



RCC Pilotage Foundation THE BALTIC SEA

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Caution

Every effort has been made to ensure the accuracy of this supplement. However, it contains selected information and thus is not definitive and does not include all known information on the subject in hand. The authors, the RCC Pilotage Foundation and Imray Laurie Norie & Wilson Ltd believe this supplement to be a useful aid to prudent navigation, but the safety of a vessel depends ultimately on the judgement of the navigator, who should assess all information, published or unpublished, available to him/her.

With the increasing precision of modern position fixing methods, allowance must be made for inaccuracies in latitude and longitude on many charts, inevitably perpetuated on some harbour plans. Modern surveys specify which datum is used together with correction figures if required, but older editions should be used with caution, particularly in restricted visibility.

This supplement contains amendments and corrections sent in by a number of cruising yachtsmen and women, in addition to those culled from official sources such as *Notices to Mariners*.

Page references are made to *The Baltic Sea* 3rd Edition, 2010.

Acknowledgements

Information for this supplement has been gratefully received from Graham & Fay Cattell, Stuart Carnegie, Vladimir Ivankiv, Michael Lewin-Harris, New Port Kotka, Mike Pidsley, Jeremy Parkinson, John Sadd, Jill Vasey and Bruce Weir.

Germany

Page 20 Brunsbüttel

The marina and berths shown on the north side of the canal can become very crowded in the evenings so it is a good idea to plan a transit so as to be able to reach Rendsburg (W to E) or Cuxhaven (E to W) before sunset.

Page 53 Uekermünde

The correct position of the Landfall buoy is 53°46'·3N 14°05'·8E. At the SHM buoy UE3 alter course to starboard on to 240° to pick up the secondary channel to the river.

Denmark

Page 69 Copenhagen

Margrethholm marina – see plan on page 68. Larger yachts may be well advised to berth outside the marina alongside against the boatyard wall.

Page 95 Dyvig

The buoyed entrance channel is reported to have silted to 2·6m with the best water nearer to the green sticks.

Page 96 Sonderborg

Insert: The opening times of the Christian X bridge are displayed electronically on each side of the bridge.

The alongside berths close to the bridge now have all the usual facilities.

Sweden

Page 178 Trosa

58°54'·4N 17°33'·1E

Swedish chart 6173NE

More attractive than Oxelösund or Nyköping but further from Skavsta airport.

Being closer to Stockholm this well preserved town experiences a very considerable inflow of summer householders. The Gästhamn is on the east side with 140 bows to or alongside berths in 2–3m but with silting soft mud.

Full services, including a Watski's chandlery, are available and town facilities are within 500m. A good anchorage may be found in Lagnnöviken bay to the south west of the entrance channel.

Details from www.trosahamn.se or +46 (0)156 161 11.

Finland

Page 236 Plan

The correct spelling is 'Kastleholm' as in the text on page 237.

Page 238 Husö

In 2010 it was reported that the island has changed hands. No facilities or services are available at the harbour which is closed to visitors.

Page 243 Turku

In 2011 the city will be joint European Capital of Culture with Tallinn in Estonia.

Page 262 Kotka

New Port Kotka Marina

60°56'·8N 26°56'·15E

The plan on page 263 shows 'Yacht pontoons' on the north west side of Kotka island.

These have been re-aligned and in 2010 provided 50 finger or alongside berths up to 30m including space for visitors. With the exception of fuel, which is available nearby, full marina, chandlery, repair and storage facilities are on site with a further 200 berths planned. Convenient for all town services.

Details from www.kotkayachtstore.fi or +358 (0)5 225 0074.



View N towards the city, over New Port Kotka marina

Russia

Page 273 Security

If taking an official taxi, always negotiate a price first to avoid excessive charges.

Page 276 Shopping

Most supermarkets accept credit cards as well as cash (roubles). State shops no longer exist.

Communications

Vyborg now has its own telephone code – 81378.

Cruising (and page 281 Vyborg, Berthing)

The Vyborg Sea Yacht Club has temporarily lost its permit to accommodate visiting yachts. Until the situation is resolved visitors can berth alongside the pontoons next to the customs pier No.1.

Page 279 Vyborg

Approach

In 2010 the inshore passage to and from St Petersburg via the Proliv B'yerkësund was found to be practical – see plan on page 278.

Page 283 St Petersburg

Approach and entrance

It is understood that the former Customs and Immigration Post at Fort Konstantin on Kronshtadt is likely to be reinstated (in place of the Sea Passenger Terminal) during 2011 but for up-to-date information contact Vladimir Ivankiv or consult the Finnish frontier guard posts at Haapasaari or Santio when clearing Finland.

