

Royal Cruising Club Pilotage Foundation



The Baltic Sea and Approaches

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Further updates are available, as they come in at
<https://rccpf.org.uk/Pilotage-Notices>

Caution

Whilst the Royal Cruising Club Pilotage Foundation, the author and the publishers have used reasonable endeavours to ensure the accuracy of the contents of this book, it contains selected information and thus is not definitive. It does not contain all known information on the subject in hand and should not be relied upon alone for navigational use: it should only be used in conjunction with official hydrographical data. This is particularly relevant to the plans, which should not be used for navigation. The Pilotage Foundation, the author and the publishers believe that the information which they have included is a useful aid to prudent navigation, but the safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice. The Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the Pilotage Foundation, the author and the publishers do not accept liability for any loss and/or damage, howsoever caused, that may arise from reliance on information contained in these pages.

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.

Positions and waypoints

All positions and waypoints are to datum WGS84. They are included to help locating place, features and transits. Do not rely on them alone for safe navigation.

Bearings and lights

Any bearings are given in degrees True and from seaward. The characteristics of lights may be changed during the lifetime of this book and they should be checked against the latest edition of the UK Admiralty List of Lights.

Note Where lights have been modified in the text do please remember to alter them on the appropriate plan(s).

This supplement is cumulative and the latest information is marked in blue.

Given the ongoing uncertainties of Covid-19, as well as the impact of Brexit on regulations and paperwork for UK cruisers, readers are encouraged to seek updates from the websites of the OCC, Cruising Association, RYA or Noonsite. Due to the conflict in Ukraine the Foreign and Commonwealth Office (FCO) and their counterparts in other countries strongly advise against attempting to visit Russia (which includes Kaliningrad).

This supplement is cumulative. The most recent information is printed in blue

Acknowledgements

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INTRODUCTION

Page 7 Formalities

~~Brexit~~

~~Although the UK voted by referendum to leave the EU in June 2016, this has not yet happened, and there is considerable uncertainty as to the eventual outcome. Visitors to the Baltic countries from the UK should check the current situation before departure, especially if they are planning to leave their vessels there. The RYA and CA both provide advice to their members.~~

Covid-19 Pandemic

~~At the time of preparing this supplement there are extensive travel and immigration restrictions imposed by all the Baltic countries as well as the UK due to the pandemic. The extensive travel and immigration restrictions imposed by all the Baltic countries as well as the UK due to the pandemic have been relaxed in varying degrees but it remains These vary between the individual countries and are subject to frequent change. It is essential to check with the relevant government agencies for the countries you intend to visit to obtain current details.~~

Brexit

The Brexit transition period ended on 31st December 2020, and the UK is no longer a member of the EU (the UK is now regarded as a third country). This has a significant implications for owners of UK yachts that intend to visit any of the Baltic countries covered by this book (all of which are EU members except Russia). In particular there are restrictions on the length of time that can be spent in EU countries. There may also be tax and other implications for UK yachts returning to the UK. The position is complex and comprehensive information can be obtained from government agencies and from the RYA and CA.

GERMANY

Page 21 Holtenau Locks Use VHF channel 12, not channel 4 as stated.

Page 23 Brunsbüttel

A fifth lock chamber is under construction between the old and new existing pairs of locks to act as a bypass while the

existing locks are repaired, a process that is likely to take several years.

Page 24 Brunsbüttel

The berths at the entrance to the Gieslau Canal (lettered D on page 24) are reported to be subject to occasional surge from ships passing in the main canal.

Page 43 Lubeck

45 new visitors berths and restaurant Newport Marina in the Hansahafen, www.the-newport.de ☎+49 451 16085352. Historic yachts are in Holstenhafen, not Hansahafen.

Page 44 Wismar

Opposite main marina, on west side in corner, there is another pontoon with fingers and facilities.

Page 53 Barth

The rail connection (branch line) from Barth meets the main line at Wolgast from where there are direct connections to Hamburg and Berlin.

