

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safety of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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.

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. 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. 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 are also 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 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 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 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 178 Ystad

It is reported that work is under way to extend the outer mole. The famous Tack 'O Tag chandlery is now under new ownership.

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 Arkosund.

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 Sodertalje 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.

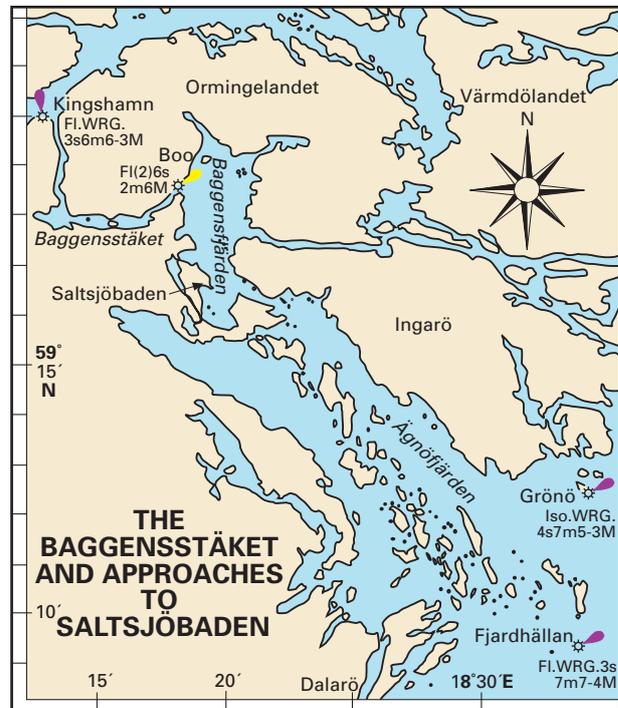
The lock uses VHF Ch 14, not Ch 68

Page 208 Bridges

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

Page 214 Baggensstaket:

Substitute new plan below to show location of the Baggensstaket itself.



Page 216 Plan of Stockholm and the Skägård:

Substitute plan on previous page which tidies up the complex routes through the Skägård 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

FINLAND

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.

RUSSIA

Pages 320 and 325 Formalities and Vyborg

Note in 2018 the facilities to check in and out at Vyborg itself were removed. 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.

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> (scroll down to bottom left for English translation). 'Yachtport Haydekrug' on the map: <https://goo.gl/maps/swLcgwe98KvaBpyK8>

LATVIA

Page 382 Liepāja

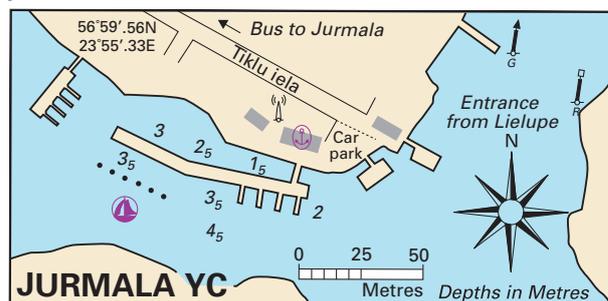
New mooring and harbour facilities expected to be ready for 2019 season.

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 56°59'·56N 23°53'·33E



Pages 388 to 391 Riga

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

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 364 Gdansk

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

ESTONIA

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 ⊕1.

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

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

Change to course 268° to ⊕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.

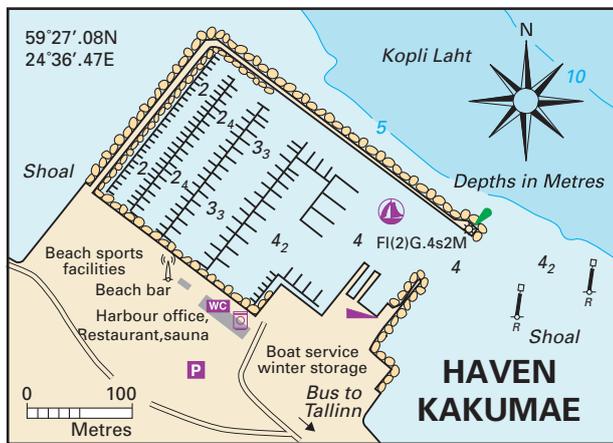
Page 414 Tallinn

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 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 Pirta

Kalev YC pontoon layout changed to accommodate extra berths.

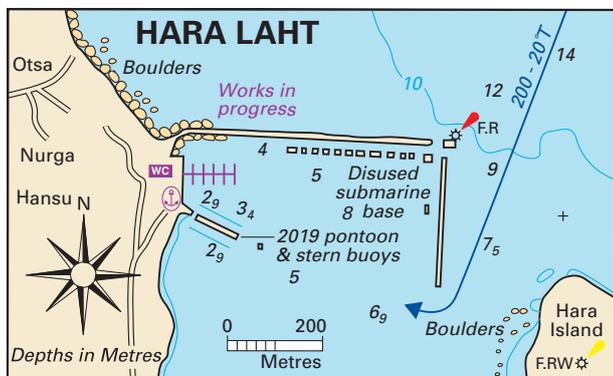
Sailmaker, Lift out. Winter storage facilities formerly at Noblessner moved to Kalev YC.

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.

Reet Idavain ☎ +372 5096980

www.harasadam.ee

Email sadam@harasadam.ee

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