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**SECTOR 2 — CHART INFORMATION**

## SECTOR 2

### GULF OF FINLAND (NORTHERN SHORE)—HANKO TO ST. PETERSBURG GUBA

**Plan.**—This sector describes the N shore of the Gulf of Finland from the cape of Hanko to Mys Stirsudden, the N entrance point of St. Petersburg Guba. The descriptive sequence is W to E.

#### General Remarks

**2.1 Winds—Weather.**—Fog is frequent in the vicinity of Hanko, particularly during April. During the period of ice thaw, thick patches of fog have also been reported along the inner routes as far E as Orregrund.

**Aspect.**—Suomen Lahti is the Finnish name for the N shore of the Gulf of Finland. The Russians refer to it as Finskiy Zaliv. The coast is dominated by numerous inlets and fronted by islets, rocks, and shoals all of which extend many miles seaward in places. The coast is very rugged, but appears flat and monotonous. Elevation differences amount to no more than 10 to 20m. Dense forest characterizes the landscape. The E portion of the coast is not as extensively fronted with islets as the W part.

Natural landmarks hardly exist and are difficult to recognize from seaward. The coast and archipelago form poor radar images, but lights shown from many of the skerries along the sides of the approach passages make it possible to navigate safely. It is advisable to stay in the recommended passages and follow the designated Traffic Separation Schemes (TSS) and routes.

An inner passage leads through the off-lying dangers off the coast, but although well-defined by lighted ranges, local knowledge is advised.

Ice conditions prevail in the area covered by this sector.

**Pilotage.**—For information on the Baltic Pilotage Authorities Commission, see [paragraph 1.1](#). Generally, pilotage within Finnish waters is compulsory.

Generally, requests for pilotage should be sent at least 24 hours and 6 hours in advance, confirming 3 hours to 1 hour before arrival at the boarding place.

During the winter, vessels should request instructions from the nearest coast radio station before reaching the pilot boarding place.

**Regulations.**—The Finnish authorities have instituted a system of restricted areas and semi-restricted areas throughout the whole of Finland's coastal waters. The limits of these areas may best be seen on the chart. Vessels are permitted to transit these areas only through the approved channels and with a pilot aboard.

Vessels are permitted to anchor within a restricted area only at specially designated anchorages for a duration of 48 hours or less.

See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for regulations pertaining to vessels within the waters of

Finland and Russia. Vessels should also consult the pilot as well as the local authorities for details on local regulations.

Numerous nature reserve areas lie in the waters described within this sector and are affected by many prohibitions and rules. The majority of these areas are situated clear of the recommended routes.

**Directions.**—Several IMO-adopted Traffic Separation Schemes (TSS) form the main route through the Gulf of Finland. All of the above schemes may best be seen on the appropriate charts.

See [paragraph 2.24](#) for information concerning the Deep-Water Route for loaded vessels outbound from Primorsk.

**Caution.**—Many sections of the inshore channels lying within the waters described in this sector are subject to speed restrictions.

During the winter, many buoys are removed while others may be damaged or break adrift.

In the coastal waters within this sector, numerous logs may be found adrift at all times of the year.

Areas dangerous due to mines laid during World War II exist within the Gulf of Finland. There is still a risk of danger in these areas when anchoring or carrying out any seabed activities.

#### Hanko to Helsinki

**2.2 Hankoniemi** (59°49'N., 22°54'E.), the peninsula extending SW from the mainland, is the N entrance point of the Gulf of Finland. It is bare, rocky, and rises to a height of 14m. The S side of this peninsula is fronted by numerous islands, rocks, and islets, between which lie deep passages.

The 40m curve lies up to 12 miles offshore in this vicinity. A rocky bank, with depths of less than 10m, extends up to about 8 miles S from the W extremity of the peninsula.

**Russaro** (59°46'N., 22°57'E.) is the largest of the islands lying S of Hankoniemi. It is formed of granite, partly covered by trees, and about 15m high. Foul ground fronts the island, except on its E side. A main light is shown from a prominent tower, 21m high, standing at its S end of the island.

**Lilla Tarnskar** (59°45'N., 22°58'E.) lies about 1 mile SSE of Russaro Light and is the outermost of the islets lying in the S approach to Hankoniemi. A light is shown from a structure, 3m high, standing on this islet. A racon is situated at the light.

Georgsbank, with a least depth of 10m, lies 3.8 miles S of Lilla Tarnskar Light. It is marked by a buoy and is the outermost shoal in this vicinity.

**Caution.**—Due to the large number of dangers lying S and W of Hankoniemi, only the most prominent and outermost are described. Vessels are advised to keep strictly to the charted routes in the approaches. Navigation outside the recommended approach passages should only be attempted with local knowledge.

**Hanko (Hango) (59°49'N., 22°57'E.)**

World Port Index No. 28140

**2.3** The port of Hanko is kept open throughout the winter by the use of icebreakers. It is an important railway terminus and a popular resort during the summer.

**Ice.**—See General Remarks in [paragraph 1.1](#).

**Depths—Limitations.**—Vessels are urged to contact the local authorities for the latest information on berths and depths at Hanko. The fairways leading to the port require local knowledge.

The main fairway channel, which is authorized for drafts up to 13m, approaches the port from the SE.

An inshore fairway, authorized for drafts up to 9m, leads from the pilot station at Uto (see [paragraph 4.3](#)). A route, authorized for drafts up to 7.3m, connects this 9m channel with Hanko Outer Harbour. An outer coastal passage, authorized for drafts up to 8.5m, and an inner coastal passage, authorized for drafts up to 5.5m, also lead from the E to the port.

Outer Harbour is situated close W of Tulliniemi, the SE extremity of the Hankoinemi peninsula. West Harbour is situated 2.5 miles E of Outer Harbour. Fishing Harbour lies close N of the entrance to West Harbour and its approach channel can be used by vessels up to 4.5m draft. East Harbour, consisting of an extensive yacht marina, is situated close E of West Harbour.

Outer Harbour provides 350m of quayage with a depth of 7.2m alongside. A jetty, with two ro-ro ferry berths, extends from the NW side of the harbor.

West Harbour has 1,570m of total quayage, including three ro-ro berths, with depths of 6.6 to 14.2m alongside. Great Mole Quay, 704m long, forms the S side of the harbor and can accommodate vessels up to 6.8m draft. Germany Quay, 150m long, is situated on the E side of the harbor and can accommodate vessels up to 5.8m draft. Notholms Quay, 425m long, lies on the N side of the harbor and can accommodate vessels with drafts of 7.3 to 7.9m. Deep Quay extends NNE from the W end of Notholms Quay; it is 300m long and has a depth of 14.2m alongside.

Kune Oy Quay (Kuningattarenuori) is situated on the SW side of the coast between East Harbour and West Harbour. It is 135m long and can accommodate vessels up to 6.1m draft. The access channel leading to this quay is authorized for drafts up to 9.1m.

