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The Pilotage Foundation is grateful to the late John Lawson who was the author of all our Passage Planning routes flowing out from the South Coast of England to Iceland, The Baltic, the Atlantic Islands and the Mediterranean.

This Route was updated by Jeremy Parkinson & Mike Redfern in 2008
Minor corrections 2012

Route 6 plus 6A, 6B, 6C, 6D **English Channel to the Baltic** **including Sweden, Finland, Russia and the Baltic States** **via** **Belgium, The Netherlands and Kiel Canal**

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General

It is 440M from the Solent to the Elbe entrance up-Channel and along the Belgian, Dutch and German coasts. While the first 300M have a selection of harbours of refuge suitable for yachts, the last 140M along the north German coast provides minimal shelter in strong onshore winds.

Timing of arrival at the Elbe entrance is important and from here it is just over 100M up-river and through the Kiel Canal to the Baltic.

The Baltic has been divided into four routes:-

6A Kiel to Skagen and the Kattegat.

6B Kiel to Gulf of Bothnia via Swedish coast

6C Kiel to the Åland Islands, Turku and the Finnish coast to the N end of the Gulf of Bothnia.

6D Kiel to Helsinki, Vyborg, St.Petersburg via Poland, Lithuania, Latvia, Estonia and Russia.

The Baltic offers an incomparable cruising ground of wide variety in a virtually tideless sea, with generally benign weather and moderate winds in the summer months. There is almost continual daylight in June and July.

From Kiel it is about 300M to Skagen, 465M to Stockholm, 630M to Helsinki, 770M to St. Petersburg and over 900M to the head of the Gulf of Bothnia – room enough for many years of cruising.

Weather and sea states

The Baltic Sea lies to the S of the low pressure belt in the northern hemisphere and Atlantic depressions tend to pass to the N. However any trailing secondaries will cross the area often with occluded fronts giving rain and stronger winds. Gales occur less than 5% of the time in the summer months. The highest proportion of winds are from W to S although if the Asian area of high pressure extends a ridge over the Baltic, easterly winds may persist for some weeks. In fine settled weather land and sea breezes will occur near the coasts.

Seas tend to be short and steep in the Baltic and the water fresher the further into the Gulfs; the sea gets up quickly with the wind and subsides equally quickly; swell is rarely a problem or consideration for long, except possibly at the N end of the Kattegat. Inside the Skägårds the multitude of islands, skerries and rocks break up any swell so that it is possible to sail on almost flat water even in a F8!

Sea temperature rises to 16°C in the S and 14°C in the N by the end of the summer but there are warmer patches in sheltered and shallow bays.

The extent of ice cover in the winter is extremely variable and unpredictable. A general rule for the summer sailor is that ice will be clear in most of the Baltic by mid- to end of April except for the N and E

ends of the Gulfs of Bothnia and Finland respectively which should be clear by end-May. Ice starts to form round the coasts by December.

There is a relatively high incidence of fog in the S part of the Baltic in the Spring, SW Finland and around Gotland being particularly affected with up to 25% coverage; this falls off considerably as the summer progresses to 5 – 10%.

Mean daily temperatures from June to August inclusive vary from 18°C in the Gulf of Bothnia to the mid 20°s in the south, but extremes over 30°C are not unknown. Temperature increases quickly after March and equally quickly decreases from September. Northerly winds are cold.

Currents

Water is added to the Baltic in two ways. The large surrounding land area drains into it and the salinity is maintained by a sub-surface flow of salt water through the Kattegat. The surface flow therefore tends to be southerly in the N and E parts of the Sea and northerly in the Kattegat. This general condition however is greatly modified by wind and climatic conditions. Winds of any duration will set up currents of considerable strength especially in narrow channels; to a lesser extent high or low barometric pressure will raise or lower the sea level causing gradient-produced currents. In fine settled weather the natural flow in the Gulfs of Bothnia and Finland is anti-clockwise of about ½ knot. The main thing for the yachtsman to remember in the Baltic is that currents are highly unpredictable, usually wind driven and of little consequence.

Sea level and tides

Tides are negligible and can be discounted as can tidal streams. However considerable changes in sea level can be caused by strong winds, changes in barometric pressure and the amount of inflow from rivers. Up to 0.6m should be allowed for and more at the ends of the Gulfs. Expected changes in sea level are often included in the weather forecasts.

Formalities

The UK not having signed the Schengen Treaty, boats are supposed to complete a 2 part entry form at the first Schengen port of call. The French do not seem interested but the Belgians and Dutch take this more seriously

The following papers should be on board for production in all the countries covered in this section:-

- (a) Ships Registry Document or Small Ships Register Document.
- (b) International Certificate of Competence or RYA Certificate at least for the Skipper.
- (c) Evidence of insurance and third party insurance
- (d) Ship's Radio Licence
- (e) Evidence of VAT having been paid on the vessel – the original invoice and any subsequent Bills of Sale are ideal
- (f) Passport for every crew member. The further east one goes the greater the requirement for a crew list covering Date & Place of Birth, Passport No, Nationality and Itinary.
- (g) Radio telephone certificate of competence held by one person on board.