Page 59 Sassnitz

Uncomfortable swell reported in strong E to NE winds

Page 62 Wolgast

Bridge opens at 0545, 0745, 1245, 1745 and 2345 Local Time. Wolgast VTS is on VHF Ch 09.

DENMARK

Page 113 Christian X Bridge

VHF Ch 16, ☎ +45 74423939

Opening times (Local Time) April 1st to Oct 31st: Weekdays 0638, 0838 and then 38 minutes past the hour until 2138. Week-ends and holidays also opens at 0738.

May also open at one minute past the hour except 0701 and 0801 if there is a demand.

Nov 1st to March 31st: same times but last opening is at 1538.

All times are displayed on the digital clock

Page 114 Sonderborg

There is a new quay north of Christian X bridge, on E side, with electricity and water. Payment at harbour office just south of bridge.

Page 127 Ronne

HM mobile ☎ +45 5136 3747

SWEDEN

Page 133 Weather forecasts

The forecasts (SMHI in Swedish and English) are broadcast at 0800 and 2000 Local Time (not UT as stated).

Page 141 Malmö

Dockan Marina now provides all facilities, and its prices compare reasonably with others.

Page 159 Marstrand. There are new enlarged pontoons with red/green lights to say if available.

Page 178 Ystad

It is reported that work is under way to extend the outer mole. The famous Tack 'O Tag (correct name Tackel och Tåg) chandlery is now under new ownership (now called Ystad Skeppshandel).

Page 181 Simrishamn

With the decline in the fishing industry, there is reported to be more space for larger yachts in the fishing harbour.

Page 183 Karlskrona

Approach and entrance: the three principal channels listed in the book should be shown as A, B and C to tally with the lettering on the chartlet.

The Hasslo bridge opens on the hour and remains open for 10 minutes. The bridge keeper's phone number is

☎+46 455 33 2240

The redevelopment of Tallebryggan marina is complete.

The fish market is no longer operative.

Page 187 Öland

There are two small yacht harbours on the east coast of Öland at Kårehamn (56°95'N 16°88'E) and Böda (57°14'N 17°04'E). Depths apparently just over 2m in outer parts.

Page 194 Visby

The chandlery Ljungs Skeppshandel has closed. The nearest chandlery is called Lasta and is a 30 minute walk from the harbour at Terra Novavagen 9 www.lasta.nu.

Page 198 Västervik Marina

Västervik Marina is now known as Pampas Marina.

Page 199 Fyrudden

Co-ordinates at entrance are 58°11'·47N 16°51'·23E

HM ☎+46 123 19100

If harbour is full, there is a good anchorage two bays to the north in Arsviken

Page 201 Arkösund.

It is exposed to the SE, not the SW. Caption to photograph should read 'southeasterly winds'

Page 204 Nyköping

Co-ordinates at entrance are 58°44'·36N 17°01'·07E

Page 206 Södertälje Canal

There is now a third (motorway) bridge just to the north of the rail and road bridges, with the same height and opening times.

The lock uses VHF Ch 14, not Ch 68

Page 208 Bridges

The bridges are listed from west to east, not vice versa as stated.

Page 214 Baggensstaket:

Substitute new plan on page 3 of supplement (below) to show location of the Baggensstaket itself.

Page 216 Plan of Stockholm and the Skärgård:

Substitute plan on page 4 of supplement (below) which tidies up the complex routes through the Skärgård referred to in the text. However, these routes are only suggestions, and there are endless other options.

