. The basic marks will be presented on the cover of the guide.

Water rescue demonstration



Photo: Jan Janota

General guidelines for canoeists

Distress alerts on water

As well as the generally available digital emergency call systems using mobile phones, gps and laptops, there are also traditional systems which have been tried over the years. They include:

- The interrupted sound of any fog horn or repeated series of bell ringing. The fog horn is a brass tube, in which the sound signal is produced as a result of blowing air through the mouth-piece.
- Rockets or missiles ejecting red stars, launched separately in short intervals.
- The SOS signal consisting of a group of three dots, three lines and again three dots in the following sequence: · · · — — — · · · (Morse code). The signals are transmitted by any signalling method, e.g. light or whistle.
- The signal that consists of a square flag and a sphere or other object similar to a sphere located above or below the flag.
- Making circular movements with a flag, light or other similar object.
- Fire lit on the vessel, e.g. burning tar or oil barrel.
- Parachute flare or manual flare burning with a red flame.
- Slow and repeated raising and lowering of both extended shoulders.
- Sound signals: "Distress call": repeated long sounds
"Man over board": a series of double sounds

Distress alerts sent by a canoeist

- Rapid, repeated raising and lowering of forearms raised above one's head.
- Slow and repeated raising and lowering of both extended shoulders.
- Signal given by means of an oar— slow raising and lowering of the oar held with both hands above the head.
- Signal given with a red or orange material, e.g.: a sweater, a jacket, a life jacket.
- Sound signal, summoning help by using your voice or a whistle, etc.
- Light signal – in order to send this signal, it is possible to use a mirror, when the weather is sunny and a torch can be used when the weather is cloudy.
- Tourist activity at night in inland water is prohibited. However, in the case of distress alerts at night, a torch, a whistle or voice must be used.

Meteorological warnings

The possibility of occurrence of dangerous meteorological phenomena without the indication of the time of their occurrence is

signalled from the land by showing a yellow, rhythmically flashing light with the frequency of about 40 flashes per minute.

The direct coming of the dangerous meteorological phenomenon is signalled from the land by showing a yellow rhythmically flashing light with the frequency of about 90 flashes per minute.

A few practical remarks

- Before locking, we need to communicate with the lock operator. There is such a custom that the willingness of locking is communicated to the operator, especially if these activities take place during the same day.
- After landing in the water harbour, we approach the boatswain to report our arrival. The boatswain is person that is responsible for everything and must have knowledge about our needs. He will also inform us of all customs to be observed at the harbour and his other expectations.
- Canoeing in the life jacket increases safety of persons who do not feel secure in water; in the case of children, wearing the life jacket is obligatory!
- Camping in forest areas is allowed only at designated campsites, and lighting fires is allowed at sites intended for this purpose.
- Rubbish produced at the camp, should not be buried in soil, but rather packed into a foil bag and left at the place intended for this purpose.
- It is necessary to be provided with a sealed first aid kit containing bandages and painkillers, as well as creams against insect bites and excessive tan.
- Mobile phones and digital cameras must only be carried in tried water-tight packages.
- People wearing glasses should have special rubbers holding their glasses to the occiput.
- Water-proof bags for clothes and camping equipment are absolutely necessary, especially for those who take longer canoeing trips. For occasional canoeists, rubbish bags (blue or black) will suffice.

Photo: Jan Janota

On the Smortawa river



- In order to tie the canoe to the stopping place, a rope with the length of several metres and the section of at least 6 mm is required. During the night camp, we can hang wet clothes on it.
- Blisters occur only on dry or hot hands, therefore, during the first days of the canoeing rally, they must often be put into water before the skin finally thickens.

The guidelines for a canoeist

1. Get into and out of the canoe placed with its bow upstream.
2. Approach the bank always against the current.
3. If you capsize in deep water, drag the canoe to the bank upside down.
4. Never let go of an oar (especially after capsizing).
5. Make sure everything in the canoe is well wrapped in water-proof bags to prevent it getting wet, and tie it to the canoe so you do not lose it.
6. When travelling along the river, check constantly the water level in front of the canoe, and look out for rapids, waves and whirlpools – these are signs of various underwater obstacles that you must avoid.
7. Observe diligently the weather change trends.
8. Never drink alcohol when canoeing!
9. Pay attention to others and help them if necessary.
10. Cut your coat according to your clothe, never the other way round. Do not charge!

What do you need for your canoeing trip?

- A life jacket with the valid certificate and marking of the size and buoyancy in kilograms (for adults, the buoyancy must exceed 80 kg).
- A throw line, i.e. a braided, unsinkable line with the length of 20-25 m with a float, folded in a small bag. Before you travel, practice how to use it.
- Water-tight bags (it is better to have several smaller bags instead of one large bag).
- A water-tight torch resistant to mechanical damage – for using at the camping site, in the case of any hazard, it will serve the purpose of giving signals.
- an NRC foil – it counteracts undercooling e.g. after capsizing.
- A peaked cap – it will protect your head against any thermal injury.
- Glasses with the UV filter – they will protect your eyes against conjunctivitis.

- A sun screen - at least No. 10.
- A mosquito repellent.
- A machete (much more efficient in use than a hatchet).
- A small shovel (as well as for digging, it can also be effective in knocking the pegs).
- Firelighters for barbecuing in order to light the fire quickly.
- A very tight case for the mobile phone with the transparent front part.
- The appropriate clothing is the multi-layered clothing. The closest layer to the body is the thermo-active underwear, the second layer is the fleece clothing, and the third layer is the protection against rain and wind in the form of a jacket and pants, ideally made from a "breathing" material.
- Shoes - minimum 2 pairs: water-resistant shoes (for camps and land trips) and special "water" sandals (they protect your legs against injuries while wading in the river).
- A tent – light, small and water-proof.
- A hot and small (i.e. down) sleeping bag, as it can be cold in the evening.
- A mattress – light, hot and small after folding (e.g. six-chamber fjordmatt).
- A steel thermos, a small gas cooker for Camping Gaz cartridges (we will eat bigger meals in a bar on land) and a camping light.

Practical information for water sport practitioners

Canoeing is an exceptionally pleasant, and at the same time, a relatively safe way to be close to nature if we take into account that it is qualified tourism. A canoeing trip provides an opportunity to become fully independent of the housing and food base, as we can take a relatively large amount of camping baggage, which is not simple for a walker, cyclist or skier. The quiet operation of this "vehicle" using your own muscles allows you to have contact with the wild nature in a way which is close to the primordial one and totally unique for the contemporary civilisation. But tourist canoeing is significantly different from recreational canoeing practiced by many of us during annual leaves and holidays next to the recreational centre located at the lakeside.

Above all, it is necessary to become aware of the fact that tourists who do not use canoes too often will have to devote a couple of days to learn basic rules of appropriate using of an oar and to overcome the initial aching of the hands and back. The daily section for a beginner should not exceed 12-17 km. In contrast, the more experienced and physically stronger canoeists may gradually increase this distance up to 25-30 km. On a large river such as the Oder, the activity which may be very fatiguing and slow is canoeing against the wind, which clearly decreases the daily distance. The trip which is to last many days should be planned in such a way as to make short and long breaks to visit the area surrounding the camp, which makes the everyday monotony of paddling more pleasant. In the case of longer canoeing trips, it is good to stop every couple of days at a water harbour in order to carry out basic hygienic activities and eat a tasty meal.

When practicing any type of tourism and water sports, the basic skills should include swimming, which is necessary for your own safety. Each person who cannot swim, by getting into a canoe, will take a risk which can be reduced by wearing a life jacket.

Transferring of the canoes

Photo: Jan Janota





the Oder Canal

Warm clothes, rapid river current, waving and low water temperature will limit the efficiency of even the best canoeist, therefore, in difficult weather conditions, no one should ignore this basic safety rule. The law obliges all persons under age to wear the life jacket while afloat, even when they are accompanied by their parents. Putting on the life jacket, buckling it up and tying it must be practiced ashore before going to the water.

Large rivers with a broad riverbed can be easily crossed on sunny days, and when the weather changes and strong wind starts to blow (not to mention the occurrence of a storm), the so far calm water area changes into menacing water element, the fighting of which may not be easy. Therefore, canoeing on the Oder river can only be thought of after making sure as to the weather conditions and becoming aware of the safe landing sites. The bow of the canoe must be set beneath the waves if possible, which, in practice is often contrary to the assumed travelling direction, but is absolutely necessary in the case of really large waves.

The Oder is a large river with a hardly visible current, which, contrary to what one might expect, has a great impact on vessels, especially as small as a canoe. Special care should be taken with regards to any hydrotechnical structures such as numerous groin tips, anchored barges, dredgers and ferries. Below the accumulation, the flowing water forms the horizontal swirl, which constitutes a trap for a person who will be found within it.

Along the narrowed river sections, and at gorge-like places, the water current gathers speed at corners, which in the case of occurrence of any obstacles in the stream (boughs of trees, bridge pillars) makes manoeuvring more difficult for poorer canoeists. At such places, everybody should follow an experienced guide one after another. The obstacles located in the stream are particularly dangerous from the side of the inflowing current, that is, from the upper water. Collision of the canoe with the obstacle means the capsizing of your canoe; being pulled underneath the obstacle may lead to a tragic end. Therefore, it is always necessary to keep a certain distance while passing by ships, barges or ferries, and such a manoeuvre must be planned well in advance. Although the higher water level after the rainfall, will also increase the speed of canoeing and facilitate the overcoming of the obstacles, it also increases the risk of capsizing. Canoeing when the water volume in the river is rising up to the flooding levels, is less safe than in the case of the decreasing water. And the basic rule is that we are supposed to reach the jetty or the groin always against the current, that is, from the downstream.

When travelling in a canoe along the transport water areas or water areas with increased tourist traffic of other vessels, canoeists give right of way to all other users, being the smallest and

the least manoeuvrable object. We should try to maintain an adequate distance from barges, ships or ferries as their engines produce quite a high and usually unpleasantly swaying wave. Also the steel ropes, running from road ferries, dredgers or refuellers may create a hazard for a canoeist. Therefore, each time before our trip, it is necessary to become familiar with the characteristics of the river section which we are to cross, in order to be aware of possible incidents.

You must not travel anonymously on the Oder waterway. When we travel as a group, we need to notify the waterway manager and the River Police of the date and route of the canoeing rally, the number of participants, the planned camping sites. Bearing in mind the present availability of mobile phones, each of the participants should know the basic emergency phone numbers – 112 (the general emergency number), 999 (ambulance), 998 (fire brigade) and 997 (police). And of course the most important one – the all-Polish emergency telephone number to contact the Voluntary Water Rescue Service – 601 100 100.

As lifeguards will need at least several minutes to reach the person who needs help, the only persons who will be able to provide help faster are those from the next canoe. The simplest rescue technique (it is enough when everyone practices it in advance) is to let the person in water grab the bow or stern of the canoe and tow it to the shore. Under no circumstances should we try to pull the persons out of the water into the canoe – such a situation will more often than not end with another capsizing and in this way there will be more people in the water. The basic principle when we want to rescue anyone is to not make the existing situation worse.

Water level in the river

Depending on the intensity of water supply (rainfalls, snowmelt, and glacial water) the water level in the river is varied. The measures of variability of filling of the riverbed are the water levels, i.e. the rise of the water table in the given river profile above the conventionally accepted reference level. The water levels are observed on gauges, therefore the reference level is the zero level of the graduation on the water gauge, the so called water gauge zero. The water gauge zero is marked usually below the riverbed bottom and its level is specified, that is the height above the sea level. The water level is read out always in full centimetres. The characteristic water levels are as follows:

- WWW (high great water) – the highest water level of all
- NNW (the lowest low water) – the lowest of all low levels
- WW (high water) – the highest annual level
- SW (medium water) – the medium annual level
- NW (low water) – the lowest annual level.

Oder

The Oder is one of the largest rivers in the Baltic Sea basin and except the Vistula and the Warta river, it is the longest river in Poland. Its source area is located in the Eastern Sudetes in the territory of the Czech Republic in the Oderské vrchy at the height of 634 m above sea level, on the slope of Fidlův kopec. The river is 854 km long (in Poland - 742 km), the river basin area is 118 861 km² (in Poland - 106 056 km², i.e. 89%). The Oder river course consists of latitudinal and longitudinal sections, depending on the geological structure of the land and the topography. Upstream, along a short section, the Oder is the border river between Poland and Czech Republic, and downstream – from the estuary of the Nysa Łużycka river (542.4 km) to Gryfin (17.1 km of Western Odra) – it constitutes the border between Poland and Germany (for 178.8 km of the length of its course).



On the Oder

Photo: Jan Janota

The mileage of the Oder as the waterway increases from the estuary of Opava river to the Baltic Sea, and from the sources to the Opava river, the mileage of the Oder decreases just as is the case with other Polish rivers. The guide provides the data regarding the mileage from Navigation Manuals of the Regional Water Management Boards in Gliwice and Wrocław, covering the engineered Oder waterway from Racibórz to Koźle, the canalised Oder from Koźle to Lipki and the Gliwice Canal. It corresponds to the values given on mileage boards which are dispersed throughout the area. The sources of the Oder river are located in the area of the Libava military training ground, next to the town of Kozlov, and their visiting is possible during public holidays using the pedestrian and cycling tourist trails. At the initial section, the river flows within a narrow and winding valley, meandering between the forests and meadows. In the riverbed which is 6-9 m wide, we can find numerous stone rapids and natural riffles. In the vicinity of the city, the riverbed is widened and is of lowland nature, where man has built many weirs and artificial cascades.

The canoeing trail of the Oder river, from the estuary of Budišovka to Kędzierzyn-Koźle has the total length of 161 km. The mountainous section is flowable only during the melting of the snow and after rainfalls. In order to cover this section, the water gauge in the city must indicate at least 100 cm of water. The highest lo-

cation from which the canoeing trip may be started is nearby the Hadinka settlement at the Budišovka stream. For several years, along this mountainous river section, the Polish-Czech water event bearing the name "the Oder river Opening" is organised at the end of March. The crossing of the wildly meandering river in its further reaches, which is subject to nature protection named "Poodří", is recommended only to individual tourists.

From Suchdole, the Oder is flowable almost all the time during the year. The water trail section from Ostrawa to Kędzierzyn-Koźle is abundant in the variety of aquatic events (swimming competitions, marathons, canoeing rallies), about which it is possible to find out more information on the relevant websites. From Racibórz to Koźle, each year in June, an International Vessel Rally takes place under the slogan: "Oder river as the river of European integration". During this event, fancy vessels built ad hoc of barrels, wood and polystyrene, sail down the longest route in Poland for events of this type. Canoeists may also challenge an even longer distance participating in the Polish-Czech Canoeing Marathon organised in September.

The upper section of the Oder river runs between the upheavals of the Sudetes, Carpathian Mountains and Silesian Upland, entering the Silesia region through the Moravian Gate. From the estuary of the Olza river, the river flows through the Racibórz Valley almost in parallel to the general direction of the Sudetes, meeting the following tributaries from their side: Psina, Stradunia Osobloga, and from the opposite Silesian Upland: Ruda, Bierawka, Klodnica i Gliwice Canal. From the outlet of the canal, in the port in Koźle, Odra is canalised along the section with the length of 187 km by means of 23 barrages, which overcome the difference in the height levels amounting to 64 m. The canalised section runs through the whole Wrocław Ice-Marginal Valley and ends in Brzeg Dolny with a big dam including a water reservoir and a hydroelectric power plant. The Oder river uses here an old drainage channel for post-glacial water and with regards to larger tributaries, it meets on the left with: Nysa Klodzka, Olawa, Śleza and Bystrzyca with Strzegomka rivers, and on the right with: Mała Panew, Stobrawa, Smortawa and Widawa rivers (all of them are canoeing trails).

Below Malczyce, the Oder turns north and flows through terminal moraines of the Trzebnica Embankment. At the estuary of the Barycza river, it changes its direction to the west, following a flat, broad and sometimes wet Glogów Ice-Marginal Valley up to Nowa Sól. Nearby this city, it turns again to the north, entering the Warciańsko-Odrzańska Ice-Marginal Valley. On this flat terrain, natural rivers are regulated and turned into large drainage canals, and the present water flow direction towards the Oder river has been forced by man.

At the Obrzyca estuary existing since the middle of the 19th century, the direction of the course of the Oder river is changed again, and the river flows into a wide, well-formed valley, encircling the Zielona Góra Embankment. For many kilometres, the Central Oder Valley will be accompanied by large forest complexes such as Rzepin Forest and Tuchola Forest. Below Krosno Odrzańskie, the largest Sudety tributary – the Bóbr river and then the Nysa Łużycka river join the river, creating the historical border between Poland and Germany. The land depression was already used in the 17th century to build a canal connection between the Oder and Berlin via the

Spree river (Oder-Spree-Kanal), which presently runs through the city of Eisenhüttenstadt existing only since 1950.

From the estuary of the Nysa Lużycka river, the Oder definitely changes its direction to the north, flowing into its Lubuski gorge, which joins the Warta-Odra Ice-Marginal Valley and Torun-Eberswald Ice-Marginal Valley by means of a stricture with the length of 25 km. The stricture was used to build the main road and railway passages in this part of Europe, in the vicinity of Slubice and Frankfurt/Oder. Further on, the Oder enters the Western part of the Torun-Eberswald Ice-Marginal Valley, which reaches the width of 20 km nearby Kostrzyn. The lower section of the Warta river and the Noteć river, which has been regulated for 250 years and joins the water system of the Oder with the Vistula through the Bydgoszcz Canal, flows through the Ice-Marginal Valley.

The last landmark stretch of the Oder river is located north of the Cedynia city, in the vicinity of the site famous for the battle between Mieszko I and margrave Hodon in the year 972 (this event is commemorated by the Czciwor's monument) and the region where the river was crossed almost 1000 years later by the Soviet and Polish armies in the year 1945. Thus, man has always used this place to travel from the West to the East and vice versa, as is the case with the Moravian Gate in the south and the Bug Valley in the east. Close to this westernmost part of Poland, in the town of Zatoń Górna, there is the Odra-Havel navigation canal (Oder-Havel-Kanal), which has served the trade between Berlin and Szczecin since 19th century, and in the 19th and 20th centuries, with raw materials of the Upper Silesia.

It is here where the 85 km long Lower Oder Valley starts, at first it is relatively narrow, and then, nearby Szczecin, it gets broader up to 10 km. In Widuchowa, the river divides its bed into the Western Oder and Eastern Oder, via which 80% of water flows to the Dąbie lake. Both branches are connected by numerous canals, and the area situated between them is called Międzyodrze and is a protected landscape park. In the vicinity of Klucze, at the present suburbs of Szczecin, the Eastern Oder is divided again: the right arm as Regalica river flows into a large basin of the Dąbie Lake, the left arm turns to the Western Oder and together they constitute the main shipping route. The numerous branches in the area of the city were used to build canals and port basins. Both Oder river branches join each other in the Iński Nurt canal and then via a large bed as Domiąza river, they flow into Roztoka Odrzańska and

then into the Szczecin Lagoon. The lagoon is connected with the Baltic Sea via three straits: Piana, Swina and Dziwna. Between the straits, the Uznam and Wolin islands were formed. Behind them, the waters of the Oder end in the open sea.

The name of the river was not reported in the ancient sources, and majority of the authors never mention any large river between the Elbe and Vistula. Ptolomac mentioned two rivers at this location: *Suebos* and *Oviadoua*, which were probably his own invention. The earliest name can be reconstructed as *Odra* (other names originate from it, e.g. *Viadrus* is the Latin form coming only from the 16th c.). The etymology of the name Odra cannot be explained in a convincing way on the basis of any known historical language, although this hydronym was regarded as Celtic, German, Slavic, Illyrian or Venetian.

The Polish name "Odra", in German *Oder*, in historical Pomeranian records, *Odera* or *Odora* (the same name as in the document of Mieszko I "Dagome iudex") meant a river which flows through the country". It comes from the core of the verb "drzeć", in old Polish - *za-dra* or *za-dora* (hence the origin of the name of the coat of arms). The Euroregion "Pro Europa Viadrina" established on 21 December 1993 and the name of the Polish-German "European University Viadrina" (*Europa-Universität Viadrina*) in Frankfurt/Oder took their names from the Latin name of the river.

Until the end of the 17th century it was a wild river with a very winding course, whose bed stretched along through the entire width of the valley along which it was rather impossible to transport anything on a larger scale. The length of the Oder at that time was over 1020 km and was almost as long as the Vistula. Its basic quality was the extraordinary abundance of fish and animals present in the woods by the bank. The energy from the water was used above all as the force to drive numerous mills, which constituted an additional obstacle for navigation. Navigation on the winding river was fatiguing, slow and dangerous as the ships would get damaged at weirs and would crash against the tree barks protruding from the bottom. Nowadays, the descriptions of such an enterprise, unknown in other parts of Europe seem curious. Allegedly, servants on horsebacks were riding in front of the ship, to mark up the stream found in the wild riverbed. It was only after the performance of the engineering work by the Prussians in the 18th and 19th century, that the course of the Oder river bank was completely changed and its length was shortened by over 160 km.

Photo: Jan Janota

Raft on the Oder



The Oder river valley has a medium fall of the entire course amounting to 0.73‰, and below the Moravian Gate – about 1‰. The speed of water flow in the Oder decreases downstream in proportion to the decreasing longitudinal fall and amounts to about 4 km/h in Koźle and 2.5 km/h in Wrocław. As a result of many years of engineering work and other anthropogenic transformations of the natural environment in the river basin, the Oder is listed among the rivers whose quantity of water is relatively scarce, and its canalisation caused the phenomenon of excessively frequent autumn-summer water lows, which makes navigation difficult. To supply the riverbed with water during low water levels, 15 retention reservoirs at the Oder tributaries were built.

The Oder river as the waterway with the length of 687 km has its source in Gliwice and consists of three sections: Gliwice Canal – 41 km, canalised Odra (Koźle – Brzeg Dolny) – 187 km and the engineered Oder flowing freely to Szczecin – 459 km. At 553.4 km, the Oder river is connected with the Oder-Spree canal, and at 667.2 km with the Odra-Hawela canal, owing to which the river is incorporated into the European waterway system, running to the North Sea and the Atlantic Ocean, the Mediterranean Sea, and through the Rhein – Main – Danube Canal – to the Black Sea. Thus, it is possible to get to Hamburg, Rotterdam and Amsterdam, Paris and Marseille, Budapest and Istanbul from the marina in Gliwice. So, it is worth to dream isn't it!

The rules of the first complex engineering of the Oder river were included in the Bohumín protocol (the city of Bohumín in the Czech Republic) in the year 1819. Until the year 1885, about 10 000 groins were built, the river banks were reinforced and the deposits brought by the water were dealt with. The aim of this work was to achieve the transit depths of 1.0 m at medium low water (SWW), which were supposed to adapt the river to transport conditions. The increased shipping traffic from the Silesia region forced the canalisation of the Oder river, which was performed in two stages. The first stage was performed in the years 1888 – 1897 along the section running from Koźle to the estuary of the Nysa Kłodzka river, by building 12 barrages with chamber locks. However, it turned out quickly that this was not a sufficient number, and in the years 1907-1922, as part of the second stage, 10 other barrages were built. The last 23rd barrage was built in Brzeg Dolny in the year 1958.

During the hydrotechnical work related to canalisation of the Oder river, at the end of the 19th century and the beginning of the 20th century, the bends were dug through and new canals were dug out (Zwanowice, Brzeg, Olawa, Wrocław), but without changing the mileage set in Bohumín. And so, for instance, in the suburbs of Koźle at the Lasoka Marina, we will see a sign by the riverbank "100", and then another sign "104" km. In the area of the Wrocław

Water System, the basic mileage of the waterway is located in the city centre along the section which has not been used for transport for a long time, and the Navigation and Municipal Canals and Stara Odra have their own mileage.

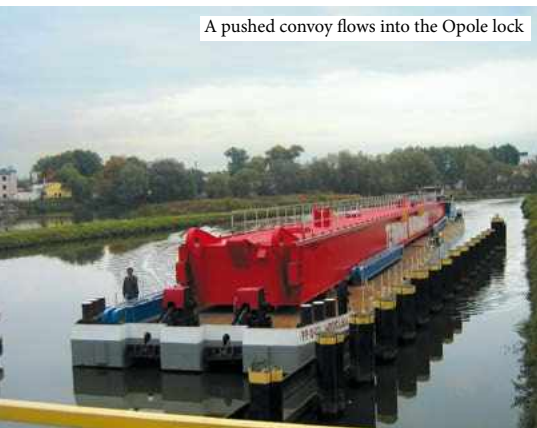
After the end of World War II as a consequence of resolutions adopted at the Potsdam conference, Poland took over the administration of the Oder river (except the section counting 167 km on the border with Germany, where the administration is common). In those years, Poland tried to organise mass navigation on the Oder river on its own. In the middle of the 80-ties of the 20th century 18 locks were reconstructed and their further modernisation including weirs is continued at present. In the year 1990, the " Treaty on the Final Settlement with Respect to Germany" was concluded. It confirmed our western borders and the lack of territorial claims of unified Germany against Poland. The treaty was signed in Moscow by the ministers of defence of 6 countries (including the non-existent Democratic Republic of Germany) – but without the participation of the Polish minister! It was only in this treaty – 45 years after the end of World War II – that the Polish administration of the entire Oder Waterway was finally sanctioned.

The Oder with complexes of riparian forests, oxbow lakes and wet meadows, constitutes one of the most important ecological corridors of the Central Europe. The area forms the habitat of many rare species of animals, including over 130 species identified as crucial in the European network of Natura 2000 sites. These include, among others, beautiful and endangered species of birds: black kite and red kite, honey buzzard, white-tailed eagle, kingfisher, crane or idle-spotted woodpecker. In order to protect them, in the year 1991 the river section from the town of Jeseník at the Oder river to the suburbs of Ostrava – full of meanders, oxbow lakes and ponds – was given the status of the Protected Landscape Area "Poodří", with the area of 81.5 km². The next river section with the length of 7 km is protected as the Oder Borderline Meanders between Bohumín and the Olza river. In Poland, the Protected Landscape Area "Łęg Zdzieszowicki" and the Stobrawski Landscape Park, situated within the Stobrawa river basin are covered by such protection.

It is true that the Oder belongs to rivers characterised by the scarcity of water, however, the water overflows its banks quite regularly. The most threatening and largest flood – called the "the flood of the millennium" – was noted in July 1997. Such cities as Racibórz, Kędzierzyn-Koźle, Opole and Wrocław fell victims to the river at that time. On 10 and 11 July 1997 the observations at the estuary of Mała Panew river in Opole indicated the Oder river water level amounting to 733 cm and the flow of 3500 m³ /s, while the multi-annual average flow at this place is 42 times smaller (82.5 m³ /s), and the average water level is over 5 metres lower (213 cm). The maximum observed throughout the recent centuries had amounted to 644 cm (28 August 1813), and the minimum was 44 cm on 1 February 1956. The previous great flood from the year 1905 covered, among others, the streets next to the Wrocław Główny railway station.

The Oder river as the canoeing trail does not present any special technical difficulties for a canoeist. At the canalised section from Kędzierzyn-Koźle, only locking of small vessels such as a canoe may be initially stressful, and their transfer is very troublesome. In terms of its charm, the Oder river is inferior to other large river trails of Poland. In terms of natural characteristics, it is possible to find here the landscapes which will give a lot of joy to the canoeist. Here and there, there are parts of forests and tree stands where we will find good camping sites. The river banks are more accessible at selected places, especially in marinas and harbours. They

A pushed convoy flows into the Opole lock



enable the leaving of the canoes or other vessels in order to visit numerous cultural monuments and the historic architecture of the larger towns such as Kędzierzyn-Koźle, Krapkowice, Rogów Opolski, Opole, Brzeg. The presently very poor inland waterway transport of goods does not interfere with the traffic of tourist vessels and does not cause water pollution, but swimming in the waterway is not recommended anyway.

Legal acts related to canoeing on the Oder Waterway

The Inland Shipping Act of 21 December 2000 regulates the issues related to practicing shipping on inland waterways considered navigable based on provisions of the Water Law.

The provisions of the Regulation of the Council of Ministers of 7 May 2002 on classification of inland waterways set forth a detailed method of classification of inland waterways, division of inland waterways into classes, inland waterways of regional and international significance, conditions of use and design conditions for the respective classes of inland waterways.

The Regulation of the Council of Ministers of 10 December 2002 on inland waterways specifies which surface inland waterways are considered navigable.

The Regulation of the Minister of Infrastructure of 28 April 2003 on navigational provisions for inland waterways identifies shipping provisions that govern specifically: the marking of the ships, the traffic and the laytime of ships on the shipping route and in ports, visual and sound signalling and radio communication on inland waterways, methods of shipping marking of the shipping route, hydrotechnical structures and devices, shipping obstacles as well as power structures and lines, their significance and scope of applicability.

The Ordinance of the Director of Inland Waterway Navigation in Kędzierzyn-Koźle of 17 September 2004 on detailed conditions of traffic safety and ship laytime on inland waterways. The ordinance identifies the local provisions related to practicing shipping along the section of the Oder river from Racibórz (51.2 km) to the estuary of the Nysa Kłodzka river (181.3 km) and on the Gliwice and Kędzierzyn Canals.

The Ordinance of the Director of Inland Waterway Navigation in Wrocław of 1 October 2004, on detailed conditions of traffic safety and ship laytime on inland waterways identifies the local provisions related to practicing navigation along the section of the Oder river from the estuary of the Nysa Kłodzka river (181.3 km) to the estuary of the Nysa Łużycka river (542.4 km) including the water system in Wrocław. The Act of 18 July 2001 on Water Law regulates the management of waters in accordance with the principle of sustainable development, and in particular the shaping and protection of water resources, use of water and management of water resources.

The notices of the Minister of Environment (published in the Polish Monitor) on the amount of due rates charged for using the inland waterways as well as locks and slipways. The annual notice contains rates for transport of goods, navigation of passenger ships and use of locking equipment. In the year 2015, the rates for one lockage of a sport-tourist boat and other small vessels up to 15 tonnes of load-carrying capacity or for transport of not more than 12 persons, were as follows

- from 7.00 a.m. till 4.00 p.m. – PLN 7.24 per each vessel
- from 4.00 p.m. till 7.00 a.m. – PLN 14.48 per each vessel

For one lockage of a canoe or a paddling boat:

- from 7.00 a.m. till 4.00 p.m. – PLN 4.08 per each vessel

Photo: Jan Janota



The Oder Canal

- from 4.00 p.m. till 7.00 a.m. – PLN 8.16 per each vessel

The content of the aforementioned legal acts is available on the website of the Regional Water Management Board in Wrocław (www.wroclaw.rzgw.gov.pl).

Navigation guidebook for the Oder river

The first technical intervention of man in the organism of the Oder river consisted in the protection of settlements and farmlands against floods. Already in the 12th century, embankments protecting the local areas were built, without knowledge what impact it will have on the areas located at a lower level. The protection of embankments from the encroachment of water gave rise to engineering water structures on the river. The documents regarding goods carriage on the Oder river reach back to the 12th century. Because of the bad condition of the riverbed the navigation was hampered and took place rather periodically when flows were favourable. Over the centuries, attempts were made to order this natural transport waterway. The great flood from the year 1736 caused the Oder river to be perceived in a more comprehensive manner. The "Bohumin Protocol" from 1819 established the rules of river engineering and specified the falls of the riverbed and its width, which were varied depending on the river course. Since that date, the period of contemporary river navigation on the Oder has started.

