



# Royal Cruising Club Pilotage Foundation

## The Baltic Sea and Approaches



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Further updates are available, as they come in, via the Cruising Notes page of the Pilotage Foundation website at [www.rccpf.org.uk/Pilotage-Notices](http://www.rccpf.org.uk/Pilotage-Notices)

### Caution

Whilst the RCC 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 RCC 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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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 RCC Pilotage Foundation cannot accept liability for any error, omission or failure to update such information. To the extent permitted by law, the RCC 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**.

#### Page ix

On the map of VHF radio stations the country to the east of Poland on the map should be labelled Belarus.

#### Page 3

On the map of 'Territories...' the label 'Faroeer' should read 'Faroes' or 'Faroe Islands'.

#### Page 6

##### GPS Accuracy

Note that in 2025, the Baltic experienced a surge in GPS jamming and spoofing, with Sweden reporting 733 incidents by August, up from 55 in 2023. This has potentially been traced to Russian territory (specifically Kaliningrad) and so considerable care should be taken with navigation all around the Baltic. Both jamming (blocking signals) and spoofing (providing false, manipulated positions) are being used.

#### Page 7/8

##### Baltic Water Levels

Note that in early February 2026, the Baltic experienced record-low water levels, dropping approximately 67cm below the long-term average, the lowest since recordings began in 1886. The presence of strong, persistent easterly winds pushed roughly 275 cubic kilometers of water out of the basin, causing significant navigation disruptions and exposing sea beds. This is termed a persistent "open refrigerator effect" and is caused by strong easterly winds and high-pressure areas pushing water through the Danish Straits into the North Sea. Careful checks should be made during the 2026 season of the average water levels. Use the SMHI website for this - [www.smhi.se/en/weather/sea-weather/sea-levels-and-waves](http://www.smhi.se/en/weather/sea-weather/sea-levels-and-waves).

#### Page 8

##### Formalities

Note that the European Union (EU) is introducing two important changes for travel to Europe during 2026/7. These are:

1. EU Entry/Exit System (EES)
2. European Travel Information and Authorisation System (ETIAS)

The EES system started on 12 October 2025 and will be introduced in phases. It is planned to be fully operational by 10 April 2026. The EES will apply in all the Baltic countries. ETIAS is the EU's new travel authorisation system. This will

mean applying ahead of your travels for a permit to travel. This is similar to the USA's ESTA scheme. An ETIAS will not be required for travel in 2026. The EU is looking to introduce ETIAS towards the end of 2026. An ETIAS is likely to cost €20.

#### **Page 28**

On the chartlet, the title should be MÖLTENORT.

#### **Page 68-70**

##### *Copenhagen*

Extensive works are continuing around Copenhagen to create the new artificial island of Lynetteholm project. As of early 2026, the construction of the artificial island in Copenhagen is progressing into a new phase. This is focused on the outer perimeter for Phase 2. The project is designed to act as a 2.6 km<sup>2</sup> storm surge barrier and a new district for 35,000 residents. It forms part of a larger 30–50 year development plan. Details of the project are available on [https://byoghavn.dk/lynetteholm/wp-content/uploads/sites/7/2019/04/Lynetteholm-sikkerheds-folder\\_V11-engelsk.pdf](https://byoghavn.dk/lynetteholm/wp-content/uploads/sites/7/2019/04/Lynetteholm-sikkerheds-folder_V11-engelsk.pdf)

#### **Page 83**

##### *Helsingør*

In Helsingør there is an excellent maritime museum, M/S (<https://mfs.dk/en>). This is built below ground around an old dry-dock abutting the grounds of Kronborg Slot.

#### **Page 100**

##### *Water stand*

See note about Baltic sea levels under page 7/8.

#### **Page 126**

##### *Lilla Bommen marina*

The number of berths in Lilla Bommen is slightly reduced as there are a few houseboats moored in the marina. This can also make manoeuvring more challenging for the berths closer to the shore.

#### **Page 137**

##### *Smögen*

Note that, while it may be possible to moor alongside during the low season at Smögen, there are lazy lines for mooring bows-to the pontoon during busier times.

#### **Page 141**

##### *Strömstad*

Note that Strömstad harbour can be very busy, particularly at weekends with visiting Norwegian boats (mainly motorboats) who are visiting the System Bolaget and other Swedish shops. This can make it challenging to find a berth at these times. It can be possible to moor against the eastern side of the fishing jetty, but note that there are restrictions on timing for mooring here.

#### **Page 182**

On the inset chartlet the label Långö-Trässö at 58°15' should read Håskö, Lisselön.

#### **Page 190**

##### *Långö-Trässö*

The position should read 57°57,30'N 16°47,49'E. This position is a waypoint for the entry into the various anchorages in the bays.

#### **Page 190**

##### *Lindholmen*

The first line under Lindholmen should read: "Lindholmen is an alternative anchorage to Bokö and is just one mile south."

#### **Page 191**

##### *Bokö*

The position of Bokö should be:  
58°05,75'N 16°49,31'E

#### **Page 195**

##### *Harstena*

At Harstena, it is possible to lie alongside the ferry/steamer quay overnight, (between 1600 hrs and 1000 hrs the following day).

#### **Page 224**

##### *Nämdö*

The area around Nämdö has been designated as a national park. The new Nämdöskärgården National Park opened on 5 September 2025. It is the third national park in the Stockholm area, joining Ångsö and Tyresta. It is 25,000 hectares in size and 97% of its area is water. It encompasses more than 1,000 islands, skerries, and reefs, forming one of the largest continuous archipelago landscapes in the Baltic. Visitors should check the national park website [naemdoskaergarden.se](http://naemdoskaergarden.se) for any restrictions.

#### **Page 233**

##### *Vaxholm*

The guest harbour walls and ferry/steamer quays are under reconstruction as of June 2025. As a result there is a reduced capacity to accommodate visiting yachts. Work is expected to be completed possibly by summer 2026, but definitely by summer 2027.

#### **Page 250**

##### *Söderhamn*

Payment is via Dockspot. The harbour fee includes the use of facilities and the washer/dryer.

#### **Page 252**

##### *Hudiksvall*

The Y-booms are a maximum 8 metres long and maximum 4 metres spacing between booms – except for 1 space on the inside of the SE wave breaker. The marina is better for yachts longer than 12 m and/or wider than 4m in winds above F4 from E through S to SW.

#### **Pages 254 (para 3) and page 255 chartlet**

##### *Härnösand*

The channel from Sodra Sundet through to Norra Sundet was blocked to all traffic in June 2025. This is due to major reconstruction of a new opening bridge. The date of the re-opening of channel is not precisely known but likely to be in 2027.

#### **Pages 255**

##### *Härnösand*

The 'Bilmuseum' (<https://harnosandsbilmuseum.se/>) claims to be the largest car museum in Sweden. There is also a popular minigolf course right by Norra Sundet gästhamn.

#### **Page 258**

##### *Ulvöhamn*

Please note that the quay at Kommunkajen (paragraph 2) is very shallow, so do not try to moor alongside.

**Page 260***Örnsköldsvik*

Please note that the gästhamn is exposed to quite a long fetch from the SE and can be uncomfortable in winds above F4 from anywhere between E and S.

**Page 299***Käringsund*

Note that water is available at all pontoons in easy reach, not '20m' as noted in the entry. Some berths can be booked through Dockspot.

**Page 403***Władysławowo*

The position for Władysławowo should read 54°47'.87N 18°26'.53E (safe water mark).