The courtesy flag of the country being visited should always be flown and Scandinavian countries are particular in this respect. Coming from the UK and cruising extensively in the area means carrying up to 14 courtesy flags (Åland Islands have their own flag in addition to the usual national ones).

A call to the RYA (0845-345-0400) will alert you to any known changes to the latest edition of their "Foreign Cruising Vol I" C1 but in addition to the above the following should be observed or carried in individual countries:-

Belgium (www.visitbelgium.com)

Report to HM at port of entry. Carry copy of International Regulations for Prevention of Collisions at Sea (IRPCS). RYA publication G2 or Reeds

The Netherlands (www.visitholland.com)

Report to Customs at port of entry. If entering the canals or the IJsselmeer carry a copy of Binnenvaart Politie Reglement, Dutch waterway rules. These are in Dutch and are in the ANWB Wateralmanak Vol I. The opening times of all bridges and locks plus details of all marinas are in Vol II. Various other rules apply to the inland waterways.

Germany (www.visitgermany.com)

Reporting on arrival only needed if coming from non-EU country or non-EU persons on board. Carry a copy of IRPCS. Other rules for some inland waterways.

Denmark (www.visitdenmark.com)

Report on arrival except if arriving from another Scandinavian country. Duty-free allowance 1.5 litres spirits, 300 cigarettes.

Sweden (www.visitsweden.com)

Entry and departure must be through a passport control port (Noted in the Ports section) although this is not strictly enforced. Limitations on import of liquor, tobacco and some foodstuffs.

Finland (www.visitfinland.com)

Entry and departure must be through port with Custom and Immigration presence (Noted in the Ports section and marked on local charts) with advanced radio reporting and using designated routes. Limitations on imports of liquor, tobacco and anything from non-EU Baltic countries.

Russia (www.visitrussia.com)

Visas are required for every person on board and must be obtained in advance. Regulations and restrictions are numerous and early advice should be taken before planning a visit (RYA publication C1/2007 for starters)

Estonia, Latvia, Lithuania and Poland

(www.visitestonia.com; www.visitlatvia.com; www.visitlithuania.com; www.visitpoland.com)

Entry to each country should be made through one of the ports of entry (Noted in the Ports section). Some restriction on imports but generally increasingly few bureaucratic requirements.

Insurance

The Baltic is often deemed to be east of 13.30E and as being tidal. It is best to check with your own Insurance Company. Because of the distance from the UK, the relative lack of repair facilities and language differences many well double the usual excess.

There have been reports of grounding claims being rejected if up-to-date local charts were not on board.

Search and rescue

The area from Dover to the heads of the Gulfs of Bothnia and Finland is completely covered by several national Search and Rescue Regions(SRRs) all with full DSC coverage, and MRCCs at Dover, Oostende, Den Helder, Arhus(Denmark), Göteborg(Sweden), Turku(Finland), St.Petersburg(Russia), Tallinn(Estonia), Riga(Latvia), Klaipėda(Lithuania) and Gdynia(Poland), with numerous MRSCs interspersed. Some countries still maintain watch on Ch 16 as well as DSC. Norway, Sweden, Finland, Russia, Estonia, Latvia, Lithuania and Poland still maintain some Coastal Radio Stations on MF and VHF.

As well as the local language English is almost universal throughout the maritime services.

There is air coverage by fixed wing or helicopter for most of the area and lifeboats or rescue craft for all the coasts in and outside the Baltic.

Navtex and weather forecasts

The area is completely covered by Navtex broadcasts from Niton(E and K), Oostende(T and M), Cullercoats(G and U), Ijmuiden(P), Grimeton (W.Sweden)(D), Gislövshammer (S.Sweden)(J), Bjuröklubb (N.Sweden)(H) and Tallinn(U).

In practice not all stations broadcast in accordance with the schedules in Admiralty List of Radio Signals (ALRS) eg

Tallinn(U) Full Met forecasts, Met warnings and Nav warnings but only once a day.

Bjuröklubb(H) Only local gale warnings once.

Gislövshammer(J) only Met warnings and Nav warnings once a day

However Stockholm Radio broadcasts full Met forecasts and Nav warnings for all Swedish Sea Areas at 0800 & 2000. Also Turku Radio broadcasts full Met forecasts and Nav warnings for all Finnish Sea Areas at 0133, 0533 0933, 1333, 1733 & 2133. All these are local time, in English and on MF & VHF from Local Coastal Stations.

Details of the many other weather forecasts available may be found in Admiralty Maritime Communications(UK and Baltic) NP 291 and RYA forecasts G5/04.

Fuel and domestic gas

Duty-free red diesel is available to yachts in Belgium and some places in Estonia otherwise duty-paid fuel is readily available in all the other countries at about the same price as in UK.