Information on navigation on the upper Oder river

The Upper Oder, along the section covering the distance between 51.2 km and 94.0 km, is administered by the Upper Oder River Basin Board in Racibórz (ZZGW Racibórz). The sport and tourist vessels can be navigated safely along this section on the basis of the water levels indicated on the Racibórz-Miedonia water gauge. They are as follows:

- for canoes and boats without propulsion: 130 to 170 cm
- for motor boats: 200 to 250 cm

The value of 250 cm is the visibility limit for engineering groins, which are not marked by shipping marks.

The water levels indicated on the Racibórz-Miedonia water gauge were assumed as relatively safe, especially for small vessels such as canoes, small boats, etc. The water levels were identified in such a way as to ensure their safe flow on the one hand and the visibility of obstacles in the riverbed on the other hand.

Along the section from Racibórz to the lock in Kędzierzyn-Koźle, the tourist traffic may only be periodical, at medium water levels in the Oder riverbed. In Kędzierzyn-Koźle (95.540 km), there is a historic lock built in the year 1857. This single-chamber lock with the length of 41.9 m and width of 5.4 m used to have manually operated gates not long ago. At present, after modernisation work, the gates are operated electrically.

The increased attention of the crews on vessels is required at the following potentially dangerous places: estuaries of the Ruda and Bierawka rivers (the impact of the side stream on the directional stability of a vessel), the shallowing of the bottom in the vicinity of the towns of Lasaki and Miejsce Odrzańskie as well as the narrow bends below the road bridge in the town of Cisek. On top of this, there are also partly or completely damaged groins which occur along certain sections, and are not marked by shipping marks, fluvial deposits and sandbars. All these places, regarded as less or more dangerous for recreational shipping can create a hazard depending on the size of the vessels and the experience and skills of the crews of these vessels.

Navigation information:

Regionalny Zarząd Gospodarki Wodnej w Gliwicach [Regional Water Management Board in Gliwice]

Henryka Sienkiewicza 2; 44-100 Gliwice

phone:: 32 777 49 50

Wydział Utrzymania Wód i Obiektów Hydrotechnicznych [Department of Water and Hydrotechnical Structure Maintenance]

phone: 32 777 49 24

www.gliwice.rzgw.gov.pl

Zarząd Zlewni Górnej Odry w Raciborzu [Upper Oder River Basin Board in Racibórz]

Towarzystwa Gimnastycznego „Sokół” 18; 47-400 Racibórz

phone/fax 32 415 46 71

Radio-telephone - channel 74

Kłodnica River Basin and Gliwice Canal Board in Kędzierzyn-Koźle

Chelmońskiego 1; 47-206 Kędzierzyn-Koźle

phone: 77 482 04 05 (06)

Radio-telephone - channel 74

Information on navigation on the canalised Oder river (Oder river waterway)

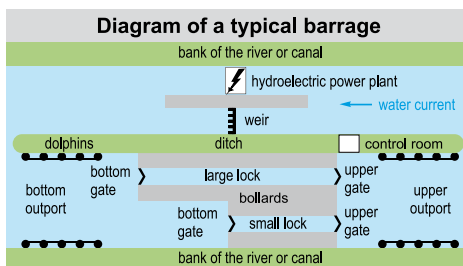
The Oder river canalised by barrages starts in Kędzierzyn-Koźle at the beginning of the upper shipping canal of the Koźle lock (95.4 km), and ends with a lock in Brzeg Dolny (in our guide – Lipki lock at 206.4 km). The first 3 km of the route are administered by the Regional Water Management Board in Gliwice and the others are under administration of the Regional Water Management Board in Wrocław. In accordance with the Regulation of the Council of Ministers of 7 May 2002 on classification of inland waterways, the main shipping route of the canalised Oder river from the lock in Kędzierzyn-Koźle to the lock in Brzeg Dolny belongs to class III of waterways (of regional importance). The length of the canalised Oder river in the area of the Opole province amounts to 111 km, and the length of the stations between the barrages ranges between 4 and 21 km.

Along the aforementioned section, there are 16 barrages. The barrages with the riverbed and the retention reservoirs at the tributaries create a uniform water system that takes into account above all the requirements for the inland waterway shipping and the protection against floods. The system is important for the op-

eration of many hydroelectric power plants. It also guarantees the stabilisation of water relations for the natural environment, forestry and agriculture in the adjacent areas and meets the municipal management requirements.

The respective barrages consist of a weir and a large chamber lock with overall dimensions 187.0 x 9.60 m (length x width between the upper and bottom gates), and in Zwanowice - 220.0 m x 12.0 m. Along the section between Koźle and the estuary of the Nysa Kłodzka river and in Brzeg, there are additionally locks with small chambers and overall dimensions – 55.0 m x 9.60 m. The depths over the bottom sill of the locks range between 2.49 m and 4.00 m (large locks) and between 1.98 m and 3.65 m (small locks). The barrage in Lipki has only one large lock. At barrages in Januszkowice, Krępa, Krapkowice, Rogowo, Groszowice, Dobrzeń, Zawada, Zwanowice and Brzeg, there are hydroelectric power plants.

The chamber lock was invented in China in the 9th century B.C. and was applied in Europe in the 14th century. Until now, it has constituted the basic hydrotechnical device for locking ships all over the world. When sailing, the willingness of passing the respective locks must be reported to their operators, whose phone numbers are listed at each map. The diagram of the lock and the drawing of a typical barrage on the Oder river can be found below.



The navigability class III which is assigned to the canalised Oder river in the Opole province along the 95.6 km – 206.8 km section, has the following operational parameters in the form of minimum dimensions for:

1. shipping route – transit depth 1.8 m, width 40.0 m, radius curve 500 m, minimum clearance under bridges 4.0 m at High Navigable Water
2. canal – transit depth 2.50 m, width 35.0 m, radius curve 600 m, minimum clearance under Bridges 4.0 m at High Navigable Water
3. navigation locks – width 9.60 m, length 72.00 m, depth at the bottom barrage 2.5 m.

The transit depth of the shipping route of the canalised Oder river is 1.80 m at normal damming. In the period of low water flows, there might be local difficulties at outlets from the navigation canals of certain locks. The width of the shipping route is variable and ranges between 35 m and 80 m at the depth of 1.80 m. Its width is limited by lock canals, whose width at certain sections decreases even down to 20 m. The curve radiuses along 34 sections with the total length of 11 km range between 300 to 550 m. Small curves do not constitute a significant impact on the manoeuvrability of ships in view of the greater depths ensured by the damming. The shipping canals are 20-35 m wide and 3.0 m deep. The shipping route is regulated by under-current fascine and stone groins.

Owing to the existing hydrotechnical structures, which keep up the appropriate damming, the canalised Oder river allows the sailing of the ships loaded up to 170 cm of their depth, which, in principle,

at the optimal transit depth of 180 cm, covers the whole shipping season. The shipping traffic is not, therefore, dependent on the occurrence of low natural flows.

The shipping season lasts usually from 15 March till 15 December, i.e. for 275 days during the year, if the current hydrological-meteorological conditions do not cause pauses in navigation (raised water, floods, failures of hydrotechnical structures, work on the waterway, etc.). From 15 December till 15 March of the following year, i.e. for 3 months, there is a winter navigation break. The shipping route is closed and repairs of locks and weirs are performed on a current basis. In the situation of occurrence of flood waters, there is a need of placing weirs.

The conditions for shipping within the limits of the HNW (the highest navigable water, i.e. the water level set on the relevant water gauge, upon reaching of which, the shipping is prohibited), for the discussed section of the canalised waterway of the Oder river, are as follows:

- Racibórz (51.20 km) – estuary of the Nysa Kłodzka river (181.30 km), Racibórz-Miedonia water gauge (55.5 km) – ban on downstream traffic at High Navigable Water - 400 cm
- Estuary of the Nysa Kłodzka river (181,30 km) – Olawa lock (216.0 km), Brzeg water gauge - bridge (199.1 km) – ban on downstream traffic at High Navigable Water - 380 cm.

The ship locking procedure takes place in the two-shift system, i.e. for 16 hours per day. At this time, on average, it is possible to perform 32 locking procedures at each water barrage. In the case of a large lock, one pushed convoy, "Bizon" type, including two barges and one BM 500 motor barge, that is, vessels with total transported load of about 500 T may participate in one such locking procedure. In pursuance of the ordinances of the Directors of Inland Shipping Offices in Kędzierzyn-Koźle and Wrocław on detailed conditions of traffic safety and ship laytime on inland waterways, the following ships and pushed convoys with maximum parameters may sail on the canalised Oder river from the Koźle lock (95.6 km) to the Brzeg Dolny lock (282.65 km):

- individual ships with the length of 70.0 m, maximum width of 9.00 m and maximum draught of 1.70 m
- pushed convoys with the length of 118.0 m, maximum width of 9.00 m and maximum draught of 1.70 m

The following fees are charged for using the canalised waterway of the Oder river:

- for navigation of cargo ships or barges – per tonne-kilometre
- for navigation of passenger ships and cruise ships – for the product of one seat on the ship and one kilometre of covered waterway
- for one locking procedure in reference to a ship, a pushed convoy or a towed convoy, a barge, a raft, a tugboat and a pusher (which are not part of a convoy), a passenger ship or a cruise ship, a vessel intended for or used for performance of technical work, water maintenance or exploitation of ag-

gregates, sport-tourist boats, canoes, paddling boats and other vessels – per each convoy or vessel.

The amount of the fees is regulated every year by the Notice of the Minister of Environment. In the year 2015, the rates for one locking procedure of a sport-tourist boat and other small vessels up to 15 tonnes of load-carrying capacity or vessels used for transporting not more than 12 persons, amounted to:

- from 7.00 a.m. till 4.00 p.m. – PLN 7.24 per each vessel
- from 4.00 p.m. till 7.00 a.m. – PLN 14.48 per each vessel

For one locking of a canoe or a rowboat:

- from 7.00 a.m. till 4.00 p.m. – PLN 4.08 per each vessel
- from 4.00 p.m. till 7.00 a.m. – PLN 8.16 per each vessel

The website of the Regional Water Management Board in Wrocław (www.wroclaw.rzgw.gov.pl) provides useful information about the hydrological-navigational situation on the Oder river from Koźle (km 98.1) to the estuary of the Nysa Łużycka river (km 542.4) and retention reservoirs in its basin. This is information about:

- Water levels
- Transit depths
- Lock working hours
- Any work performed on the waterway of the Oder river (including repairs, dredging and engineering work) in the area of which, particular attention and precautions are required during the navigation process
- Water events (races, canoeing rallies, water festivities etc.)
- Amendments of legal provisions related to shipping (e.g. changes in the radio frequencies used for communication on waterways).

Navigation information

Regionalny Zarząd Gospodarki Wodnej we Wrocławiu [Regional Water Management Board in Wrocław]

Wydział Śródlądowych Dróg Wodnych [Department of Inland Waterways]

phone: 71 337 89 19, www.wroclaw.rzgw.gov.pl

Nadzór Wodny Krapkowice 124.8 km [Water Resources Management Agency in Krapkowice]

Drzymały 8; 47-300 Krapkowice

phone/fax: 77 466 14 56; 502 529 274

Nadzór Wodny Opole 150.5 km [Water Resources Management Agency in Opole]

Kochanowskiego 9; 45-091 Opole

phone: 77 402 55 78; 502 529 027

Nadzór Wodny Brzeg 197.65 km [Water Resources Management Agency in Brzeg]

Wał Służowy 1; 49-300 Brzeg

phone/fax: 77 416 23 68; 502 529 082

Radio-telephone: barrages – VHF channel 74, vessels – VHF channel 10.

The Oder in the town of Kopanice



THE ODER - MAP 1

Navigability class - Ia
(65.3 – 86.6 km).

Navigation is possible in appropriate hydrological conditions.

Required operational parameters in reference to the minimum dimensions of a navigable route:

- Width - 15.0 m
- Transit depth – 1.2 m
- Curve radius - 100 m

Parameters limitations:

- One-span road bridge – 82.8 km
- Navigable span width – 33.0 m
- Vertical clearance – 6.57 m at MW (medium water)

Information about navigation:

Regionalny Zarząd Gospodarki Wodnej w Gliwicach [Regional Water Management Board in Gliwice]
Wydział Utrzymania Wód i Obiektów Hydrotechnicznych [Department of Water and Hydratechnical Structure Maintenance]

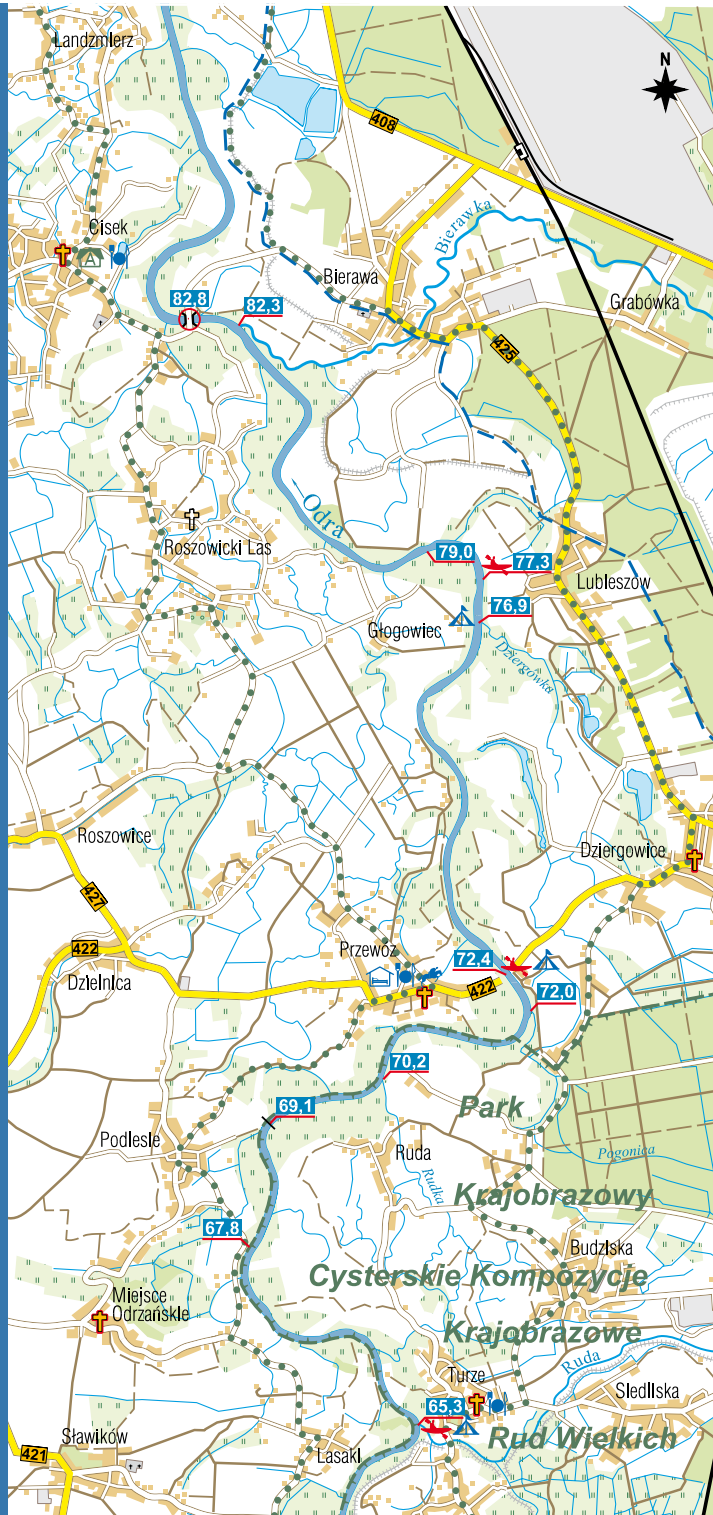
phone: 32 777 49 24

www.gliwice.rzgw.gov.pl

Upper Oder river Basin Board
in Racibórz

phone/fax 32 415 46 71

Radio-telephone - channel 74



Description of the Oder trail

The Oder - map 1

82,8 Cisek – Bierawa four-span road bridge., Navigable span width – 33.0 m, height above medium water - 6.57 m.

- I Cisek – at a distance of 1 km. Church, post office, agrotourism farm, catering facilities.

Cisek was mentioned under the name Cisy in the year 1239, so the name of the settlement comes probably from the Polish name of a tree – "cis" (yew tree). What is worth seeing in Cisek is the Neo-Gothic parish church of the Visitation of the Blessed Virgin Mary, built in the years 1922-1927. At the end of the year 2014, a new bridge running across the Oder river, which is over 180 m long and almost 13 m wide was put into service. Illuminated in the evening with the LED lighting, it is supposed to shine in red and white during national holidays.

Gospodarstwo Agroturystyczne Ketzlers (Ketzlers Agrotourism Farm)
Alojzy Ketzler
Planetorza 58; 47-253 Cisek
phone: 603 678 883, www.ketzlers.infoturystyka.pl

82,3 p Bierawa. Bierawka river estuary. Canoeing trail.
Bierawa is a municipality village known since the year 1308. It belonged to the Dluhomil family who founded the late-Renaissance St. Trinity church in the second half of the 16th century, around the year 1614. The church was enlarged by a tower covered with the sgraffito decorations. Inside the church, there are Baroque altars and a font as well as the late-Renaissance pulpit. Behind the main altar, there is a tombstone of the founder. A yellow walking trail running from Bierawa is 22.1 km long within the area of the Opole province (62.8 km long in the Silesia region). Course of the trail: Bierawa – Cisek – Roszkowicki Las – Hajków – Przewóz – Podlesie – Lasaki (PKS).

- 79,0 I Roszowice Forest. Building aggregate transfer station.
- 77,3 p Lubieszów. Launching site.
- 76,9 p Dziergówka river estuary.
- 76,9 I Głogowiec. Camping site.
- 72,4 I Przewóz, situated at the distance of 1.5 km. Accommodation places and catering facilities. Horse riding club.

Agroturystyka "Ranczo w dolinie Odry" [Agrotourism Farm]
Franciszek i Krystyna Henzel
Przewóz, ul. Krótka 2; 47-253 Cisek
phone: 508 563 393, www.henzel.infoturystyka.pl

- 72,4 p Dziergowice, situated at the distance of 2 km from the river. Board: "Water harbour" on road No. 422 without a bridge and ferry travelling across the Oder river. A convenient landing and launching site, stopping place or camping place by the water. Tented camp "Plywadel", during which a floating bridge is mounted on the Oder river.
- 72,0 p Pogonica river estuary.
- 70,2 p Rudka river estuary.
- 69,1 Overhead power line.
- 67,8 I Road to Podlesie.

Turze lies at the Ruda river estuary to the Oder river. In the 17th century, there was a yard here which served the purpose of collecting tree trunks and preparing them for rafting. The local rafters transported it all the way to Szczecin. They also carried other "forest" products as well as products of Cistercian and Kuźno steelworks. Many rafters and fishermen lived here. On the meadows at the junction of the Oder river and Ruda river, there has been the first stop of the International Floating Vessel Rally during which for the last 15 years fancy vessels built on ad hoc basis from barrels, timber and polystyrene have travelled along the Oder river under the slogan: "The Oder – the river of European integration".

Cistercian Landscape Compositions of Rudy Wielkie is a vast landscape park established in the year 1993, in the area of 64 480 ha of a large complex of forests preserved between the following cities: Gliwice, Rybnik, Racibórz and Kędzierzyn-Koźle. Together with the Pszczyna forests, it forms the most important ecological platform in the Southern Poland, which covers the Vistula and Oder river valleys within the Rybnik Plateau and Racibórz Valley.

- 65,3 p Turze. The Rudy river estuary. A canoeing trail. A convenient place for landing and launching your canoe, a stopping place and a convenient camping site. Behind the embankment, 400 m to the right, there is a bar and a church. A Stopping place for the "Plywadlo" rally.



International Vessel Rally

THE ODER - MAP 2

Navigability class Ia (86.6 – 96.5 km).

Navigation is possible at appropriate hydrological conditions.

The required operational parameters in reference to the minimum dimensions of the shipping route:

- Width - 15.0 m
- Transit depth - 1.2 m
- Curve radius - 100 m

Parameter limitations:

- Single-chamber lock in Koźle - 95.54 km
- Useful length - 41.90 m
- Useful width - 5.34 m
- Fall at normal damming - 2.61 m

Three-span road bridge - 95.25 km

- Navigable span width - 28.0 m
- Vertical clearance - 4.84 m at medium water

One-span road bridge - 93.9 km

- Navigable span width - 50.0 m
- Vertical clearance - 9.83 m at medium water; 7.0 m at High Navigable Water

Navigability class III - canalised Oder river (96.5 - 100.6 km)

Parameter limitations:

- Three-span railway bridge - 96.9 km
- Navigable span width - 23 m
- Vertical clearance - 7.17 m at medium water; 4.86 m at High Navigable Water



The Oder - map 2

100.6 p Oxbow lake with the Shipyard "Atul" on the right bank, a former aggregate excavation site, at present – the Srebrne Lake. The cutting of the meanders of the oxbow lake through which the Oder river used to flow, caused three kilometres – 101, 102 and 103 to be left outside the trail. In this way, board "104" immediately follows board "100" on the bank.

The Srebrne lake in Januszkowice-Lesiany was a consequence of exploitation of sand by the Opole Mineral Raw Materials Mine. After the end of exploitation in the year 1995, the lake as well as the adjacent area with the total area of 50 ha was bought by a private investor, a sea captain Jan Plonka, and he organised there a leisure, recreation and sport centre there. The centre comprises: a bathing resort, a beach with the largest water slide in the Opole province, a food bar, a wading pool for children, a volleyball pitch, and camping sites and a well provided motorboat equipment base. The camping site has the sanitary facilities and power supply connections at its disposal, which provides the possibility of accepting a large number of caravans or campers. A wedding house and the "Marina" restaurant are situated by the Srebrne Lake. These facilities function only during the ordered ceremonies.

Gospodarstwo Agroturystyczne "Jezioro Srebrne" [Agrotourism farm]
 Owner: Jan Plonka
 ul. Lesiany 2; 47-330 Januszkowice
 phone: 77 406 46 60, phone: 602 711 774
 www.jeziorosrebrne.pl

On the left bank, the beginning of the dense forest protected within the framework of the Protected Landscape Area "Łęg Zdieszowicki".
 100.3 l Lasoki Marina Basin.

The Lasoki marina is a harbour at 101 km of the Oder river for yachts and motorboats with the draught up to 1.5 m. Its construction was started in 2003 on the premises of the former Koźle shipyard which operated from the 19th century till the year 1964, when the new Koźle-Rogi shipyard was built - presently DAMEN SHIPYARDS KOŹLE. Boaters have at their disposal: mooring pontoons, a slip, power supply, water, sanitary facilities, a tavern, a camping site, a boatyard, space for a bonfire. In 2009, the Lasoki Marina

received the Friendly Shore Award from the Polish Sailing Association and the Board of the Polish Tourist Country-Lovers Society and was granted four stars in the list of ports and harbours for the development and water tourism services.

Lasoki Marina, Bogdan Balawender
 ul. Lasoki 1; 47-200 Kędzierzyn-Koźle
 Bosman phone: 507 828 708
 www.lasoki.eu

Photo: Marek Lityński

Damen Shipyard in Koźle



- 99.8 l Damen shipyards Koźle basin entry.
- 98.1 p Gliwice Canal entrance at 0.00 km, at the same time entrance to the Koźle Port.
- 97.7 p Quay of the Koźle harbour for reloading operations, 250 m long.
- 97.6 Power lines hanging over the Lowest Navigable Water (LNW – Polish – NWŻ) 28.8 m.
- 97.2 p Klodnica Canal Entrance with historic locks. Koźle water gauge.
- 96.9 Three-span, steel railway bridge, navigable span clearance width - 23 m. Height of the bottom edge of the construction above medium water – 7.17 m and above High Navigable Water – 4.86 m.
- 96.3 Repeated merger of the navigation canal and flood canal into one Oder river bed.

Marina in Lasoki



Photo: Urząd Żeglugi Śródlądowej w Kędzierzynie-Koźlu

- 95.8 Connection of the Koźle lock canal with the navigation canal.
- 95.5 Koźle lock with a single chamber that is 41.9 m long, 5.34 m wide, fall at the bottom sill – 2.61 m, electrically operated gates. Next to the lock, on the island, there is control room for the whole Koźle water barrage (two weirs and a lock). Just behind it, there is a 2 x 32 m two-span flap weir with fish ladders. All structures were rebuilt after the flood in 1997.

Lock in Koźle



Photo: Urząd Zeglugi Śródlądowej w Kędzierzynie-Koźlu

Kędzierzyn-Koźle is inhabited by 60 000 people. The city situated at the Oder river, Kłodnica river and Gliwice Canal was established in 1975 by joining previously separate towns: Kędzierzyn, Koźle, Kłodnica and Sławięcice. The history of the city is strictly related to the fate of Koźle, about which the oldest mention comes from the year 1108. Koźle was granted town privileges around the year 1281. At the same time, Sławięcice which became a city in 1260, and the Kłodnica and Kędzierzyn villages were also developing. In the years 1281-1355, the area of the contemporary city became part of the Koźle-Bytom Duchy, which became a fief of the Czech king and from then on shared the fate of the Silesia region. In 1741, the region was incorporated under the rule of Prussians, who started to redevelop the Koźle fortress built by Austrians, which limited the territorial development of the city and contributed to its economic decline. This was also the period of excellent development of Sławięcice, where numerous manufactures were built at the end of the 18th century. The advantageous location of this city was even improved after building the Kłodnica Canal at the end of the 18th century and the beginning of the 19th century. Since the appearance of the Opole – Gliwice railway in 1845, Kędzierzyn, where a railway station was located, started to gain significance. After the demolition of the fortress in 1873, Koźle started to develop economically. In the years 1891-1908, a large inland port and several new industrial plants were built. After severe fights during the 3rd Silesian uprising in 1921, these areas remained within the borders of the German state. The next economic recovery is related to the construction of the Gliwice Canal in the years 1933-1941 and the German chemical plants in Blachownia and Kędzierzyn. The "Kędzierzyn" Nitrogen Factory and the "Blachownia" Chemical Works rose from their ruins. Kędzierzyn was granted town privileges in the year 1951, and in the year 1999 – already as Kędzierzyn-Koźle – it became a district city. The most important monuments of Kędzierzyn-Koźle:

A castle built at the end of the 13th century and the beginning of

the 14th century. After various destructions, the retaining wall and fragments of the semi-spherical basti and the partly reconstructed tower at Kraszewskiego street, adapted to the museum purposes and serving as the headquarter of the Koźle Region Society, have survived to our times. At the bailey, there is a Gothic lumber-room. The earth-brick fortification complex of the fortress in Koźle built at the beginning of the 18th century by Austrians. The redevelopment was continued by Prussians. Until today, its earth embankments in the form of the six-pointed star including the fragments of Większyce, Rogowo, Orle and Kobylnice, Kłodnica and Krzyż redoubts have been partly preserved. The remnants of the fortress demolished in 1874 constitute a precious example of military architecture with unique spatial qualities. Since the 20th century, they can be visited, as everything was transformed into the park area called "Planty".

The Montalembert tower, as one of the preserved fragments of the fortress in Koźle (Festung Kosel) at Portowa Street. It was built at the end of the 18th century and the beginning of the 19th century.

The Gothic (Gothic-Renaissance tower) three-aisled, pseudohall parish church of St. Sigismund and St. Hedwig of Silesia mentioned in the year 1295. In the side chapel of the Blessed Virgin Mary, there is the oldest picture of the Mother of God and Child Jesus in the Opole region called Mother of Koźle, dating back to the beginning of the 15th century. The relics of St. Sigismund, St. Hedwig of Silesia and the blessed sister Faustyna Kowalska are kept in the church.

The former Franciscan buildings consist of the Baroque church of the Assumption of the Blessed Virgin Mary and the former Baroque monastery; both buildings were built in 1753 and were restored on a number of occasions.

The Koźle lock built in the year 1830, including the elements of its wooden predecessor from 1812. It was thoroughly restored after the flood in 1997. Picturesque boulevards at the Oder river, with cycling and walking trails, stretch nearby the lock. There is also a nice bridge which makes it possible to get to the island.

The historic Kłodnica Canal, which connects Koźle with Gliwice was built in the years 1792-1812, and is one of the oldest European shipping canals provided with chamber locks. The section running through Kędzierzyn-Koźle is one the best preserved sections.

The surviving fragment of the palace in Sławięcice, which belonged to dukes of Hohenlohe-Ohringen comes from 1820 and is a part of the industrial empire which disappeared after 1945. In the former ducal park with exotic species of trees, there is still the garden pavilion called "Belvedere" and the gardener's house, and among the avenues, there are concrete bunkers from the times of World War II. In the historic residence of duke Hugo von Hohenlohe in Sławięcice, at the end of 19th century, research on tuberculosis was conducted by Robert Koch. At present, the building fulfils the function of a hotel bearing the name "Hugo". It comprises restaurants, coffee bars, toilets, shower enclosures, barbecue areas, children playground, swimming pool and SPA.

Hotel „Hugo”

ul. Orkana 14; Kędzierzyn-Koźle Sławięcice

phone: 77 405 34 40, www.hotelhugo.pl.

Punkt Informacji Turystycznej (Biblioteka Miejska) [Tourist Information Point (Municipal Library)]

Rynek 3; 47-200 Kędzierzyn-Koźle

phone: 77 482 32 25, www.kedzierzynkozle.pl

Punkt Informacji Turystycznej (filia Biblioteki Miejskiej) [Tourist Information Point (Branch Office of the Municipal Library)]

ul. Dąmrota 32; 47-200 Kędzierzyn-Koźle

phone: 77 483 24 81, www.kedzierzynkozle.pl

Website of the Polish-Czech Canoeing Marathon
www.gornaodra.eu

Stadnina Koni H. i W. Dzikowie
(phone: 602 741 170; 608 057 368) (Stud Farm)

Restauracja Pałac Więszyce [Restaurant in Więszyce Palace]
Patrycja i Artur Biernaczy
ul. Kozielska 15; 47-208 Więszyce
phone: 77 482 15 25, www.palacwiekszyce.pl

- 95.4 | Another river bifurcation at a small island. At the left bank, the beginning of the short canal of the Koźle lock. Within the right branch, there is another dangerous weir.
- 95.2 Road bridge along the Xawerego Dunikowskiego street, from the island to the left bank of the Oder river, second in sequence. Three-span bridge, navigable span width – 28.0 m, height above High Navigable Water – 4.84 m. Behind the bridge, on the right bank, there is a possibility of launching and landing canoes. Under the first bridge, leading to the right bank of the Oder river up to the Island, there is a 3 x 26.80 m three-span flap weir.
- 95.1 p Quay of the Szkwiał sailing marina, formerly – Complex of Inland Shipping School Complex, at present, Centre for Practical and Continuous Education.

The Szkwiał marina of the Centre for Practical and Continuous Education in Kędzierzyn-Koźle at 22 Wyspa street is situated at the ninety fifth kilometre of the Oder river course, in the neighbourhood of the old town. The marina is the place where didactic and recreational-sport classes are conducted. The quay of the marina with the length of 250 metres, made in the larsen-concrete technology with an asphalt slip, is available to boaters from April till November. Launching is possible on Mondays and Wednesdays from 3.00 p.m. till 6.00 p.m. and Tuesdays from 7.30 a.m. till 7.00 p.m. On other weekdays - after the prior telephone arrangement under the following phone numbers 77 482 39 57 or 77 481 37 52. There is a possibility of using sanitary facilities, common room and accommodations. Except running its own activities, also external events are organised at the marina. This is the place where such big events as: "Racibórz – Koźle Vessel Rally", "Special Olympic Canoeing Rally", "Tough Man Rally"

and others are ended. The marina is visited by canoeists and sailors from various organisations, scouts and amateurs of winter baths, popularly called "walruses", and even scuba divers. In the direct vicinity of the marina, there are: Voluntary Fire Service - Water Rescue Department in Kędzierzyn-Koźle and "Odra" Riverside Hostel of the Civil Defence Unit of the Opole Province Voluntary Water Rescue Service in Kędzierzyn-Koźle. At the quay of the marina, a cruise ship "Silesia" is stationed; it also uses the quay of the "Damen" shipyard. During weekends, also the canoe rental facility is open.