There are facilities for bulk, general cargo, container, ro-ro, and ferry vessels. Vessels up to 250m in length, 50m beam, and 13m draft can be accommodated within West Harbour.

**Aspect.**—The recommended routes and main channels leading to the port are indicated by lighted ranges and marked by buoys. Dangers lying adjacent to the fairways are marked by lights, beacons, or buoys.

Hanko 1 Lighted Beacon is situated 2.5 miles SE of Lilla Tarnskar Light and marks the outermost danger in the vicinity of the entrance to the main approach passage.

A water tower and a church, both conspicuous, stand in the S part of the town. On a N bearing, the church tower can not be identified due to the broad water tower situated directly behind it. A prominent multi-story white pilot station building stands on Tulliniemi, the SE extremity of the Hankoinemi peninsula.

**Pilotage.**—Hanko pilot station, situated on Tulliniemi, also provides pilots for Koverhar, Tammissaari, and harbors in the Hanko-Turku region.

Pilotage is compulsory. Pilots can be contacted by VHF and board about 1.5 miles ENE of Russaro or, if required, about 4.5 miles SE of Lilla Tarnskar Light.

**Anchorage.**—Vessels may anchor, in depths of 29 to 31m, mud, within the roadstead lying NW of Gustavsvärn, an island located about 1 mile S of Hanko. Anchorage may also be taken 0.4 mile WSW of the entrance to West Harbour, in a depth of 29m.

**Directions.**—From the Traffic Separation Scheme (TSS) in the entrance of the Gulf of Finland, vessels should steer NNE for about 13 miles. They should pass ESE of Georgsbank and then approach the outer entrance of the main approach passage.

**2.4 Tvarminneo (59°51'N., 23°14'E.),** a peninsula, is located about 9 miles E of the port of Hanko. The coast between is quite rocky, indented by numerous inlets, and backed by wooded hills of moderate height. Numerous dangers, with irregular depths between them, extend up to about 6.5 miles seaward of the shore.

Two inshore fairway channels lead between these offshore dangers, about 1.5 miles off the coast. The outer fairway is authorized for drafts up to 9m and the inner fairway is authorized for drafts up to 5m. These channels are marked by lights, ranges, beacons, and buoys, but should not be used without local knowledge. Pilots for either of these channels may be obtained at Hanko.

**Ajax Shoal (59°44'N., 23°13'E.),** marked a by lighted beacon, is located on the NW side of the approaches to Tammissaari and is the outermost danger.

**Segelskar (59°46'N., 23°23'E.),** a rocky islet, lies in the outer approach, E of the main fairway. A conspicuous tower, 13m high, stands on this islet.

**Langden (59°47'N., 23°15'E.),** a small islet, lies on the NW side of the main fairway. A main light is shown from a tower standing on this islet. A racon is situated at the light.

**Pohjanlahti (59°59'N., 23°27'E.),** an inlet, extends NNE for about 8 miles from the vicinity of Tammissaari. A railroad swing bridge and a road lift bridge span the inlet at the N end of Tammissaari. The fjord forming the approach to this inlet is encumbered by numerous islands, islets, rocks, and shoals.

A main outer approach passage, about 9 miles in length, leads NNE from the Gulf of Finland to the entrance of this inlet. The fairway passes ESE of Ajax Shoal and Langden. It is authorized for drafts up to 12m as far as Syndalsholm (59°52'N., 23°15'E) and is indicated by lighted ranges. Local knowledge is required.

**Lappohja (59°54'N., 23°16'E.),** Koverhar (59°55'N., 23°19'E.), and Skogby (59°55'N., 23°19'E.), three small loading places, are situated within the approaches to Tammissaari.

The channel leading from Syndalsholm to Koverhar is authorized for drafts up to 9m. There are two quays at Koverhar. The old quay is 250m long and the new quay is 120m long. Vessels up to 190m in length, 23m beam, and 9m draft can be handled. Two conspicuous chimneys and a tower stand in the vicinity of the harbor.

The channel leading from Syndalsholm to Lappohja is authorized for drafts up to 9.4m. The harbor provides several privately-owned piers.

Skogby provides a jetty, with a depth of 7m alongside, which can handle vessels up to 18,000 dwt and 165m in length.

It is reported (1998) that a new quay was under construction, but the harbor remains closed to commercial shipping.

**Tammisaari** (59°59'N., 23°26'E.) ([World Port Index No. 28170](#)), formerly known as Ekenas, is a small commercial and fishing port. The main channel leading from Syndalsholm (59°52'N., 23°15'E) is authorized for drafts up to 4.9m. An overhead cable, with a vertical clearance of 35m, spans the fjord about 0.4 mile SW of Odenso (59°56'N., 23°22'E). The harbor has two quays, 49m and 152m long, and a small craft basin. Vessels up to 4.6m draft can be accommodated. An anchorage, with a depth of 5.5m, lies about 3.5 miles SW of the harbor.

**2.5** The Tammisaari Archipelago fronts the mainland and extends up to about 6 miles offshore between the approach to Pohjanlahti and Hoggrund (59°55'N., 24°02'E.), which lies at the W entrance of Porkkalanselka.

The 40m curve lies 5 to 7 miles S of this archipelago; all dangers lie within this curve.

A fairway extends between Tammisaari and Porkkalanselka, leading S of the islands, and is authorized for drafts up to 5m. This fairway is intricate and, although well-marked with navigational aids, should not be attempted without local knowledge.

**Jussaro** (59°50'N., 23°34'E.) ([World Port Index No. 28180](#)), a rocky island, is covered with pine trees and is swampy in places. A prominent disused light tower, 21m high, stands on the SE side of the island; a cairn is situated on the S extremity of the island.

Lill Jussaro, a small island, lies close N of Jussaro and a sheltered harbor is formed between them. Range beacons indicate the entrance channel. Small vessels can anchor in the harbor, in a depth of 9m. A jetty is situated at the W end of the harbor. An intricate passage, authorized for drafts up to 5m, leads from seaward to this harbor. Local knowledge is advised.

**Sundharu** (59°47'N., 23°33'E.), an islet, lies about 2 miles S of Jussaro. A main light (Jussaro) is shown from a square tower, 24m high, standing on this islet.

Stengrund lies about 1.7 miles NE of the light. A fishing light is occasionally shown from a structure standing on this rock.

**Vasterbadan** (59°50'N., 23°47'E.) is a shoal with a depth of 3.7m. An above-water rock with the same name lies about 2.7 miles WNW of this shoal and is marked by a beacon. A rock, awash, lies about 0.8 mile ENE of the beacon.