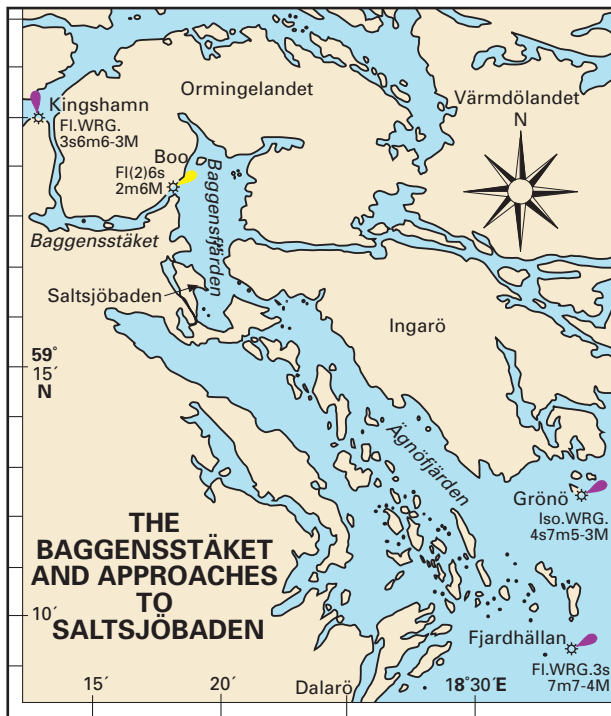
Page 219 Furusund

Furusund is mentioned under Route 5. There is a marina there (59°39'·40N 18°55'·3E) with 100 spaces reported (bows to a pontoon with stern buoys), with water, electricity, showers, and sauna www.batsidan.com/hamn/furusund

Page 220 Sandhamn

There is a new guest harbour on the north side of

Telegraftholmen, operated by KSSS, with approx 80 berths. Ferry operates to Sandhamn ☎ +46 571 532 85. Approx position 59°17'·54N 18°55'·13E



Page 227 Fagerviken

60°31'·76N 17°43'·82E. Old fishing village with buoyed channel into 4m deep harbour. peaceful and well protected.

Page 227 Gävle

Guest harbour in canalised river entrance just before first (fixed) bridge. Depth 4m. Showers, sauna, washing machine. 500m from railway station. More convenient than Fliskar marina.

Page 234 Örnköldsvik

Contrary to what is said in the book, the town is on the main railway line with direct service to and from Stockholm and Arlanda airport. Large new station close to guest harbour, so good for crew changes.

FINLAND

Page 266 Åland Islands

Excellent guide to harbours and anchorages: *Åland Gasthafen, Fahrwasser, Ankerplatze*. Published by PQR (www.pqr.ax) available in most harbour offices.

Page 271 Mariehamn

New chandlery close to east harbour: Wemarin. The minibus to Kalmers chandlery not operating on Saturdays or Sundays (2019).

Page 277 Näsby:

Now has an interesting Coast museum

Page 281 Communications and travel:

It would seem that direct flights between Turku and UK are no longer operating

Page 283 Sottunga

New Visitor pontoon reported with electricity but no water. Fuel now on dedicated pontoon further west. The pump out station at old harbour now disused.

Page 285 Kökar, Sandvik

There are several rocks in the harbour. They are marked with blue poles (unlit) but keep well clear as the rocks extend some way around the poles.

Page 295 Porkkala

Visitors pontoon now on south side of south pontoon (with stern buoys)

Page 300 Helsinki

Communication and travel. Delete last sentence: ~~There are regular ferry as well as train services from Helsinki to St Petersburg (when travelling by ferry no visas required.~~

Page 300 Chart agent John Nurminen Marine has closed.

Charts available at one or more of the chandlers in the vicinity.

Page 313 Saimaa Canal

Due to the conflict in Eastern Europe and the fact that part of the canal as well as the approaches are in Russian waters or territory, the Finns are very wary about the use of the canal. Neither ice breakers nor commercial shipping are using the canal. The FMA did not carry out the usual ice breaking and maintenance operation in the spring of 2022, since they feared that their craft and other vessels could be seized by the Russian authorities.