Przystań "Szkwiał" (Marina)
ul. Wyspa 22; 47-200 Kędzierzyn-Koźle
phone: 77 482 39 57, 77 481 37 52
www.cckiukk.pl

- 94.9 Bifurcation of the Oder riverbed into the shipping canal and flood canal with weirs in the Ulga Canal and Oder river bank. We sail to the left at the right shore of the Ostrówek island.
- 94.5 | Canoe harbour. Launching site, resting place, car park, covered shelter, bench and table.
- 94.0 p Kłodnica river estuary. Canoeing trail.
- 93.9 Bridge along road No. 40 from Glucholazy to Pyskowice (city ring-road), a one-span bridge, navigable span width - 50 m, clearance at Medium Water – 9.73 m, at High Navigable Water – 7.00 m.
- 93.3 p Stara Odra river estuary.
- 92.7 p Tributary's mouth at Brzeźce.
- 89.2 | Biadaczów. Old abutments related to the old tank crossing. The water region formed after the sand mine, located on the left bank is used by anglers as a fishery. The rich stock of fish includes carp, tench, bream, pike, roach and large pike perch, which has excellent conditions here for reproduction.
- 89.1 p Brzeźce. Pump station belonging to Grupa Azoty ZAK Spółka Akcyjna.
- 87.8 p Ciska river estuary.
- 87.0 | Landzmiern.
- 86.0 Beginning of the backwater - the Koźle weir.
- 83.2 Power line.

Koźle port basin



THE ODER - MAP 3

Navigability class III – the canalised Oder river (100.6 – 121.4 km)

Large Januszkowiec lock - 105.6 km

- Length – 187.3 m
- Width – 9.60 m
- Depth at the bottom sill – 2.5 m

Small Januszkowiec lock – 105.6 km

- Length - 55.0 m
- Width - 9.60 m
- Depth at the bottom sill – 2.0 m

Januszkowiec barrage – 105.6 km

phone: 77 484 63 86; 605 663 646
e-mail: stw.jan@wroclaw.rzgw.gov.pl

Large Krępa lock - 113.2 km

- Length - 187.3 m
- Width - 9.60 m
- Depth at the bottom sill – 2.5 m

Small Krępa lock – 113.2 km

- Length - 54.20 m
- Width - 9.60 m
- Depth at the bottom sill - 2.05 m

Krępa barrage – 114.5 km

phone: 77 484 79 27; 609 076 474
e-mail: stw.kre@wroclaw.rzgw.gov.pl

Parameter limitations:

Three-span railway bridge – 96.9 km

- Navigable span width - 23 m
- Vertical clearance – 7.17 at medium water; 4.86 m at High Navigable Water



The Oder - map 3

- 118.6 | Swornica river estuary.
 117.3 p Kępna Canal that discharges water from large gravel mines nearby Kępna.
 115.7 | Stradunia river estuary.

Stradunia took its name from the Stradunia river flowing through the centre of the village. In 1922, the late-Gothic church of the Most Sacred Heart of Jesus was built. The region with great natural qualities is the ecological "Stara Odra" site, located in the northern part of the village. At the end of the 19th century, the Oder riverbed was engineered, leaving the oxbow lake with the length of 1.5 km. It comprises a network of local bogged depressions, which constitutes the ecological corridor. The meadow-pasture areas of the Oder river valley, which occur here, constitute the extension of the protected landscape area "Łęg Dzdziesowicki". The ecological site is characterised by the rich fauna and flora, it is grown with many interesting water and reed communities, which contributes to the reproduction of many species of amphibians and birds.

- 114.7 p Connection of the lock canal with the Oder river.
 114.5 Kępna barrage, phone 77 484 79 27; 609 076 474; e-mail: stw.kre@wroclaw.rzgw.gov.pl.
 Kępna weir, consisting of three 25 m sectors each and fall of 2.50 m.
 A run-of-river hydroelectric power plant with the output of 1.26 MW.
 114.3 Large Kępna lock –187.3 m long; 9.60 m wide; depth above the lower sill - 2.5 m. Small lock – 54.2 m long; 9.60 m wide; depth above the lower sill - 2.05 m.
 113.9 | Beginning of the Kępna lock canal with the length of 800 m. Sailing to the left.

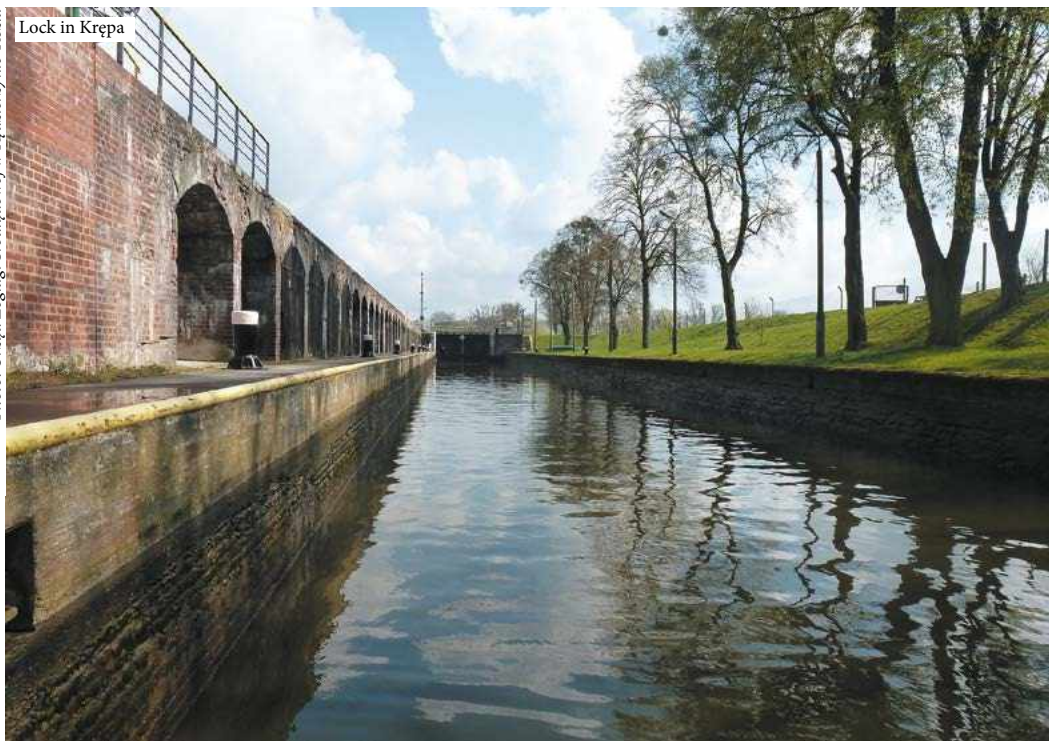
The name Kępna originates from the Old Polish word *kępa*, which



Hydroelectric power plant at the lock in Kępna

means a dry rise sticking out above the moors – which corresponds to the topography of the land. The oldest monument of Kępna is a Neo-Romanesque chapel with the crucifix and a painting of apostles – St. Peter and St. Paul, standing among lindens in the centre of the village, at the main road. The building of the old school comes from the year 1861. The Kępna lock (not Kępna) at the Oder river was built in the year 1894. On the way to the lock, there is a thanksgiving pole shrine honouring St. Roch – the patron that protects from plague. Every year on St. Peter and St Paul's day (29 June), a procession throughout fields is organised nearby it. The filial church of the Apostles St. Peter and St. Paul was built in the years 1983-1985 from donations of the inhabitants. To the right of the lock, there are two ponds with the riverside hostel for anglers.

- 110.3 High voltage wires hanging 28.2 m above the High Navigable Water.
 109.9 | Mechnickie Oxbow Lake. At the heart of it, there is a convenient camping site with an access to the river bank from the village of Mechnica. The area is covered with lush forest. The end of the Protected Landscape Area - "Łęg Dzdziesowicki". The second mileage shortcut due to the cutting of the large bend by the present Oder river bank.



Lock in Kępna

- 109.1 p Mouth of the Anka stream carrying the industrial waste from the Coking Plants in Zdzieszowice.
- 109.0 p Concrete platform at the sewage treatment plant in Zdzieszowice.
- 108.4 p Solownia, formerly a village with the salt warehouse at the Oder river crossing, at present, part of the city of Zdzieszowice. The manually operated bottom-line ferry on the way to Mechnica. In Zdzieszowice, large Coking Plants are located. The city borders with the St. Anne's Mountain.

It was not until 1962 that Zdzieszowice was granted town privileges - it is one of the youngest towns in Poland. The commissioning of the railway connection between Opole and Koźle in the year 1845 started the modern development of the town, which was completed by the construction of the coking plant from the initiative of count von Schaffgotsch in the years 1929-1932. During the times of World War II, due to the production of coke, synthetic petrol, light and heavy oils, the Coking Plant was an important strategic point. Therefore, during the air raid of the allied forces it was subjected to serious destruction. After the war, in the fifties of the previous century, the plant was continuously developed and modernised, and the newcomers from all over the country settled in Zdzieszowice. The former factory workers' housing estate obtained the status of the urban settlement in 1956 and received town privileges in 1962. Zakłady Koksownicze "Zdzieszowice" Sp. z o.o. [Coking Plants] is the largest manufacturer of coke in Poland, producing over 4000 000 tonnes of coke (40% of national share). Except the heating coke and metallurgical coke, the plant also produces coke-oven gas, benzol, tar and ammonia sulphate. Majority of the coke is exported abroad. The plant covers the area of about 200 ha. Since the end of 2010, the plant has been bought out and merged with ArcelorMittal Poland S.A. with the registered office in Dąbrowa Górnicza. At present, the plant's name is ArcelorMittal Poland S.A. Branch office in Zdzieszowice. Nowadays Zdzieszowice constitute an important industrial and service centre in the Opole region and the starting point for trips to the St. Anne's Mountain. What is worth seeing in Zdzieszowice is the one-aisled St. Anthony church coming from the year 1937. The church was built of lime-

stone. It is interesting to note that among the paintings of saints and the faithful on the wall of the semi-spherical presbytery, there is an image of countess Johanna von Shaffgotsch, the wife of the builder of the coking plant in Zdzieszowice.

The bell chapel from the 19th century, with the late-Baroque sculpture of St. John of Nepomuk from the 18th century.

The monument of the Silesian Insurgent is located at the Coking Plant, and on the Catholic cemetery, there is a collective tomb of the insurgents.

Following the contemporary Solownia street, we reach the ferry crossing at the Oder river. It was built in 1987 by the Koźle-Rogi shipyard as the element of district road No. 1408 which joins Zdzieszowice with Mechnica. The bottom-line ferry is operated manually. It is operated by the Gach family – the only peasant family in the Opole Silesia region which has a coat of arms of its predecessors, dealing with the transport of people, animals and goods via the Oder river, as the ferry crossing at this place has existed for 160 years.

In Zdzieszowice, there is an Amusement and Leisure Park for children, with the area of 3.4 ha. It contains an amphitheatre with 600 seats, dancing circle, skateboarding ramp, pitches for different team games.

From Zdzieszowice, via Żyrowa, Oleszka, up to the Lesisko nature reserve in the Krępna Forestry Inspectorate, a cycling route was built. The black walking trail with the length of 10 km, which leads to Leśnica via the Museum of the Silesian Uprising on the St. Ann mountain, starts in Zdzieszowice.

The St. Anne's Mountain is the Landscape Park with the area 5700 ha, established in the year 1988. It covers the Chełm ridge with the St. Anne's Mountain (404 m above sea level), which is at the same time the highest mountain of the whole Silesian Upland. In the old working being a consequence of exploitation of basalt and limestones, a geological reserve "Góra Św. Anny" [St. Anne's Mountain] has been established. This is the place where the remnants of volcanic phenomena are preserved. On top of the mountain, there is a Gothic-Baroque St. Anne's basilica which has been known for centuries as the pilgrimage site and which was built in the years 1485-1516. In the main altar, there is a Gothic sculpture of St. Anne



Ferry in Zdzieszowice-Solownia



Lock in Januszkowice

Selbtritt from the 15th century, holding Jesus and Mary on her knees, ornamented with three papal crowns. In the location of the former quarry, Germans built the largest amphitheatre in Poland in the years 1934-1938. In 1955, at the place of the demolished Nazi mausoleum, the Monument of the Silesian Uprising according to the project of Xawery Dunikowski was erected. In the former Polish House, there is the Museum of the Silesian Uprising. In the year 2010, the area of the St. Anne's Mountain was given the status of the National Geopark.

Miejsko-Gminny Ośrodek Kultury, Sportu i Rekreacji w Zdzieszowicach [Town-Municipal Centre for Culture, Sports and Recreation in Zdzieszowice]

ul. Powstańców Śląskich; 47-330 Zdzieszowice

phone: 77 484 23 92

108.2 High voltage wires - 12 metres above the medium water table.

107.8 p Mouths of the run-off from Januszkowice ponds.

The Protected Landscape Area "Łęg Zdzieszowicki" which covers the area of 619.9 ha was established in the year 1988. At present, it is incorporated into Natura 2000 system as the special habitat protection area. The region is overgrown in 75% with the ash and elm riparian forest, which turns into dry-ground forest. As admixture species, there are also alders, common oaks, hornbeams, sycamores and lindens. Many trees which form the tree cover are over one hundred years old. The perfectly developed layer of bushes consists mainly of bird cherry, mountain ash and protected alder buckthorn. In the undergrowth, there is also a number of protected plant species (two-leaf squill, great horsetail and common snow-drop). At the end of the summer, violet helleborine, which a very rare plant species in Poland blossoms in Łęg Zdzieszowicki. It is one of our orchids which blossoms at the latest time. The complex structure of riparian forests is the nesting place for over 100 bird species. The most interesting ones include: bluethroat, grey heron, white-tailed eagle, osprey, red kite, green woodpecker, European roller, hoopoe, swift, crane, lesser spotted eagle, short-toed eagle and booted eagle. Such forests in the Oder river valley are a rarity at present. Because of the fertile soils, they were felled more often

than not already in the 13th and 14th centuries for the purpose of settlement along the Oder river, which is dense even at present. Scarce districts, meadows as well as farmland and oxbow lakes are dispersed among the forests: several very small ones in the central and southern part and two large ones in the northern part. The last one, called Mechnickie Oxbow Lake is connected with the Oder river bank. The whole forest area is easily accessible by car, via a road that connects Zdzieszowice with Mechnica.

106.5 | Wooded area of "Łęg Zdzieszowicki".

The first mention of Januszkowice was recorded in 1532. The integral part of Januszkowice is Wielmierzowice with the ruins of a mansion. In the centre of the village, there is a post-Cistercian church from the end of the 17th century and the beginning of the 18th century, which was turned into a barn. The town, located among the complex of three ponds, abundant in various fish species, has a modern holiday centre offering many services: various categories of accommodations, a restaurant, water skis, water equipment rental place, sports hall, swimming pool, beach and others.

RUEDA Januszkowice

ul. Wolności 64; 47-330 Januszkowice

phone: 609 773 373; 607 142 575

www.januszkowice.kompleksrueda.pl

106.2 p Connection of the lock canal with the Oder river.

105.6 Januszkowice barrage. phone: 77 482 63 86; 605 663 646. e-mail: stw.jan@wroclaw.rzgw.gov.pl. Januszkowice sector weir with three spans (3 x 25 m). Built in 1972.

Large Januszkowice lock – length -187.3 m; width – 9.60 m; depth above the bottom sill – 2.5 m. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill – 2.5 m. Automated control room for both locks

A run-of-river hydroelectric power plant with the output of 1.4 MW.

105.3 | Beginning of the Januszkowice lock canal with the length of 900 m. We sail to the left.

100.6 p Oxbow lake

THE ODER - MAP 4

Navigability class III - the canalised Odra (121.4 – 139.5 km)

Large Krapkowice lock – 122.9 km

- Length - 187.3 m
- Width - 9.60 m
- Depth at the bottom sill – 2.37 m

Small Krapkowice lock – 122.9 km

- Length - 55.0 m
- Width - 9.60 m
- Depth at the bottom sill – 2.0 m

Krapkowice barrage – 122.9 km

Phone: 77 466 58 64; 609 983 544
e-mail: stw.kra@wroclaw.rzgw.gov.pl

Large Rogów lock – 129.5 km

- Length - 187.03 m
- Width - 9.60 m
- Depth at the bottom sill – 2.5 m

Small Rogów lock – 129.5 km

- Length – 54.20 m
- Width - 9.60 m
- Depth at the bottom sill – 1.98 m

Rogów barrage – 129.85 km

Phone: 77 467 22 92; 607 463 504
e-mail: stw.rog@wroclaw.rzgw.gov.pl

Large Kąty lock – 137.3 km

- Length - 187.03 m
- Width - 9.60 m
- Depth at the bottom sill – 2.5 m

Small Kąty lock - 137.3 km

- Length - 55.0 m
- Width - 9.60 m
- Depth at the bottom sill – 2.00 m

Kąty barrage – 137.4 km

Phone: 77 420 30 08; 607 381 645
e-mail: stw.kat@wroclaw.rzgw.gov.pl



The Oder - map 4

- 137,8 p Connection of the lock canal with the Oder river. p Kały Opolskie. Just behind the embankment, there is a densely built-up parish village.
- 137,4 Kały barrage. 77 420 30 08; 607 381 645. e-mail: stw.kat@wroclaw.rzgw.gov.pl
Kały sector weir built in 1991 in lieu of the needle dam from 1891, that is, exactly 100 years later. There are three spans in the weir, 32 metres each, with the fall of 2.1 m.
- 137,3 Large Kały lock – length 187,03 m; width – 9.60 m; depth above the bottom sill – 2.50 m. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill - 2.0 m.
- 137,1 l Beginning of the canal with the length of 700 m to the Kały lock. We sail to the left.
- 135,2 Bridge of the conveyor belt from the "Folwark" calcareous marl mine to cement works in Górażdże. The height of the bottom edge of the bridge construction above the High Navigable Water – 9.05 m. The plant is located within a large forest complex.
- 133,0 p Chorula. Port of the Górażdże cement works with the cement loading berth and long mooring dolphins. Another "moon port". No cement was ever loaded there.
- Chorula, as a settlement, was mentioned around the year 1300. In the centre of the village, there is a mansion complex and a palace park from the end of the 19th century, in which protected species of plants and trees can be encountered. In the year 1977, in the area of the town, the Górażdże cement works was built. Nowadays, the companies constituting the Górażdże Group have been part of an international concern - Heidelberg Cement – one of the largest manufacturers of cement and other building materials. For the needs of the cement works, about 4 000 000 tonnes of limestone per year are extracted in the surroundings. In parallel with the extraction, also the successive reclamation of the workings is conducted. During the last 25 years, about 400 ha of soils were reclaimed, of which about 300 ha were afforested. The premises of the mine are an area of high natural attractiveness, in which there are many precious species of flora and fauna. Systematic activities related to protection of biodiversity have been performed at the Górażdże limestone mine since 2005. In the year 2010, a wildlife educational trail which shows the unique natural qualities of this region was established.
- 131.1 p Malnia. Road bridge of A-4 motorway between Wrocław and Gliwice. One navigable span is 30 metres wide, height above the High Navigable Water – 7.53 m.

- 130.8 l Connection of the lock canal with the Oder river. Another fall of distance at 130 km, which can be seen on a Google map.
- 129.8 Rogów barrage. phone: 77 467 22 92; 607 463 504. e-mail: stw.rog@wroclaw.rzgw.gov.pl.
Three-span flap weir (3x25 m) with the fall of 2.25 m, with the possibility of damming up - 376-430 cm, built in the year 1998. 376 cm is the normal level maintained by means of the computer controlled automatic equipment.
Small hydroelectric power plant with the output of 0.5 MW.
- l Rogów Opolski. A castle on a high slope which is accessible along the road running from the left Oder river bank, where there is a convenient place for landing and launching a canoe.

During the times of the Piast dynasty, Rogów Opolski (formerly Rogau) belonged to the order of templars, who were to build a castle connected by underground tunnels with the strongholds in Krapkowice and Otmęt situated on the second Oder river bank. Around the year 1490, counts Rogoysky from Rogoźnik in the Moravia region became the hosts of the mysterious stronghold. At the beginning of the 17th century, they founded the modern castle in the form resembling more or less its contemporary appearance. After the year 1765, it was converted and expanded by its last owners, the Haugwitz family, into a palace residence surrounded by the English-style landscape park. After the year 1945, it became the property of the Polish state, initially serving as a kindergarten, and then as a grain warehouse at the local state-owned farm, which naturally led to its ruin. In 1965, the historic building was handed to the Provincial Public Library in Opole and after its reconstruction which lasted over 10 years, it was put into service as the branch office of this institution. A huge collection of old manuscripts, prints, maps, letters and graphics is collected in the castle. A permanent exhibition that demonstrates the development of books from papyrus through clay tablets to a book from the 18th century is arranged in its interiors. It also houses an archaeological exposition that presents medieval shells, heads of arrows and elements of interior decorations. As well as the cultural functions, it also fulfils the role of the conference-business centre including a hotel.

Zespół Zamkowo-Parkowy w Rogowie Opolskim
[Castle-Park Complex in Rogów Opolski]
ul. Parkowa 38; 47-300 Krapkowice
77 467 21 08; 77 487 23 80
www.rogow.wbp.opole.pl

Castle – Park complex in Rogów Opolskie



- 129.5 Large Rogów lock – length – 187.03 m; width – 9.60 m; depth above the bottom sill 2.50 m. Small lock – length – 54.20 m; width – 9.60 m; depth above the bottom sill - 1.98 m.
- 129.1 p Beginning of the Rogów lock canal with the length of 800 m. We sail to the right.
- 129.0 p Odrowąż.
- l Gwoździec. An excellent landing site on both sides of the river, at places where ferries used to cruise. Camping possibility, wooded area.
- 128.0 p Beginning of the Odrowąż riparian forest.

Odrowąż is a village with linear settlement, which is about 0.5 km long. In the village, there is the two-storey St. Urban chapel (the patron of Odrowąż) from the year 1841. The first mention about the settlement called "Odrvesz" was made in the document from the year 1292. At the northern end of the village, nearby the fly-over across the A4 motorway, there is a karst spring flowing out from under a high slope. Between Otmęt and Odrowąż, there lies the Odrowąż Forest, across which there runs a wildlife educational trail, which also covers the oxbow lake of the Oder river. Along the trail, there are monumental trees such as oak, beech, linden and pine tree.

- 127.5 Power lines at the height of 20 m.
- 126.3 Low voltage lines at the height of 13 m above medium water.
- 126.2 Railway bridge across the closed railway line between Prudnik and Gogolin, destroyed during the flood in 1997, then partly rebuilt; at present it serves both the pedestrians and cyclists. Height above the High Navigable Water – 4.58 m.

Gogolin is a city in the Krapkowice district. The settlement existing since 1223 has developed after World War II owing to the lime industry, becoming an important centre of the building material industry. In 1967, it was granted the town privileges. The remnants of the lime industry plants operating here for over 120 years are three limestone shaft kilns from the year 1874, situated in the centre of Gogolin. Other monuments in Gogolin include the Neo-Gothic parish church of the Most Sacred Heart of Jesus from the years 1899-1901, the bell chapel from the 19th century at Kamienna street, the Evangelical-Augsburg church from 1909 at Strzelecka street – the pearl of Gogolin's architecture, the chapel of Mother of God from

1801 with a miraculous spring situated on meadows at the forest between Otmęt and Gogolin, the common grave of Silesian insurgents, the Market Hall of the Gogolin municipality located in the building of the former engine house of the narrow-gauge train transporting limestone from the local quarry to former limestone plants, historical limestone kilns from the 15th century, ruins of a Dutch windmill, Jewish cemetery from the year 1852 with 50 tombstones

1. regional chamber at Wyzwolenia street
- 126.0 Ban on Anchorage at the distance of 50 m due to the pipelines, coming under the bottom of the river.
- 125.5 l Quay with a length of 51 m for reloading operations. We pass vast areas of paper mills.
- 124.8 l Quay of the Regional Water Management Board - 40 m long and head office of the Krapkowice Water Management Agency, ul. Drzymaly 8, 47-300 Krapkowice, phone: 77 466 14 56; 502 529 274; e-mail: nadzor.krapkowice@wroclaw.rzgw.gov.pl
- 124.7 l Krapkowice. Bridge across road No. 409 between Prudnik and Strzelce Opolskie. Elevation of the bottom construction of the bridge above the High Navigable Water – 5.93. The road through Otmęt runs to Gogolin. Between them, there is the A4 motorway exit.
- p Otmęt. Formerly an independent city with the church and the castle established in the 13th century, and with the famous BATA shoemaking factory (after World War II – Shoemaking Plant OTMĘT), incorporated into Krapkowice in 1961.
- 124.6 l the Osobloga estuary, which constitutes an attractive though uneasy canoeing trail because of numerous sills and gates.

the Krapkowice port with a quay for vessels with greater draught at the river estuary. In the port basin, there are mooring pontoons with the motorboat and canoe rental facility.

The Krapkowice port was built in the year 2013 from the initiative of a group of boaters from Krapkowice, Opole and Kędzierzyn-Koźle. Owing to the good will of the city authorities, it was possible to buy the area at the estuary of the Osobloga river to the Oder river. The marina located at Przybrzeżna street offers the rental of various water equipment such as: canoes, small and large rowing boats, boats



Marina in Krapkowice

with diesel and electric engines. There is also a possibility of launching one's own water equipment. The marina organises trips on the Oder river using a pleasure boat for nine persons. There are also plans to build a camping site including the recreational infrastructure.

Stowarzyszenie Port Jachtowy Krapkowie [Association]

Commander: Jan Szefer

phone: 602 645 898 (boat rental)

Vice-Commander Dariusz Wnuk, phone: 602 534 898

Canoe renting, phone: 880 812 813

Hotel "Zamkowy Młyn"

ul. Młyńska 3; 47-300 Krapkowie

www.port-krapkowie.pl

Krapkowie was mentioned for the first time in written sources in the year 1294. Krapkowie was granted town privileges in 1294, then its political and administrative affiliation changed several times. At the times of rule of the Redern family (17th-18th centuries) Krapkowie were expanded to assume the shape approximating that of the present architectural layout. The most representative part of the city is the market square, with typically medieval architecture. The oldest tenement house comes from the 17th century, and its front has been unchanged since 1784. From embankments of the old town, fragments of fortification walls have been preserved in several places, as well as the tower of the Upper Gate from the 14th century (i.e. Krapkowie Tower), which is the town's symbol. At the estuary of the Osobloga river to the Oder river, there is an old castle of the Redern and Haugwitz families, a huge late-Renaissance structure in the shape of a quadrilateral. After the year 1945, a school was located there. The St. Nicholas church was reproduced in the year 1722 to resemble the previous church which had been destroyed by fire. Inside, there are many precious objects of sacred art as well as tomb stones of the Redern family. The monuments of technology include a 38 m high brick water tower from the beginning of the 19th century and the limestone kilns from a similar period. The paper mills from the year 1898 are some of the oldest industrial plants which still operate in the Opole region. At the Oder river, on the Eichendorff square, since 2007, there has been a water gauge monument in the form of a metal I-section with the height of 10.32 m, including an anchor at the top. It commemorates the height of water during the great flood in 1997, which deprived the city of the bridge with the railway line to Głogówek forever.

Hotel „Zamkowy Młyn"

ul. Młyńska 3; 47-300 Krapkowie

77 446 11 00, 535 414 799

www.zamkowymlyn.pl

Hotel "Zajazd Krapkowie"

ul. Prudnicka 29; 47-300 Krapkowie,

phone: 77 466 18 77, 77 466 13 64

www.zajazdkrapkowie.pl

Dom Wypoczynkowy "Sportowiec" [Holiday House]

ul. Kilińskiego 3, Otmęt; 47-303 Krapkowie,

phone: 77 44 66 726, 502 718 998

Mieszkanie Gościnne "Eva" [Guest Apartment]

ul. Ks. Duszy, Otmęt; 47-303 Krapkowie,

phone: 606 243 213

Gospodarstwo Agroturystyczne Salve Amici [Agrotourism Farm]

Ingeborą Kirsch-Iścińska

Pietna, Plac Stawowy 10; 47-300 Krapkowie

phone: 77 466 43 39



Photo: An drzej Nowak

Krapkowie Tower

Gospodarstwo Agroturystyczne Western Ranch Pietna [Agrotourism Farm]

Malgorzata i Wilhelm Kopitza

ul. Krapkowiecka 29, Pietna; 47-300 Krapkowie

phone: 77 466 43 41; +48 600 903 569

http://www.western-ranch.yoyo.pl

Gospodarstwo Agroturystyczne Zagroda [Agrotourism Farm]

Barbara i Gerard Borończyk

ul. Dolna 3, Gwoździec; 47-300 Krapkowie

phone: 77 466 43 20, 889 826 200

www.opolskazagroda.pl

- 124.0 | Connection of the large lock canal with the Oder river.
- 123.8 p Connection of the small lock canal with the large lock canal.
- 123.7 Krapkowie barrage. 77 466 58 64; 609 983 544. e-mail: stw.kra@ wroclaw.rzg.gov.pl. Access from the left river bank from Krapkowie. Krapkowie weir, built in 1984 in lieu of the needle dam. Three-span sector weir (25 m). A run-of-river hydroelectric power plant with the output of – 1.26 MW.
- 122.9 Krapkowie lock. Two locks in separate canals. Large Krapkowie lock – length - 187.3 m; width – 9.60 m; depth above the bottom sill – 2.37 m. Above the bottom lock head, there is a one-span road bridge with the width of 9.66 m and height above the High Navigable Water – 4.14 m, running from the right river bank to the small lock. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill 2.0 m.
- 122.7 p Branch from the main Oder river bank to the small lock canal in Krapkowie.
- 122.3 p Beginning of the Large Krapkowie lock canal. We sail to the right. The left bank is the island which came into being after digging through the lock canal.
- 120.4 p Obrowiec. Ban on anchorage along the section of 200 m due to the pipelines running under the bottom of the river.