**2.6 Porkkalanselka** (60°00'N., 24°10'E.), formerly known as Baro Sound, is an extensive bay encumbered with numerous islets and dangers. The entrance, about 10 miles wide, extends between Hoggrund (59°55'N., 24°02'E.) and the island of Makiluoto (59°55'N., 24°20'E.). The N shore of the bay is indented by many small inlets. The W side is formed by the Tammisaari Archipelago, which extends up to 6 miles S from the coast. The E side is formed by a peninsula extending

about 7 miles SSW from the coast and terminating in Porkkalanieniemi.

The islets in the bay are mostly bare and rocky. The coast is low and wooded.

The port of Inkoo is situated in the NW part of the bay and Kantvik (Porkkala) lies in the NE part.

**Porkkala Kallbadan Reef** (59°52'N., 24°18'E.), an extensive rocky shoal area, lies 3.3 miles SSW of Makiluoto. A main light (Porkkala) is shown from a prominent tower on a dwelling, 20m high, standing on the NW side of this reef.

Haststen, a rock, lies about 3.7 miles W of the light and is marked by a beacon. A racon is situated at this beacon.

A main passage, authorized for drafts up to 13m, leads NNE from seaward, at the E side of the bay, to the pilot boarding place. It passes NW of Haststen and is indicated by a lighted range which may best be seen on the chart. A racon is situated at the front range light.

Another passage, authorized for drafts up to 7.9m, leads NNE from seaward and passes W of Porkkala Kallbadan Reef. It is indicated by a lighted range situated on islets lying close to Makiluoto.

There is also an inshore route, authorized for drafts up to 5m, for small vessels with local knowledge.

**2.7 Inkoo** (60°01'N., 23°58'E.) is the collective name given to the berthing areas situated around Fagervik, the northwesternmost inlet of the bay. The town of Inkoo, fronted by a marina, stands about 2.6 miles NE of these berths.

**Depths—Limitations.**—The main approach channel is authorized for drafts up to 13m. The access fairway leading to the oil terminal is authorized for drafts up to 10m.

The IVO Quay, also known as the Power Plant Quay, has 240m of berthage, with a depth of 13m alongside, and 170m of berthage, with a depth 10m alongside.

Coal Harbour Basin provides two quays, with a depth of 7.8m alongside. Coal Quay is 180m long and Paper Quay is 145m long. The oil terminal consists of a T-shaped jetty.

Vessels up to 80,000 dwt and 13m draft can be accommodated.

**Aspect.**—The intricate approach fairway is indicated by lighted ranges and marked by beacons. A conspicuous chimney, 152m high, stands at the power station.

**Pilotage.**—See [paragraph 2.9](#).

**Kantvik** (Porkkala) (60°05'N., 24°23'E.) ([World Port Index No. 28185](#)), situated at the NE end of the bay, is the site of a sugar refinery.

**Depths—Limitations.**—The main approach channel is authorized for drafts up to 10m as far as Svino (60°04'N., 24°21'E.). The fairway leading to the berths is then authorized for drafts up to 9.2m.

Outer Quay is 110m long and can handle vessels with drafts up to 9.2m alongside; Inner Quay is 50m long and can handle vessels with drafts up to 5.3m alongside; and South Quay is 60m long and can handle vessels with drafts up to 9.2m alongside. Vessels up to 200m in length and 9.2m draft can be accommodated in the harbor.

**Pilotage.**—See [paragraph 2.9](#).

**Caution.**—Several submarine cables and pipelines extend across the fairways in the approaches to the harbor.

**2.8** Between the island of Makiluoto, at the E side of Porkkalanselka, and Helsinki, about 24 miles E, the coast is fronted by numerous islets and patches of foul ground. Coastal fairways, used by small craft with local knowledge, lie about 1.5 miles offshore and lead between these dangers.

**Espoonlahti** (60°05'N., 24°40'E.), an inlet, indents the coast about 8 miles W of Helsinki and trends in a NW direction for almost 6 miles.

A conspicuous television mast stands at an elevation of about 300m at Esbo (60°11'N., 24°39'E.), on the N side of Espoonlahti.

**Helsinki Light** (59°57'N., 24°56'E.), equipped with a racon, is shown from a prominent concrete tower, 25m high with a helicopter platform, standing about 14 miles S of the port area. It is situated at the E end of Helsingin Matala, a shoal area with a least depth of 10.5m.

A shoal patch, with a depth of 4m, lies about 3.7 miles NNW of the light and is marked by a lighted beacon. Another shoal patch, with a depth of 2.7m, lies about 1.4 miles WSW of the lighted beacon.

Isolated depths of less than 20m lie up to about 6 miles W and SW of Helsinki Light.

A shoal patch, with a depth of 9.7m, lies about 4.7 miles SW of Helsinki Light. This shoal is the outermost danger in this vicinity and is marked by a buoy.

**Graskarsbadan Light** (60°02'N., 24°54'E.) is shown from a column standing on the northeasternmost of an extensive group of rocks and shallow shoals lying about 5.4 miles NNW of Helsinki Light.



**Helsinki Light**

**Helsinki (60°10'N., 24°58'E.)**

[World Port Index No. 28190](#)

**2.9** The port of Helsinki, which is the capital of Finland, is of considerable commercial importance. It consists of several natural harbors lying on either side of a peninsula on which the city stands.

The port can be divided into five separate harbor areas, as follows:

1. West Harbour (Lansistama), consisting of the basins and berths in the SW part of the port.

2. South Harbour (Etelasatama), lying on the SW side of Katajanokka, a peninsula, which projects E from the E part of the city.

3. North Harbour (Sornainen), fronting the NE part of the city and situated at both sides of a peninsula, about 1 mile N of Etelasatama.

4. Herttoniemen Satama, serving a margarine factory, is situated 1.5 miles E of North Harbour.

5. Laajasalo, the oil terminal, which is situated S of Herttoniemen Satama and about 1.2 miles E of North Harbour.

Lauttasaarenselka, the W roadstead, lies between West Harbour and Lauttasaari, an island joined to the mainland by a causeway and several bridges.

Kruunuvuorenselka, the E roadstead, lies between North Harbour and Laajasalo oil terminal. It is enclosed by numerous small islands and shoal patches.

Several inlets lie at either side of the peninsula on which the city stands and may best be seen on the chart. These inlets are encumbered by numerous islands which are connected by bridges.

## Ice

Icebreakers keep the port open all year round. Government icebreakers assist vessels from the open sea to the harbor when necessary.