Butane is not generally available in the Scandinavian and Baltic countries where Propane is used although Camping Gas is becoming more readily available in Sweden and Finland.. Either take enough Calor or other forms of Butane for the trip or convert to Propane using Scandinavian bottles if staying for any length of time; the latter can be exchanged at most major ports. Most yacht cookers will burn butane, propane or a mixture of both if fitted with a Euroregulator.

Harbours and mooring

Harbours tend to cater for yachts 10.7m loa x 3.4m beam x 2m draught and anything larger may find difficulty in fitting in particularly in some of the “box” berths favoured in German and Dutch marinas. A split pulpit is most convenient for the bows to pontoon moorings or in the islands where yachts moor bows to the shore with a stern anchor so provision for a dedicated stern anchor and warp should also be made.

In the tideless harbours and anchorages of the Baltic a holding tank is a great convenience and is gradually being enforced as an EU legal requirement, especially in Finland and the Göta Canal.

Routeing recommendations

Solent to the Elbe

The leg up-Channel from Solent to Dover is 110M and should be timed to carry the stream through the Dover Strait and as far along the Belgian coast as possible before it turns foul at HW Dover +0530. Slow or low powered vessels should therefore aim to be off Dungeness at HW Dover -0200 as the stream turns in favour. Going E carries a considerable tidal advantage. Coming from the Solent the E-going stream starts off the Owers at HW Dover +0530. Provided 9 – 10 knots over the ground can be maintained 11 hours fair stream will be carried eastwards and out into the southern North Sea. Slower vessels will have to start relatively earlier and face progressively more foul stream in the early stages from the Solent to gain advantage. This advantage does not apply when going W.

The route from the Nab, round the Owers and Royal Sovereign, along the English Inshore Traffic Zone is well known and clear of unmarked dangers. A short cut through the Looe Channel might save a mile or two but is hardly worth it except for navigational amusement in good visibility.

The decision must be made at some point where to cross the Dover Strait Traffic Separation Scheme (TSS) to the French Inshore Zone to continue along the Belgian and Dutch coasts. There are a number of suitable ports with yacht facilities and easy access in the SW part of these coasts which become further apart towards the Texel corner. The TSS and approach routes to the major ports of Oostende Antwerp, Rotterdam and Amsterdam must also be crossed and a route inside the banks and close offshore is preferable. Rules regarding the crossing of TSS are strictly enforced in German waters where one is not allowed within 1M of a TSS if there is an alternative route available. On the spot fines can be imposed.

To the NE of Texel the N German coast with its string of islands with shallow channels between is inhospitable especially with onshore winds. There are no refuges in these conditions, except possibly Borkum; the Jade, Weser and Elbe entrances are all dangerous in onshore conditions on the ebb. The latest German or Dutch charts must be used if going in amongst the islands as the channels constantly change. (See ‘References’ at end for sources of foreign charts.)

The passage of this 140M of coast should be timed so that arrival off the Elbe entrance is at HW Cuxhaven -0500. In storm or gale conditions Helgoland 20M WNW from the entrance is the only port of refuge on the coast.

An alternative entrance to the Kiel Canal is via Tönning and the Eider River but not with a draft of much over 2.5m; the entrance can be dangerous in strong westerlies.

Inland waterway routes

It is possible to reach the Baltic by inland waterways through the Netherlands, Germany and Poland but is certainly not quicker and carries restrictions of length, beam, draft and height.

Elbe entrance – Cuxhaven – Brunsbüttel – Kiel Canal

It is just under 50M from the sea to the canal entrance at Brunsbüttel and 70M on to Kiel. Provided the flood is caught up from the sea, the transit can be accomplished in one leg. The locks at Brunsbüttel work 24 hours and night transit of the canal is allowed if radar is fitted. However if speed is not of the essence, the canal transit is through pleasant countryside and marina facilities can be found at Cuxhaven, Brunsbüttel, and Rendsburg along the canal and at Kiel.

Kiel to Skagen and the Kattegat (Route 6A)

There are three routes through the Danish islands from Kiel north to the Kattegat and thence to the Skagerrak. From W to E they are the Lillebaelt, the Storebaelt and the Sound. They all have deep water for yachts and the only overhead obstruction is a 33m high bridge in the Lillebaelt. They all have several ports and anchorages including København in the Sound. North of these channels the Kattegat has shallow areas in the vicinity of the islands of Laeso and Anholt but hardly of concern to yachts; commercial shipping tends to follow designated routes marked on the charts. The 91MLimfjord passage with a limiting draught of 2m and air draught of 26m cuts through to the North Sea and from Hals about 100M south of Skagen. On the Swedish side there is the major port of Göteborg at the W end of the **Göta Canal** and associated waterways which cross 103M of Sweden to Stockholm. Limiting draught in these waterways is 2.5m, width 7.2m height 22m and there is heavy traffic on them in July and August.