RUSSIA

Pages 320 and 325

1. Due to Covid-19 Russia's borders are closed to all leisure craft, and there is no date for reopening.
2. The advice of FCO and their counterparts in other countries is not to attempt to visit Russia
3. See note under Finland concerning the Saimaa Canal
4. **Formalities and Vyborg**

~~Note~~ In 2018 the facilities to check in and out at Vyborg itself were removed. A new location for Customs and Immigration procedures was planned at a site away from the centre of Vyborg. The current situation is that no further progress has been made. ~~For 2019 it appears that skippers are faced with two choices: either to proceed direct to St Petersburg without visiting Vyborg or the other harbours, or to enter the Saimaa Canal and proceed to Lock 5 (Palli) where Immigration formalities can be carried out, then return to Lock 1 (Brusnitschnoe) to complete Customs formalities. They would then be free to proceed to whichever of the seven harbours they choose. Even coming from Santio this means a very long day because there is no possibility to stop in the canal overnight during this exercise. For yachts which proceed direct to St Petersburg but whose skippers wish to visit any of the seven harbours on the return journey, checking out is a reverse of the above procedure. It is hoped this change of procedure will be only temporary and facilities at Vyborg will soon be reinstated.~~

Note also that foreign yachts may visit only the harbours listed and may not stop anywhere else.

Page 329 Terijoki Yacht Club

Prior to the outbreak of conflict in Eastern Europe the harbour was inaccessible except for shallow draft boats and it was not recommended to enter. No information available on any change.

KALININGRAD

Page 368

1. No entry possible due to Covid 19
2. The advice of FCO and their counterparts in other countries is not to attempt to visit Russia, which includes Kaliningrad.

Page 371 Yachtport Haydekrug

This yacht port ~~has opened quite recently and~~ is believed to be the most reliable yacht port in the region. See <http://h-port.info/ru/> (scroll down to bottom left for English translation). ~~Yachtport Haydekrug' on the See map:~~ <https://goo.gl/maps/swLcgwe98KvaBpyK8>

LATVIA

Page 382 Liepāja

~~New mooring and harbour facilities expected to be ready for 2019 season.~~ Pontoons installed on the south part of the canal just before the road bridge (small marina).

Page 384 Ventspils

Ventspils harbour now known as Ventspils New Marina. Launderette and dryer. Bicycle hire.

Page 388 Jūrmala

Jūrmala Yacht Club now moved to position 56°59'.56N 23°55'.33E. New harbour layout reported in 2020 but following winter storms in 2021/22 the entrance to the River Lielupe from the Bay of Riga has been silted severely and it is not recommended for keel boats to attempt to enter. It may be possible for small shallow draft motor driven craft. Local advice should be sought before attempting entry.

Pages 388 to 391 Rīga

Andrejosta Harbour will no longer be available for visiting yachts. A five year contract has just been arranged with a local motor boat club and they are taking over the harbour for their boats. The other side of the basin (the passenger terminal side) can be used to tie up but there are no facilities. Yachts visiting Rīga should go to Rīga City YC (also known as Pilsētas) on the opposite side of the Daugava River.

Regate Chandlers has moved to Kipsala, across the river, at Matrožu 7A, LV1408 ☎ +371 24873486

Communications and travel Ferry to Stockholm temporarily suspended as ship being used in Estonia to house Ukrainian refugees (only ferry link between Latvia and Sweden is via Ventspils).

Passenger terminal to be relocated from outside Andrejosta Harbour to Andrejsala Basin.

POLAND

Page 348 River/Canal Szczecin to Berlin

There is a new shiplift at Niederfinow (height still 4.4m)

Moorings and facilities: the lake near Oranenburg has been dredged for sand. The bottom outside the marked channel is very uneven and shelves steeply.

Page 356 Leba

Diesel pump at marina no longer in service. Diesel now available further down canal at a roadside service station Stacja Paliw (and gas).

Page 364 Gdansk

The Olowianka footbridge has been installed just north of the marina, and opens every 30 minutes.

ESTONIA

Page 394 Key information – Travel

Eurolines provides a link ~~all the way from St Petersburg to~~ most European countries.

Pages 407/40 Kärđla

Chandlery now closed.