## Depths—Limitations

The main port facilities are shown below:

Helsinki Port Facilities		
Quay	Length	Depth
<b>West Harbour</b>		
Tammasaari Quay	135m	7.8m
Energy Board Fuel Quay	137m	10.0m
Saukonpaasi Quay(private)	20m	4.5m
Saukko Quay	430m	9.0
Jatkasaari Quay	1,285m	6 to 9.5m
Sampo Quay	187m	5.5m
Valtameri Quay	210m	11.0m
Melkki Quay	400m	12.1 to 12.2m
Silli Quay	275m	4.0 to 6.0m
Munkkisaari Quay	618m	7.4 to 9.0m
Hietalahti Quay	170m	6.5m
<b>South Harbour</b>		
Olympia Quay	370m	7.5 to 8.8m

Helsinki Port Facilities		
Quay	Length	Depth
Makasiini Quay	270m	7.2 to 7.5m
Pakkahuone Quay	135m	6.0m
Lubeck Quay	95m	3.8m
Keisariluoto Quay	80m	3.0m
Linna Quay	96m	3.5 to 4.5m
Katajanokka Quay	810m	5.5 to 8.9m
Passenger Cruise terminal	280m	10.0 to 10.3m
North Harbour		
Oy partek Ab Quay	100m	6.0m
Hanasaari Quay	430m	9m.0
Sompasaari Quay	1,080m	7 to 9.2m
Sornainen Quay	399m	5.5m
Fishing Quay	210m	5.0m
Herttoniemen Satama		
Suomen Unilever Quay	124m	8.1 to 8.8m
Rescue Pier	60m	3.0to 8.0m
Laajasalo (oil terminal)		
Shell Pier	32m	10.0m
Esso Pier	30m	10.6m
Neste Pier	58m	10.2m

There are facilities for general cargo, ro-ro, container, bulk, tanker, passenger, ferry, fishing, and cruise vessels. An extensive marina is situated near the entrance to South Harbour. Tankers up to 200m in length and 9.6m draft can be accommodated at the oil terminals in Laajasalo. The port can accommodate vessels up to 11m draft.

There are also several repair and building docks in the port. The largest repair drydock, which is 222m long and 56m wide, has a depth of 9.6m on the sill.

Numerous islands and islets front the city and lie in the approaches to the port areas. They extend up to about 5.5 miles S of the city and may best be seen on the chart.

## Aspect

Harmaja lies 4.8 miles NE of Graskarsbadan Light. A front range light is shown from a tower, 17m high, standing on the E part of this island. The rear range light is shown from a conspicuous church, with a dome, situated on the N part of an island lying 2.5 miles N. Racons are situated at both of these range lights. This range indicates the main approach to the port from seaward. A prominent radio mast, 30m high, stands about 1.4 miles E of Harmaja rear range light (church). The Helsinki Observatory, with three spires, stands in the SE part of the city and is conspicuous.

## Pilotage

Pilotage is compulsory for vessels over 60m in length, vessels over 10m beam, or vessels with a summer salt water draft exceeding 4.5m.

Pilotage is also compulsory for vessels transporting bulk hazardous cargo and vessels belonging to a foreign government that are not being used in commercial operations.

Requests for pilotage should be forwarded 24 hours in advance. Vessels should then send a confirmation on VHF channel 13 or by telephone 6 hours and 3 hours prior to arrival at the boarding place.

Pilots for Helsinki, Kalkkiranta, and the rest of the Harmaja region board vessels about 2 miles S or 6 miles SSW of Harmaja Light (60°06.3'N., 24°58.7'E.).

Pilots for Inkoo, Kantvik, and the Porkkala region board vessels in areas lying 2.5 miles SW and SE of Sommaro.

Pilots for Porvoo, Tolkkinen, Kalkkiranta, and the Emasalo region board vessels about 2 miles WNW of Kalbadagrund Light (59°59'N., 25°36'E.).

Vessels having a draft of more than 9m, or a length of more than 160m, or a registered tonnage exceeding 18,000 tons can be piloted through Kustaanmiekka (60°08.3'N., 24°59.7'E.), the narrow fairway leading between the islands in the E part of the port, only during daylight hours. The master or pilot may also consider it necessary to request the assistance of a strong tug. Vessels having a length of more than 201m or a registered tonnage of more than 25,000 tons cannot be piloted through Kustaanmiekka, even though their draft is less than 9.6m. Such vessels will be instructed to anchor off the port.

## Regulations

A Vessel Traffic Service (VTS) system operates in the approaches to the coast and covers the navigation routes in the Helsinki, Emasalo, and Porkkala regions. This VTS system consists of two sectors:

1. Sector 1, the Helsinki region, is bound, as follows:
  - a. West limit—Helsinki Light (59°57'N., 24°56'E.) to Kyto Light (60°04'N., 24°44'E.), continuing N to the W border of Helsinki city.
  - b. East limit—Helsinki Light to Kuiva Havonen Light (60°10'N., 25°28'E.), continuing N to the E border of Helsinki city.
2. Sector 2 is bound (excluding the area of Sector 1), as follows:
  - a. West limit—Inkoo 2 Light (59°53'N., 24°11'E.) to Merholm Light (59°59'N., 23°53'E.), continuing N.
  - b. South limit—Inkoo 2 Light (59°53'N., 24°11'E.) through Porkkala, Kalbadan, and Helsinki Light (59°57'N., 24°56'E.) to Kalbadagrund.
  - c. East limit—Kalbadagrund to position 60°05'N, 25°40'E, continuing N.

All vessels more than 12m in length and equipped with VHF should maintain a continuous listening watch on VHF channel 9 or 71 when within the respective sectors of the system.

All vessels more than 20m in length should report on VHF channel 9 (Sector 2) or VHF channel 71 (Sector 1) when initially entering the VTS area. Vessels must state their name,



*Courtesy of Port of Helsinki*

### Helsinki—North Harbour



*Courtesy of Port of Helsinki*

### Helsinki—West Harbour

location, planned route, and destination. The VTS Center will confirm receipt of message and will provide instructions.

All vessels must report 15 minutes before arriving at the Strait of Sarkkna (60°09'N., 24°58'E.) or the Strait of Kustaanmiekka (60°08'N., 25°00'E.).

Vessels must report after berthing or anchoring. If necessary, the VTS Center will allocate an anchorage.

The following are the mandatory reporting points for Sector 1:

1. Helsinki Light (7.5m channel)—59°56'N, 24°45'E.

2. Helsinki Light (11m channel)—59°57'N, 24°57'E.
3. Kyto Light.
4. Kuiva Havonen Light.

The following are the mandatory reporting points for Sector 2:

1. Inkoo 2 Light.
2. Kalbadagrund (9m channel)—60°01.6'N, 25°37.8'E.
3. Kalbadagrund (15.3m channel)—59°59.1'N, 25°32.3'E.



*Courtesy of Port of Helsinki*

### Helsinki—South Harbour

4. Vaarlahti, Emasalo—60°11.7'N, 25°40.0'E.
5. Merholm Light.

### Anchorage

Anchorage can be taken, in a depth of 22m, mud and stones, off the W side of Susisaari, about 0.6 mile SW of Harmaja rear range light (church). This is a good temporary anchorage but is open to onshore winds.