Kiel to Gulf of Bothnia via Swedish coast (Route 6B)

There are few navigational difficulties on this route out of Kieler Bucht, Fehmarnbelt past Bornholm to the SE corner of Sweden. From here Öland can be passed on either hand and possibly Visby on the island of Gotland visited. It would be a determined passage maker who bypassed Stockholm, and Mariehamn in the Åland Islands. From here it is nearly 200M to the narrows of Norra Kvarken with the ports of Umeå on the Swedish side and Vaasa on the Finnish. A further 100M north finds the skerries and islands appearing again off the Swedish coast S of the port of Piteå and another 30M reaches the port of Luleå near the head of the Gulf, the major iron ore exporting port in a remote region but with some facilities for yachts. As Haparanda is effectively barred by a low bridge Töre at 65°54'.02 N is the northernmost navigable point. Here one is encouraged to leave details on a large yellow buoy for the later despatch of a certificate.

Kiel to the Åland Islands, Turku and the Finnish coast to the north end of the Gulf of Bothnia (Route 6C)

This starts as for Route 6B above and is more likely to include the island of Gotland as a stopover before the vast cruising area between the Swedish coast and Turku is reached with its thousands of islands and skerries. The Finnish coast from here north to the narrows at Norra Kvarken has more sheltered anchorages and harbours than the Swedish side and this continues to Kokkola just N of Pietarsaari the home of Swan yachts. From here it is 130M to the head of the Gulf at Haparanda and Tornio on each side of the Swedish/Finnish border where some facilities for yachts may be found.

Gulf of Bothnia Round Trip

There are obvious attractions if proceeding up the Gulf to return down on the opposite side. The Swedes prefer to go north up the Swedish side and south down the Finnish side possibly because the sea breeze in the summer tends to become established from the SE on the W side, and from the NW on the E side. However northerly winds in the summer are quite usual and the expected current circulation in the Gulf is anti-clockwise. Navigational plans in the Gulf of Bothnia therefore need to be flexible to make best use of conditions at the time.

Kiel to Helsinki, Vyborg and St Petersburg via Poland, Lithuania, Latvia, Estonia and Russia (Route 6D)

From Kiel to St.Petersburg is 770M with few navigational dangers. The islands of Bornholm and Gotland are en route and the southern Baltic states can be visited either when outgoing or on the return. There are Traffic Separation Schemes at the W end of the Gulf of Finland and the final approaches to Vyborg and St.Petersburg require large scale charts and navigational care as does any diversion into the more scenic routes amongst the islands.

Visas may be obtained up to 3 months in advance in the UK or more expensively in Helsinki at short notice for entry into Russia. These are not required for access to the Saimaa Canal unless stopping at Vyborg. Visas may also be obtained in Helsinki and Laapeenranta if visiting St Petersburg by train. The Saimaa Canal leads to the extensive inland cruising area of the Great Saimaa Lakes which are in Finland.

Visits to the countries along the southern Baltic shores are well worthwhile and details may be found in the Ports section below.

Ports on the routes

Port names in capital letters below indicate a port with major marina facilities including slipping and all kinds of repair, electricity and water on the pontoons, fuel available and with the resources of a town or city nearby. Other ports will have many of these facilities but with any omission noted.

Port categories

Ports are categorised for their accessibility in all weathers and the security of their shelter:-

A. Port of refuge in storms; complete shelter.

A* Qualified storm port of refuge and haven

B Port of refuge in gales; good shelter.

B* Qualified gale port of refuge and haven.

C Entry subject to wind, sea and tidal conditions with some shelter inside.

Distance Table – Route 6A

	SOLENT	DOVER	OOSTENDE	DEN HELDER	CUXHAVEN	KIEL	Klintholm	KØBENHAVN	GÖTEBORG	Skagen
SOLENT	***	110	170	290	465	545	650	695	825	835
DOVER	110	***	60	180	355	435	540	585	715	725
OOSTENDE	170	60	***	120	295	375	480	525	655	665
DEN HELDER	290	180	120	***	175	255	360	405	535	545
CUXHAVEN	465	355	295	175	***	80	185	230	360	370
KIEL	545	435	375	255	80	***	105	150	280	290
Klintholm	650	540	480	360	185	105	***	45	175	185
KØBENHAVN	695	585	525	405	230	150	45	***	130	140
GÖTEBORG	825	715	655	535	360	280	175	130	***	140
Skagen	835	725	665	545	370	290	185	140	42	***

Distances are direct between any two ports in different columns. Interpolated distances between two ports in the same column will not necessarily be correct.

DOVER A*

A very busy ferry port with good facilities for yachts in perfect shelter. It is only qualified as the western entrance can become unmanageable for small craft in W gales; there is deep water in the entrance and outer

harbour and the entrance channel to the yacht basin is dredged to 5m; 50 ton boat hoist; 24 hour duty-free diesel and other fuels.

Good road and rail connections with London, frequent ferries to the Continent; reasonable security and a safe place to leave a yacht. If time permits or gale bound visits to the Castle (www.english-heritage.org.uk) and the Bronze Age Boat (www.dover.gov.uk/museum) are very worthwhile.