Page 286 Berthing

In 2010 three marinas were licensed to host visiting yachts but this situation may change and Vladimir Ivankiv's advice should be sought when booking a berth. The three marinas are:

- The Central River Yacht Club which now has alongside berths, three restaurants and free Wi-Fi.
- The Krestovskiy Yacht Club at 59°57'·97N 30°14'·78E. This marina was opened in 2010 and is situated on the south side of Ostrov Krestovskiy and

to the east of CRYC. There is 24hr security and berthing is bows to pontoons with stern buoys.

Facilities include showers etc, electricity, water and free Wi-Fi. Various grades of restaurant and a metro station are within a 10 minute walk. Dues are on a par with CRYC but it may be noisy because of a nearby disco.



Krestovskiy Yacht Club marina V Ivankiv

- The Lenexpo marina at 59°55'·94N 30°13'·90E (see photograph on page 285) but it currently lacks berthing or facilities.

Page 287 General facilities

The Kirov Ballet is now called the Mariinski Ballet and the correct telephone number of the American Medical Centre is (+7 812) 933 770.

Although there may be bureaucratic difficulties from time to time there is a route through the White Sea to the far North – see the RCCPF website *Arctic and Northern Waters* which is expected shortly.

Lithuania

Page 324 Klaipėda

Substantial EU funding has supported the rebuilding of both The Old Castle Harbour and Smiltynė Yacht Harbour. However this has coincided with an explosion in local boat ownership so that The Old Castle Harbour, see picture on page 325, is now entirely given over to local boats. Smiltynė is unlikely to be completed during the 2011 season. It is said that the Cruise Terminal Harbour will provide up to 10 visitors' berths in 2011 but in view of the pressure on space visitors would be well advised to check availability in advance. Telephone Kastytis Bartusevicius, Port Manager *Mobile* +370 650 204450.

The alternative might be a long diversion N to Liepāja or SW to Poland with the latter being complicated by Regulated Area 117, see page 321.

Latvia

Page 335 Jurmala

In 2010 the entrance was dredged but is likely to silt up again. The original fishing harbour is no longer used.

Contact Riga VTS for the latest situation)+371 6703 0861.

Kuivīzi

57°47'35N 24°20'75E

Limited berths and new pleasure craft facilities established in the former fishing harbour provide good shelter, a Yacht Club, restaurant and sauna. The approach is liable to re-silt, should only be attempted in daylight and is dangerous in strong on-shore winds.

Latest situation from)+371 6402 4930 or
Email info@kapteinuosta.lv

Estonia

Page 341 Practicalities

Money

On the 1st January, 2011 Estonia adopted the Euro as its official currency.

Page 353 Hiiumaa, Heltermaa

58°52'N 23°03'E

Estonian charts Vol 2.

A new yacht harbour has been included in the re-built ferry harbour providing good shelter, finger berths with water, electricity and other facilities in the ferry terminal.

Contact www.saarteliinid.ee/ports or
)+352 52 376 33.

Page 354 Rohukula

58°54'36N 23°25'E

Estonian charts Vol 2 and AC 2241.

A new yacht harbour has been included in the re-built ferry harbour. Yachts berth in 4m, from stern buoys, behind a newly constructed quay with water and electricity. Other facilities are in the ferry terminal.

Reasonable shelter except in strong NE winds across the harbour

For details contact www.saarteliinid.ee/ports or
)+372 515 5253.

Page 355 Tallinn (Peetri)

Noblessner Yacht Club Marina

59°27'.2N 2°43'.9E

Situated to the West of the Old City of Tallinn which is about 20 minutes walk away.

Caution The entrance can be exposed in strong NE winds when the harbour is untenable although there are plans to install a wave barrier. The harbour suffers some disturbance from fast commercial craft using Tallinn. Finger berths, mostly occupied by resident yachts but with some for visitors in 5m with water, electricity and the usual marina facilities, repairs and storage.

Details from www.noblessner.com or
)+372 502 2920.

Page 357 Tallinn

59°26'.6N 24°45'.6E

In 2011 the city is to be joint European Capital of Culture with Turku in Finland.

The Old City Marina was opened in the Admiralty Basin in 2010 with over 60 finger berths for boats up to 18m in 4m. Some visitors' berths but very expensive by Estonian and Baltic standards. Well sheltered and close to the heart of the Old City, shopping and facilities with all the usual marina services. 24 hour security. Entry and exit are controlled by lights but clear with Port Control VHF Ch 14.

Details from www.oldcitymarina.com or
)+372 631 8085.



Old City Marina looking towards Old Tallinn G & F Cattell

Appendix

Page 363 Firing Practice Areas

For Germany please see page 23.

Page 369 Weather Forecast areas and Navtex

On this map the Danish and German area (in red) No.1 has been omitted and should read 'South East Baltic'.

Page 371 Weather forecasts on the internet

Please add www.foreca.fi for Finland as the sister site to www.foreca.se for Sweden.

Mike Redfern 2011