Kruunuvuorenselka, the E roadstead, affords the best anchorage, in depths of 12 to 16.5m, mud. This anchorage is well-protected from all winds.

### Directions

The main approach to the port leads in a N direction from the Traffic Separation Scheme (TSS) in the Gulf of Finland. This route, which is authorized for drafts up to 11m, passes close E of Helsinki Light (59°57'N., 24°56'E.). It then branches NW and N, at a junction about 3.8 miles N of the light, to approach the W and E areas of the port.

From the junction, the main channel, authorized for drafts up to 11m, leads NW and passes close NE of Graskarsbadarne Light (60°02'N., 24°54'E.). It then turns N and leads into West Harbour (Lansistama).

From the junction, the alternate channel, authorized for drafts up to 9.6m, leads NNE. It passes close E of Harmaja front range light, through narrow passages between the islands, and into the harbors in the E part of the port.

The port may also be approached from W or E by using the Winter Channel. This coastal fairway is authorized for drafts

up to 9m. The routes from the E and W lead in a W direction and in a NE direction, respectively, and meet the main approach channel, authorized for drafts up to 9.6m, about 0.9 mile NNE of Harmaja front range light.

Another approach route, authorized for drafts up to 7.5m, leads NE from seaward. It passes about 2.5 miles NW of Helsinki Light and meets the main approach channel 3.5 miles N of the light. This route is used by passenger ferries.

The fairway channels and routes, which may best be seen on the chart, are indicated by lighted ranges and marked by lighted beacons and buoys.

### Caution

Numerous submarine cables and pipelines, which may best be seen on the chart, extend between the many islands in the harbor and the approaches.

### Helsinki to St. Petersburg Guba

**2.10 Loviisa**(60°27'N., 26°14'E.), a port, lies about 40 miles ENE of Helsinki. The coast between is hilly, wooded, and fronted by numerous islands, islets, rocks, and shoals. These dangers lie up to 13 miles seaward of the coast and several inshore passages lead between them. Vessels should not attempt to enter the inshore channels without local knowledge.

The 40m curve lies up to 16 miles offshore in this vicinity. Within this curve, the depths are very irregular.

Porvoo and Loviisa are the only ports of any importance along this stretch of coast.

**Kalbadagrund** (59°59'N., 25°36'E.), an extensive reef, lies about 20 miles E of Helsinki Light and has a least depth of 2m. A main light is shown from a prominent tower, 25m high with a helicopter platform, standing on the S part of this reef. A racon is situated at the light.

Shoals, with depths of 3.1m and 9.7m, lie about 4 miles E of the light and form the outermost dangers in this vicinity.

**Porvoo Light** (60°06'N., 25°36'E.) is shown from a prominent tower, 10m high, standing 6.5 miles N of Kalbadagrund Light. A racon is situated at the light.

**Tiiskeri** (Digskar) (60°10'N., 26°16'E.), the largest islet of a group surrounded by foul ground, lies about 23 miles NE of Kalbadagrund. A light is shown from a tower, with a wind generator, standing on this islet. A racon is situated at the light.

Shoals, with depths of 7.2m to 10m, lie within about 3.5 miles SW of this light and form the outermost dangers in this vicinity.

**Skarvgaddarna Light** (60°11'N., 26°08'E.) is shown from a tower standing 4.2 miles WNW of Tiiskeri. A racon is situated at this light.

**Gasskvattan Beacon** (60°11'N., 26°03'E.), standing on an above-water rock, lies 2.3 miles W of Skarvgaddarna Light. A racon is situated at this beacon.

**Emsalo** (60°15'N., 25°37'E.) and **Vessolandet** (60°17'N., 25°43'E.) are two large islands occupying the greater portion of the indentation of the coast close S of Porvoo. Numerous islands and foul ground lie between the N ends of these islands.

**2.11 Porvoo** (60°23'N., 25°40'E.) ([World Port Index No. 28210](#)), also known as Skoldvik, is situated 27 miles E of Helsinki. The channel leading to this oil port is kept open by icebreakers, but is affected by ice from about the middle of December until April.

**Depths—Limitations.**—The main approach channel leading to the port is 270m wide and authorized for drafts up to 15.3m.

There are six berths for oil products and one for petrochemicals. There are LPG facilities at Berth No. 1 and Berth No. 5. The berths have depths of 7.3 to 17.6m alongside. Vessels up to 262,200 dwt, 340m in length, and 15.3m draft can be accommodated.

During the ice-free period, all berths are surrounded by oil booms. In winter, vessels are limited to a maximum beam of 21.3m.

**Aspect.**—Beacons and buoys mark the dangers in the approaches to the port. Porvoo Light, along with Larsskar Light 3.2 miles N, forms a range which indicates the main approach from seaward. The route leads NNE and passes about 1.8 miles W of Kalbadagrund Light.

**Pilotage.**—See [paragraph 2.9](#).

**Anchorage.**—Anchorage can be taken, in a depth of 22m, good holding ground, close E of the oil harbor. There are no safe anchorages in the outer approaches, but, in calm weather, vessels have anchored NW of Kalbadagrund Light.

**2.12 Pellinge** (Suur Pellinki) (60°13'N., 25°50'E.) is the largest island of a group which fronts the mainland and extends E for almost 7 miles. Numerous rocks and shoal patches extend up to about 13.5 miles S from this island, terminating in the vicinity of Kalbadagrund Light.

Fairways, with draft limitations of 7m and 7.3m, lead E and S of the group. They then branch to lead in a N direction through the E part of the islands and NE of Vatskar (60°18'N., 26°07'E.), where they rejoin and lead ENE to Boiso (60°20'N., 26°30'E.). A fairway, with a least charted depth of 2m, leads through the N part of the islands. These fairways, although well-marked by buoys, beacons, and lighted ranges, should not be used without local knowledge.

**Kejvsalo Fjarden** (60°22'N., 26°08'E.), entered about 3 miles N of Vatskar, extends about 11 miles NW. This inlet is encumbered by numerous islets and shoals, but a fairway, authorized for drafts up to 6.1m and marked by buoys, leads along the NE part to Pernaja (60°26'N., 26°03'E.), an anchorage loading place for Loviisa, located about 6 miles from the entrance. A fairway, authorized for drafts up to 4.3m, branches W about 2.3 miles SE of Pernaja and leads to a loading place in Isnasvik, 3 miles SW of Pernaja. There is a jetty, with a depth of 4.2m alongside, at Isnasvik.

**Hamnskar** (60°13'N., 26°18'E.), fronted by foul ground, is a low, bare islet with a monument situated at its W side. A light, used by fishing vessels, is shown from a structure standing on the E side of the islet.

**Tainio Light** (60°13'N., 26°25'E.) is shown from a tower, 14m high, standing on a shoal at the E side of the fairway leading to Loviisa. A racon is situated at the light.