THE ODER - MAP 5

Navigability class III - the canalised Odra (139.5 - 154.7 km)

Large Groszowice lock - 144.5 km

- Length - 186.97 m
- Width - 9.60 m
- Depth at the bottom sill - 2.60 m

Small Groszowice lock - 144.5 km

- Length - 55.0 m
- Width - 9.60 m
- Depth at the bottom sill - 2.10 m

Groszowice barrage - 144.5 km

phone: 77 453 50 76; 607 284 376

e-mail: stw.gro@wroclaw.rzgw.gov.pl

Large Opole lock - 150.37 km

- Length - 187.36 m
- Width - 9.60 m
- Depth at the bottom sill - 2.58 m

Small Opole lock 150.37 km

- Length - 54.20 m
- Width - 9.60 m
- Depth at the bottom sill - 2.02 m

Opole barrage - 150.52 km

phone: 77 402 55 90; 607 904 542

e-mail: stw.opo@wroclaw.rzgw.gov.pl

Parameter limitations

Railway bridge - 151.2 km

height - 3.56 m at High Navigable

Water 4.45 m for the bottom water

gauge of the Opole lock

Road bridge - 152.1 km

height - 3.70 m at High Navigable

Water 4.45 m for the bottom water

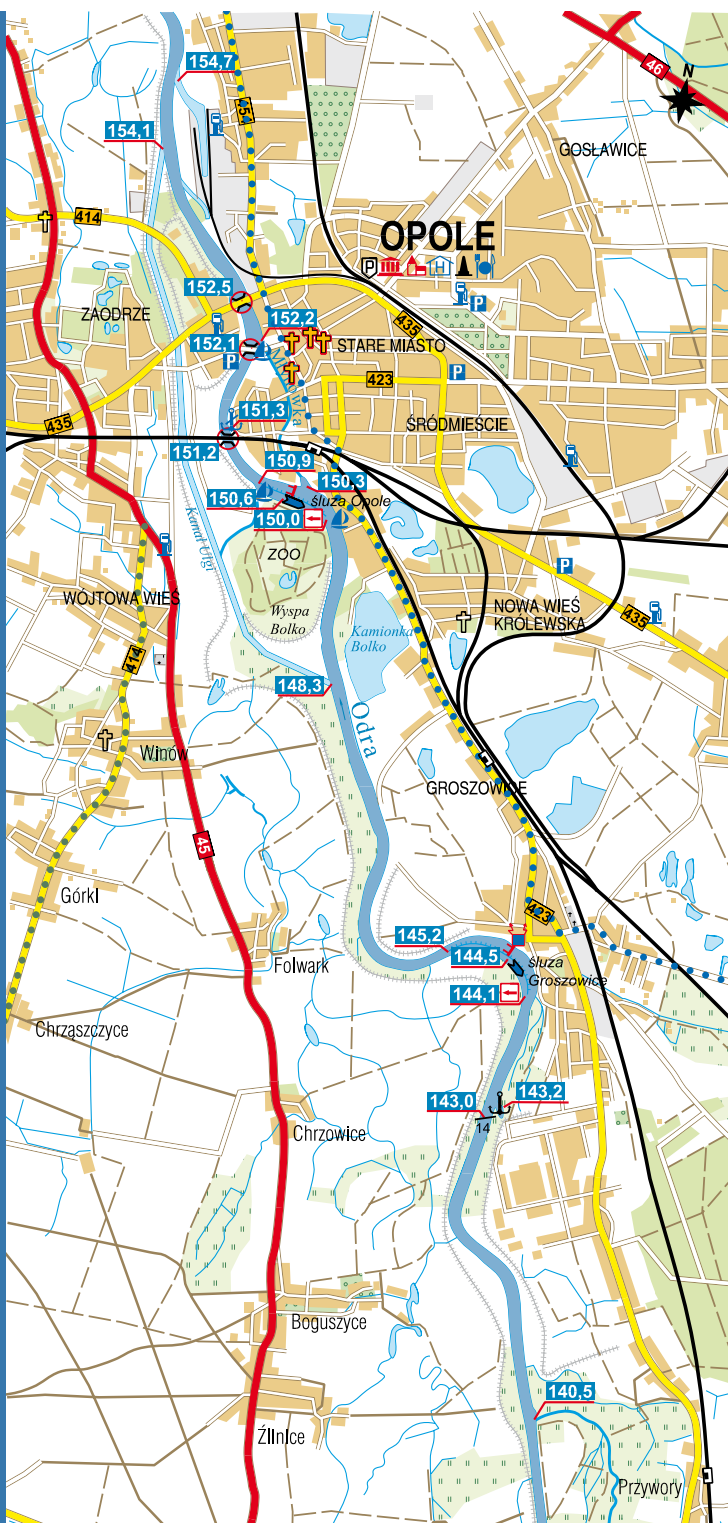
gauge of the Opole lock

Road bridge - 152.5 km

height - 3.96 m at High Navigable

Water 4.45 m for the bottom water

gauge of the Opole lock



The Oder - map 5

- 154.7 p Canal to the Opole-Zakrzów commercial port.
 154.1 l Connection of the Ulga Canal with the Oder river.
 152.5 pl Opole. Bridge across road No. 414. Height – 3.96 m at High Navigable Water – 4.45 m for the bottom water gauge of the lock in Opole.
 152.2 p Młynówka river, canal with the length of 1.54 km with flood prevention gates and a lock. Behind them, there is a harbour at the hotel. A passenger motor boat "Opolanka" plies through the waters of the Młynówka river. Opole water gauge.
 152.1 lp Opole. Bridge along the S. Spychalskiego street turning into the Katedralna street that leads to the old town centre. Height – 3.70 m at High Navigable Water – 4.45 m for the bottom water gauge of the Opole lock.
 151.3 p Passenger harbour.
 151.2 lp Opole. Railway bridge for the Wrocław – Kędzierzyn-Koźle line. Height – 3.56 m at High Navigable Water 4.45 m for the bottom water gauge of the Opole lock
 150.9 p Connection of the lock canal with the Oder river.
 150.9 l Former opening the Wińsko Canal. At present, after building the upper section of the Ulga canal, this water course is cut off from its old bed by a high dike and fulfils the role of a bay with jetties of the Opole Canoeing Society. The Wińsko stream flows into the Ulga Canal.

The marina of the Opole Canoeing Society is located in Opole at Spacerowa street on the Bolko Island, nearby The Opole Zoological Garden. It has a slip for boats and a separate slip for canoes at its disposal, a building for canoes including the toilet and shower enclosures, a bar, a space for a bonfire, a children playground. The marina can accept vessels with the draught up to 1 m. It is also possible to rent canoes for tourist's use and for competitions as well as dragon boats and water bikes. It is also possible rent a motorboat, to obtain motorboat helmsman qualifications. The rental facility is open from 11:00 a.m. till dusk in good weather conditions. The Opole Canoeing Society popularises canoeing sport in the area of the city of Opole by organising canoeing rallies, training and recreational-sport classes. It ensures professional equipment and assistance of qualified professionals. In the year 2009, the Opole Canoeing Society was granted the "Friendly Shore Award" for construction of a marina that served the local boaters and tourists sailing on the Oder river.

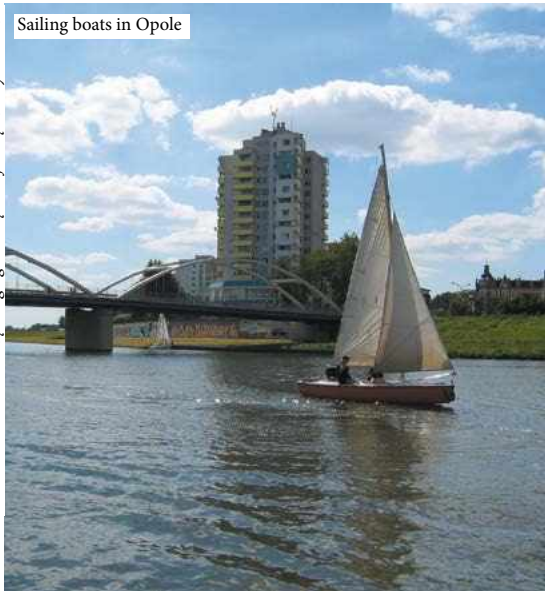
Opolskie Towarzystwo Kajakowe [Opole Canoeing Society]
 ul. Spacerowa 3 (Wyspa Bolko – Bolko Island); 45-094 Opole
 phone: President Jan Guzek 602 684 013, rental facility - 660 367 307, www.otk.opole.pl

- 150.6 Large Opole lock – length – 187.36 m; width – 9.60 m; depth above the bottom sill - 2.58 m. Small lock – length – 54.20 m; width – 9.60 m; depth above the bottom sill - 2.02 m
 Pedestrian and bicycle bridge, height at High Navigable Water – 4.34 m.
 150.5 Opole water barrage. 77 402 55 90; 607 904 542; e-mail: stw.opo@wroclaw.rzgw.gov.pl
 Opole sector weir with three spans – 25 m each. This is an exception – all other sector weirs above and below have clear spans of 32 m. In the control room of the Opole weir, there is a computer control station

and a television surveillance station of the flap weir of the Ulga canal. Both weirs maintain the same level of water damming at the station between Opole and Groszowice barrages.

- At the Opole barrage, there is the head office of the Opole Water Management Agency.
 150.3 p Beginning of the Młynówka river canal and Pasieka island. Upper flood prevention gates. In front of them, on the right bank, there is a quay of the tourist marina.
 150.0 l Beginning of the Opole lock canal with the length of 800 m. We sail to the left.
 148.3 l Beginning of the Ulga Canal and Bolko Island with the zoo.
 145.2 p Connection of the lock canal with the Oder river.
 144.5 Groszowice barrage. 77 453 50 76; 607 284 376; e-mail: stw.gro@wroclaw.rzgw.gov.pl.
 Groszowice weir with three sectors - 32 metres each. Fall on the barrage is 2.10 m.
 Groszowice hydroelectric power plant.
 144.5 Large Groszowice lock – Length – 186.97 m; width - 9.60 m; depth above the bottom sill 2.60 m. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill - 2.10 m.
 144.1 l Beginning of the upper Groszowice lock canal with the length of 1.1 km. We sail to the left.
 143.2 p Opole-Groszowice, port of FAMET Process Equipment and Machinery Inc . Basin with the quay, 100 metres long, ended with a high overhead crane.
 143.0 High voltage wires (5 parallel lines) with wires hanging over the High Navigable Water at the height of 14 m.
 140.5 p Cebulanka river estuary.
 140.4 p Beginning of the embankments of the right river bank.
 Opole lies in the southern part of the Wrocław Ice-Marginal Valley, on both Oder river banks and on islands which were formed at the river bifurcations. The provincial city, the headquarter of the Opole district inhabited by 125 000 people, the economic, cultural, scientific and administrative centre having various industrial branches, the important road and railway junction. In the area of the city, there are numerous sport and tourist facilities.

Sailing boats in Opole



In Opole and its surroundings, the ancient settlements of man from the Bronze Age (1200-600 B.C.) and Iron Age (II-III centuries A.D.) were discovered. At the tip of the Pasięka Island, which is called Ostrówek, a settlement was established in the 8th century; from the 9th century, this was the centre of the Opolanie tribe; in the 10th century, it was changed into a defensive, fort. From the 12th century, it was the castellan's stronghold which was granted the town rights around the year 1217. From 1283, the capital city of the Piast dukedom and an important trade and craft centre on the way from Wrocław to Cracow. During the Swedish invasion of Poland in the years 1655-56, John II Casimir Vasa sought refuge in Opole. In the 16th century, the city started to develop economically as a result of trading with salt and lead and because of cloth production. In 1742, the city was under Prussian rule and despite the intensive Germanisation, it constituted a strong centre of Polish identity (activity of Józef Łompa in the first half of the 19th century) After the plebiscite in 1921 organised in the Upper Silesia region, Opole remained a part of Germany. The market square preserved its urban layout from the 13th century, with the centrally situated city hall originally from the 14th century, rebuilt in the 20th century to resemble the Florentine Palazzo Vecchio. Out of the tenement houses surrounding the market square, 12 tenement houses were included in the list of monuments of architecture; the oldest medieval tenement house "Pod lwem" belonged to the Polish dukes and its guest in the 17th century was king John II Casimir Vasa. The Gothic cathedral of the Elevation of the Holy Cross from the 15th century has towers from the year 1899, which are 73 m high. The temple stands on the place in which Boleslaw the Brave built a wooden church around the year 1005. In the cathedral, there is a Renaissance tombstone of duke John the Good, the last descendant of the Opole Piasts, who died in 1532. In the altar of the southern apse, there is a Gothic painting of Mother of God of Piekary from the year 1480, crowned in the year 1983 by pope John Paul II. The St. Trinity church at the Franciscan monastery was built in the year 1248 as the castle church. The construction of St. Anne Piast chapel in the year 1309 was founded by duke Bolko I. The chapel contains the mausoleum of Opole Piasts (13 members of the ducal family were buried in the crypt). The construction of the contemporary church preserved many elements of the Gothic structure despite numerous redevelopments caused by damage resulting from the Thirty Years' War, fires (1615, 1682 and 1739), secularization of the monastery (1810) and bombardments during World War II. The early Gothic presbytery with the cross and a ribbed vault has been preserved to our times in the unchanged form. After the war, the monastery and the church were thoroughly restored, as they had been completely plundered by the Germans from its national tokens. The Gothic ducal

sarcophaguses were reconstructed and the vault with the collection of coats of arms and medallions were thoroughly repainted.

The St. Sebastian church comes from the year 1680. The Baroque altar, the pulpit (18th century) and the beautiful organs from the year 1714 are all worth seeing in the temple.

The square tower of the Upper Castle is the only remnant of the Castle built in the 14th century in the highest point of the city and demolished already in 1669. In the year 1898, the tower became a part of school buildings at Osmańczyka street.

The Piast tower at the Oder river's Pasięka Island, in the part referred to as Ostrówek, is the remnant of the presently non-existent Piast Castle of Opole dukes, demolished by Germans in the thirties of the 20th century. It is one of the oldest monuments of defensive architecture in the country and also fulfils the role of the symbol of Opole and the Opole province. The tower is 42 m high and its brick spire is crowned by the iron eagle of the Piast dynasty. At present 163 steps lead to the tower, and at its top, a viewing terrace has been located, from which it is possible to admire the panorama of the city. Museums in Opole:

The Museum of Opole Silesia is an institution with over 100 years of traditions. It was founded in the year 1900 as the Municipal Museum in Opole (Städtisches Museum Oppeln). In the year 1950, its name was changed to Museum of Opole Silesia, under which it has functioned since then. Since the very beginning, the Museum has been a multi-branch institution. At present it comprises seven organisational units: Archaeology Unit, Museum Education Unit, Ethnography Unit, History Unit, Nature Unit, Arts Unit and Monument Conservation Workshop. The museum ensures the availability of the following permanent exhibitions: "Gallery of Polish painting from the 19th and 20th c.", "Upper Silesia Ceramics", "In the Circle of Pharmacy", "Prehistory and early Middle Ages in the Opole Region", "Opole – stronghold, city, capital of the region". The Museum owns several exhibition halls in Opole: the Baroque Jesuit building and the new exhibition pavilion create the Main Building at Mały Rynek 7. Just next to it, at 9 Św. Wojciecha Street, there is a Tenement House, and at 10 Ozimska Street, in the building of the tavern from the 19th century, there is the Gallery of the Museum of Opole Silesia. On St. Anne's Mountain, there is a branch of the institution – Museum of the Silesian Uprisings.

ul. Św. Wojciecha 13; 45-023 Opole

phone: 77 453 66 77; 454 46 11

www.muzeum.opole.pl

The Diocesan Museum is the first museum in Poland built after the war, and its headquarter obtained the title of the Champion of Architecture (in Polish: Mister Architektury) in 1987. The museum collects sacred objects from the Opole region. These include: liturgical furnishings, vestments, books and missals. The most precious

Opolska Wenecja



exhibits include the Gothic sculpture of "Madonna with Infant Jesus" from the Prague Parlers' school, "Pieta" from Veit Stoss workshop or "Krucyfiks" [Crucifix] from Tilman Riemenschneider. The museum also houses the gallery of contemporary sacred art and the exhibitions of paintings, photography, graphics and other artistic activities of the contemporary Polish and foreign artists.

ul. Kardynała Kominka 1a; 45-032 Opole
phone: 77 456 60 15
www.muzeum.diecezja.opole.pl

The Museum of the Opole Countryside is an open air exhibition of monuments of the wooden rural architecture of the Opole Silesia region, occupying about 10 ha of land in Bierkowice. Buildings grouped in nine farms from the Opole and Olesno region were collected here. These include a church, an inn, a mill, an oil mill, granaries, barns and ordinary houses. The museum also popularises the old and contemporary folk culture by organising open air events, festivities and competitions.

ul. Wrocławska 174; 45-835 Opole
phone: 77 474 30 21, 77 457 23 49
www.muzeumwsiopolskiej.pl

The Central Museum of Prisoners-of-War is a unique museum on the scale of the entire country, dealing with the issues related to prisoners-of-war. Particular emphasis is put on the fortunes of Polish prisoners-of-war in the years of World War II and in German and Soviet captivity just after the end of war. The temporary exhibitions can be visited in Opole, in the building at Minorytów Street, and the permanent exhibition is presented in Łambinowice, in the area of the former military training ground, which, during the respective wars, was the place for prisoner-of-war camps.

The Bolko Island is a natural enclave of the city with the historic past. Since the 14th century, it has been called "Bolko" to honour a Piast prince, who presented it to the Franciscans. Until the beginning of the 20th century, only forest and arable land were here, and in the year 1910, a decision was taken on establishment of the municipal park. The biggest trees were left, new species were planted, avenues and viewing routes were designed. At present, numerous walking and cycling routes run through the park with the area of 120 ha.

In the thirties of the 20th century, the zoological garden was established. Reconstructed after the devastation caused by the flood of the century in 1997, it presents interesting and modern solutions for breeding exotic animals. Among 270 species, the following species can be found: the only lowland gorillas and Canadian sea lions, and on top of this, giraffes, rhinosaur, red pandas, anteaters, lemurs and others.

ul. Spacerowa 10; 45-094 Opole
phone: 77 456 42 67, 77 454 28 58
www.zoo.opole.pl

Since the year 1963 Opole has been the capital city of the Polish song. This year, an amphitheatre was built on the Ostrówek Island as a social contribution and the first National Polish Song Festival took place. When building the auditorium, fragments of the existing fortifications of the former Silesian Piast Castle were used. Since 1979 the stage is covered by a roof. In 1998, the amphitheatre was modernised, and in spring 2011, it was completely rebuilt. Among other things, two rectangular terraces, constituting the foyer for spectators were provided. The roof over the foyer fulfils the role of the upper viewing terrace, it protects the balcony from rain and is a light and spatial element visible from the other Oder river bank. In 1972, the famous, impressive monument of the Fighters for the Polish Character of Opole Silesia was unveiled at Plac Wolności in 1972. The monument is 15 metres high and weighs 400 tonnes.

Photo: Andrzej Nowak



Opole – View to the amphitheatre

At J. Daszyńskiego Square, at the place of the former well, probably the most beautiful Opole fountain called "Opolska Ceres" was placed in the year 1907. It is the work of a sculpturer from Szczecin - Edmund Gomanski.

At the Młynówka river, there is the so called "Grabówka" – formerly the house of the guardian charging a fee for passing the bridge. This is why the bridge bears such names as: Pfennig Bridge, Groszowy Bridge. Also other names are in use: Green Bridge, Bridge of Sighs, Bridge of Lovers. Since 1983 "Grabówka" is also a catering facility famous for its excellent French pancakes.

The Opolanin passenger ship offers cruises on the Oder river. It takes the passengers from the marina. On the right bank - at the quay of the Regional Water Management Board, and on the left bank - from the side of the zoo, in the bay at the Opole Canoeing Society and the "Pagaj" pub. The ship can take up to 50 people on board.

Vessel Owner and Master Mariner Ryszard Broniewski
ul. Berbersowa 5; 48-300 Nysa
phone: 693 132 333; 600 449 517
www.statekopole.pl

The trail of wooden sacral buildings leads from Opole to Olesno and enables visiting churches from the 17th and 18th centuries, which fascinate with the beauty of their form and abundance of paintings and sculptural ornaments. The trail runs from Opole-Bierkowice via Dobrzeń Wielki, Kolanowice, Laskowice, Bierdzany, Lasowice Wielkie and Lasowice Małe, Chocianowice, Stare Olesno, Wędrynię and ends at Olesno in the St. Anne's church.

The tourist trail - Droga św. Jakuba [St. Jacob's Road] "Via Regia" is an international pilgrimage trail marked with a symbol of a shell. Within the borders of Opole Silesia, it runs along the section between St. Anne's Mountain – Opole – Brzeg.

The yellow municipal trail running through the streets of Opole, 8.5 km long, passes by the most important monuments of the city.

Opolskie Centrum Informacji Turystycznej

[Opole Tourist Information Centre]
ul. Żeromskiego 3; 45-053 Opole
phone: 77 441 25 22
www.visitopolskie.pl

Miejska Informacja Turystyczna w Opolu [Municipal Tourist Information Centre in Opole]
ul. Rynek 23; 45-015 Opole
phone: 77 451 19 87
www.opole.pl

THE ODER - MAP 6

Navigability class III - the canalised Odra (154.7 - 173.0 km)

Large Wróblin lock - 157.47 km

- Length - 187.06 m
- Width - 9.60 m
- Depth at the bottom sill - 2.55 m

Small Wróblin lock - 157.47 km

- Length - 55.0 m
- Width - 9.60 m
- Depth at the bottom sill - 2.03 m

Wróblin barrage - 157.47 km

phone: 77 441 90 79; 607 908 616
e-mail: stw.wrb@wroclaw.rzgw.gov.pl

Large Dobrzeń lock - 164.0 km

- Length - 187.06 m
- Width - 9.60 m
- Depth at the bottom sill - 2.49 m

Small Dobrzeń lock - 164.0 km

- Length - 55.0 m
- Width 9.60 m
- Depth at the bottom sill - 2.0

Dobrzeń barrage - 164.0 km

phone: 77 464 20 74; 605 958 113
e-mail: stw.dob@wroclaw.rzgw.gov.pl

Large Chróścice lock - 168.3 km

- Length 187.06 m
- Width - 9.60 m
- Depth at the bottom sill - 2.50 m

Small Chróścice lock - 168.3 km

- Length - 55.1 m
- Width - 9.60 m
- Depth at the bottom sill - 2.0

Chróścice barrage - 168.3 km

phone: 77 469 66 14; 607 976 463
e-mail: stw.chr@wroclaw.rzgw.gov.pl



The Oder - map 6

- 168.8 Connection of the lock canal with the Oder river.
- 168.4 | Estuary of the Prószkowski Stream.
- 168.3 Chróścice barrage. phone: 77 469 66 14; 607 976 463; e-mail: stw.chr@wroclaw.rzgw.gov.pl
Large Chróścice lock – length – 187.06 m; width – 9.60 m; depth above the bottom sill – 2.50 m. Small lock – length – 55.1 m; width – 9.60 m; depth above the bottom sill – 2.00 m. Needle dam.
- 167.9 p Beginning of the Chróścice lock canal with the length of 900 m.
- 167.4 p Kały. Former ferry crossing at road No. 464 running along the section between Narok and Chróścice. A good place for landing a canoe by canoeists on both banks.
- 164.0 Dobrzeń water barrage. 77 464 20 74; 605 958 113; e-mail: stw.dob@wroclaw.rzgw.gov.pl
Large Dobrzeń lock – length 187.06 m; width – 9.60 m; depth above the bottom sill – 2.49 m. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill – 2.0 m. Sector weir
A run-of-river hydroelectric power plant with the output of 1.6 MW.
- 163.6 | Beginning of the Dobrzeń lock canal with the length of 600 m.
- 163.1 p Dobrzeń Wielki. "Dobrzeń" river shipyard, quay of the "Renod" company.

The most precious monument of Dobrzeń Wielki is the wooden pilgrimage church of St. Roch from the year 1658. It is situated in the northern part of the village on a natural elevation, with the presbytery facing north. The church is a log construction and has its gable and pent roofs covered with shingles. The St. Catherine church in Dobrzeń Wielki was built in 1842, with the maintenance of the bottom parts of tower walls of the former temple from the 15th century. It does not fulfil its function at present, and in the vast outhouse, there are the back-up facilities of the "Caritas Care Station. The new St. Catherine church comes from the year 1934. Inside, there is a baroque sculpture of St. Sebastian from the 18th century. For recreation purposes, there is a swimming area in the Balaton centre in Dobrzeń Wielki, where a sandy beach and a jetty as well as greenery are available; in the summer season, also the canoe rental facility is open and the care of lifeguards is ensured. Also the canoeing club is active.

Dobrzeński Klub Wodniaków [Dobrzeń Boater Club]
Gminny Ośrodek Kultury [Municipal Culture Centre]
ul. Namysłowska 20; 46-081 Dobrzeń Wielki
phone: 77 469 54 61, www.gokdobrzeńwielki.pl

- 162.4 Dobrzeń Mały. Former ferry crossing at Road No. 465 running along the section between Żelazna and Dobrzeń Mały. This is a good place for landing a canoe by the canoeists on both river banks.
- 162.1 p Dobrzeń Mały. "Raj" marina. For boaters, it is a real PARADISE.

The significance and development of the Dobrzeń Mały village were determined by the Oder river, owing to which, not only sailing crews, but also boatbuilders and later on shipbuilders, lock workers and ferry workers had jobs. Many persons worked on engineering of the river and maintenance of its navigability. In the centre of the village, there are two chapels: the Neo-Gothic chapel of the Mother of God and the Most Sacred Heart of Jesus the Lord and the chapel-belfry of St. John of Nepomuk and the monument of the victims of World Wars I and II. In the field, next to the switching station of the power plant, there is a chapel devoted to the patron of the village – St. Urban. Until the 90-ties of the 20th century, a ferry crossing, which served, above all, the farmers who had their fields on the other side of the Oder river, existed here. At present, at the Oder river, there is a "Raj" marina, which has an excellent location in a small bay at the end of Dobrzeń Mały, in the shades of the high trees. The owner offers the mooring pontoon, canoe rental facility, beer garden, camp site, toilet, benches and tables, space for a bonfire.

Przystań Wodna "Raj" [Marina], Jerzy Wolny
Dobrzeń Mały, ul. Brzegowa 32

46-081 Dobrzeń Wielki

phone: 77 469 66 11; 602 405 557

- 161.0 Three power lines at the height of 15 m.
- 158.5 p Mała Panew river estuary. Canoeing trail.
- 157.8 | Connection of the lock canal with the Oder river.
- 157.5 Wróblin barrage. phone: 77 441 90 79; 607 908 616; e-mail: stw.wrb@wroclaw.rzgw.gov.pl
Sector weir
Large Wróblin lock – length 187.06 m; width – 9.60 m; depth above the bottom sill – 2.55 m. Small lock – length – 55.0 m; width – 9.60 m; depth above the bottom sill – 2.03 m.
- 157.0 p Beginning of the Wróblin lock canal with the length of 800 m.
- 156.1 Bridge along road No. 94 between Wrocław and Kraków section, Opole ring-road. Height above the High Navigable Water – 5.44 m.

Dobrzeń Wielki – St. Roch church



THE ODER - MAP 7

Navigability class III - the canalised Odra (173.0 - 185.1 km)

Large Zawada lock - 174.8 km

- Length - 187.0 m
- Width - 9.60 m
- Depth at the bottom sill - 2.55 m

Small Zawada lock - 174.8 km

- Length - 55,07 m
- Width - 9.60 m
- Depth at the bottom sill - 2.05 m

Zawada barrage - 174.8 km

phone: 77 420 13 25; 605 937 690

e-mail: stw.zaw@wroclaw.rzgw.gov.pl

Large lock - Nysa river estuary - 180.5 km

- Length - 187.23 m
- Width - 9.60 m
- Depth at the bottom sill - 2.80 m

Small lock - Nysa river estuary - 180.5 km

- Length - 54.20 m
- Width - 9.60 m
- Depth at the bottom sill - 2.15

Barrage - Nysa river estuary - 180.5 km

phone: 77 469 29 46; 603 974 798

e-mail: stw.ujn@wroclaw.rzgw.gov.pl

Zwanowice II lock (new) - 185.1 km

- Length - 190.0 m
- Width - 12.0 m
- Depth at the bottom sill - 3.90 m

Zwanowice I lock - 185.1 km

- Length - 187.1 m
- Width - 9.60 m
- Depth at the bottom sill - 2.65

Zwanowice barrage - 185.1 km

phone: 77 412 52 57; 607 424 579

e-mail: stw.zwa@wroclaw.rzgw.gov.pl



Odra - map 7

- 188.8 p Stobrawa river estuary to the main Oder riverbed. Canoeing trail. We are surrounded by the area of the Stobrawski Landscape Park, which covers the Stobrawa river valley and the Oder river valley between Brzeg and Golczowice.

Zwanowice can boast with the Gothic church of the Blessed Virgin Mary, the Queen of Poland from the year 1400, expanded in 1819 r., oriented, built of bricks, with the Polish layout, using the ceramic brick, partly plastered. Also the old presbytery from the beginning of the 19th century is historic. An interesting monument is the late-Baroque palace from the 18th century, expanded in the 19th century. Since 2007, in private hands, unused. The palace is surrounded by the historic park with the area of 1.94 ha, and nearby, farm buildings from the year 1825 have been preserved. (a granary, a cowshed and a barn).

- 185.1 Zwanowice barrage. phone: 77 412 62 57; 607 424 579; e-mail: stw.zwa@wroclaw.rzgw.gov.pl

Zwanowice I lock (new) – length – 190.0 m; width – 12.0 m; depth above the bottom sill – 3.90 m. In the upper head, flood prevention gates have been built in. The lock chamber includes additional gates, allowing the lockage of smaller vessels (this is probably the only such lock in Poland).

Zwanowice II lock (old) – length – 187.10 m; width – 9.60 m; depth above the bottom sill 2.65 m. Starting from Januszkowice, for the first time, there is no small lock here. Above the bottom heads of both locks, there is a road bridge with the height of the bottom of the lower construction above the High Navigable Water – 5.32 m.

3 x 32 m sector weir, located on the main Oder riverbed. A run-of-river hydroelectric power plant "Kopin" with the output of 0.920 MW was built in 1924 at the end of the power canal located in parallel to the old chamber lock on the left bank of the navigable canal. In the stand-alone building of the power plant, there are electrical equipment and the hydro-unit with the Francis turbine manufactured by Schieffau Elbing as well as the generator manufactured by Siemens Schucker Werke, which are all still in use.

- 7.8 Connection of the navigable channel with the Oder river.

- 7.4 I Pawłów. Road bridge height - at High Navigable Water – 4.22 m.

- 5.2 Ip Abutments of old flood prevention gates.

- 4.4 I Kruszyna. Bridge along the road to Prędocin at the

navigable canal. Height of the bottom construction of the bridge above the High Navigable Water – 3.74 m. Height of power line wires - 14 m.

- 0.4 Zwanowice barrage.

- 0.0 Beginning of the navigable canal of the Zwanowice lock with the length of 7.8 km. On the island, there is the Prędocin village.

- 184.7 I Beginning of the navigable canal

- 184.5 I Kopanie. Descents into water at the old ferry crossing – road No. 462 between Łosiów and Stobrawa. A convenient place for canoeists to land their canoes.

- 181.3 I Nysa Kłodzka river estuary. Canoeing trail.

- 181.3 I Connection of the lock canal with the Oder river.

- 180.6 p Water gauge - Nysa river estuary

- 180.5 Barrage –Nysa river. phone: 77 469 29 46; 603 974 798; e-mail: stw.ujn@wroclaw.rzgw.gov.pl

Large lock – Nysa river estuary – length – 187.23 m; width – 9.60 m; depth above the bottom sill 2,80 m. Small lock – length – 54.20 m; width – 9.60 m; depth above the bottom sill – 2.15 m.

Needle dam

- 180.2 p Beginning of the lock canal –Nysa river estuary.

- 176.3 I Mikolin. Bridge across road No. 458 running between Skorogoszcz and Popielów. Height above the High Navigable Water – 5.10 m. At the road leading to the lock, there is a monument of Soviet soldiers, who died during the crossing of the Oder on 23-30.01.1945 (a deteriorating high concrete obelisk).

- 175.3 I Connection of the lock canal with the Oder river.

- 175.1 I Quay below the hydroelectric power plant with the access road from Mikolin.