OOSTENDE B*

The entrance is dredged to 4.7m but it is not a port to chance in strong onshore conditions especially on the ebb, otherwise excellent shelter inside and all the facilities in or outside the locks; fuel available and water on the pontoons; two yacht clubs and close to the town centre for provisioning; ferries to Dover and Harwich; a good place to change crews. (www.portfoostende.be/info/)

DEN HELDER A*

The approach channel is deep and well marked but there are drying sands on either side; the yacht harbour is well sheltered and all the facilities of several marinas are available; fuel and water; provisions within 15 minutes walk; 15 ton boat lift; small local airport. But this is a naval base lacking in much charm.

Stays are limited to 2 nights unless gale bound. (www.havendehelder.nl)

CUXHAVEN C/A

C for the Elbe Entrance which should not be approached on the ebb and onshore winds but **Cuxhaven** 23M above Elbe Light has excellent shelter in two marinas, fuelling berth, water and electricity on the pontoons and handy provisioning; a useful stop if there is not enough flood left to reach **Brunsbüttel** 25M further on.

The **Kiel Canal** operates 24 hours and provided radar is fitted can be navigated at night or in poor visibility. Yachts must be under power but may motor-sail (motoring cone required as it is in all German waters). The canal is 54M long, passes through pleasant surroundings and there are designated stopping places if needed. (www.cuxhaven.de)

KIEL A

There are several marinas or harbours near the canal entrance at Holtenau; the British are most likely to use the British Kiel Yacht Club at Stickenhorn 2M N of Holtenau; there is a deep approach and 5 – 6m in the marina with all the facilities needed including fuel, water and electricity; duty-free shopping close by and a supermarket within 15 minutes; nearby boatyard; Customs clearance at Laboe at the entrance to Kieler Hafen (www.kiel-tourist.de)

Klintholm A

A convenient stop between Kiel and the Kattegat (via the sound) or southern Sweden. Straightforward approach from the south with 3m at the berths. All the usual facilities and support services of a small modern development. Diesel on the quay but petrol 200m Local sailmaker. (en.wikipedia.org/wiki/Klintholm_Havn)

KØBENHAVN A

There are at least 8 marinas, the more expensive being nearer the city centre; there is a special berthing area for large yachts up to 7m draught; the depth in the other marinas vary from 1.8m to 5.6m; space can be found somewhere for the transient even in the height of summer but a prior booking is recommended if staying longer than overnight; all marinas have the usual facilities and provisioning is easy at most of them; international airport, good road and rail connections and ferries to Sweden. (www.visitcopenhagen.dk)

GÖTEBORG A

The largest commercial port in Scandinavia and the second city of Sweden; there are several marinas, not all for visitors; there is a deep, well-marked 10M long approach channel and the usual facilities in the three marinas on the S bank; a port of entry and the W end of the Göta Canal which crosses the country to Stockholm; the current in some sections runs W so with a lower powered engine it is preferable to enter the waterway at the Stockholm end; an airport and ferries to Denmark. There are opening or lifting bridges but with a height restriction of 22m. (www.goteborg.se)

Skagen B*

A large fishing harbour on the north eastern tip of Denmark; a port of refuge except in SE gales when entrance can be dangerous but good facilities and shelter for yachts inside with at least 7m; fuel from barge, water at quays, good provisioning; nearest airport Ålborg 100km. (www.toppenagdanmark.dk)

Distance Table – Route 6B

	KIEL	Simrishamn	Kalmar	STOCKHOLM	Orëgrund	Härnosänd	Umeå	Luleå
KIEL	***	170	270	460	543	669	760	890
Simrishamn	170	***	100	290	373	505	590	720
Kalmar	270	100	***	190	272	410	490	620
STOCKHOLM	460	290	190	***	98	233	300	430
Orëgrund	543	373	272	98	***	137	218	334
Härnosänd	669	505	410	233	137	***	111	235
Umeå	760	590	490	300	218	111	***	130
Luleå	890	720	620	430	334	235	130	***

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column will not necessarily be correct.

KIEL A

There are several marinas or harbours near the canal entrance at Holtenau; the British are more likely to use the British Kiel Yacht Club at Stickenhorn 2M N of Holtenau; there is a deep approach and 5 – 6m in the marina with all the facilities including fuel, water and electricity; duty-free shopping close by and a supermarket within 15 mins; nearby boatyard; Customs clearance at Laboe at the entrance to Kieler Hafen.