**Skarven Light** (60°18'N., 26°21'E.) is shown from a tower standing on the N end of a group of reefs on which lie several islets. A racon is situated at this light.

**Orrengrund** (60°16'N., 26°27'E.) is a low, sparsely-wooded island. It is steep-to on the W side, but foul ground extends up to about 0.5 mile SE from the S part of the island. The island of Baksor lies on this foul ground. A main light is shown from a floodlit tower standing on the W side of the island. A prominent tower, 23m high, is situated close NE of the light. A lighted range is shown from the E part of the island and a racon is situated at the front light.

Vastra Baken Light is shown from a structure standing about 0.5 mile W of the W end of Orrengrund.

**Lalatta Light** (60°17'N., 26°33'E.) is shown from an islet surrounded by foul ground. A racon is situated at this light.

Range lights are also shown from Ostergrund, an islet about 1 mile NE of Orrengrund.

**Stor Taktaren** (60°20'N., 26°22'E.), with Yttre Taktaren located close S of it, lies on the SW side of the fairway leading to Loviisa. Foul ground extends up to 1.7 miles SE of these islets and is marked by spar buoys. Patches of foul ground also lie up to 1 mile E and between Stor Taktaren and Stora Rovaren, about 0.5 mile N. Range beacons are situated at various places on these islets.

**2.13 Loviisa** (Lovisa) (60°27'N., 26°14'E.) ([World Port Index No. 28220](#)), a small port, lies at the head of Loviisanlahti (Lovisaviken) and includes the facilities at Valkom, which is situated on the W shore of the inlet, 2 miles S. The facilities at Loviisa are used mostly by local coasters.

**Ice.**—The main navigation season lasts from the end of April to the beginning of December. Generally, icebreakers keep the port open all year.

**Depths—Limitations.**—The main approach channel leading from seaward to the berthing facilities at Valkom is autho-

rized for drafts up to 8.5m. The fairway continuing to Loviisa is authorized for drafts up to 4m.

North Quay is 142m long and has a depth of 8.5m alongside; Middle Quay is 280m long and has a depth of 7.3m alongside; Connection Quay is 115m long and has a depth of 7.3m alongside; and South Pier is 135m long and has a depth of 8.5m alongside. There are facilities for container, ro-ro, tanker, bulk, and general cargo vessels.

The Sawmill Wharf at Loviisa is 60m long and has a depth of 4m alongside. There is also a basin for small craft and yachts.

**Pilotage.**—Pilotage is compulsory. Pilots are provided by Kotka VTS. Pilots may be contacted by VHF and generally board about 1.5 miles SSW of Orregrund.

**Anchorage.**—Anchorage can be taken, in a depth of 17m, mud, about 0.5 mile SW of Svartholm (60°23'N., 26°18'E.) and in a depth of 9m, mud, about 0.5 mile NNE of Valkom.

**Directions.**—From E of Tiiskeri Light (60°10'N., 26°16'E.), an outer approach route, indicated by a lighted range, leads about 5.5 miles NNE to the vicinity of Orregrund and the pilot boarding place. It passes SE of Hamnskar and NW of Tainio Light. An intricate fairway then leads in a NNW direction to the berths. It is indicated by ranges, sector lights, and beacons.

**2.14** The coast between Loviisa and Hamina (60°34'N., 27°12'E.), 29 miles ENE, is densely wooded, as are several of the islands fronting it. The shore is indented by a number of inlets. The ports are Kotka and Hamina are situated along this stretch.

The 40m curve lies about 13 miles offshore to the W of Ostrov Gogland, which was described in [paragraph 1.4](#). The depths are irregular and the dangers in this vicinity extend S to within 2 miles NW of Ostrov Gogland.

Between Munapirtti (60°25'N., 26°30'E.) and Kotko, 8 miles ENE, the islands, islets, and areas of foul ground extend up to 3.5 miles seaward. The outer dangers are marked by buoys, beacons, and lights.

Mustaviiri, an island, lies 1.8 miles SE of Lalatta Light and a conspicuous tower stands near its center. A shoal extends up to about 2.5 miles SSW from the SW part of this island.

**Kotkan Majakka Light** (60°10'N., 26°39'E.) is shown from a column, with a helicopter platform, standing on a shallow shoal. A racon is situated at the light.

A shoal area, with depths less than 10m, extends up to about 5.5 miles SSE from the light. Banka Margasova, marked by a lighted buoy, lies 1 mile NW of the light.

**Haapasaari** (60°17'N., 27°12'E.) is one of an extensive group of islands which, lying close to one another, appear as one island when seen from a distance. The larger islands are partly wooded and moderately high, while the smaller are low and bare.

Haapasaari is divided into E and W parts which are connected by a narrow isthmus. A prominent church, with a gray roof, stands on the E part and a radio tower is situated on the SW part. A prominent square tower, with a pointed roof, stands on the NW side of the island. A light is shown from the NE extremity of the island; another light is shown from Kivikare, a rock lying close NE of the island.

Good anchorage can be obtained off the S side of Haapasaari, in depths of 9 to 11m, clay, but local knowledge is advised. Anchorage can be obtained about 0.4 mile N of the N side of the island, in depths of 22 to 29m, mud. Anchorage may also be taken about 0.4 mile E of the island, in depths of 18 to 20m, sand and stone, but this anchorage is exposed to SW winds.

**Veitkara** (60°16'N., 27°15'E.), a small island, lies on a shoal at the SE end of the group. A light is shown from its N part. A racon is situated at the light.

**Luppi** (60°14'N., 27°02'E.), marked by a light, is the outermost of the islands and shoals which extend up to about 6 miles SW from Haapasaari.

Reippo, a shoal with above and below-water rocks, lies 1.5 miles W of Luppi. Numerous dangers, including rocks awash, extend up to about 6 miles SW from this shoal.

Tuomalamatala, a shoal with a depth of 7.9m, lies about 2.2 miles SSW of Veitkara. It is marked by a buoy and is the outermost danger in the approach to Haapasaari.

**Merikari** (60°21'N., 27°06'E.), an islet, lies 5 miles NW of Haapasaari and is marked by a light. Shoals, marked by buoys, front this islet on its S and W sides.

**Rankki** (60°22'N., 26°58'E.), an island, lies near the S end of an extensive shoal area. A light is shown from a tower, 6m high, standing on an islet located close S of the S extremity of the island.

**Retonpaasi** (60°22'N., 27°01'E.), a rock awash, lies about 1.5 miles E of the S end of Rankki and is marked by a lighted beacon.

**Rankin Kivikari** (60°21'N., 26°57'E.), a shoal with above-water rocks, lies about 0.8 mile SW of the S end of Rankki and is marked by a light at the N end. A racon is situated at the light.