In addition to the main fairway, a new fairway established summer 2017, as follows:

See Estonian Maritime Administration www.vta.ee (use in Estonian – it will come up in English when into the chart). Click on Nutimeri which brings up a sea chart. Select area of Hiiumaa and enlarge.

Using Estonian chart folios Vols 2 and 3 follow the route to Suursadam to arrive at $\oplus 1$.

Approaching Kärđla from the north east the buoyed passage starts from $\oplus 1$ 59°02'.16N 22°54'.74E.

Proceed on course 244° to pass $\oplus 2$ a south cardinal buoy Voirahu (S or 5) 59°01'.30N 22°51'.59E.

Change to course 268° to $\oplus 3$ Fairway Buoy Vissulaiu 59°01'.23N 22°47'.92E.

Change to course 248° to join a laterally buoyed channel at $\oplus 4$ buoys Vissulaiu 1 and 2 59°01'.10N 22°47'.34E.

Continue on course 248° to $\oplus 5$ buoys Vissulaiu 5 and 6 59°00'.85N 22°46'.14E.

Change course to 237° to $\oplus 6$ buoys Vissulaiu 7 and 8 59°00'.73N 22°45'.78E.

Change course to 252° to enter harbour.

Page 414 Tallinn

New harbour:

Haven Kakumäe, Tallinn

59°27'.05N 24°36'.21E.

Situated in Kopli Laht on the site of a former fishing harbour a large purpose-built marina has been constructed. Max depth 4m. 300 residents' berths, 25 visitor berths. All facilities including fuel, pump out, sauna and restaurant. Crane with 130 tonne lifting capacity. ~~When finished the complex will have a~~ **The complex has** a large area for under-cover winter storage. Regular bus service to Tallinn - take No.41 to the city but return on No.21.

Page 415 Pirita

Kalev YC pontoon layout changed to accommodate extra berths.

Sailmaker, Lift out. Winter storage facilities formerly at Noblessner moved to Kalev YC.

Page 417

Insert new harbour:

Hara

59°35'.25N 25°36'.77E

Former Russian submarine base. Easy entry in deep water but recommended in daylight only. Deep water harbour with excellent all-round protection provided by both the offlying island of Hara and huge breakwaters. Some ruined buildings/structures from Soviet times remain on the outer breakwater. Head for waypoint 59°35'.31N 25°37'.35E in the deep water approach, leaving the harbour wall to starboard and a N cardinal buoy (if on station) and the island of Hara to port, keeping closer to the harbour wall than the island. Round the end of the breakwater and head for the harbour jetty (coordinates as above). No other navigation marks. One long pontoon with stern buoys.

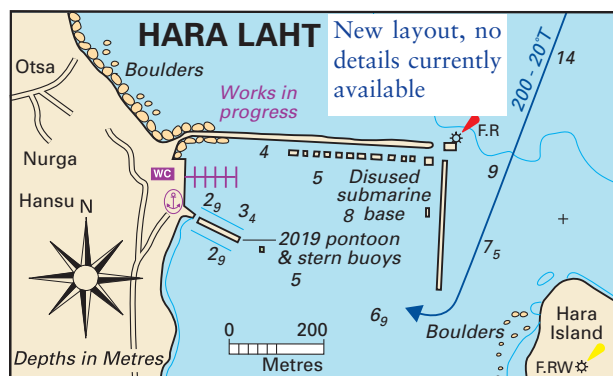
Depth at pontoon 3m min. Water and electricity being installed. One portakabin toilet. Fuel station planned. No town ashore – nearest shopping etc is at Loksa. Bus stop at the far end of the lane.

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APPENDIX

Page 423 Other sources of German weather information

The 'See Funk' service from VHF Station Delta Papa 07 transmits (2019) at 0745, 0945, 1645, 1945 Local time. Transmissions include a brief daily forecast in English for the German North Sea and Baltic Sea coasts

Page 425 VHF Stations in the Baltic

Many of the Danish Lyngby Radio stations have changed their VHF broadcasting channels