(www.kiel-tourist.de)

Simrishamn A

A well equipped yacht harbour within a small commercial one on the SE corner of Sweden; a clear and hazard- free approach but quite open to the E; 1.5m – 2.5m at the yacht berths but few over 3.5m wide; water and electricity at berths, fuel can be delivered; shops within 1km; chandlery and sailmaker; a port of entry; bus station. (www.turistbyra.simrishamn.se)

Kalmar A

A well-sheltered and appointed yacht harbour in an historic old town in Kalmarsund between Oland and the mainland; fuel, water and electricity at the quayside; shopping close and convenient; *Camping Gas* available; chandlery and other services including repairs; a port of entry; good rail and bus services; the Oland bridge close by has a clearance of 36m. The World Heritage Site Castle is outstanding. (www.kalmar.se)

STOCKHOLM A

Stockholm city is the best part of a 40M detour through the archipelago if bound N or S but well worth the visit if time permits; otherwise Mariehamn in the Åland Islands is less of a diversion. There are three marinas in Stockholm and many other yacht harbours; there is a special quay and berthing for the larger yachts; several fuelling points and all possible facilities for repair, maintenance and sustenance – at a price; international airport, train, coach and ferry services in all directions. (www.stockholm.se)

Orëgrund B

Well sheltered from all but the North when it is preferable to anchor 1M north in complete shelter at Kullbadaviken. Return to Orëgrund by dinghy and ferry for stores. There is a small Guestharbour with fuel, water, a small supermarket and restaraunts. This is a good place to wait for a favourable wind to sail up the Gulf of Bothnia.and all but 20M of the 100M from Stockholm can be covered inside the Skärgård . There is a well buoyed and lit approach from the north when returning south. (www.visitsweden.com)

Härnosänd A

With 3 Guestharbours there should always be one well sheltered. Usual facilities and excellent shopping. This Regional Centre is ideally placed at the southern end of the Höga Kusten, the 80+M High Coast which is a must if sailing in the Gulf of Bothnia. Härnosänd is also a small commercial port with deep water

approaches from the north and east with a long but deep entrance from the south until one reaches the first Guestharbour. Good communications by road, rail or air (45km) make this a good spot for crew changes. There is a fuel pontoon near the boatyard to the north and a nearby chandlery. (www.harnosand.se)

Umeå B

A moderate-sized commercial port in an estuary with deep (least 4.0m) approaches and sheltered yacht berthing south of the town of Holmsund at the Patholmsviken YC in 3 to 4m; above Holmsund is a bridge with vertical clearance of 10m; fuel, water and good provisioning 1km away in Holmsund; large hospital in Umeå; nearby airport and ferries to Vaasa. (www.visitumea.se)

Luleå B

A medium-sized town through whose port pass most of the country's iron ore exports; there are berths for yachts up to 10m near the town centre with depths of 2m, larger yachts can be accommodated on the more exposed town quay or through a lifting bridge; usual supplies and facilities; airport at Kallax 8km and ferries to Stockholm and elsewhere; in spite of its remoteness, a good port for crew changes or to hire a car to reach the Arctic Circle. (www.lulea.se)

Distance Table – Route 6C

	KIEL	Bornholm	Gotland (Visby)	Mariehamn	Turku	Vaasa	Kokkola	Tornio/Haparanda
KIEL	***	160	365	525	575	755	835	955
Bornholm (Ronne)	160	***	205	365	415	565	645	765
Gotland(Visby)	365	205	***	160	210	360	440	560
Mariehamn	525	365	160	***	75	230	310	430
Turku	575	415	210	75	***	225	305	425
Vaasa	755	565	360	230	225	***	80	200
Kokkola	835	645	440	310	305	80	***	120
Tornio/Haparanda	955	765	560	430	425	200	120	***

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column will not necessarily be correct.

KIEL A

There are several marinas and harbours near the canal entrance at Holtenau; the British are most likely to use the British Kiel Yacht Club at Stickenhorn 2M N of Holtenau; there is a deep approach and 5 – 6m in the marina with all the facilities including fuel, water and electricity; duty-free shopping close by and a supermarket within 15 minutes; nearby boatyard; Customs clearance at Laboe at the entrance to the Kieler Hafen. (www.kiel-tourist.de)

Ronne(Bornholm, Denmark) B

A major port with a straightforward entry and good shelter which can be used if the yacht harbour just to the N is full; the latter carries 2 – 3m; fuel and provisions available; frequent ferries to Sweden and Denmark. Air links to Copenhagen. (www.ronnehavn.dk)

Visby(Gotland) B*

A straightforward approach from the W but entry should not be attempted in strong winds from this direction; good shelter in the marina inside which carries 2 – 3m; a port of entry (to Sweden); a fuelling point, water and electricity on the pontoons; convenient and good shopping and a chandlery; air and ferry connections to Sweden. Crowded from mid June to mid August. Visby was an important port within the Hanseatic League. (www.gotland.se)

Mariehamn(Åland Islands) A

Well marked approaches through the archipelago to either yacht harbour on each side of the town; the W harbour has deep water, the E has 1 – 4.5m in the yacht harbour; Customs and a port of entry (to Finland); fuel, water and electricity in both harbours; W harbour ten minutes walk from the shops, E harbour closer: slips and repair facilities; flights and ferries to Turku and Stockholm. Very crowded from mid June to mid August. (www.visitaland.com; www.segel.aland.fi)