- 174.9 I Krzywula river estuary (Dożyna river, Chróściec Stream) to Odra at the hydroelectric power plant.

- 174.8 Zawada barrage. phone: 77 420 13 25; 605 937 690; e-mail: stw.zaw@wroclaw.rzgw.gov.pl

Large Zawada lock – length – 187.0 m; width – 9.60 m; depth above the bottom sill – 2.55 m. Small lock – length – 55.07 m; width – 9.60 m; depth above the bottom sill – 2.05 m.

Sector weir

A run-of-river hydroelectric power plant with the output of 1.4 MW.

- 174.5 p Beginning of the Zawada lock canal with the length of 800 m.

- 173.0 I Golczowice. Access road to the river bank. Convenient launching site.

Closed left chamber of the Zwanowice lock



THE ODER - MAP 8

Navigability class III - the canalised Odra (185.1 – 206.8 km)

Large Brzeg lock - 198.4 km

- Length - 187.15 m
- Width - 9.60 m
- Depth at the bottom sill - 2.50 m

Small Brzeg lock - 198.4 km

- Length - 54.65 m
- Width - 9.60 m
- Depth at the bottom sill - 2.25 m

Brzeg barrage - 198.4 km

phone: 77 404 51 04; 502 338 146

e-mail: stw.brz@wroclaw.rzgw.gov.pl

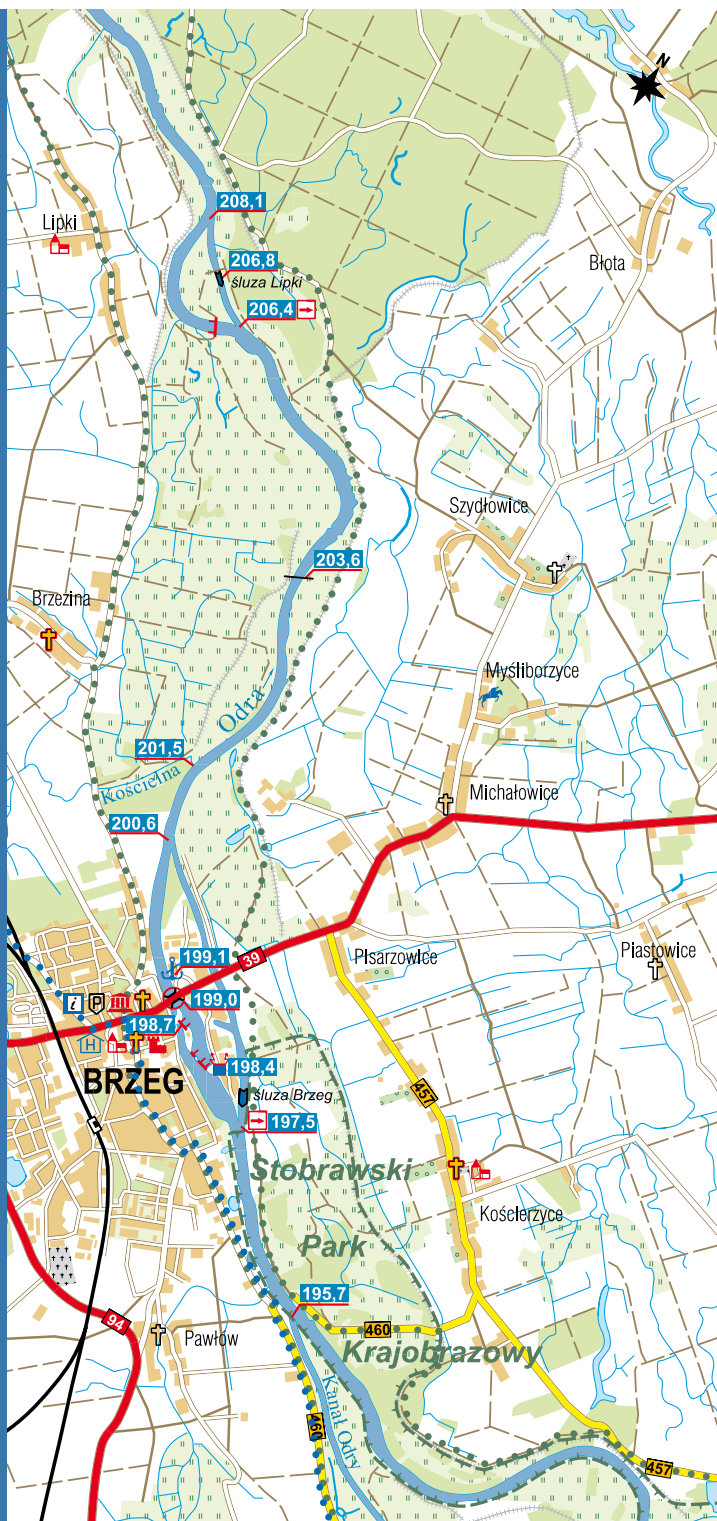
Lipki lock - 206.88 km

- Length - 187.32 m
- Width - 9.60 m
- Depth at the bottom sill - 2.69 m

Lipki barrage - 206.70 km

phone: 77 412 12 46; 510 143 847

e-mail: stw.lip@wroclaw.rzgw.gov.pl



The Oder - map 8

- 212.6 | Ścinawa Polska. Mouth of Psarski Potok.
 208.1 | Connection of the canal with the Oder river. On the right bank – Las Odrzański (Oder Forest).

The proximity of the Oder had a decisive impact on the development of the Lipki village. In the village, a Gothic wall from the old church mentioned in the year 1303 and demolished in the 20th century has been preserved. It was replaced by a new temple. On the square, next to the church, there is a monument that commemorates the inhabitants who died at the time of Prussian-Danish (1864), Prussian-Austrian (1866) and Prussian-French wars (1870-71). North of the village, until World War II, there was a ferry crossing, e.g. "Lindener Fähre", leading to the forester's lodge of the same name and further on to the Bystrzyca river. At the road leading to the ferry, just at the embankment, there was a service house, nowadays, only its foundations and several trees have remained there.

- 206.8 | Lipki lock, single, length - 187.32 m; width – 9.60 m; depth above the bottom sill - 2.69 m.
 Road bridge above the bottom head of the lock - height at High Navigable Water – 4.09 m.
 Flap weir
 206.7 | Lipki barrage. phone: 77 412 12 46; 510 143 847; e-mail: stw.lip@ wroclaw.rzgw.gov.pl
 206.4 p | Beginning of the Lipki lock canal with the length of 800 m. We sail to the right.
 205.7 | Inlet into the Lipki-Olawka polder.
 203.6 | High voltage line.
 201.5 | Kościelna river estuary.
 200.6 | Connection of the lock canal with the Oder at 2.1 km.
 199.1 p | Brzeg water gauge.
 p | Passenger and tourist marina at Drzewny square.

The Brzeg marina was built in the year 2012 at the Drzewny Square, on the right bank of the Oder, opposite to the Museum of Silesian Piasts. It has a quay for passenger ships and large sport vessels as well as the boat harbour with the length of 8 m at its disposal. It offers the access to the shower enclosure, toilets, power supply, water supply, and the slip. It is possible to rent a canoe here, commission the storage of boats, and order a mobile crane for launching vessels with the length exceeding 6 m, or wastewater removal from the vessel. One of the jetties fulfils the function of a viewing point. The monitored marina has facilities for the disabled. In the summer season, between Brzeg and Olawa, there are regular cruises of a passenger ship and besides, regular voyages and numerous recreational festivals are organised. The facility is managed by the Municipal Centre of Sport and Recreation.

Brzeg Marina
 Plac Drzewny; 49-300 Brzeg
 phone: 505 112 974
 www.mosir.brzeg.pl

- 199.0 | Bridge along road No. 39 between Strzelin and Namysłów. Height above the High Navigable Water – 3.75 m.

- 198.7 | Fixed weir called the "bottom" weir on the Młynówka river, length 20 m, flushing drain with the width of 7.4. The hydroelectric power plant Brzeg II and the mill of the grain plants with the electric turbine are just nearby it.

Brzeg is one of the oldest Silesian cities. The first record of the fishing-trade settlement, Wissoke Brzegh, which existed at the location of Brzeg was kept in the document from the year 1234. The location at a crossroads of the important trade routes contributed to the fast promotion of the town. In 1311, Brzeg became the capital city of a separated dukedom ruled by the Silesian line of Piasts, and duke Boleslaw III made it his permanent residence in 1342. In the 16th century, in connection with the threat of the Turkish invasion, fortification work was conducted in the city, owing to which in the 17th century, Brzeg was not conquered by the Swedes. After the death of the last Piast, duke Jerzy Wilhelm, the city became the property of the Habsburg monarchy. After 1807, the fortifications were demolished, and replaced by municipal parks. In 1842, a railway line reached Brzeg. The end of the 19th century and the beginning of the 20th century is the period of expansion of new districts and creation of new industry branches. The most important monuments of the city, which prove its glorious past, include:

- the Piast castle, headquarter of the Museum of Silesian Piasts.
- The castle in Brzeg became the capital residence of the Brzeg duke-dom from its establishment in 1311 till the extinction of this Piast line in 1675. In the times of Frederick II (1480-1547) and his son George II (1523-1586), the Gothic residence was turned into and thoroughly redeveloped into one of the most impressive renaissance residences in this part of Europe. The structure of the Gothic castle was integrated with the newly constructed three-winged building, with cloisters surrounding the internal courtyard and the richly ornamented façade of the entrance gate. Also the interiors of the adjacent collegiate church of St. Jadwiga were redeveloped into the family necropolis of the Brzeg-Legnica dukes. After the death of the last Piast in 1675, the Brzeg-Legnica-Wolów duke, George IV Wilhelm, the castle became neglected and degraded under the rule of the Austrian government officials. Only the façade of the gate building and five ground floor rooms of the east wing were left after the castle had been bombed in 1741 by the Prussian armies. In the twenties of the 20th century, in the ground floor section of the east and south wing, the Municipal Museum was located. After World War II, the work which was to protect the building from further destruction were started. In the years 1966-1990, the complex reconstruction of the castle was performed and its original spatial layout was restored. At the beginning of the 20th century, the collection of monuments related to the broadly understood historic past of Brzeg was started in the local House of Handcraft. Based on the said collections, the Municipal Museum was established. As a result of actions during the last war, over 60% of the collected museum items were sub-

Marina in Brzeg



Photo: Marek Lityński

Brzeg – The Piast Castle



Photo: Andrzej Nowak

jected to destruction. The saved collections became the origin of the Piast Museum established in the year 1945. It was granted the name Museum of Silesian Piasts in 1965. During the 60 years of their existence, it collected almost 16 000 historic museum exhibits. Since 2004, in the castle basements, one has been able to see the whole permanent exhibition – "Memoriae Piastorum Principum Silesiae", which presents, among other things, the sarcophaguses of the Legnica-Brzeg Piasts (16th – 17th centuries) and the copies of 20 medieval graves of Silesia Piasts. In 2006 the castle museum in Brzeg becomes a national institution and is run jointly by the Ministry of Culture and National Heritage and the Marshal Office of the Opole Province and District Starosty in Brzeg.

Muzeum Piastów Śląskich [Museum of Silesian Piasts]

Plac Zamkowy 1; 49-300 Brzeg

phone: 77 401 91 00, 77 416 32 57

www.zamek.brzeg.pl

- the town hall situated in the central part of the market square. With regards to the Gothic structure, only fragments of basements and a bottom part of the tower have been preserved. The present structure bears the characteristic of the Renaissance style. It houses the head office of the Town Hall and the Gallery of Modern Art of the Brzeg Cultural Centre.
- the Odra gate built in the year 1595 from sandstone, in the shape of the triumphal arch with the semi-spherical, rusticated archvolt, with the coat of arms of Brzeg held by the angel in the key.
- the post-Franciscan church of St. Peter and Paul is the oldest church in Brzeg, mentioned for the first time already in 1285 and devoted in the year 1338.

- the St. Nicholas church – the Gothic three-aisle basilica considered to be one of the largest Gothic temples in the Silesian region. Many precious bourgeois epitaphs from the 16th and 17th centuries have been preserved.
- the St. Jadwiga chapel adjacent to the castle from the South-West, constitutes the remnant of the old St. Jadwiga collegiate church, founded in the year in 1368 by Duke Louis I. In 1567, it was turned into a mausoleum of Brzeg Piasts by duke George II. Then the crypt, where the greatest number of Piasts had been buried, was built. With regards to the 22 sarcophaguses preserved in the present form, one of them is in the church, and the others are exposed at the exhibition: "Memoriae Piastorum Principum Silesiae" in the museum.
- the church of the Elevation of the Holy Cross is the most impressive Baroque building in Brzeg, built in the years 1734-1745. In its interiors, the sculpture of the so called Brzeg Pietà (from the middle of the 18th century).
- the Piast Gymnasium, hereinafter referred to as "Gymnasium Illustre Bregensis" was built in the years 1564-1596.
- the iron truss bridge from the 19th century, on the Oder river, transferred from the Fordon district in Bydgoszcz in the year 1953, and replacing the destroyed bridge in Brzeg in the year 1945.
- the Jewish cemetery comes from the end of the 18th century, the first burials come from the year 1801, the last ones took place in 1937.

The blue trail of polychromies of Brzeg, 55.5 km long, is suitable for hiking and cycling. You can also enjoy a trip by car, taking the road from Kruszyna to Strzelniki through Zwanowice. The polychromies of Brzeg are exceptionally valuable monuments of Gothic wall painting, which can be found in the surroundings of Brzeg, in 18 churches coming from the 14th and 15th centuries. The trail covers the most numerous grouping of paintings in Poland, made by an unknown Master of the Brzeg Adoration of the Magi and his followers. For the most part, they were covered with paint or plastered, and were discovered only after World War II.

Punkt Informacji Turystycznej [Tourist Information Point]

Rynek – ratusz [Market square – city hall]

49-300 Brzeg

phone: 77 416 00 40

www.pit.brzeg.pl

- 198.4 Brzeg barrage. phone: 77 404 51 04; 502 338 146; e-mail: stw.brz@wroclaw.rzgw.gov.pl
Fixed weir, called "upper" weir, with the length of 70 m, built of stones and fascine in the 19th century.
The run of river hydroelectric power plant in Brzeg with the output of 0.230 MW at the upper fixed weir.
Central fixed weir with the length of 40 m.
- 2.1 Connection of the lock canal with the Oder river.
- 1.8 Quay of the grain plants for reloading operations
- 1.6 Bridge across road No. 39 running between Strzelin and Namysłów. Height above the High Navigable Water – 3.75 m.
- 0.6 Quay of the grain plants for reloading operations.
- 0.3 Large Brzeg lock – length – 187.15 m; width – 9.60 m; depth above the bottom sill – 2.50 m.
Small lock – length – 54.65 m; width – 9.60 m; depth above the bottom sill – 2.25 m.
- 0.0 Beginning of the navigable Brzeg lock canal.
- 197.5 p Beginning of the Brzeg lock canal.
- 195.7 p Connection of the navigable canal with the Oder river at 7.8 km.



Brzeg – the portal at the entrance to the castle

Photo: Jan Janota

Gliwice Canal

The Gliwice Canal with the length of 40.6 km was built in the years 1933-1941 and replaced the earlier Kłodnica Canal built even before the invention of the railway. Originally, the canal reached deep inside Zabrze, and was supplied with water of the Kłodnica river and the Main Key Heritage Adit of "Królowa Luiza" mine (name changed after the war to Zabrze-Bielszowice). It was built in the years 1792-1822 in order to transport coal and steel products from the Upper Silesia region. It was 45.7 km long, 11 m wide and up to 2 m deep. It consisted of the underground and surface sections. The former one was used to transport coal through underground adits and workings to the centre of Zabrze, where the canal came to the surface. From Maciejów (Zabrze district), it was transported via aqueducts to Sośnica (Gliwice district), from which it travelled further along its own bed next to the Gliwickie Zakłady Urządzeń Technicznych (Technical Equipment Plant in Gliwice) (formerly "Stara Huta" – Old Steelworks).

The traffic on the canal was ensured by 18 locks, which overcame the difference in the water level – 48.8 m and made it possible for boats and barges with the draught ranging from 3 to 60 tons to flow. Initially, they were pulled by people, but from the year 1852, the force of horses was used. In 1917, the mechanical-steam power was used in the form of tug boats. To this day, the old towing routes at Żeglarska and Jagiellońska streets have been preserved in Koźle along the bed of the canal. On the other hand only one lock survived (the oldest chamber lock in Poland, one of the oldest locks in Europe) at Kłodnicka street, in the corner of Zabieniecka street, and the remnants of flood prevention gates at the opening of the canal to the Oder river.

The growing demand for transport of mass goods from the Silesia region caused the canalisation of the upper Oder river at the end of the 19th century and the beginning of the 20th century, which also included the construction of barrages from Januszkowice to Brzeg Dolny and the inland transshipment port in Koźle. Three port basins with the length of 600-700 m each, were built in the years 1895-1908. They ensured transshipments from 2 to 4 million tons

per year which made the Koźle port one of the largest inland ports of the central Europe. The need for construction of the new canal to Gliwice arose. The canal was supposed to replace the obsolete and inefficient Kłodnica Canal at the borderland of the German Reich.

The Gliwice Canal was built in the years 1933-1941 as one of the most modern canals in Europe, and its route led partly through the old excavation and partly through the new one. Technically, this is an excellent solution, comparable with the Central Canal joining Rhein river with the Elbe river. After 75 years, it still constitutes our most modern artificial waterway of class III. It begins at 98.1 km of the Oder river in the basin of the closed port in Kędzierzyn-Koźle, and ends in the two-basin river port in Gliwice. The total length of the canal is 41.2 km, and the water table level difference is 43.6 m, which was overcome using 6 locks of various water heads from 4.20 m to 10.40 m. Each lock has two twin chambers with the length of 72.0 m and width of 12.0 m, which makes the simultaneous travelling of barges with the load-carrying capacity of 750 tons possible. The locks are fully electrified and controlled centrally from a room above the middle wall of both chambers.

The canal width ranges between 38.0 and 41.0 m, and the transit depths ranges between 1.8 m and 2.7 m. The permissible speed of the ships in the canal is 6 km/h. The supply is ensured mainly by the waters of the Kłodnica river, by means of artificial Dzierżno Duże and Pławnowice water reservoirs, and periodically by the waters of the Drama river, by means of the Dzierżno Małe reservoir. All the three reservoirs ensure protection against floods and the Dzierżno Małe and Pławnowice reservoirs also function as recreational lakes, at the shores of which numerous seasonal and year-round holiday centres are located. At several places, the Gliwice Canal is provided with side canals, which join its waters with the waters of the Kłodnica river in order to supply low-water ponds and to discharge melting waters. This excellent waterway has not fulfilled any transportation role since 2012, and the Koźle port has fallen into permanent ruin, plundered by scrap collectors.

Photo: Marek Lityński

Canoe harbour in Kuźniczka



The lower section of the canal with the length of 19.8 km runs through the Opole province. It has 3 locks: Klodnica at 3.630 km with the fall of 10.40 m, Nowa Wieś at 7.8 km with the fall of 6.20 m and Ślawieście at 15.190 km with the fall of 6.25 m. Nowadays, all of them are integrated into the vast municipal-industrial organism of Kędzierzyn-Koźle, which swallowed during its development in the 20th century, the once adjacent but independent settlements. The Klodnica lock is the largest structure of this type in Poland. It is provided with rarely seen bottom gates with the vertical construction of the steel gate valve, weighing about 80 T, provided with three segments for emptying the lock chamber. The original machines from the times of the construction has been preserved and are still in use, including the DC main engine with the power of 42 kW and with the voltage supply of 500 V. Allegedly, during the emergency situation, the manual operation of the gate valve is possible. High above the locking heads, there is a double-glazed control building, which resembles a railway station. The access to the lock is located along the railway tracks via Kasztanowa and Wandy streets.

An interesting hydrotechnical structure is the so called "Kłodnica siphon" in Kędzierzyn-Koźle Lenartowice. This professional term means a two-level crossing of the waters flowing down the river and the Gliwice Canal, which is run here along the broad and high aqueduct.

In 1973, the construction of the side section bearing the name Kędzierzyn Canal was completed as the artificial waterway of class II with the length of 6 km, put into service in 1973 in order to enable the water transport to the Nitrogen Plant in Kędzierzyn-Koźle. The canal is 15 m wide, and has its left edge protected by reinforced concrete slabs, and the right one is in the form of the earth slope which is to be expanded as it was supposed to constitute the beginning of the route of the Oder-Dunabe Canal proposed since the 19th century. The Kędzierzyn port which located at the end of the canal does not have any technical infrastructure and is not used at present. The shipping traffic on the Kędzierzyn Canal is sporadic because of the small width and silting of the inlet section.

The new life of the Gliwice Canal is based on charters of cabin motorboats and passenger shipping, related to the Association of Marinas at the Oder river. The locks on the canal operate everyday from 1 June to 30 September from 6.00 a.m. till 10.00 p.m.; during the rest of the year, they operate on Saturdays and Sundays. In

Łabędy (phone: 32 234 50 69) and Klodnica (phone: 77 420 49 48), it is possible to pay for all lockages. The present rates and the hydrological-navigational situation can be found on the website of the Regional Water Management Board in Gliwice (www.gliwice.rzgw.gov.pl). The slipways are located in Gliwice and Koźle ("Gliwice Marina", "Lasoki Marina", "Szkwał harbour"). The annual All-Polish canoeing rallies under the name "Śląskie fedrowanie" are organised on the canal by the Silesian Canoeing Association "WIKING". The passenger ships - "Silesia" and "Lech" - carry groups of tourists after the prior telephone booking.

The ship "Silesia" is stationed in the basin of the "Damen" shipyard (formerly "Koźle"). It was built in the Netherlands in 1908 as a tugboat, the vessel was then reconstructed in 1928 into a passenger ship and modernised in the year 2010. The lower deck with the bar is heated during cool weather and air-conditioned during hot weather. The upper deck has seats and barbecue under the shelter. The seats can be booked on telephone at: 77 481 50 27, 500 201 389. The Sunday cruises on the Oder river for individuals start at 3.00 p.m. along the following route: Damen Shipyard – Oder river – Gliwice Canal – Klodnica lock – passage through the lock upstream and downstream – return to the shipyard. The cruise lasts about 2.5 hours. Coaches and passenger cars can enter the car park on the premises of the shipyard. The minimum required number of participants - 50 persons. The Silesian Canoeing Association "Wiking" organises the All-Polish canoeing rally every year, which leads through the Gliwice Canal and Klodnica river, and ends in Kędzierzyn-Koźle (Em: gkkwiking@poczta.onet.pl; www.skkwiking.com.pl).

Gliwice Canal mileage

- 0.0 Connection of the Gliwice Canal with the Oder river at 98.1 km. A large pool related to the backwater level at the weir in Januszkowice.
- 0.9 Kędzierzyn-Koźle Port. Port basins of the former Koźle port with the grain elevator. On the opposite side of the canal, there are mooring dolphins.
- 1.7 Kędzierzyn-Koźle Klodnica. Road bridge of Klodnicka street. Height above water level – 5.8 m at medium water.

Lock in Klodnica



- 3.6 Kędzierzyn-Koźle Klodnica. Railway bridge along the Wrocław – Racibórz/Gliwice line. Height above water level – 7.4 m at medium water.
- 3.63 Kędzierzyn-Koźle Klodnica. Lock No. 1 "Kłodnica". Length – 71.8 m, width – 12.0 m, fall - 10.4 m. At both outer harbours, upper and lower one, there are mooring dolphins.
- 5.4 Kędzierzyn-Koźle Kuźniczka. Road bridge of Grunwaldzka street. Height above water level – 4.9 m at medium water.
- 6.8 Kędzierzyn-Koźle Lenartowice. Klodnica siphon under the Gliwice Canal. On both sides, a good place to rest.
- 7.7 Kędzierzyn-Koźle Lenartowice. Bridge along the Jana Pawła II street. Height above water level – 5.2 m at medium water.
- 7.8 Kędzierzyn-Koźle Lenartowice. Lock No. 2 "Nowa Wieś". Length – 71.4 m, width 12.0, fall - 6.20 m. At both outer harbours, upper and lower one, there are mooring dolphins.
- 8.4 Kędzierzyn-Koźle Lenartowice. Passage above the canal of the gas pipe. Height above water level – 7.9 m at medium water.
- 9.2 Kędzierzyn-Koźle Blachownia. A branch of the Kędzierzyn Canal. An island in the Gliwice Canal. At the sides of the Kędzierzyn Canal, which is not used for transport purposes, there is a number of wild camping sites.
- 9.4 Kędzierzyn-Koźle Blachownia. Closed marina for barge reloading operations.
- 9.7 Kędzierzyn-Koźle Blachownia. Passage above the canal of the gas pipe and heating pipe. Height above water level – 5.4 m at medium water.
- 9.73 Kędzierzyn-Koźle Blachownia. Road bridge along the Szkolna street. Height above water level – 4.1 m at medium water. Blachownia Śląska is the industrial district of Kędzierzyn-Koźle. Until 1973, it was an independent town. The present chemical complex was built by Germans during World War II. Next to it, there is a power plant with the output of 420 MW.
- 11.5 Kędzierzyn-Koźle Blachownia. Road bridge along the Przyjaźni street. Height above water level – 4.29 m at medium water. A good launching site on the canal, in a small bay.
- 12.6 Kędzierzyn-Koźle Blachownia. Flap weir, which discharges the excess of water into the old canal.
- 14.0 Kędzierzyn-Koźle Sławiećce. Road bridge along the Wróblewskiego street. Height above water level – 4.25 m at medium water.
- 14.6 Kędzierzyn-Koźle Sławiećce. Road bridge along the Sławiećicka street. Height above water level – 4.47 m at medium water.
- Kędzierzyn-Koźle Sławiećce is the district of this city located farthest away from the city centre; it is described in more details under "The Oder - map 2".
- The remnants of the branch of the Auschwitz concentration camp in Sławiećce, established in 1942. The crematory with the fully preserved furnace and several watchtowers have survived until today.
- 15.1 Kędzierzyn-Koźle Sławiećce. Lock No. 3 "Sławiećce". Length - 71.4 m, width – 12.0 m, water head – 6.25 m. At both outer harbours, upper and lower one, there are mooring dolphins.

Ujazd is a very old settlement, mentioned for the first time in the bull of pope Hadrian IV from the year 1155. It was granted town privileg-



es in 1223. The name Ujazd corresponds to the contemporary word "objazd" (tour) and meant the medieval way of granting land, consisting in the horse tour and marking of the granted land. Over the centuries, Ujazd changed its owners many times. From the year 1260 onward, the city had a local government and developed successfully until the 17th century as the local craft and trade centre, and the transit point between Nysa, Koźle, Strzelce, Gliwice and the distant Cracow. The town itself was never big. It developed around the market square, where the mayor's office was located, and in the northern frontage, there was a castle and a church. The Baroque parish church of St. Andrew the Apostle from the year 1613, the ruins of the castle of Wrocław bishops from the 13th century and the granary from the 18th century have been preserved till today. The original castle was a stronghold with moats, Gothic towers and fortified walls, which were demolished in 1370. From 1428 to 1945, the castle was in private hands of various families, counts and barons, and finally the Hohenlohe-Oehringen dukes. The present Renaissance castle, which is currently in ruins, was built in 1580. After the occupation of the city in the last days of January 1945, the castle, the market square and some of the streets were completely destroyed by the Soviet armies.

16.06 Ujazd. Road bridge along the Bolesława Chrobrego street. Height above water level – 4.31 m at medium water. On the side, next to the water gauge, there is a good camping site or place to rest. Further on, there is a forest park and the sport pitch.

16.2 Ujazd. A bay in a good place for launching and landing of canoes. There are plans to open the Ujazd marina at this location in 2015.

The Gliwice Canal is a waterway of navigability class III, i.e. of regional importance.

The waterway is managed by:

Regionalny Zarząd Gospodarki Wodnej w Gliwicach, Wydział Utrzymania Wód i Obiektów Hydrotechnicznych [Regional Water Management Board in Gliwice, Department of Maintenance of Water and Hydrotechnical Equipment]
phone: 32 777 49 24

www.gliwice.rzgw.gov.pl

Zarząd Zlewni Kłodnicy i Kanalu Gliwickiego w Kędzierzynie-Koźlu [Kłodnica River Basin and Gliwice Canal Board]

phone: 77 482 04 05 (06)

Radio-telephone, channel 74

Nadzór Wodny Sławęcice [Water Management Agency]

phone: 77 483 59 04

Radio-telephone, channel 74

Nadzór Wodny Nowa Wieś [Water Management Agency]

phone: 77 483 20 21

Radio-telephone, channel 74

Nadzór Wodny Kłodnica [Water Management Agency]

phone: 77 420 49 48

Radio-telephone, channel 74

Minimum dimensions of the navigable trail are as follows:

- Width - 35.0 m
- Transit depth – 2.5 m
- Curve radius - 600 m
- Lock width – 9.6 m
- Lock length – 72.0 m
- Depth at the bottom sill – 2.5 m
- Guaranteed navigation depth is 1.8 m

Parameter limitations of the navigable trail

One-span road bridge - 16.060 km

- Navigable span width – 27.0 m
- Vertical navigable span clearance – 4.31 m at medium water

One-span road bridge – 14.600 km

- Navigable span width – 21.0 m
- Vertical navigable span clearance – 4.47 m at medium water

One-span road bridge – 13.980 km

- Navigable span width – 29.0 m
- Vertical navigable span clearance – 4.25 m at medium water

One-span road bridge - 11.470 km

- Navigable span width – 24.0 m
- Vertical navigable span clearance – 4.29 m at medium water

One-span road bridge - 9.730 km

- Navigable span width - 20.0 m
- Vertical navigable span clearance – 4.10 m at medium water

Passage above the gas and heating pipeline canal – 9.700 km

- Width – 25.0 m
- Vertical clearance – 5.4 m

Gas pipe – 8.390 m

- Vertical clearance – 7.9 m

Two-span road bridge - 7.790 km

- Navigable span width - 2x12.0 m
- Vertical navigable span clearance - 2x4.90 m at medium water

One-span road bridge – 5.400 km

- Navigable span width – 23.0 m
- Vertical navigable span clearance – 4.50 m at medium water

Two-span railway bridge – 3.560 km

- Vertical clearance: 15.5 m and 17.2 m
- Vertical navigable span clearance - 2x7.4 m at medium water

One-span road bridge – 1.670 km

- Navigable span width – 20.60 m
- Vertical navigable span clearance – 5.8 m at medium water

The Gliwice Marina is situated at Portowa street at the beginning of the entrance to the Gliwice port, at the end of Śląskie Centrum Logistyki S.A. It is provided with mooring pontoons, water access, power supply, toilets. The marina offers charters of cabin motorboats, including those which do not require motorboat licences. The motorboat rental facility, also with a helmsman, as well as canoe rental facility. The nautical gear shop - halsuj.pl is available on spot, sale and service of outboard engines. Picnic area.

Marina Gliwice [Gliwice marina]

ul. Portowa 28; 44-100 Gliwice

phone: 608 010 383; 601 444 335

www.marinagliwice.pl

Photo: Jan Janota



Kłodnica siphon

Kłodnica

Kłodnica is a river with the length of 80.0 km and the river basin of 1003.4 km². Its sources are located in the Silesian Upland, at the height of about 300 m above sea level, in the northern part of the Katowice Forest Park. They are subject to protection within the framework of the Natural and Landscape Complex. Further on, the river flows through the Upper Silesia region, where it is narrow, and the valley is only 150 m wide. In the upper fragment, it is surrounded by settlement complexes of Panewniki (part of Katowice), Halemba (part of Ruda Śląska) and Makoszowy (part of Zabrze) upon the border with Mikołów. It flows into Gliwice from the Sośnica district, and then to the centre of that city, from whence, commencing from the Dworcowa street it can be travelled along using a canoe. The engineered river bank is 5-7 m wide, but the polluted waters have a foul smell on hot days.

