

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of a vessel depends, ultimately, on the judgment of the skipper, who should access all information, published or unpublished. The information provided in this book may be out of date and may be changed or updated without notice.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

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.

SWEDEN

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 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

FINLAND

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 Haydecrug' 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

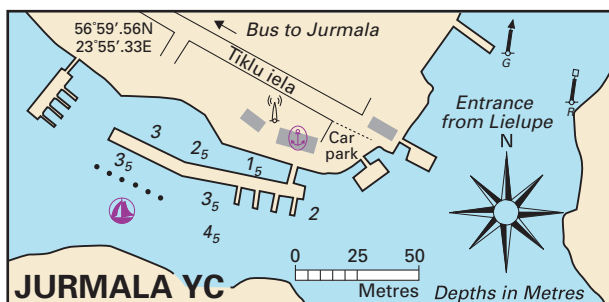
Ventspils harbour now known as Ventspils New Marina. Launderette and dryer. Bicycle hire.

Page 388 Jūrmala

Jūrmala Yacht Club now moved to 56°59'·56N 23°53'·33E (see plan below).

Pages 388 to 391 Riga

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



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 ⊕4 buoys Vissulaiu 1 and 2 59°01'·10N 22°47'·34E.

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

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

Change course to 252° to enter harbour.

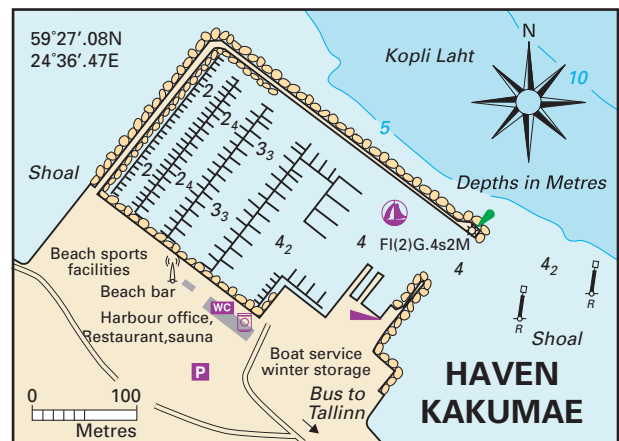
Page 414 Tallinn

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 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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