Turku(Finland) A

A 50M approach through the rocks and islands but deep and well marked and used by much commercial shipping and ferries; a port of entry with off-lying customs posts to clear in at; there are four marinas around Turku and a small yacht facility in the centre with a minimum of 2m in any of them; provisioning easy in the centre but not so good in the outlying marinas; fuel and usual facilities in the marinas; flights and ferries/coaches and rail connections to Helsinki and Stockholm. (www.turku.fi)

Vaasa(Finland) A

A considerable commercial harbour with a yacht facility close by, it lies half way up the Gulf of Bothnia; the yacht harbour has 2.5 – 3m in it and 30 visitors berths; usual facilities but fuel berth only has 1.5m alongside; airport nearby and ferries to Umeå (Sweden). (www.vaasa.fi)

Kokkola(Finland) B

Lies 80M N of Vaasa, a sprawling commercial harbour with a yacht harbour nearby; uncomfortable in the commercial harbour in strong NW to NE winds; approach to the yacht harbour carries at least 2.5m and there are 10 visitors berths in 3.2m at Mustakari, 1.5M N of the town; some facilities; nearest airport at Kronoby 16 km. (www.kokkola.fi)

Tornio(Finland)/Haparanda(Sweden) B

Tornio and Haparanda lie at the extreme N of the Gulf of Bothnia on a small river which is the boundary between Finland and Sweden; they can be approached either from the sea or the inshore channels from Luleå(Sweden) or Röyttä(Finland); the port of Haparandahamn is usually ice-free from May to November; the approach channel has a least depth of 1.5m and is spanned by a swing bridge; depths in either harbour for visiting yachts are from 1.5 – 2m; provisions from either town, fuel from quay at Haparandahamn; nearest airport at Kemi 12M. (www.tornio.fi ; www.haparanda.se)

Distance Table – Route 6D

	KIEL	Swinoujsci	Gdynia	Klaipeda	Ventspils	Pärnu	TALLINN	HELSINKI	Vyborg	St.Petersbg
KIEL	***	175	455	505	550	560	570	630	745	770
Swinoujsci(Poland)	175	***	195	260	315	440	475	535	650	675
Gdynia/Gdansk(Poland)	455	195	***	110	175	325	400	435	550	575
Klaipeda(Lithuania)	505	260	110	***	108	225	300	335	450	475
Ventspils(Latvia)	550	315	175	108	***	127	192	227	342	367
Pärnu((Estonia)	560	440	325	225	127	***	150	185	300	325
Tallinn(Estonia)	560	475	400	300	192	150	***	50	150	180
HELSINKI(Finland)	630	535	435	335	227	185	50	***	130	160
Vyborg(Russia)	745	650	550	450	342	300	150	130	***	100
St.Petersburg	770	675	575	475	367	325	180	160	100	***

The distances are direct between any two ports in different columns. Interpolated distances between ports in the same column will not necessarily be correct.

KIEL A

There are several marinas or harbours near the canal entrance at Holtenau. The British are most likely to use the British Kiel Yacht Club at Stickenhorn 2M N of Holtenau; there is a deep approach and 5 – 6m in the marina with all the facilities including fuel, water and electricity; duty-free shopping close by and a supermarket within 15 minutes; nearby boatyard; Customs clearance at Laboe at the entrance to the Kieler Hafen. (www.kiel-tourist.de)

Świnoujście(Poland) A

On the river Oder just inside the Polish/German border, Świnoujście is the outer port for Szczecin(Stettin) some 30M inland with a further canal connection to Berlin and the German waterways, but there are draught and height restrictions. For a short stay Świnoujście offers some facilities and is a port of entry; it has a deep and easy access, is a busy commercial, fishing and naval harbour; obtaining fuel and water may be a problem but there are limited provisions and a nearby market and chandlery; bus and train connections to Szczecin and thence to Berlin; there are two marinas with the usual facilities near Szczecin. (www.swinoujscie.pl)

Gdynia/Gdansk(Poland) A

Gdynia has a good marina and facilities for yachts and there is a marina in the centre of much more interesting Gdansk(ex-Danzig) 8M to the south; a port of entry and good yachting services in the Gdynia marina with 2 – 5m including repairs, fuel, water and shops within 15 minutes; propane cylinders can be filled; good train services to Gdansk, Szczecin and Berlin. (www.gdynia.pl; www.gdansk.pl)

Klaipėda(Lithuania) A

A large commercial port with a deep and well marked entrance with some facilities for yachts at the yacht club where there is 2m+; a port of entry; water and electricity at yacht berths; fuel and propane must be fixed through the yacht club; main shopping across the river but frequent ferries; buses to the World Heritage Site Curonian Spit and Riga where there is an airport. (www.klaipeda.lt)

Ventspils(Latvia) A

An oil exporting terminal, fishing port and holiday resort with a small visitors marina. Usual facilities and 4m at the well sheltered berths. Good shopping 2km Buses to Riga. (www.tourism.ventspils.lv)