On the left, the Kłodnica river passes by the Gliwice Canal at port basins (Portowa street) and from this place (Labędy district) it is incorporated into the water system of the canal, supplying it with water or discharging the excess of flood waters. In the years 1822-1935, the Kłodnica Canal ran along the river and was later replaced by the Gliwice Canal (1939). Near Pyskowice, the river flows into the Rzeczyckie Lake (Dzierżno Duże water reservoir), which serves as the dirt trap and thus is not fit for use by tourists. Flowing out of this reservoir, it "loses its independence" for a certain amount of time and together with the waters of the Drama river, flowing from the Dzierżno Male Lake, it flows further via the artificial excavation of the Gliwice Canal as its integral part. In this way, it passes by the Plawniowickie Lake, so as to flow out from the right side of the canal at its Western end.

Here, at the end of the tourist town Plawniowice, next to a small hydroelectric power plant, the Kłodnica river begins its second life and as an independent water course, it runs to its estuary. The river valley extends to 1 km, the average fall turns from 3‰ upstream and about 1‰ downstream. It flows into the Oder river at its 94.0 km in the Racibórz Valley, at the height of 166.0 m above sea level (Kędzierzyn-Koźle suburbs). The average annual flow from the years 1951-1990 amounted to 7.2 m³ /s at the river estuary, and the maximum span of the water level fluctuation reached 3.0 m.

The canoeing trail of the Kłodnica river is 29 km long and starts below the aforementioned small hydroelectric power plant at the end of Plawniowice, where we will get using a convenient road next to the Toszek Stream from the crossing with the A4 motorway (Lany junction) with road No. 40 (Pyskowice – Kędzierzyn-Koźle). The

valley fall of 1‰ is levelled in several places by transverse sills, which we will encounter just after the start in Łany and Rudziniac. Depending on the water level, owned equipment and skills of participants, we will either flow along them or we will need to carry the canoes. In Ujazd, the river flowing in parallel to the Gliwice Canal enters the area of the Opole province. Here, at 3 Maja street, there is a convenient place of rest (18.9 km).

In Sławęcice, which is located not far away, and which is the easternmost district of Kędzierzyn-Koźle, above all, we pass by the overflow to the canal, which turns left, and we take the left turn again after 400 m at the flat and wide water sill (16.4 km). Straight ahead, there is a mill stream which flows into the park in Sławęcice. We transfer the canoes because of the broad and shallow flooding over the concrete sill smoothly running down, at which it is also possible to have some rest. Further on, we travel over 8 km through Blachownia Śląska to a dangerous sill in Lenartowice, below the Nowowiejska street (7.9 km), next to which it is absolutely necessary to carry the canoes as the long towback occurs which is dangerous for life.

After a short time, we reach the place called "Kłodnica siphon", i.e. the crossing of the river waters with the Gliwice Canal (6.8 km). We land on the right bank and carry the canoes to the canal, where we launch them to travel the canal transversely and then again launch them on the left bank of the Kłodnica river which flows out from the underground (a convenient place to rest). After 2 km, we pass by the bridge along the Grunwaldzka street. On the right bank, at the car park, in front of the stadium of the Sport Club "Kuzniczka", we are welcomed by the encouraging appearance of the canoeing marina, which was put into use at the end of 2014 and which is provided with a convenient slip and stairs to bring your canoes comfortably to a separate parking space next to a large covered shelter with tables and benches (5.1 km). The information board in Polish and Czech, which is nearby, encourages us to participate in an attractive canoeing rally covering the distance of 18 km including the passage through the "Koźle" lock (a historic lock on the Oder river) and the "Kłodnica" lock (the highest lock on the Gliwice Canal), still not leaving the area of Kędzierzyn-Koźle. The information provided on the board comes from the canoeing guide entitled "Górna Odra", which was written by M. Lityński and P. Żółciński. In the building by the stadium, there is a bar and a hotel with 14 accommodation places. Further on the way, we can expect the last transfer of the canoes next to a high sill in Zabieniec (3.3 km), where the only preserved section of the old Kłodnica Canal with the 200-year old chamber lock branches off to the right. The Kłodnica river flows along the engineered and partly reconstructed bank, next to the new section with the high bridge along road No. 40 running to the Oder river. There, we can see such harbours as "Szkwał" on the island in Koźle, on the right bank of the Oder, or a similar one in Kuzniczka, at Stara Odra street in the oxbow lake of the left bank of the Oder. In the "Szkwał" harbour, it is also possible to find year-round accommodations. Several companies deal with renting canoes for the purpose of travelling along the Kłodnica and Oder rivers and the Gliwice Canal. The first All-Polish Canoeing Rally under the name "Sławęcice Ożywią Kłodnicę" will be organised in 2015.

Organiser: Klub Turystyki Kajakowej Rejak Sławęcice [Canoeing Tourism Club], Commander: Piotr Tokarczyk
ul. Mieszka I 6; 47-232 Kędzierzyn-Koźle
608 736 036, www.rejak.com.pl



Mała Panew

The Mała Panew river is the right tributary of the Oder river which is 129.1 km long. Its river basin is 2114.7 km². It flows from the Woźniki-Wieluń Upland to the Silesian Lowland. Its sources are located at the height of 340 m above sea level, among the hills of the Woźnicki Rapid in the forestless region close to the city of Koziegłowy. The river flows several kilometres to the south, then on the Opole Plain, it changes its direction to the west and north-west. Upstream the valley substrate, there are Liassic sandstones. Then, the river flows through a vast, sandy valley, varied with dunes, covered with the dense complex of pine forests (southern part of the Stobrawa Forests). The forests cover over a half of the catchment area, which makes this region very attractive for tourists. In the middle and lower stretches, the river forms numerous bends. The average valley width is 0.3-0.6 km in the upstream and more than 1 km at the estuary. The Mała Panew river flows into the Oder river in the Wrocław Ice-Marginal Valley at the height of 146 m above sea level, below the village of Czarnowąsyp.

From the early medieval times, the Mała Panew river moved the drive wheels of numerous mills, and the 16th century marked the beginning of the industrial era of the Lower Silesia region (cities: Kalety, Krupski Młyn, Zawadzkie, Kolonowskie, Ozimek) in its valley. Hence the two other names of the river – Malapadew and Malapiana and the water pollution in the vicinity of the industrial plants. It was already Walenty Rożdżeński who wrote about the development of the metal industry in the Mała Panew river valley in 1612 in his epic poem entitled "Oficina Ferraria".

The average falls of the river valley amount to 2.5‰ upstream and up to 0.9‰ downstream, and the average annual flow for the years 1956-1990 in Turawa was 9.39 m³ /s. The maximum span of water levels downstream amounted to 3.0 m. The largest tributaries of the Mała Panew river are: Chrzastawa river – 52 km long, Lublinica river – 28 km long, Stola river – 27 km long, Libawa river – 23 km long, Leśnica river – 22 km long, Bzniczka river – 20 km long. The major towns at the Mała Panew are: Kalety, Krupski Młyn, Zawadzkie, Kolonowskie, Ozimek, Turawa and Czarnowąsyp.

The Mała Panew river valley covers two Natura 2000 sites: the special habitat protection area "Dolina Malej Panwi" [Mała Panew river valley] (11.06 km²) and the special bird protection area "Jeziorko Turawskie" [Turawskie Lake] (21.25 km²). These areas are of fundamental significance for the maintenance of the biodiversity with regards to the protection of the endangered and rare species of plants, animals and their habitats. Besides, the Turawskie Lake and the forest areas surrounding it are within the borders of the

Protected Landscape Area - Stobrawsko-Turawskie Forests.

Natura 2000 – the Mała Panew River Valley Protected Location is situated in the eastern part of the Opole Plain and covers the valley of the meandering lowland river – Mała Panew. The characteristic feature of the area is the great share of sandy formations of water-glacial and river origin, and the marking of the Eolic processes, whose remnants include dunes which can be seen here and there. The dominant types of plants cover mainly fresh and wet coniferous forests, and in fragments, mixed coniferous forests. In land depressions, there are peat bogs as well as forests and marshy coniferous forests. In the area of the protected location, the occurrence of the community including the pale bladderwort, which is rare in Poland, has been confirmed. In general, 10 types of habitats from Annex I of the Habitat Directive have been identified in the area of the protected location.

The Mała Panew river is one of few rivers, which, together with its many tributaries, maintained its natural character. The riverbed is for the most part not engineered and creates picturesque meanders. In 1994, beavers were reintroduced to it, also there is a likelihood of occurrence of a mud tortoise. The region is also the habitat for great crested newt, European otter, brook lamprey, European weatherfish, amur bitterling, a rare species of dragonfly (large white-faced darter) and about 160 bird species

Natura 2000 (Bird Directive) - Turawa reservoir – covers the whole retention reservoir and the adjacent areas – the waters cover 80% and forests cover 6% of the area. There are at least 24 bird species from Annex I to the Bird Directive. The area is important for the migrating wetland birds; the number of the Anatidae species overflying and overwintering may reach 25000 specimens. During the migratory period, at least 1% of the population of the mallard duck is on the migratory route. Relatively high concentrations are also accomplished by common teal, little stint, dunlin and common snipe. The groupings of the wetland birds as well as the white-tailed eagle (12-29 specimens) can be seen here also during the winter period. What also deserves attention is the great number of populations of the black-necked grebe nesting on the reservoir (50 breeding pairs, which constitutes almost 1% of the national breeding population) and whiskered tern. The Turawskie Lake is located within the border of the Protected Landscape Area - "Stobrawsko-Turawskie Forests". The Protected Landscape Area - Stobrawsko-Turawskie Forests was established in the year 1989 and covered 118 ha. Within its limits, there are several natural and landscape complexes and several dozens of ecological farms and monuments of nature. What creates the unique character of the natural landscape of this area is: abundance of water courses rich in meadow ecosystems, breeding ponds, brooks, marshy areas, post-glacial moraines and dunes. The Turawskie Lake and its closest vicinity is the nesting place for many species of birds as well as rest and feeding area of migratory birds. Therefore, it became part of the water bird refuge of European importance. The main feature of this area are well preserved and diversified forests: habitats of fresh and wet mixed coniferous forest, broadleaved forests, riparian forests and oakbeam forests in river valleys, as well as beech and oak forests and deciduous mixed forests.

The Mała Panew river can be used to organise canoeing rallies from the Zielona lagoon in Kalety (110 km). The most beautiful river section is located in the forest wilderness between Zawadzkie and Kolonowskie towns. Before World War II, 19 km away from the mouth of the river to the Oder river, an artificial water reservoir, i.e.



Mała Panew - capsizing

Photo: Jan Janota

the Turawskie Lake was created. It fulfils the flood prevention function and is used also for tourist and recreational purposes. It also regulates the flows of the Oder river during the low water levels. Discharges of water from the lake are so big during the summer period that at the bottom section it is possible to travel safely all year long, omitting any obstacles in the riverbed.

At present, the canoeing trail of the Mała Panew river is one of the best developed trails in Poland. All obstacles have places for convenient landing and launching of the canoes, built just for the use of canoeists. They are connected with less or more extended camping infrastructure which can be accessed from the main road. All of them are provided with benches and tables under a covered shelter, a space to make a bonfire, decent toilets and rubbish containers. There is a number of private rental facilities which have modern equipment at their disposal in the form of polyethylene one- and two-person canoes, good oars and comfortable life jackets. Based on municipal or private riverside hostels, they organise canoeing rallies for any customer, both individuals and groups (families with children, schools, companies). Their telephones, e-mail addresses, websites will be listed below.

In 2015, Silesian Canoeing Association "Wiking" organises the 20th Jubilee All-Polish canoeing rally along the Mała Panew river based on its own riverside hostel with the camping site in Krupski Młyn.

Śląskie Stowarzyszenie Kajakowe "Wiking" [Silesian Canoeing Association "Wiking"]

ul. Chorzowska 5; 44-100 Gliwice
phone: 601 563 846; 601 563 841
www.sskwiking.com.pl

Przedsiębiorstwo Turystyczno-Rekreacyjne "Kajnar" [Tourist-Recreational Company]

Krawczyk&Copik
ul. Wróblewskiego 10/6, 44-100 Gliwice
phone/fax 32 231 84 32; 601 563 841; 601 563 846
www.kajnar.com.pl

Talent Kajak [Canoes]

Jan, Paweł i Tomasz Kurek
Bookings: 506 176 639; 509 669 409

Przystań „Tropicana” [Harbour]
ul. Lubliniecka; 47-120 Zawadzkie

Przystań "Amazonka" [Harbour]
ul. 1 maja; 47-110 Kolonowskie
www.talent-kajaki.pl

Ziaja kajak

Przystań Amazonka [Harbour]
ul. 1 Maja; 47-110 Kolonowskie
505 055 922, www.ziaja-kajaki.pl

Młyn Bombelka [Mill]
ul. Młyńska 1, 47-120 Żędownice
phone: 508 278 177
www.kajakimalapanew.pl
www.mlyn-bombelka.pl

Gościńcic "Pod Czarnym Wąsem" [Guesthouse]
ul. Jagiellej 8b; 46-020 Czarnowąsy
Phone: 77 547 26 17; 602 676 050
www.podczarnymwasem.pl

Dzika Chata
Ewa, Grzegorz Hajduk
Staniszczce Małe, ul. Krzywa 7
47-113 Kolonowskie
phone: 533 600 790, 502 300 790
www.dzikachata.pl

Agro-Ranczo
ul. Brzezinka 3; Schodnia
46-040 Ozimek
phone: 77 465 25 95, 507 056 270
www.agro-ranczo.pl

Splywy kajakowe Młyn u Thielia [Canoeing Rallies]
ul. Stawowa 21, Żędownice,
47-120 Zawadzkie
phone: 77 463 46 99, 503 654 520, 883 551 091
www.mlyn-thiel.pl; www.gosit.zawadzkie.pl

Partykajaki Splywy kajakowe [Canoeing Rallies]
ul. Hauptstocka 32; 47-113 Staniszczce Małe
phone: 692 544 312
www.partykajaki.pl

Splywy kajakowe Karolina Romańczuk [Canoeing Rallies]
1 maja 17; 47-110 Kolonowskie
phone: 600 349 814
www.kalimera.org.pl

Wikinadia – kajaki [Canoes]
ul. Jagiellej 3; 46-020 Czarnowąsy
phone: 604 868 522, 77 469 11 14, 606 184 985
www.wikinadia-kajaki.pl

Z.U.L. „DREWMAR”
Mariusz Jerominek
ul. Opolska 61A/17, 47-120 Zawadzkie
phone: 608 894 495

Splywy kajakowe F. H. "MARK" [Canoeing rallies]
ul. Kościelna 2; 47-113 Staniszczce Wielkie
phone: 662 263 550

Mała Panew River



the Mała Panew river - map 1

- 78.8 pl Krupski Młyn. Railway viaduct
- 78.3 pl Krupski Młyn. Bring along the road from Kielcza to road No. 11 – Zielona street. Next to the bridge, there is a gas pipe running through the river. To the right - Krupski Młyn Forestry.
- 77.5 l Krupski Młyn. Canoe marina of the Canoeing Club "Wiking" (PTR "Kajnar") Główna street
- 77.7 pl Krupski Młyn. Historic suspension bridge for pedestrians
- 77.4 pl Krupski Młyn. Railway siding viaduct. Next to it, there is a pedestrian footbridge.

Krupski Młyn is an old mill settlement from the 18th century in the area of which, the ammunition factory was built in 1874. In the 20th century, the old settlement for workers got expanded into a populous village, still continuing the production of armaments and chemical products for the industry (NITRON plants). There is a beach and a holiday resort for the inhabitants of the Opole region. An interesting monument of technology is the steel suspension bridge across the Mała Panew river which was built in the year 1930. Its span is 25 m.

76.8 l Krupski Młyn. Footbridge
70.3 l Kielcza. Road bridge. To the right – Zarzeczce Forestry. Kielcza as the village was mentioned around the year 1300 and already had a parish. It was probably the village where priest Wincenty came from – the first composer of the Medieval Poland, known by his name, the author of the famous Vespers Hymn "Gaude Mater Polonia" (Be joyous, Mother Poland) from the year 1254. The local late-Baroque parish church of St. Bartholomew from the year 1779 is the venue where the festival of medieval music "Gaude Mater Polonia – Wincenty from Kielcza in memoriam" has been organised by the Opole Philharmonic since 2004. On the cemetery, there is a chapel from the end of the 19th century and the collective tomb of Silesian insurgents.

- 69.6 l Kielcza. "Kielcza" canoe harbour, camping site
- 68.1 l Żędowice. On the right side, there is a canal of the old mill stream.

- 67.7 l Żędowice. Weir of the "Bombelka" mill, presently PHU Orłowski Andrzej. From this place, the still existing Ironworks Canal to the pond near the present Huta "Andrzej" in Zawadzkie was built in the 19th century.
- 67.5 l Żędowice. Bridge along the road to the "Bombelka" mill
- 67.4 l Żędowice. On the right bank, there is a canoe harbour near the "Bombelka" mill.
- 66.6 l Żędowice. Sill near the former "Thiela" mill before the road. On the right side, there is a place to go ashore for the purpose of transferring the canoes. Behind the sill, there is a descent. Canoes should be transferred for 200 m. Canoe harbour.

In the 19th century, Żędowice was the main centre of steel industry in the Strzeleckie district. The first ironworks was mentioned already in the year 1524, and the steelworks continued its operations until the year 1906. Two Neo-Gothic churches (the Catholic church and the Evangelical church) and two mills were built in the populous village at the end of the 19th century. One of the mills, which functioned as the small hydroelectric power plant with the output of 25 kW, is still in use. Buildings come from the 18th century. Since 1864 they have been owned by the Thiel family. Despite damage during the fire and flood, the architecture of the buildings has been preserved until today, and all the machines and devices stayed in their original condition. The historic part of the mill is available to visitors. On the Roman-Catholic cemetery, there is a collective tomb of the Silesian insurgents from the year 1921. At Strzelecka street, on the wooden pillar, there is the so called bell of the dead from the year 1880. (It could be heard after the death of any of the inhabitants). An important religious event in Żędowice was the revelation of the Mother of God in the year 1904, as a token of which, a copy of the famous picture was bought in Częstochowa.

- 66.5 l Żędowice. Road bridge to the Thiel mill at the Stawowa street, under the bridge, there are pillars and shallow water. At the building, near the mill stream, there is a small hydroelectric power plant.
- 66.0 p Ecological farm - "Dwoinka"



Żędowice – water mill at Thiel's

The ecological site - "Dwoinka" is a complex of inland meadows with bogs which neighbour them in the Żedowice forestry. There are two small ponds here with rushes all over the area and insectivorous plant communities - lesser bladderwort, bogbean and slender sedge. This is also the site of reproduction and permanent occurrence of amphibians. The river banks are covered partly with birches, and there are pine trees all over the place.

62.8 p Ecological site - "Łąka nad rzeką"

The ecological site "Łąka nad rzeką" with the area of 4 ha is subject to protection within the area of the Świerkle forestry. It is covered the pine trees, which appeared here as a consequence of afforestation of former arable lands. The dominant species in the undergrowth is bramble. The marshy depression has the features of an overgrowing oxbow lake with wit flag and yellow irises.

62.4 l Zawadzkie Świerkle. Road bridge. Under it, there is a sill. We transfer the canoes on the left side.

62.2 p The "Świerkle" canoe harbour of the Zawadzkie municipality. The vast camping site in the "Świerkle" forestry for 200 persons. It has four covered shelters with benches and tables, a space to make a bonfire, information boards and fencing.

61.9 p Ecological site: "Nad Małą Panwią"

The ecological site "Nad Małą Panwią" with the area of 2.9 ha was established in the year 2003. It constitutes bog which is the oxbow lake of the Mała Panew river. The unique boggy and ecotone biotopes are subject to protection here.

60.9 p Ecological site "Hehelec"

Ecological site "Hehelec" with the area of 4 ha was established in 2003. It represents an inland meadow with the boggy, overgrown oxbow lake. The unique boggy and ecotone biotopes are subject to protection here.

59.2 l Zawadzkie. The "Tropicana" Canoe harbour, Lubliniecka street from the river next to Huta „Andrzej”. Companies offering canoe rental: Talent and Ziąja.

57.8 l Zawadzkie. Opening of the Ironworks Canal.

Zawadzkie was established in the year 1836 as the workers' colony at the newly opened steel industry centre. The name comes from the surname of the plant owner - Franciszek von Zawadzky. During the 3rd Silesian Insurrection in 1921, steelworkers built a panzer train for the insurgents. The settlement was granted town privileges in 1962. In the years 1852-1870 this was the place where the folk poet and social activist - Józef Ligoń, who was actively involved in maintaining the Polish character of the Silesia region, lived and worked.

The Tourist Information Point is open at the Municipal Sport and Tourism Centre

Ul. Opolska 23, 47-120 Zawadzkie
phone: 77 462 31 13, 77 461 65 21
www.moksir.zawadzkie.pl

Nadleśnictwo Zawadzkie [Zawadzkie Forest District]

ul. Strzelecka 6; 47-120 Zawadzkie
phone: 77 404 96 55

www.katowice.lasy.gov.pl/web/zawadzkie

(Forest and Nature Chamber, Education and Nature Garden, camping sites, wildlife and educational trail "Świerkle", Summer Forest Educational and Tourist Chamber in the Dębie Forestry)



- 57.9 | Zawadzkie. On the right side – Lublinianka river estuary.
- 58.0 | Zawadzkie. Bridge along road No. 901 between Gliwice and Olesno. Before it, on the left bank, there is a jetty for landing and launching canoes. In the hinterland, "Leśny" pool (municipal swimming area)
- 57.6 | Bridge along road No. 463 between Zawadzkie – Kolonowskie. Beginning of the Nature-Landscape Complex - "Pod dębami", surrounding the river valley from two sides.

The nature and landscape complex "Pod Dębami" with the area of 329 ha, protects the forest complex in the Mała Panew river valley between Kolonowskie and Zawadzkie. It is a picturesque river section with meanders and bays with arduous shores and numerous oxbow lakes. In the closer or further distance from the river, there are monumental common oaks with the circumference ranging between 2.2 and 6.6 m. Nearby the riverbed, there are about 100 swamp Spanish oaks (a species which comes from the South America) with long branches reaching to the ground with pinnatifid leaves. The plants of the undergrowth include February daphne, martagon lily, broad-leaved helleborine, European wild ginger and false helleborine.

- 57.5 | Opole-Tarnowskie Góry railway line viaduct
- 53.9 | Hunting lodge "Malepartus". "Dębie" Forest District. Education-Nature Complex "Malepartus". River footbridge. Next to it, on the right river bank, there is a canoe harbour of the Zawadzkie Forestry. A good place to rest. Tables and benches, covered shelters.

The Education-Nature Complex "Malepartus" consists of an educational trail, a hunting lodge with the rhododendron stand and the woodland of the Mała Panew river, including a footbridge for pedestrians and cyclists.

There is a hunting lodge here, the so called Malepartus from the year 1856, built by count Renard within the game preserve with a large area of 4850 ha, where European red deer, fallow deer and mouflon were bred successively. The hunts which were organised in this area, were attended by magnates, ministers and Prussian kings. In the year 1910, the owner of the lodge was count Franz Hubert von Thiele-Winckler, who reconstructed its form in the style similar to the one that characterised the castle in Moszna. At present, it fulfils the function of the Social Welfare Home for children and youth.

- 47.5 | Kolonowskie (Siber) weir. Next to it, behind the island, there is a new hydroelectric power plant. It is possible to get out of water on the left bank, canoes can be carried for a distance of 60 m.
- 46.6 | Staniszcze Wielkie. Canoe harbour "Amazonka", municipal, used by companies Ziąja and Talent. Access via a hardened road before the 1 Maja street bridge.



Education-wildlife complex „Malepartus”

Photo: Andrzej Nowak

the Mała Panew river - map 2

- 46.6 | Canoe harbour "Amazonka", municipal, used by companies Ziąja and Talent. Access via a hardened road before 1 Maja street bridge.
- 46.8 p | Kolonowskie. 1 Maja street bridge



Kolonowskie – Regional chamber

Kolonowskie is a town at the Bziniczka river which flows here into the Mała Panew river. A worker's settlement was built here. It was located around the steelworks, built together with the large furnace in the year 1780 by the owner of these lands, count Colonna (hence its name). In order to improve the production output of the plant, the Ironworks Canal was dug out here in the years 1790-1795, along the road from Zawadzkie to Kolonowskie. The water from the Mała Panew river and Lublinica river flew in the canal up to the pond at the Bziniczka river. In the years 1961-1965, the pipe rolling mill and pipe drawing mill were built here. Kolonowskie was granted town privileges in the year 1973 after connecting the railway junction with the railway worker district. One of the oldest town buildings is the wooden administration house of the office of metallurgy, built at the end of the 18th century. As it has been refurbished, it houses the Regional Chamber with the permanent exhibition of products of the Kolonowskie steelworks. In front of the building, there is a monument of the founder of the settlement - Filip Colonna.

- 46.1 | Staniszcze Wielkie. Railway viaduct
- Staniszcze Wielkie was founded at the end the 13th century as the forest settlement of the Opole-Racibórz dukes. It was famous for the commonly practiced bee-keeping. In the centre of the village, there is a Neo-Gothic church of St. Charles Borromeo from the year 1884. At the Market Area, there is a convent of Servant Sisters of the Blessed Virgin Mary. There are cycling trails running through the town: red, yellow and blue trails.

- 44.6 p | Kolonowskie Fosowskie. Bridge along Kościelna/Księżda Czerwonki streets to Staniszcze Wielkie
- 44.4 p | Kolonowskie Fosowskie. Canoe harbour „Fosowskie”
- 43.8 p | Kolonowskie Fosowskie. Arki Bożka street bridge
- 43.78 p | Kolonowskie Fosowskie. Railway viaduct. Underneath, there is a stony shallowing.
- 40.1 | Staniszcze Male. Road bridge. Behind the bridge there is a scoured sill. In front of the bridge, the place for convenient landing of the canoe is arranged, from which we transfer the canoe for a distance of 80 m to the launching site below the sill. At the launching site, there is a canoe harbour, a covered shelter, tables, benches, toilets, rubbish container.
- 39.1 p | Myślińska river estuary

Photo: Andrzej Nowak

35.2 | Krasiejów. Cascade of stones

35.6 | Krasiejów. Weir and water intake. Canoes are to be transferred on the left river bank. Canoe harbour "Czarny Dół"

Krasiejów had a steelworks on the right bank of the Mała Panew river in the 18th and 19th century, and from 1910, a brickyard on the left bank, which used large clay deposits for its activities. After the war, the brickyard provided 1.5 million bricks for the construction of the Palace of Culture in Warsaw. From the 70-ties of the 20th century, the working of the open pit mine supplied silty raw stock for the needs of the cement plant in Góraźdże. In the year 1993, in the Triassic deposits formed 230 million years ago, the mass occurrence of skulls and fragments of skeletons of huge freshwater and terrestrial invertebrates was discovered. Since 2000, the excavation work resulting in the finding of numerous bony parts of the oldest dinosaur in the world, called *Silesaurus opolensis*, have been performed. Based on these discoveries, a Jurassic park with the area of 40 ha was opened in the mine basin. There are 250 models of dinosaurs in the park. They are placed along the educational trail which is 500 m long. Next to them, there are information boards facilitating the identification of the reptiles and providing the information about them. The visitors can enter the time tunnel, where the history of our planet from the great explosion to the appearance of the huge reptiles is presented. The visit at the prehistoric oceanarium allows the transfer to the world of underwater life of these large dinosaurs. Kids can also let off steam in the high tower, from which they can slide down inside the pipes like fiends. In 2014, next to the Jurassic Park, another Park of Science and Evolution of Man was opened – the most modern museum of man in Europe, which allows experiencing the trip in time using the latest multimedia solutions, that combine the real world with the virtual one. The park offers also tours of the Paleontological Pavillion, Kino Emocji Cinema 5D, children playground, amusement park and swimming area with the beach.



Photo: Jan Janota

Krasiejów Jurassic Park

JuraPark

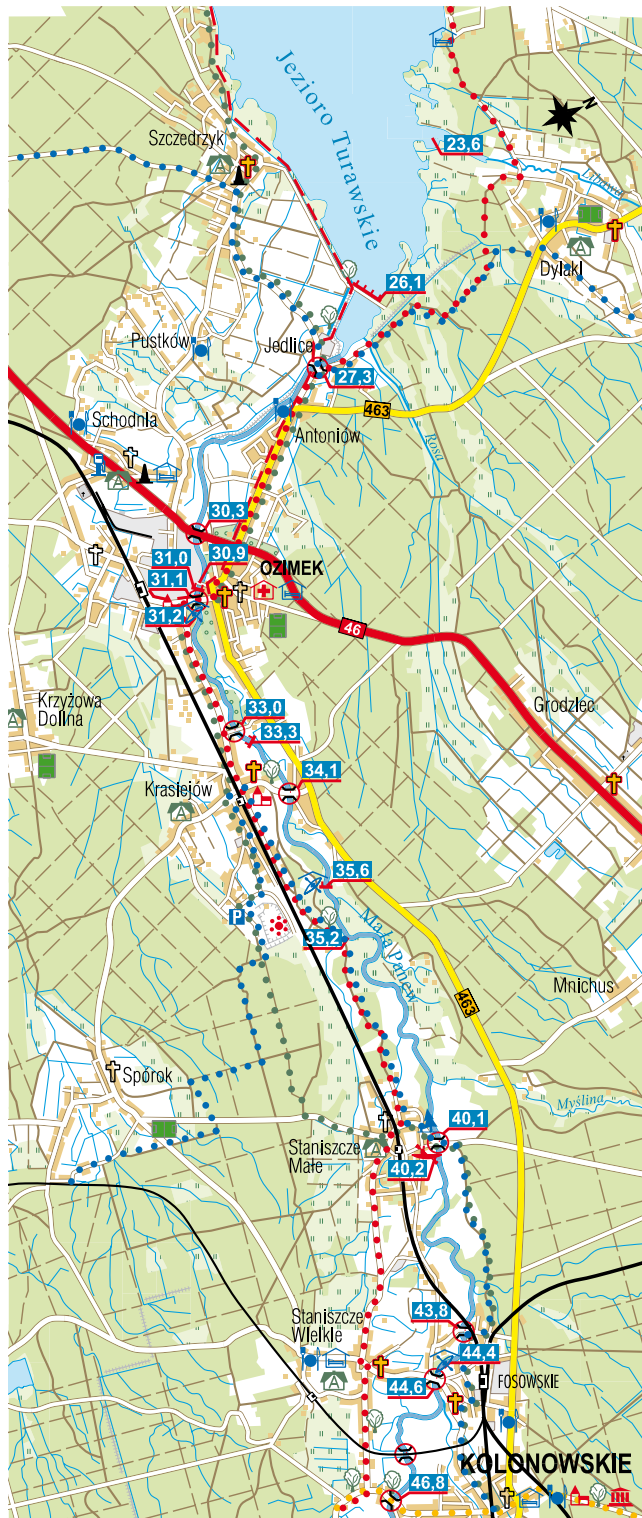
Park Nauki i Rozrywki [Science and Amusement Park]

1 Maja 10, 46-040 Krasiejów

Phone: 77 465 48 00, 519 346 149

Em: rezerwacja.krasiejow@jurapark.pl

www.juraparkkrasiejow.pl



- 34.1 | Krasiejów. Bridge along the Sporacka street
- 33.3 p Ozimek. Remnants of the old bridge, poles in the river.
- 33.0 p Ozimek. Bridge along the Młyńska street.
- 31.0 | Ozimek. Canoe harbour "Ozimek"
- 31.1 pl Ozimek. Bridge along the Kolejowa street. Red walking trail from the railway station



Ozimek – cast iron suspension bridge at the Ironworks Museum

Photo: Jan Janota

Ozimek as the primary smelting settlement, took its name from the owner of the mill on the premises of which the Prussian administration started the construction of the steelworks and other armament production plants in 1753. Just as in the case of other places at the Mała Panew river, the production was based on local resources: bog iron ore, timber and hydropower.