**Lellerinsaaret** (60°24'N., 26°58'E.), a group of three islets and foul ground patches, lies about 1.5 miles NNE of Rankki. A light is shown from the easternmost islet of this group.

**Hietakari** (60°24'N., 27°00'E.) lies about 1 mile E of Lellerinsaaret on an area of foul ground about 0.5 mile off the W side of Kirkkomaansaari. A light is shown from this islet.

**Kiviletto** (60°18'N., 26°57'E.), a shoal with above-water rocks, lies about 4 miles NW of Luppi Light and is marked by a light.

Ristisaari, an islet, lies 4.2 miles WNW of Kiviletto near the S end of an area of foul ground. This foul area extends up to about 5 miles NNW and Kaunissaari, an island, is located in its N part. A light is shown from the N extremity of Kaunissaari and a beacon stands on a shoal about 0.3 mile S of the S extremity of Ristisaari.

## **Kotka (60°28'N., 26°58'E.)**

[World Port Index No. 28230](#)

**2.15** Kotka, the second largest port of Finland, is situated at the mouth of the Kymijoki River and in a bay which is protected by numerous islands and islets. The city stands on the island of Kotka. The area is typically industrial with sawmills, sugarmills, pulp, cellulose, fertilizer, and chemical plants.

**Ice.**—The main navigation season lasts from the middle of April to the beginning of January, but the harbor is usually kept open all year by icebreakers. The quays are kept ice free by an underwater compressed air system which prevents ice formation.

**Tides—Currents.**—The water level is affected greatly by the winds. Gales from S to SW increase the water level of the harbor up to 0.9m above normal. Gales from N decrease the level about 0.3m. The currents are inappreciable, but since the Kymijoki, one of the largest rivers flowing into the Gulf of Finland from the numerous inner lakes, empties into the harbor, the set is nearly always S.

**Depths—Limitations.**—The main route leading from seaward to the harbor is authorized for drafts up to 15.3m.

The port has facilities for ro-ro, bulk, tanker, general cargo, timber, container, and passenger vessels. In addition to the main facilities described below, several private quays and piers are situated within the port.

The Central Port is situated along the NE and NW sides of Kotka. Italaituri Quay is 678m long and has a depth of 10m alongside. Valilaituri Quay is 512m long and has a depth of 9m alongside. Harniemenlaituri Quay is 500m long and has a depth of 7.4m alongside. Kalaranta, the passenger quay, is 400m long and has a depth of 6.4m alongside.

Poland Quay, also known as Vasikkasaaten, is situated in the NW part of the port. This bulk quay is 300 long and can handle vessels up to 8.5m draft.

Hietanen, situated 1 mile N of the city, is a ro-ro and container terminal. The quay is 500m long and can handle vessels up to 10m draft.

Sunila Quay, lying in the N part of the port, is situated on the W side of the island of Pyotinen. It is the terminal for handling dry bulk solids. The quay is 400m long and provides three berths. Vessels up to 7.9m draft can be handled here.

The Oil Harbor lies at the SW side of Kotka and provides two quays. The N quay can handle tankers up to 9m draft; the S quay can handle tankers up to 10m draft.

Mussalo Deep-water Terminal is situated in the SW part of the port. The main quay is 600m long and provides three berths for vessels having drafts up to 15.3m. There is a pier providing two oil berths. One berth can handle tankers up to 13.5m draft; the other berth can handle tankers up to 10m draft. Another quay, 132m long, extends from the SE side of the terminal and has a depth of 17.5m alongside.

Vessels up to 120,000 dwt, 300m in length, and 15.3m draft can be accommodated in the port.

The port has two floating repair drydocks. The largest has a depth of 7m on the sill and can handle vessels up to 127m in length and 20m beam.

**Aspect.**—The harbor lies at the seaward end of a heavily wooded valley formed by the Kymijoki River. From seaward, the islands and the coast blend together.

A prominent tower, with a chimney situated close NW, stands in the E part of Kotka. Another prominent chimney stands about 1 mile NNE of the tower. A conspicuous monument is situated on the E part of Varissaari, an islet lying about 1.2 miles S of the tower. A prominent water tower is situated in the W part of Kotka; a conspicuous church situated in the NE part of Kotka.

The approach routes and entrance channels are indicated by lighted ranges which may best be seen on the chart. Adjacent dangers are marked by lights, beacons, and buoys.



**Kotka Water Tower**



**Kotka Church**

**Pilotage.**—Pilotage is compulsory for the following:

1. A vessel or vessel combination with a maximum length of over 60m or a maximum beam of over 10m or whose greatest summer load draft in salt water is over 4.5m. (Does not apply to vessels with an Exemption Certificate granted by the Finnish Marine Administration.)
2. A vessel carrying bulk cargo of hazardous substances or substances that can pollute the sea.
3. A vessel belonging to a foreign government, which is not used in commercial operations.

Vessels must request pilotage by telephone or fax 24 hours prior to arrival at the boarding position.

Vessels must confirm their request for pilotage 6 hours and 3 hours prior to arrival at the boarding position by telephone or on VHF channel 13.

Pilots can be contacted on VHF channel 16 or 13 and board, as follows:

1. Vessels with a maximum draft of 10m are advised to use the Orregrund 10m fairway and the Orregrund pilot boarding position (60° 15'N., 26° 26'E.).
2. Vessels with a maximum draft of 15.3m using the Mussala fairway—Kotkan Majakka pilot boarding position (60° 07'N., 26° 30'E.).

3. Vessels with a maximum draft of 7.3m from or to the E—Haapasaari pilot boarding position (60° 15'N., 27° 15'E.) (closed during winter).

4. Vessels approaching from the E may take a pilot at Santio (60° 27'N., 27° 42'E.).

**Regulations.**—A Vessel Traffic Service (VTS) system has been established at the port and operates in the approach fairways within the pilotage area. Kotka VTS can be contacted on VHF channel 67. Radio communications are in English, Finnish, and Swedish.

All vessels over 12m in length must maintain a continuous VHF watch. All vessels over 20m in length must send an initial report to Kotka VTS when entering the area. The report must state the vessel's name, location, and planned route. The VTS Center will confirm receipt of the report and will provide the necessary information and instructions.

The VTS Center can provide positioning assistance on request in the case of equipment malfunction.

The VTS Center may give instructions on the speed of vessels and, when necessary, prohibit overtaking in the area or specify the right-of-way in narrow channels.

**Anchorage.**—Anchorage can be taken by vessels with local knowledge E of the N end of Kotka Island, in depths of 11 to 16m, clay and mud. Anchorage may also be taken, in depths of 6 to 11m, clay and sand, sheltered from all winds, off the N end of the island.