Pärnu(Estonia) A

This is a nearly 100M diversion into the Gulf of Riga but one then leaves via the Moon Sound. A well sheltered port in the NE corner of the Gulf of Riga. **Riga** (www.riga.lv) in the SW corner will be even more of a diversion if en route to the Gulf of Finland but is an attractive historic port. Pärnu has a 30M approach channel with some 5m in it and is a port of entry; there is a yacht club with berths with 3 – 4m in them; water and electricity at berths and fuel can be obtained through the YC; shops within 10 minutes; coach service to Tallinn. (www.parnu.ee)

Tallinn(Estonia) A

The capital of Estonia and a port of entry; Pirita Marina 8km N of the city was built for the 1980 Olympics and has all the facilities needed for a stop-over including duty free fuel, water, propane, sailmaker and repairs; there are frequent buses into the city for the shops; there are no facilities for yachts in the main harbour of Tallinn; international airport, good train and bus services and ferries to Helsinki. (www.tourism.tallinn.ee; www.kjk.ee)

HELSINKI A

The capital of Finland and a major port with deep but often tortuous approaches from the open sea; there are 15 yacht harbours, clubs or facilities in the vicinity but the one most used by visitors is near the centre, is easy of access and has at least 3m; berths for large yachts available in the city; every possible facility is readily available with several fuelling points, chandlery, sailmakers and all repairs; international airport and good road, rail and air services to all of Europe. (www.hel.fi)

Vyborg(Russia) A

Vyborg is included as although Russian, the entrance to the Saimaa Canal which is administered by Finland is situated just outside Vyborg. The **Saimaa Canal** gives access to the extensive inland cruising area of Great Saimaa Lakes which are in Finland. The approaches from the open sea extend for over 20M in Russian waters where pilotage is no longer compulsory. Provided the necessary Russian documentation has been completed, Vyborg can be visited en route to Saimaa and is a port of entry. (www.vbg.ru)

St.Petersburg A

The only other Russian port of entry in the Baltic; a city unsurpassed for its cultural and architectural heritage and collections which is being increasingly visited by westerners; the other reason to go there is that access can be obtained to the vast inland waterway system which extends to Moscow and through to the Black Sea. There are few navigational difficulties on the approaches to St Petersburg by day or night and there are three yacht clubs in or near the city that welcome foreigners and basic needs such as fuel, propane and water can be arranged through them. See the paragraph “Formalities” on page 2 above; visas and other prior arrangements are needed before visiting Russia. (www.saint-petersburg.com)

Route 6 Waypoint Table

THESE WAYPOINTS SHOULD BE USED FOR PLANNING ONLY AND NEVER FOR NAVIGATION

Waypoints are given to the nearest minute of latitude and longitude and are positioned off the points or headlands.

NOTE THAT IN THIS TABLE THE DIRECT ROUTE BETWEEN POINTS OFTEN CROSSES LAND OR OTHER NAVIGATIONAL HAZARDS AND THAT THIS IS NOT SPECIFICALLY INDICATED.

Port or Point	Lat	Long
Route 6A		
Solent (Cowes)	50 46N	01 17W
Dover	51 06	01 20E
Oostende	51 15	02 55
Den Helder	52 57	04 41
Cuxhaven	53 52	08 43
Kiel	54 22	10 09
Klintholm	54 57	12 28
København	55 42	12 37
Göteborg	57 41	11 49
Skagen	57 43	10 36
Route 6B		
Kiel	54 22N	10 09E
Simrishamn	55 33	14 22
Kalmar	56 40	16 23
Stockholm	59 20	18 12
Orëgrund	60 20	18 28
Härnosänd	62 38	17 56
Umeå	63 38	20 23
Luleå	65 30	22 23
Route 6C		
Kiel	54 22N	10 09E
Ronne(Bornholm)	55 05	14 41
Visby(Gotland)	57 38	18 16
Mariehamn	60 05	19 55
Turku	60 25	22 08
Vaasa	63 06	21 26
Kokkola	63 52	23 06
Tornio/Haparanda	65 45	24 08
Route 6D		
Kiel	54 22N	10 09E
Swinoujscie(Poland)	53 56	14 16
Gydnia(Poland)	54 32	18 34
Klaipėda(Lithuania)	55 44	21 04
Ventspils(Latvia)	57 24	21 31
Pärnu(Estonia)	58 22	24 28
Tallinn(Estonia)	59 28	24 49
Helsinki(Finland)	60 08	24 59
Vyborg(Russia)	60 42	28 43
St Petersburg	59 54	30 06

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Details of this Pilot Book may be found by returning to the RCCPF's home page

Cruising Association Handbook

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Admiralty chart numbers 2675, 1406, 1405, 2816, 2817, 2252, 2114 amongst others.

German, Dutch and Scandinavian charts may be obtained through Imrays or direct from:-

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09/02/12