The Mała Panew steelworks has existed to this day, and the former workers' settlement was granted town privileges in 1962. It boasts the oldest iron suspended bridge in Europe, which was built in 1827. At that time this was a pioneering work. In 2012, the Steel Industry Museum was opened. Its initiator was the Mała Panew River Valley Association. The museum offers numerous exhibits that present the steel making traditions of the Mała Panew river valley. Muzeum Hutnictwa Doliny Małej Panwi [Steel Industry Museum of the Mała Panew River Valley]

ul. Hutnicza 1; 46-040 Ozimek
www.muzeum-hutnictwa.pl

- 31.0 pl Ozimek. Weir of the steelworks
- 30.9 pl Ozimek. Cast-iron suspended bridge – Hutnicza street
- 30.3 pl Ozimek. Bridge along road No. 46 – Warszawska street
- 27.3 p Jedlice. Road bridge
- 26.1 Frontal dam with the flap weir in Jedlice at the preliminary reservoir, separating the main reservoir from the preliminary reservoir. The flaps were never used because of a design error related to backfilling of the flaps with the deposits carried with the water current.
- 23.6 p Libawa river estuary (to the reservoir)

the Mała Panew river - map 3

Turawskie Lake

The artificial reservoir of the Turawskie Lake creates an extensive water region with the area of over 24 km², length exceeding 7 km and width up to 2.5 km. It contains up to 108 million m³ of water with the maximum depth of 10 m. It was created owing to the dam built in the years 1933–38, with the length exceeding 6 km and maximum height of 13 m, at which the hydroelectric power plant with the output of 1.8 MW is still in use. The complex of Turawskie lakes covers the main reservoir, the preliminary reservoir separated by the flap weir, and two smaller lakes referred to as Średnie Lake (with the area of 16.5 ha) and Małe Lake - 2.6 ha). The latter constitute former sandpits from which the material for construction of dikes was collected. Especially the former ones constitute an attractive swimming area with sandy beaches and a small charming island. The eastern ends of this water region, into which the Mała Panew river and Libawa river flow, are in turn, extensive shallow lagoons and sandbars, surrounded by extensive rushes – the main wetland bird refuge.

The lake is the area where freshwater fish are bred. The water region was stocked with fish from the very beginning of its existence. It is still possible to catch a pike, a pikeperch, a perch and an eel. With regards to coarse fish, it is also possible to find a bream, a roach, a carp and a tench here. At present, the lake blossoms every year and is not fit for swimming. Also the net fishing was stopped, therefore the lake became a very attractive location for anglers. The main target of the anglers is the pikeperch, which is caught mainly from boats. Also, there are quite many breams, which grow up to impressive sizes.

The waters of the Turawskie Duże Lake are managed by the Opole District of the Polish Anglers Association (PAA), and in order to practice angling on the waters of the PAA, it is always necessary to have your valid leisure fishing permit, angling licence, PAA membership card or periodical permit and completed fishing register with you. Being equipped in this way, we can start fishing using the PAA's marina "Rybaczówka", where it is possible to rent a boat and find an accommodation place. Except the PAA's fisheries, it is possible to angle without all the aforementioned documents, but for an appropriate fee, using a private fishery called "Kacze Dole". These are small gravel excavations, filled with water and surrounded by pine forests, located nearby the Średnie Lake. The aforementioned Średnie Lake, whose other names are Szmaragdowe Lake, Zielone Lake or Kryształowe Lake, is an exceptionally picturesque water region with the area of 12 ha and depth reaching 17 m, with crystal-clear water. It is yet another flooded gravel excavation which is surrounded by dense forests. It is neighbored by the aforementioned ponds called Kacze Dole, which are presently used by the anglers, just as is the case with the small Tonloch lake in Turawa. The overgrown lake shores in wet places, which resemble peat bogs, are shelter for protected insectivorous round-leaf sundews and the smallest clubmoss in Poland, i.e. the very rare marsh clubmoss. Among the interesting specimens of flora from the surrounding forests, it is also worth mentioning a very rare cheddar pink, growing here in only one site in the Opole region. In the dense forests one can encounter a great number of such animals as red deer, roe deer and wild boars. In the grass, and on the banks of water bodies, it is also possible to see amphibians: several species of frogs, fire-bellied toads, toads and common newts. Reptiles are represented by lizards, sand lizards, slow worms, grass snakes and dangerous common European vipers. The broad strips of rushes, shallow basins and sandbars as well as the extensive water region of the Turawskie Duże Lake attract the nesting birds such as whiskered tern, common shank, common snipe, little bittern and numerous ducks including, common teals and shovellers.

Many other birds stop here during the Autumn and Spring migrations (black-legged kittiwakes, white-winged terns, skuas or oystercatchers). The reservoir is one of the most important refuges and feeding areas for wetland birds in the Silesian region. The population of the species compositions from this group, which stop here during migrations, reaches 15000-24000 specimens. It is not difficult to find the majestic winged predator – the white-tailed eagle. This large bird nests in forests, taking advantage of the abundance of fish in the local waters.

The Turawskie lakes as well as its surroundings are a perfect place for holidays. Although these are not natural water reservoirs, all of them were created many years ago, owing to which their banks managed to gain such a character. At the lakesides, tourists will find sufficient number of accommodation places, water equipment rental facilities, car parks, pleasant promenades, cycling routes and numerous coffee bars and restaurants.

The waters of the Turawskie Duże Lake are not particularly suitable for swimming due to the uncontrolled and unmanageable blue-green algae growth. Therefore, the swimming area at the Średnie Lake with the station of the Volunteer Water Rescue Service functioning during the summer period has been provided. In the middle of the lake, except the island, we will also see a unique device operated by the force of wind. It is an aerator, mounted by scientists from the Poznan university. The device pumps air with an addition of special preparations under the water. The preparations support its natural self-treatment processes. If the aerator proves its value, perhaps it will be possible to improve the quality of water in the same way also in the Turawskie Duże Lake.

The aforementioned problems do not disturb the active spending of leisure time on water. The vastness of the Turawskie Lake, its great depth and steady winds make it a friendly water region even for the beginners. Therefore, when visiting Turawa, it is worth thinking whether we would not like to try our hands as sailors: operation of a yacht with the length of 7.5 m does not require the possession of the yachtsman certificate, though, of course it is better to take part in the sailing course and gain the necessary skills. The view of boats crossing water during numerous sailing events organised by Yacht Klub Opolski, which has its own centre, could be a sufficient incentive. In Winter, when conditions are appropriate, it is also possible to travel on the frozen water of the lake using iceboats, i.e. special vehicles moving on skids directly on ice.

18.9 Frontal dam of the Turawskie Lake. Hydroelectric power plant with the output of 1.8 MW

17.9 | Turawa. Bridge along the Opolska street

Turawa is the seat of the municipality and forest district. It became an independent town in the 18th century, when the construction of the palace complex began. The Baroque palace with the Neo-Baroque ornamentation was redeveloped in the years 1964-1965 for the needs of the children's home, maintaining the elements of the original interiors (ballroom, Neo-Renaissance sideboard, Baroque bookcases, gold-plated wall decorations, decorative tiled stoves and stuccoes in the cupboard room). The palace is surrounded by the historic park with monumental trees. The Tourist Information Point is open in the Municipal Public Library.





Turawskie Lake

Photo: Andrzej Nowak

- 14.9 Railway line viaduct
- 14.7 p Osowiec Śląski. Weir. Canal to the small Osowiec-Węgry hydroelectric power plant with the output of 920 kW. At the beginning of the canal, there is a landing site; we carry the canoes for 100 m using the road on the right bank, then we launch them below the hydroelectric power plant.
- 13.1 p Osowiec Śląski. Bridge along the Oleska street
- I Węgry

Osowiec Śląski is a place of leisure for the inhabitants of Opole. In the 18th century, the manufacture for utility equipment was located here. It used mainly the bog iron ores for its production activities. From the railway station, there runs a tourist trail to the forest Srebrne Lake.

As a settlement, Węgry comes from the year 1295. In the village, there is a monument commemorating the victims of World War I and II, the parish church of St. Joseph from the years 1938-39, the cross and the chapel with the figure of the patron of the town – St. Urban from 1837. There is also a bridge running across the Mala Panew river from the year 1903 which is characteristic owing to its interesting architecture. The bridge survived the period of both world wars.

- 12.2 Road bridge of the Węgry - Osowiec Śląski ring-road, national road No. 45 between Opole and Kluczbork
- 11.3 I Kolanowice. Municipality canoe harbour "Boisko" at the end of the Sportowa street (recreation-sport area)
- 10.8 p Canal orifice from Osowiec
- 10.6 p Kolanowice. Canoe harbour "Most"
- 10.5 lp Kolanowice. Bridge along the Brzozowa street.
- 9.2 I Kolanowice. Small hydroelectric power plant with the output of 74 kW with the weir and the bridge. Canoe harbour "Elektrownia". Landing site – 9.257 km, launching site – 9.161 km. Transfer of the canoes for a distance of 100 m.

Kolanowice has a wooden St. Barbara church with the log-frame structure, coming from the year 1678. It is surrounded by wooden arcades with the steeple, the decorations of the interiors come from the 17th century. Originally, the church was placed at the Franciscan monastery in Opole, wherefrom it was transferred to Kolanowice in 1810.

- 7.6 I Luboszyce. River bifurcation. At the right branch, there is a small hydroelectric power plant "Luboszyce" with a spiral turbine with the output of 55kW, at the left branch, there is a weir with the footbridge. We enter the left branch, where there is a municipal canoe harbour called "Jaz" with prepared landing and launching sites for canoes. Transfer of the canoes for a distance of 60 m.
- 7.3 I Luboszyce. Road bridge to Biadacz, Opolska street

- 3.0 p Weir of the water pumping station for the Opole power plant
- 2.2 I Chrzęstawa river estuary
- 2.0 p Czarnowąsy. Canoe harbour "Zakałek Zbója Czarnowąsego".
- 1.9 pl Czarnowąsy. Bridge along road No. 454 between Opole and Dobrzeń, Władysława Jagiełły street, under the bridge, there is a stony riffle.
- 1.8 I Czarnowąsy. The car park and the monument, which commemorates those who lost their lives during World War I. Next to the bridge, at the end of the car park, there is canoe harbour "Piotra Rybaka" of the Dobrzeń Wielki municipality

From the early middle ages, Czarnowąsy was the place inhabited by man, functioning as the river crossing. In the first written mention from the year 1228, it is stated that there was a document confirming the privileges for the St. Norbert monastery from Rybnik, which was granted numerous gifts in the form of lands, forests and villages. The monks started to work on the improvement of the farming practices by popularisation of crop rotation and introduction of the previously unknown crops. Mills were built, and the smelting of iron including the production of charcoal, which was related to that, were taught. The monastery also transported timber from its own forests down the Oder. The Baroque monastic complex from the 17th century survived to this day. Since 1902, the sisters from the St. Jadwiga Congregation have been active here. The monastery consists of the Baroque Nuns House from the year 1690 and the late-Baroque prelatore from the year 1770. Everything was surrounded by the fortified wall with towers erected on the layout of a quadrilateral around the year 1600. Until the present day, the fragments of the wall on the southern side and partly eastern side with two small cylindrical towers reconstructed after the destruction resulting from the Thirty Years' War are all that is left from these fortifications. The historic building can be visited upon the prior arrangement of a specific date with the sisters. The St. Norbert parish church was built in the year 1777 upon the remnants of the church from the 13th century, which had been destroyed in 1643. Inside, there are many sacred objects from the 17th and 18th centuries. The founder of the church, duke Kazimierz of Opole is buried in the crypt together with his daughter. The wooden St. Anne church is situated on the natural elevation. It was built in the years 1684-1688 and was burnt in the year 2005. It was reconstructed in the years 2006–2007 in an almost identical form, but its equipment got almost completely destroyed.

- 1.4 Railway viaduct of the Opole – Wrocław line
- 0.0 Mala Panew river estuary to the Oder river at 158.5 km

Stobrawa

The Stobrawa river is the tributary of the Oder which is 80.3 km long and whose river basin area is 1586.0 km². It flows from the Woźniki-Wieluń Upland to the Silesian Lowland, almost fully through the Stobrawski Landscape Park, crossing the northern areas of the vast Stobrawa Forests. The sources of the Stobrawa river are within the Woźnicki Rapid, next to the town of Wachowice, south of Olesno, at the height of 265 m above sea level. Before Kluczbork, the river flows into the area of the Olesno Plain; in its middle and lower reaches, it flows through the Opole Plain, and the outlet stretch is in the Wrocław Glacial Valley. The Stobrawa river estuary to the Oder river is situated below the town of Stobrawa at the height of 136 m above sea level. The medium valley fall in the upper stretch is about 4‰, in the middle stretch – 1.2‰, and in the lower stretch 0.7‰. The average annual flow in the years 1951-1990 nearby the river estuary in Wapienniki reached 5.12 m³ /s, and the maximum span of water level fluctuations reached 3.0 m.

The river has a lowland character, with variable flow characterised by high water rises during spring thaws and low water rises during maximum summer rainfalls. The riverbed of the Stobrawa river, which is regulated almost along its entire section, goes from the east to the west via a curve bent towards the north. Its width is about 2-3 m nearby Bąkowo, up to about 6-7 m in the central and outlet stretch. The average depth is 0.5-3 m.

The main tributaries from the left side are the Budkowiczanka and Bogacica rivers, and from the right side – the Kluczborska Struga river (the branch of the Stobrawa river) and the Wolczyński Strumień river. Their valleys are more or less perpendicular to the main river course. The left tributaries, more numerous and much larger, seriously expand the southern part of the river basin. The characteristic feature of the whole hydrographic network of the Stobrawa river basin is the large number of drainage ditches, tributaries and branches. Their contemporary image was shaped in the 19th century and in the beginning of the 20th century, and the majority of the hydrotechnical structures such as weirs, gates and drains, come from the pre-war period. The hydrographic network is complemented by numerous clusters of ponds, on which intense fishing is practiced.

The nature of the Stobrawa river valley is significantly varied. Almost half of the length of the river comprises sections with a significant degree of naturalness or transformed sections lying in the areas characterised by high natural qualities. Other sections are transformed to a greater extent, most frequently also canalised and embanked. A significant part of the valley is occupied by valuable natural and landscape areas such as, above all, fresh and wet meadows. Almost 1/3 of the river's length is covered by forest sections. In the direct vicinity of the riverbed, narrow strips of alder-ash tree marshy meadows are dominant; further on they turn into oak-hornbeam forests, acid beech forests and oak forests. The other fragments of the valley are highly transformed areas, developed areas or intensely used arable lands.

The vegetation of the river per se mainly consists of bur-reed, arrowhead and Canadian waterweed, and along certain sections – protected communities of water crowfoots. The regular presence of 14 fish species was confirmed in the Stobrawa rivers, including three protected species – spined loach, European weatherfish and stone loach. In the river valley, there are at least 10 species of amphibians, which are all subject to protection in Poland. In several places, the presence of the European fire-bellied toad, a species protected all over Europe has been noted. Also many rare bird species have been observed.

The Stobrawa river and its tributaries are engineered rivers, therefore the riverbed is not wide, and in the case of agricultural areas, its width is only 4-5 m. What influences the availability of the river for the canoeing tourism, is the season of the year, the water level and the water plants, which constrict the riverbed. Forest fragments broaden the river to 8.9 m, but also shallow water areas and obstacles related to trees in the stream can be encountered. Along certain sections, it is recommended to plan the canoeing rally when the water level is high and when the inconveniences related to the occurrence of natural obstacles are greatly reduced. The water level is significantly affected by the way the water resources are managed by the river manager in the whole catchment area, and in particular, the damming up and the control of water by means of gates as well

Oxbow lake in the Stobrawa river valley



as the management of water in the "Kluczbork" retention reservoir. In the outlet stretch, the Stobrawa river is much broader and the shallow water areas and other obstacles occur much more seldom. The Stobrawa river flows into the old riverbed of the Oder river at 188.8 km below the Iwanowice weir. The canoeing rally may be ended in Brzeg, landing in the area of the new marina. This un-navigable Oder river section may also constitute a change after travelling along smaller and winding rivers. The route is particularly attractive when the river becomes shallower and sandbars as well as gravel banks appear in the river current. During the rally, we can observe numerous birds in the Oder river valley, and with a bit of luck we will see a white-tailed eagle or red kite – the symbol of the Stobrawski Landscape Park - in the sky.



The Stobrawski Landscape Park was established owing to the regulation of the Opole Province Governor in 1999 and covers the area of 52 636.5 ha. It is situated in the basin of the Stobrawa, Budkowiczanka, Bogacica, Brynica and Smortawa rivers. In the south, the border of the park rests on the Oder river, crossing it in the vicinity of Mikolin and the Nysa Klodzka river. In terms of the natural value, the most valuable fragments of the park are in the river valleys, for instance the areas of oak and hornbeam forests, riparian forests, wet meadows and oxbow lakes overgrown with water and marshy plants. Also the valleys of other rivers, being a mosaic of meadows, fields, tree stands, clusters of bushes and networks of drainage ditches are valuable. These places, together with complexes of breeding ponds are a refuge for many rare species of animals (mainly birds) and plants. The dominant type of plant communities in the area of the park are forest communities, which comprise fragments of almost 200-year-old old-growth forests. The deciduous forests occur mainly in the valley of the Oder river, Stobrawa river and Smortawa river. In the area of the park, the presence of 49 species of legally protected plants, 16 species from the Polish red list and about 130 rare species is confirmed. The most interesting ones include: royal fern, round-leaf rosemary, February daphne, martagon lily, tiny mouse-tail, common false-pimpernel, 7 species from the orchid family and water plants. In the oxbow lakes within the Oder river valley, there is water caltrop, the leaves of which create characteristic rosettas on the water surface, and waterfern – floating moss. The landscape park area is also distinguished because of its fauna.

Almost 250 protected animal species, including 165 bird species are present there. Among them, there are 47 species from national red lists and 18 endangered species in terms of their global range. The deciduous forests located in the valley of the Oder river and Nysa Klodzka river, as well as nearby fish ponds are of great importance for the preservation of the abundance of fauna of the park. They constitute the place of occurrence of many species of animals, which become rarer and rarer in some other locations. These include: black kite and red kite (symbol of the park), lesser spotted eagle, middle-spotted woodpecker, collared flycatcher red-breasted flycatcher and forest dormouse.

Fish ponds are a shelter for a large group of water birds, among which we can find a Eurasian bittern and a little crane. Throughout the year at the Oder river and on fish ponds, it is possible to observe the hunting white-tailed eagles. Also black stork, crane, green sandpiper and boreal owl nest in the forests of the park. Of great natural value are the meadows located in the embankments of the Oder river and Nysa Klodzka river, where rare species of butterflies can be found. Swan mussel, medicinal leech and numerous amphibians can be encountered in the oxbow lakes. Also the valleys of smaller rivers such Budkowiczanka, where otters, beavers and grey wagtails live, are interesting.

Presently, the Stobrawski Landscape Park comprises four nature reserves, 8 ecological sites, one natural and landscape complex and 53 monuments of nature. As part of the protected areas – Natura 2000, Special Bird Protection Area – Odra Oak and Hornbeam Forests, as well as Special Habitat Protection Areas – Baruckie Forests and Meadows in the vicinity of Karlowice at the Stobrawa river - were designated.

Stowarzyszenie LGD „Dolina Stobrawy” [Association]
www.dolinastobrawy.pl

Stowarzyszenie LGD „Stobrawski Zielony Szlak” [Association]
www.stobrawskiszlak.pl

Wypożyczalnia kajaków w Zagwizdzu [Canoe rental facility in Zagwizdź]
www.kajaki.zagwizdzie.pl

Usługi kajakowe i przewodnickie OPOLSKA PRZYGODA [Canoeing nad guiding service]
Katarzyna i Krzysztof Adamscy
phone: 607 080 795
www.stobrawa-kajaki.pl



Spring oak and hornbeam forest

Course of the canoeing trail

63.0 | Bąków. Bridge along national road No. 11 - Bytom - Kolobrzeg. The beginning of the canoeing rally has a convenient descent on the left bank, i.e. steps leading to the river. The riverbed with the width of 3 m and depth up to 0.5 m, has a stony bottom.

Bąków is a village, which has been known already since 1258. It has valuable monuments of medieval art, constituting the equipment of the wooden church of the Assumption of the Blessed Virgin Mary from the 15th-16th centuries. They include polychromies from the 16th century (Visitation, Ascension and Pentecost) and the sculpted Gothic triptych related to Madonnas on Lions located in the main altar (1370), almost 3 m high, the oldest one in the Silesia region. The Baroque pulpit comes from the 18th century, and the only wooden epitaph of Elżbieta von Frankenburg from the year 1675 preserved in the Opole region. In the village, there is a Neo-Classical palace from the year 1855, surrounded by the landscape park.

62.2 Sill. Transfer of the canoes on the left bank.

62.1 Sill. Transfer of the canoes on the left bank.

61.8 | Chocianowice. The area of the Agrotourism Farm - "Zagroda Leśna" in the old mill buildings. There is a possibility of starting the rallies from this place.

Gospodarstwo Agroturystyczne "Zagroda Leśna nad Stobrawą" [Agrotourism Farm]

Iwona i Krzysztof Kochalscy

Chocianowice 335, 46-280 Lasowice Wielkie

phone: 604 808 271, 694 578 744

www.zagroda-lesna-nad-stobrawa.strefa.pl

61.7 Railway line viaduct Kluczbork - Olesno.

61.4 Low bridge. We transfer the canoes over head.

61.1 Gate weir. We transfer the canoes along the left bank, at which there is a long pond with the area of 3 ha, belonging to the Tourist and Holiday Centre "Bąków" (Ośrodek Turystyczno-Wypoczynkowy - OTW), managed by the Sports and Recreation Centre in Kluczbork (Ośrodek Sportu i Rekreacji w Kluczborku - OSiR). The river flows through the area of the centre overcoming two footbridges and a low sill. Over our heads, equipment of the ropes course passes by.

Ośrodek Turystyczno-Wypoczynkowy Bąków [Tourist and Holiday Centre]

Administrator: OSiR Kluczbork

46-233 Bąków

phone: 77 418 05 86

www.osir.kluczbork.pl

The centre is open during the season from 1 May till 30 September.

Adventure Park SPARTA

Operates in the area of the Tourist and Holiday Centre (OTW) in Bąków

phone: 600 330 696; 514 476 776

www.sparta.kluczbork.pl



- 60.7 pl OTW Bąków. Bridge along the entrance road to the centre. Just behind it, there is a sill. The canoes can be launched also from this place.
- 60.4 Footbridge for pedestrians with the pipe underneath. We carry the canoes above the pipe
- 60.3 Bridge along the forest road from Chocianowice to Ligota. On the right, behind road No. 11, there is Gościńiec Staropolski (hotel and restaurant).

Gościńiec Staropolski

ul. Gliwicka 78, 46-200 Kluczbork

phone: 77 418 11 48, 537 801 483, 537 569 852

www.gosciniec-staropolski.pl

- 59.7 p Old production plant. The riverbed branches, we sail to the left. We carry the canoes along the left bank next to the gate weir and the water passage.
- 59.3 Inlet to water reservoir "Kluczbork" (primary reservoir). We sail to the left, omitting the dam. On the right – a large beach.

The Kluczbork water reservoir was put into use at the end of 2011. It consists of the main reservoir including the beach, as well as the artificial island and the primary tank with the transverse dam, which is to stop the deposits dragged by water. Maximum length – 1.4 km, width up to 600 m, frontal dam with the length of 600 m. Bay area at maximum damming is 57.7 ha, damming height – 4.50 m, maximum capacity – 1.68 million m³. It fulfils the retention function in terms of summer water supply for fish ponds and the recreational function. Walking and cycling trails run along the dikes located around the reservoir.

- 57.8 Outflow of the Stobrawa river from the reservoir with the estuary named "mnich" [monk]. We transfer the canoes on its left side, through the dam and then we launch them from the left bank.
- 57.6 p Ligota Zamecka. Bridge along the road connecting the village with the reservoir.
- 56.6 pl Kluczbork. Bridge along the Sportowa street, including the red walking trail and cycling trails running from the city to the bay. We pass the stadium and the sport hall on the left and the Tadeusz Kościuszko municipal park on the right. The Stobrawa river flows along the Strzelecka street and Marii Skłodowskiej-Curie street.
- 55.9 pl Kluczbork. Bridge along the Marii Skłodowskiej-Curie street (national road No. 45) at the hospital. Pay attention to the stones under the bridge. Below, a closed gate.

Kluczbork is a district city which constitutes both a large railway junction and a road junction. It has factories representing several branches of industry; it is the local education, culture and sport centre. The settlement is situated at the old salt route running between Kraków and Wrocław. It developed quickly and obtained the town privileges already in the year 1274. Starting from the 14th century, Kluczbork came under the Czech sovereignty and until 1675 it was owned by the Brześć dukes, vassals of the Czech crown. It was a large weaving centre in the 16th and 17th century, which was destroyed in the Thirty Years' War. In the year 1816, the city became the seat of the district authorities. Owing to the development of the railway industry in the middle of the 19th century, the development of crafts, metal industry manufacturing products for the needs of the Prussian army, and food industry took place. The following facilities were built: municipal hospital, gas plant, post office and courthouse. The city has a number of monuments.

The market square, which fulfilled the role of the market area in the preceding centuries, with the city hall built in the 18th century, with two front tenement houses left out of the complex of six stall-keeper houses referred to as "Twelve Apostles".

The Gothic church of Christ the Saviour built in the 14th century as the two-aisle church with the beautiful Rococo interior. The church tower is available to visitors.

The remnants of municipal fortifications in the form of the Gothic gate tower referred to as Krakowska tower from the 15th – 16th centuries.

The classicist Shelter for the Poor from the year 1779, then a hospital for the mentally ill.

The Neo-Gothic Church of the Mother of God, the Supporter of the Faithful from the year 1913.

At its back, there is a vast Tadeusz Kościuszko municipal park with the fountain, the monument to Victims of World War I and over 200 species of plants.

The remnants of the castle of Brześć dukes from the year 1590, built on the foundations of two previous castles from the 14th and 13th centuries. The structure was redeveloped several times, e.g. the castle tower was turned into a water tower.

Some of the premises of the old castle have been part of the Jan Dzierżon Museum since 1959 (Branch of the Opole Silesia Museum). It has two permanent exhibitions: "Old and new bee-keeping" and "Contemporary figural beehives". Collections are located at departments of archaeology, ethnography and history of the Kluczbork Land, including the collection of tokens belonging to priest Jan Dzierżon.



Beginning of the canoeing rally in Karłowice

Muzeum im. Jana Dzierżona w Kluczborku [Museum]

ul. Zamkowa 10; 46-200 Kluczbork

phone: 77 418 27 07

www.muzeum.kluczbork.pl

The Jewish cemetery with the oldest grave from 1835.

Military cemetery of the Soviet Army with the monument and graves of 6200 soviet soldiers who died in January 1945 during fights for Kluczbork.

The Provincial Sports and Recreation Campus "STOBRAWA" with the area of 12 ha consists of numerous modernised sport facilities located in the picturesque, forest scenery. Owing to the extensive infrastructure, it creates excellent conditions for training, relaxation and recreation both during the summer and winter seasons. The facility ensures complex services for sport assemblies through accommodation, catering and provision of the sport base. The base fulfils the requirements of competitive sport and is characterised by high standard. The owner of the entire complex is the Kluczbork Municipality, which manages the facilities through the Sports and Recreation Centre.

Wojewódzki Kampus Sportowo-Rekreacyjny STOBRAWA

[Provincial Sports and Recreation Campus]

ul. Sportowa 7; 46-200 Kluczbork

phone/fax: 77 415 10 80

www.kampus.kluczbork.pl

Kemping Nr 23 Bąków [Camping site]

Administrator: OSiR Kluczbork

46-233 Bąków

tel. 77 418 05 86

www.osir.kluczbork.pl

In Kluczbork is the city where the Trail of Wooden Architecture begins. Along the trail, there are 22 wooden churches in such towns as: Maciejów, Nasale, Gołkowice, Miechowa, Komorzno, Krzywizny, Świniały Wielkie, Wierzbiца Dolna, Wierzbiца Górna, Brzeźniki, Jakubowice, Proślice, Biskupice, Rożnów, Gieralce, Laskowice, Lasowice Wielkie, Wędrynia, Lasowice Małe, Chocianowice, Bąków, Ligota Górna.

The market square marks the beginning of the walking trail "Spacer po Kluczborku" [Walk Around Kluczbork]. The trail runs through the representative promenade of the city along the Piłsudskiego street, then Mickiewicza street with historic tenement houses, then Puławskiego street next to the fortified walls up to the Kościuszki pond, Szpitalna Avenue to the municipal park, from which it comes back to the market street via the Katowicka street and Krakowska street. During the walk, a tourist has an opportunity to visit numerous monuments of municipal architecture.

The second trail, which begins on the market is "Szlak Rekreacyjny po Kluczborku" [Recreational Trail around Kluczbork]. It leads first to the Jan Dzierżon Museum, and then through the green areas of the city: municipal park, stadium, tennis courts at the Stobrawa river, forest complex with an old sport rifle-range and the so called "zwirownia", i.e. a water reservoir for anglers.

The Jan Dzierżon yellow trail which is 28 km long, starts from the railway station in Kluczbork. It is fit both for hiking and cycling. The trail runs from Kluczbork through Kujakowice Górne, Łowkowice, Maciejów, Dobiercice to Byczyna (railway station).

Tourist Information Point at Kluczbork-Olesno Lokal Tourist Organisation

ul. Katowicka 1; 46-200 Kluczbork

phone: 77 418 52 18 w. 153; 77 418 65 20

www.kolot.republika.pl

Photo: Andrzej Nowak



Kluczbork – Jan Dzierżon Museum

- 54.9 pl Kluczbork. Bridge along the Szpitalna street. The place for landing and launching canoes.
- 54.8 pl Kluczbork. Bridge along the Kościuszki street. Just behind it, on the right bank, there is a children playground.
- 54.5 pl Kluczbork. The left bank with industrial plants is reinforced with a concrete wall. Sill. We should carry the canoes along the right bank, from the side of allotments.
- 54.3 pl Kluczbork. Railway junction. Under the railway junction, there is a tunnel with the length of 60 m. Further on, the Stobrawa river turns right flowing right before the grain elevator, to finally turn left westward just before the said elevator.
- 53.6 p Kluczbork. Local bridge
- 53.5 p Kluczbork. Open gate
- 53.1 p Ligota Dolna. Bridge along the Kluczbork ring-road. Under the bridge, there is a stony dam. Beginning of Natura 2000.

The Special Habitat Protection Area - Natura 2000 "Łąki w okolicach Kluczborka nad Stobrawą" [Meadows in the vicinity of Kluczbork at the Stobrawa river] covers the area of 356 ha and is characterised by valuable natural and landscape qualities. In a number of places, we can notice the zonal system of environments of the river valley – from the dry, sand dunes, through wet meadows and to the narrow line of rushes along the riverbed. Such mosaicism of the landscape affects the abundant presence of protected or rare species of plants or animals. These plants include: bogbean, purple marshlocks and turfy sedge. During the blossom period, they attract many species of insects and butterflies. The birds include: white stork, corn crane, black woodpecker, red-backed shrike, ortolan, woodlark, European turtle dove and tawny pipit.

- 52.6 p Ligota Dolna. Mouth of the Stara Stobrawa river. The river section below is highly overgrown with reed.

51.8 l Krasków

Krasków comes from the year 1283. It has the church of St. Hedwig of Silesia from the year 1872, built originally as the Neo-Gothic chapel, and expanded in the years 1932-52. The Jewish cemetery was established in 1765. The necropolis was used by Jews from Krasków Wolczyn, Byczyna and Kluczbork. Today, it is possible to find several dozens of graves in the bushes. The oldest preserved tomb comes from the year 1811.

- p Ligota Dolna. Bridge along the road that connects both towns

50.4 | Bogacica. Bridge along the road running into the meadows. Lower in the riverbed, there are 4 sills, located close to each other. We carry all canoes along the right bank.

49.6 | Bogacica. Bridge along the road running into the meadows

Bogacica was already mentioned in the year 1274. In the area of the village, stone tools and traces of two watchtowers were found. The original Protestant church came from the year 1597. The present St. Trinity church was built in the years 1797-1805. Its equipment includes the main altar from the 17th century. The late-Classical brick manor complex comes from the first half of the 19th century (at present this is a private property). Also some of the buildings of the old farm have been preserved, including the brick, two-storey granary.

Feldman-Restaurants. Hotel "Nad Stawem"

Pl. Targowy 1; 46-243 Bogacica

phone: 77 414 86 67, 693 953 613

www.nadstawem.feldman-restaurants.pl

"Edyta" Kręgielnia, Restauracja i Pokoje Gościnne [Bowling Alley, Restaurant, Guest Rooms]

ul. 22 lipca 2a, 46-243 Bogacica,

phone: 77 413 07 42

www.kregielnia-restauracja.pl

48.9 p Czaple Stare. Bridge along the road from Bogacica to Smardy Dolne and Smardy Górne.

48.8 p Czaple Stare. Baryczki river estuary. At the estuary, near the river bifurcation, there is camping meadow

48.4 p Czaple Stare. A convenient place to land your canoe in the village

48.1 p Czaple Stare. A low bridge at the old mill

47.0 | Krażel. A large gate weir. We carry the canoes along the right bank. Before the weir, the Kluczborska Struga river, which swallows a significant part of the waters of the Stobrawa river, branches off to the right. You can also travel in your canoe along its riverbed which is 37.1 km long, in parallel to the Stobrawa river. Between the two rivers, fertile meadows and numerous ponds were built. Below, in the narrow Stobrawa riverbed, there are inconvenient shallow areas which are overgrown with reed. The Krażel Canal enters from the left bank, but it does not supply too much water during summer.

Markotów Duży is situated on the right bank of the Kluczborska Struga river in its initial stretch. It is here that the traces of settlements from the Stone Age and the flint workshop were found. In the village, there is an old manor-farm complex, which does not represent any specific architectural style, after redevelopment, including a cowshed, stables, a coach house and a granary. At the riverside, there is a water mill, with old farm buildings: a house, a chicken coop and a cowshed. Buildings from the 19th century existing to this day have allowed the creation of one of the so called four Thematic Villages of the Stobrawa River Valley (hence the slogan: Stobrawa – the valley of knowledge). A thematic village is the village, whose development is subordinated to the leading idea, around which individual and collective concepts for activity and publicity of the village were created. In Markotów, the educational offer concerns natural sciences, physics and mechanics. Proposed classes: visiting ruins of the old mill at the Stobrawa river, visiting and conducting an experiment in the smithy, wicker's workshops, pottery workshops, cooking workshops, bicycle trips, canoeing trips, horseback-riding tours and etymological classes.

46.2 | Damaged bridge. We carry the canoes.

45.4 | Sill. We carry the canoes along the left bank in the forest.

44.7 | Bridge running to the meadows located in the right bank; the forest is located at the left bank. The meadows on the right bank are still subject to protection within the framework of Natura 2000.

44.1 | Mouth of the tributary in Wierzchy

42.8 | Wierzchy. Bridge along the Opolska and Wolczyn street. Behind the bridge, on the left bank, there is a convenient landing place for a canoe and a relaxation place. Nearby, there is a shop. It flows through the Stobrawa village along the bed with vertical, concrete walls with numerous bridges, leading to the gates of farms. Shallow areas and stones at the bottom

Agroturystyka „U Norberta i Uli” [Agrotourism]

Wierzchy 73A; 46-250 Wolczyn

phone: 77 418 93 02

www.agro.opole.pl

41.22 | Szum. Gate weir. A difficulty during the transfer of the canoes because of the annexation of both river banks by the private owner who illegally fenced the bed. Agrotourism Farm "Krystyna". The mouth of the tributary from Niwy. We transfer the canoes along the right bank through fencings, coming out the water before

May broads of the Stobrawa river



the gate. We perform the launching procedure behind the bridge.

Gospodarstwo agroturystyczne „Krystyna” [Agrotourism farm]
Urszula Jaźwińska

Szum, Wierzchy 89, 46-250 Wolczyn

phone: 77 418 87 03

http://krystyna89.prv.pl

- 41.2 | Szum. Bridge along the road to Wąsice. Below the bridge, there are stones.
- 40.3 | Szum. Mouth of the old mill stream.
- 39.9 | Szum. Bridge along the old road to the meadows. Below the bridge, there are stones. Behind the bridge on the left bank, there is a convenient place to land your canoe, relax and launch it at the fire station.
- 37.7 | Bridge along the road between the villages of Szum and Zawisć. A picturesque section below runs through forests, being a part of the Stobrawski Landscape Park. Riverbed at the width up to 6 m has a sandy bottom and transparent water.
- 36.8 | Outlet of the old mill stream
- 36.3 p | Zawisć. Road bridge from Zawisć through the Stobrawskie Forests to Święcin. Behind the bridge, there is a gate that redirects water to Szubienik ponds. The canoe must be carried along the right bank. A convenient place to relax. In connection with the loss of water in the bed, shallow areas occur. The river surroundings are still picturesque.
- 35.5 p | Zawisć. Outlet of the stream
- 35.1 p | Zawisć. Bridge along the road to Stawy Szubienik runs through the natural-educational route, the leading themes of which are wet meadows. The ponds may serve the purpose of conducting ornithological observations. Behind the bridge, on the right bank, there is a landing site. The distance to the shop in the village is . Further on, the trail runs through natural communities of beech forests and riparian forests with the one hundred-year-old tree stand. The expanded riverbed does not have any underwater plants.
- 33.8 | Kopalina. Bridge along the Opolska street, i.e. the road from Pokój to Zawisć and Szum
- 32.5 p | Falkówka river estuary. From here, it is possible to travel 3 km against the current to Zawisć.
- 31.9 | Lubnów. Dirt road bridge
- 30.9 | Lubnów. Local load bridge to Osiek Duży on the right bank
- 28.6 | Falkowice. Bridge along the road between Pokój and Staroścín. The embanked Stobrawa river has long, straight riverbed sections
- 23.8 p | Szerzyna river estuary. The riverbed is surrounded by riparian forests, oak and hornbeam forests and acid beech forests, which, together with Dąbrowa Ponds on the left shore, create a refuge for rare birds, reptiles and amphibians.
- 23.5 | Bogacica river estuary
- 23.4 | Gate with the local road bridge to Dąbrowa Ponds. Transfer of the canoes on the right bank.
- 23.2 | Closed railway line viaduct from Opole to Namysłów.



- 22.9 | Brodnica river estuary
- 21.4 | Bridge along road 454 between Opole and Namysłów. Before the bridge, there is a gate weir, which directs water to the Fishing Farm "Krogulna" (the name next to the situated village). The sale of fish. Next to the PAA fishery. Behind the bridge, the riverbed is mainly subject to becoming narrower and narrower, as it branches into two water courses flowing in parallel and separated by a dike. The riverbed on the right side supplies water to fish ponds, therefore our trail becomes shallow. In the river, there are obstacles in the form of fallen trees. At the ponds, the riverbed is embanked.

Krogulna existed already in the year 1309. Its name originates from the word "krogulec" – the name of birds which used to be common in these surroundings. In the 16th century there was an ore mine and a metallurgical plant in Krogulna. The traces of this activity can still be observed to this day in the form of iron pieces found in the soil. In the second half of the 18th century, the vast marshes and bogs were dried up and ponds were dug out with the aim of breeding carp. The ponds have been administered since 1958 by the Fishing Farm Krogulec, which belongs to the Regional Directorate of National Forests in Katowice. In the ponds supplied with water from the Stobrawa river basin, mostly freshwater fish like, carp, but also amur, silver carp, catfish, pike and trout are bred. The farm runs its activity in the area of 55 inland water reservoirs in eight facilities: Krogulna, Dąbrowa, Bielice, Pokój, Kuźnica Dąbrowska, Wierzbica, Turawa and Izbičko with the total area of 662 ha. The wholesale or retail purchase of fish is possible at the following address.

Gospodarstwo Rybackie Krogulna [Fishing Farm]

ul. Stawowa 3, 46-034 Krogulna

phone: 77 469 30 46, 77 469 30 52

www.krogulna.katowice.lasy.gov.pl

- 19.3 | Mouth of the tributary from Zieleniec, which also supplies fish ponds with water.
- 17.0 | Siedlice. Road bridge to Bielice. A convenient place to rest. A tourist house at the ponds on the left. Below, we arrive again to a rich deciduous forest.

Bielice are a small settlement, picturesquely situated at the Kluczborska Struga river and the ponds. Here, it is possible to find numerous old trees and avenues on dikes at roads, as well as several old historic buildings from the end of the 19th century and the beginning of the 20th century – a cowshed in the farm complex, a community centre, houses, a farm building and a weir in the area of the breeding ponds.

- 15.7 | Mouth of the tributary from Siedlice
- 15.6 | Gate weir. We carry the canoes along the right bank.
- 15.4 | Forest road bridge. Still embanked riverbed.
- 13.9 p | Kluczborska Struga river estuary (Stara Stobrawa river). After flowing out of the forest, the river is surrounded by vast complexes of meadows subject to protection as Natura 2000.

The Special Habitat Protection Area Natura 2000 "Łąki w okolicach Karłowic nad Stobrawą" [Meadows in the vicinity of Karłowice and Stobrawa river] ensures protection to meadows with the area of 1045.2 ha, situated on both banks of the Stobrawa river and in the Budkowiczanka catchment area. Large communities of wet meadows are overgrown with various plants with colourful flowers (moor grass, filipendula, thistles, wild celery). During the blossom period, numerous species of protected insects and rare species of butterflies arrive here (common yellow swallowtail, gossamer-winged butterflies, large copper). Both rivers contain fish species which are basic for the Polish lowland (roach, gudgeon, chub, pike, perch).

- 12.3 p | Karłowice. Road bridge to Pokój.
- 12.0 | Smolnica river estuary
- 11.8 p | Karłowice. Sill at the castle. Possibility of travelling when the water level is higher. When the water level is low, the canoes should be carried along the right bank.

Photo: Dominik Łęgowski



Karłowice – Gothic castle from the 14th century

Karłowice were mentioned in the year 1344. In 1712 the town obtained town and market privileges. The oldest structure is the Gothic castle whose cylindrical tower with the height up to 25 m stands high above the surrounding area. It was built on the trapezoidal layout at the end of the first half of the 14th century from the initiative of the knight family of Tschammers. Substantial parts of the circumference walls, the fragment of the gate and the aforementioned cylindrical tower have been preserved from this period. In the 16th century, the Brześciński dukes redeveloped it into a Renaissance rural residence. Around the castle, there was a moat, which was originally connected with the Stobrawa river stream, flowing across the front of the building (at present, it has a form of a hollow filled with the river sand). In the area within the limits of the moat, there is a small landscape park from the 19th century, with the figure of St. John of Nepomuk. The local population plundered its historic equipment after the war, and its scarce amounts are kept by the Museum of Silesian Piasts in Brzeg. Nearby the castle, farm buildings of the old farm, with the two-storey granary from the first half of the 19th century and closed water mill have been preserved.

The parish church of St. Michael the Archangel was built as the Evangelical church at the end of the 19th century (after the year 1945, it was taken over by Catholics). The parish in Karłowice has existed since the 16th century and its parish priest in the years 1835-1868 was Jan Dzierżon, a priest and a scientist, called the father of the contemporary bee-keeping. He was the author of many valuable works on the subject of bee-keeping, the constructor of a beehive with mobile combs, the discoverer of parthenogenesis in bees. Nearby the church, there is the house of priest Jan Dzierżon, where he lived and worked for 49 years, and this information is also stated on boards in Polish and German. Dzierżon received an honorary degree from the Munich University in 1872 and in 1873 he was excommunicated and excluded from the Roman Catholic church for the criticism of the teachings of Vatican Council I, during which a dogma about papal infallibility was adopted and the teachings based on the Revelation were supported. After World War II, in the year 1946, the city Rychnbach in the Lower Silesia region received the name Dzierżonów.

- 11.6 p | Karłowice. Bridge along the road running between the Młyńska street to Popielów
- 10.8 p | Karłowice. Local road bridge.
- 10.5 p | Karłowice. Viaduct of the railway line from Opole to Wrocław.

- 10.4 p Karłowice. Open gate weir, flowable.
- 10.3 p Miałka river estuary
- 8.9 p Wapienniki. A settlement at the old limestone kilns.
- 6.8 p Stare Kolnie. Bridge along road No. 457 between Opole and Brzeg.

On the oldest map of the Silesia region from the 16th century, Stare Kolnie were spelled as Kolno and marked with the symbol of the castle or fortified town ruins. In order to distinguish it from Nowe Kolnie which were built in the 18th century, the adjective "Stare" (German Alt) started to be added. In the forks of the Stobrawa river and its left tributary – Budkowiczanka river, there are ruins that constitute the traces of the basement of the old Kolno castle. It was a customs chamber guarding the border of the Brześć dukedom. In the centre of the village, there is contemporary St. Anthony church built in the years 1992-93, which is characterised by the interesting architecture, including the stand-alone belfry. The village comprises the Lewandówka nad Budkowiczanką hamlet. There is a private open-air museum of agricultural machines and the agrotourism farm, where it is possible to taste traditional products from the Opole region, which were rewarded many times in cooking contests: home-made yellow cheese and "Lenten dumpling".

Gospodarstwo Agroturystyczne „Lewandówka” [Agrotourism Farm] Irena i Roman Gorek

ul. Zawadzkiego 1; Stare Kolnie; 46-090 Popielów

phone: 77 469 25 98

www.lewandowka.org

- 6.1 | Budkowiczanka river estuary. Canoeing trail. 1.5 km against the current of this tributary, there is the Agrotourism Farm "Lewandówka".
- 5.8 p Stare Kolnie. Local road bridge. On the right bank, high flood embankments, providing protection against high waters of the Oder river for such towns as Stare Kolnie and Stobrawa (flood backwater) begin to run. The road on the left leads to the Special Bird Protection Area – Natura 2000, called "Grądy Odrzańskie" and the Stobrawa-Rybna polder.

The Special Bird Protection Area – Natura 2000, called "Grądy Odrzańskie" is the bird refuge of European rank. It covers the broad Oder river valley with its riverbed and numerous water courses, oak and hornbeam forests and bushes, remnants of basins and ponds, serving as habitats of many species of birds with a very lim-

ited range in the country or endangered species such as: black kite and red kite, collared flycatcher, middle spotted woodpecker and grey-headed woodpecker or corn crane. In general, the presence of 113 species of breeding birds is documented here.

The Stobrawa-Rybna polder, located between the outlet stretch of the Stobrawa river and the main Oder riverbed is the largest hydro-technical structure of this type in the Opole province. Its area is 825 ha and its capacity is 13 million m³. It is an internationally important area from the point of view of the environment and nature protection. It constitutes a diversified water-mud biotope in the Stobrawski Landscape Park. The network of surface waters of the polder consists of the system of drainage ditches and canals, oxbow lakes and other permanent or periodical water reservoirs. They constitute the refuge for flora and fauna related to the ecosystems of standing waters, and the flood embankments overgrown with grass fulfil the role of ecological corridors. The site can be accessed via the asphalt road leading to the Oder river at the place of the ferry crossing to Kopania which has not been reconstructed since the flood in 1997.

- 4.6 Gate weir. We carry the canoes along the right bank, where the Czapliniec Forest begins. It is the nesting place for numerous specimens of grey heron. On the left bank, high embankments constitute the border of the Stobrawa-Rybna polder.
- 3.2 p Stobrawa river. Road bridge to Kopania nad Odrą (no bridge and ferry across the Oder river). A good place to end the canoeing rally. Otherwise, we travel to the Stara Oder river.
- 0.0/188.9 Stobrawa river estuary to the old riverbed of the Oder at 188.9 km of its course. What we have here is the historic Oder riverbed, created before the construction of the shipping canal through Zwanowice.
- +0.8/188.9 Prędocin on the left bank. A dirt road from the village leads to the Oder river bank. Canoes can be landed here.
- +6.8/195.7 Connection of the main Oder riverbed with the Shipping Canal.
- +10.2/199.1 Brzeg, situated on both sides of the Oder river. The water passenger and tourist harbour is located below the sills, on the right bank of the Oder river, behind the water gauge at Drzewny Square.

Dunes near Karłowice



Osobłoga

Osobłoga (Czech - Osoblaha) is the left tributary of the Oder river with the length of 68.8 km and the river basin area of 991.3 km² (in Poland – 745.2 km²). It flows through the Eastern Sudetes and Silesian Lowland. It flows out in the Czech Republic in the Opawskie Mountains on the northern slopes of the Kutna Vrch mountain, at the height of about 700 m above sea level as the Petrovický Potok. The Czech section is 35.4 km long and is a mountainous river with an initially high fall, reaching 10%. Along the river, there are no flood embankments. After being supplied with the waters of Prudnik at 35.0 km, the Osobłoga river crosses the border of Poland south-west of Raclawice Śląskie. Canoeing rallies begin from this place. In Poland, the river flows through the Głubczyce Plateau, and the bottom part is an integral part of the Krapkowice Tower depression running to the Silesian Lowland in the Oder river valley. The fall in Poland decreases to 1.3-0.8‰, and up to Głogówek mill stream, it has the features of the mountainous river, gradually turning into a lowland water course. However, the rally is still attractive because the sections are extremely varied by bends, riffles, rapids and fallen trees which require continuous attention while manoeuvring the canoe. The Osobłoga riverbed branches several times into long mill streams. The Głogówek mill stream runs along the right bank and is 10.2 km long. It used to serve three mills. On top of this, canoes must be carried through sills, weirs and gates.

Photo: Jan Janota



Travelling down the Stobrawa river

The Osobłoga riverbed was engineered in stages at places which were exposed to the overflows to the greatest extent: before the year 1939 and then in the years 1995-2002. The embankments stretch for about 12.2 km, and the flood prevention Ulga Canal discharges the waters for 8 km on the left bank. The Osobłoga river flows into the Oder river at Krapkowice at 124.6 km of its course, at the walls of the former monastery. At the outlet on the right bank, there is a Krapkowice Yacht Port, where it is possible to rent canoes in order to travel along the river (www.kajakikrapkowice.pl).



Travelling down the Stobrawa river

Photo: Jan Janota

Nysa Kłodzka

The Nysa Kłodzka river is the left tributary of the Oder river with the length of 182 km and river basin area of 4566 km². It flows through the bottom of the Kłodzka Valley and through the Bardzkie Mountains, then the Otmuchów Depression and the Nysa Kłodzka river valley as well as Wrocław Ice-Marginal Valley. It flows up to the height of 845 m above sea level on the western slopes of Jasień, and has other source brooks on the western slopes of Trójmorski Wierch in the Śnieżnik massive at the height of 800-900 m above sea level. Upstream, it flows in a narrow valley, forming numerous waterfalls, rapids and riffles. Up to the Kłodzka Valley, the river has a character of a mountainous stream, collecting numerous tributaries from the surrounding mountains. The Nysa river forms here numerous meanders cut into the rock bottom at the depth of 50-80 m, and in the gorge running through the Bardzkie Mountains, between Kłodzko and Bard, even up to 150 m. Further on, the river is of transitional sub-mountainous nature and gains the typically lowland character below Lewin Brzeski.

The Nysa Kłodzka valley constitutes the historic and still the most convenient connection of the Kłodzko land with the rest of the Silesia region. The river played an important role as the trade and cultural trail, and even the colonisation-settlement trail from the South of Europe to the Silesia region. For this reason, a number of cities of early medieval origin were built over it: Międzyzlesie, Bystrzyca Kłodzka, Kłodzko, Bardo, Paczków, Otmuchów, Nysa, Lewin Brzeski.

The variable flows of the mountainous part of the river to Paczków get calmer after passing through 4 water reservoirs. The section with the length of 70 km from Międzyzlesie through Kłodzko to Topola is one of the most attractive mountainous canoeing trails of Poland. The flows and downstream water levels of the Nysa river depend mainly on the outflows from the Topola, Kozielno, Otmuchów i Nysa (Głębinów) retention reservoirs.

The Topola artificial water reservoir was built in the years 1995-2003 below the town of Topola in the area of the flooded excavations of the gravel mine. The waters of the Nysa Kłodzka river raised by the earth dam, with the maximum damming with the height of 7.8 m, cover the area of 3.4 km² and have the capacity of 26.5 million m³. At the dam, there is a hydroelectric power plant with the output of 1.5 MW. Gravel is still excavated from the reservoir which serves the purpose of water retention, and also provides electricity and the possibility of recreation. In this way its area and capacity become larger and larger. Directly below, another artificial reservoir called Kozielno has been located. It was formed as a result of flooding of a number of small ponds and larger excavations of gravel mines. The concrete-earth dam with the height of 5.7 m retains water with the capacity of 16.4 million m³ within the area of 3.5 km². The Kozielno hydroelectric power plant has been located next to the three-span weir and provided with one turbo-unit with the power of 1.9 MW. The Kozielno reservoir and the Topola reservoir located above from the Paczków Lake.

Otmuchowskie lake



Almost all species of river fish occurring in the Nysa Kłodzka river live in both reservoirs, and after the recent flood, the Siberian sturgeon flushed out of the breeding ponds can also be found. The dams are equipped with modern fish ladders in the form of the multi-chamber, cascade passage, as well as the water supply and sewage system. Together with the Nysa and Otmuchów reservoirs, they form the complex of multi-purpose reservoirs being an integral part of the flood protection system for the Oder river valley.

Further on, Nysa flows through Paczków, known for its medieval fortified walls and flows into the third artificial water reservoir. The Otmuchowskie Lake was formed in 1933, by damming up the waters of the river on the length of 6.5 km and width up to 3.5 km by means of the earth dam with the height of 17 m and length of 6.5 km. The area of the reservoir is 1980 ha, total capacity is 124.5 million m³, flood capacity is 38.9 million m³ and maximum depth is 12 m. It is used for shipping (supply of the Oder river during the periods of low water levels in the river), recreational (numerous holiday centres and water sport centres), flood prevention and electricity generation purposes. The impressive hall of the hydroelectric power plant, which is almost 100 m long, almost 17 m wide and over 11 m high was built of steel and glass already in those times. Inside and underneath the plant, there are four turbines and generators with the total output of 4.8 MW. The lake is rich in fish, especially pike-perch, which the grey herons, being themselves under protection, like to hunt for. This causes a big headache to the local PAA club.

The Nysa river flows at the foot of the equally old Otmuchów (castellan settlement from the 12th century), to form the last artificial water reservoir below – Głębinowskie Lake (Nyskie Lake). This reservoir created in the year 1971 is provided with the concrete-earth dam with the height up to 20 m, along which national road No. 46 between Częstochowa and Kłodzko is situated. The area of the reservoir is 2040 ha, length - about 8 km, width up to 4 km, total capacity of 123.4 million m³, flood reserve – 51.7 million m³. Just like

the Otmuchów reservoir, it is used for the purpose of alimentation of the Oder river, for flood prevention, recreation and electricity generation (a hydroelectric power plant with the output of 4.8 MW). On the banks of the reservoir, there are many nesting species of birds and the waters are abundant in fish. For this reason, the Nyskie and Otmuchowskie lakes as well as the adjacent areas form the Otmuchów-Nysa Landscape Protected Area.







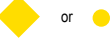


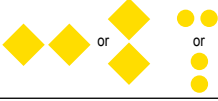


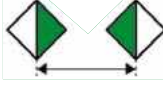
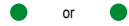
















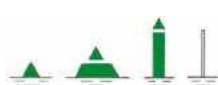

In the city of Nysa, it is difficult to travel along the river as at three places in the riverbed, it is possible to see barrages. Therefore, it is preferred to start the trip in the bottom section from the suburbs (60 km), where the canoe can be launched comfortably on the stony beach. From this place, we travel without any serious problems up to the Oder itself. The riverbed with the average fall of 0.7‰ and fast current surprises us several times with rapids and riffles. We will see the first weir of the small hydroelectric power plant in Piątkowice (48.4 km), the second one will appear in Więcmierzowice (36.0 km). Behind the bridge of the A4 motorway, there is a barrage with a weir and a pumping station on the left bank, wherefrom the drinking water flows via a long canal into Olawa and Wrocław water mains (21.7 km). The last sill made of heaped stones, located next to the closed mill can be seen before Lewin Brzeski (13.6 km).

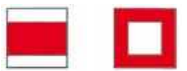

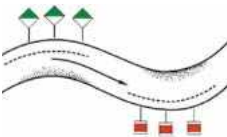
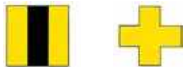

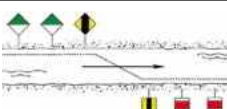
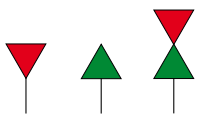

The Nysa Kłodzka river flows into the Oder river at the height of 140 m above sea level, at 181.3 km just below the lock of the Nysa estuary, where it is difficult to land. The rally must be ended either in the premises of a private Race Horse Club or just before the bridge in Skorogoszcz (7.5 km), or we must travel down the Oder river for 5 km until we reach the abutments of the closed ferry crossing in the village of Kopanie, before the Zwanowice lock. The last 7 km of the Nysa Kłodzka river is very picturesque, as it runs through the Stobrowski Landscape Park. The banks are wooded, the water is quite and without any obstacles in the riverbed. The annual canoeing rallies down the Nysa river are organised by canoeists from Nysa and Lewin Brzeski.



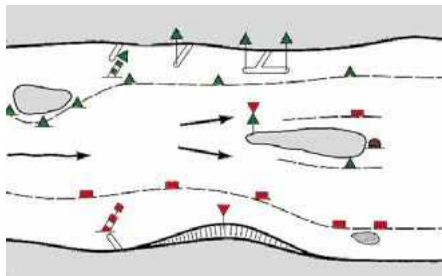
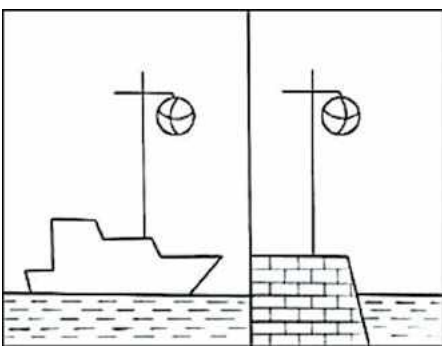
Otmuchów - panorama



Marking of the waterway (selected shipping marks)

<p>Ban on passage (the doubled sign means a long-lasting ban on passage)</p>	 <p>board</p>  <p>red lights</p>  <p>red flags</p>	<p>Navigable trail border remote from the right or left river bank in metres</p>	
<p>Prepare to enter or pass (red and green lights)</p>	 <p>or</p>  <p>or light is out</p>	<p>Passages in both directions</p>	
<p>Permit to enter or pass (green light)</p>	 <p>board</p>  <p>green lights</p>	<p>Passage in one direction (passage from the opposite direction is prohibited)</p>	
<p>Ban on passage behind the gauge identified by boards (under the bridge, through the weir)</p>		<p>Overhead line over waterway (height in metres)</p>	
<p>Recommendation to keep to the indicated area</p>	 <p>or</p> 	<p>Hydrotechnical structure at a close distance</p>	
<p>Ban on wave formation</p>		<p>Tethered ferry</p>	
<p>Order and recommendation to move in the direction indicated by arrows</p>		<p>Free flowing ferry</p>	
<p>Order to stop (e.g. in front of hydrotechnical structures)</p>		<p>Permit to anchor</p>	
<p>Order to maintain particular caution</p>		<p>Permit for mooring to the shore</p>	
<p>Order to not exceed the speed given on the sign in km/h</p>		<p>Connection of the main waterway with the side waterway</p>	
<p>Limited navigable trail depth in metres</p>		<p>Drinking water draw-off point</p>	
<p>Limited clearance height above the water table in metres</p>		<p>Floating marks of the right border of the navigable trail (red colour) Cab buoy and danbuoy with the top mark, danbuoy with the marker</p>	
<p>Limited passage width or navigable trail width in metres</p>		<p>Floating marks of the left border of the navigable mark (green colour) Cab buoy and danbuoy with the top mark, danbuoy with the marker</p>	
		<p>Floating marks branch of the navigable trail spherical buoy, buoy with the top mark, danbuoy with the top mark)</p>	

Waterside marks (rough course of navigable trail close to the right bank, red colour)	
Waterside marks (rough course of navigable trail close to the left bank, green colour)	
Example of use of waterside marks	
Waterside marks indicating the passage of the navigable trails from the right bank to the left bank (yellow colour)	
Waterside marks indicating the passage of the navigable trails from the left bank to the right bank (yellow colour)	
Example of use of waterside marks related to the trail passage	
Marking of dangerous places, navigation obstacles in the form of permanent marks	 prawy brzeg lewy brzeg środek drogi wodnej
Marking of dangerous places, navigation obstacles in the form of floating signs	 przy prawym brzegu przy lewym brzegu

Marks for water regions closed for shipping traffic	
Sport water region closed for the shipping traffic	
Examples of use of the marks indicating dangerous places and navigation obstacles	
	
„White sphere” mark on the mast means the beginning of sport competitions and orders all vessels not participating in the competitions to leave the area immediately	
	

All aforementioned shipping marks and a number of other have been applicable in such a form since 2003, and their description and patterns are included in annex No. 7 to the regulation of the Minister of Infrastructure of 28 April 2003 (Journal of Laws No. 212/2003 item 2072).

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


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KEY

	Bridge, ferry
	Passenger harbour, water harbour/canoe harbour
	Direction of flow
	Weir, hydroelectric power plant
	Launching and landing site, lock
	Port, shipyard
	High voltage line, height in metres
	Ban on anchorage, distance in metres
	Route mileage

OPOLE Town

Cisek Village

	Motorway
	National road
	Provincial road
	Other roads
	Railway, station
	Church, historical church, chapel
	Museum, castle
	Historical mansion/palace, monument
	Monument of technology, other monument
	Accommodations, agrotourism
	Tourist information, horse-riding centre
	Campground, camping site
	Catering facilities, car park
	Petrol station, sport facilities
	Hospital, police station
	Residential buildings, industrial facilities
	Forest, meadow
	Nature reserve, monument of nature
	Landscape park's borders
	Hiking trail
	Bicycle trail

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