**Directions.**—The main route, authorized for drafts up to 15.3m, leads from the SW to the harbor. From SE of Tiiskeri Light the channel leads in a NE direction, passing SE of Tainio Light, NW of Kotkan Majakka Light, and SE of Banka Margasova. Off the SW side of Kiviletto, the channel turns N. It then leads N and NNE into the harbor, passing W of Rankin Kivikari Light.

Another route, authorized for drafts up to 10m, leads from the W into the harbor. This route leads from E of Tiskeri Light and joins the Winter Channel coastal fairway, passing SE of Orregrund and NNW of Lalatta Light. It continues in a NE direction and passes N of Kaunissaari Light. The channel then turns NNE and joins the main route leading into the harbor.

Two alternate fairways, authorized for drafts up to 7.3m, lead from the S and pass through the Haapasaari group. At the N side of the group they meet and form a single channel. This channel then leads NW and NNW into the harbor, passing E and N of Vahakari Light and ENE of Rankin Kivikari Light.

**Caution.**—An overhead cable, with a vertical clearance of 33m, spans the channel in the N part of the harbor.

Several submarine cables lie in the approaches to the harbor and may best be seen on the chart.

A submarine pipeline, which may best be seen on the chart, leads S and SE from the harbor area to the Haapasaari group.

## Hamina (60°34'N., 27°12'E.)

World Port Index No. 28240

**2.16** The port of Hamina, formerly known as Frederikshamn, lies at the head and along the W side of an inlet that indents the coast about 9 miles NE of Kotka. The shores of the inlet are steep-to for about 1 mile within the entrance. Numerous patches of foul ground and many islets, which may

best be seen on the chart, extend across the inlet, providing shelter to the outer part of the harbor. Most of the islets are heavily wooded.

**Ice.**—The main navigation season lasts from the end of April to the end of December. Generally, the port is kept open all year by icebreakers.

**Depths—Limitations.**—The deepest passage leading to the port is authorized for drafts up to 10m.

The Oil Terminal is situated in the S part of the port. There is an LPG pier, 170m long, which can handle vessels up to 9m draft. There are also three oil berths, the largest of which can accommodate tankers up to 250m in length and 10m draft.

Palokangas Basin, lying close NNE of the Oil Terminal, has six berths, 150 to 234m long, which can accommodate vessels up to 10m draft.

Hiirenkari Quay, close ENE of Palokangas Basin, has five berths, 158 to 210m long, which can accommodate vessels up to 210m in length, with drafts of 7.9 to 8.6m.

Lakulahti Basin, close N of Hiirenkari Quay, has about 800m of total quayage. There are eight berths which can accommodate vessels of 7.9 to 8.6m draft.

Hillo Quay, close NNE of Lakulahti, has 345m of berthage and can accommodate vessels up to 6.9m draft.

The port has extensive facilities for LPG, oil, general cargo, ro-ro, container, bulk, and timber vessels. Vessels up to 72,000 dwt and 10m draft can be accommodated in the harbor.

**Aspect.**—**Einonkarinmatala** (60°26'N., 27°08'E.) is an isolated shoal marked by a light. A racon is situated at the light.

Hamina is a small commercial town with several prominent factories and sawmills. Tank farms situated in the port area are prominent from seaward.

The approach routes and entrance channels are indicated by lighted ranges which may best be seen on the chart. Adjacent dangers are marked by lights, beacons, and buoys.

**Pilotage.**—Pilotage is compulsory. Pilots may be obtained from Kotka (see [paragraph 2.15](#)).

The agent should advise the port authority of the vessel's ETA no later than on the Friday preceding the week of arrival. An ETA must be given 24 hours in advance for vessels carrying IMO cargoes, or by 1600 if on a day before a holiday.

**Anchorage.**—Anchorage can be obtained, in a depth of 14m, mud, outside the entrance of the inlet.

Within the harbor, anchorage may be taken 1.3 miles N of the entrance, in depths of 7 to 10m, and W of the fairway in the inner roadstead.

**Directions.**—The main and deepest passage leading to the port is the continuation of the Winter Channel coastal route. This channel, which is authorized for drafts up to 10m, leads in an E direction from Kaunissaari, passing S of Merikari Light. It then turns NNE and passes SE and E of Aarholma (60°25'N., 27°18'E.). About 1.5 miles NE of Aarholma, the channel turns and approaches the harbor from the SE.

The most direct passage from seaward, which is authorized for drafts up to 7.3m, leads from S, passing through the Haapasaari group and approaching the port from the SW. Vessels with drafts up to 8.6m may enter the port by using the route leading in an E direction from Kaunissaari and then joining the S approach channel, about 3.5 miles N of the Haapasaari group.

**Caution.**—Submarine cables and pipelines, which may best be seen on the chart, extend across the harbor area.

Several mooring buoys are laid in the roads and in the vicinity of the berths.

**2.17** Between the entrances of the ports of Hamina and Vyborg (60°43'N., 28°45'E.) coast is rocky, hilly, and predominately wooded. It is indented by several bays and fjords. Virolahti, the largest of these inlets, is entered midway along this stretch of the coast and the Russian-Finnish border runs through it.

Between Hamina and Virolahti, the coast is fronted by numerous islets and dangers, but E of Virolahti the off-lying features are not as numerous. There are several loading places and anchorages along this stretch of the coast, but none of commercial importance.

The inshore coastal channel, leading E from S of Kuorsalo (60°28'N., 27°23'E.) is authorized for vessels with drafts up to 7.3m, but is only available to vessels with local knowledge. Pilots for the passage may be obtained from Hamina.

**Tammio** (60°25'N., 27°25'E.) is the largest of an extensive group of barren islets and rocks. Foul ground surrounds this group and also lies in patches within 1.3 miles N and 1.5 miles NW and W of it. A lighted range is shown from structures standing on the W part of Tammio and the S end of an islet lying close W of it.

The Vasikkasaari group lies about 1 mile NE of Tammio. A light is shown from Lotouri, a rock, lying midway on an area of foul ground extending NW from the group.

The route, authorized for drafts up to 7.3m, passes close N of this light and between the buoys marking the dangers extending S from Kuorsalo and N from Tammio and the Vasikkasaari group.

Mustamaa, an island, lies 2 miles E of the Vasikkasaari group. It is steep-to on the W side. An above-water rock, marked by a buoy moored close N, lies about 0.2 mile W of the NW extremity of the island. A cairn stands on the NW extremity and a pair of range beacons stands close NE. This range marks the fairway, authorized for drafts up to 4.6m, which leads through the foul ground lying between Mustamaa and Ruissaari, an island located 0.5 mile NNW. A light is shown from the SW extremity of Mustamaa.

The route leading between the off-lying islands to the E of Mustamaa is authorized for drafts up to 7.3m.

A large bay, indenting the coast in a NW direction, lies about 1 mile N of Mustamaa. It is formed by the mainland on the W and N sides and Siikasaari, an island connected to the mainland by an isthmus, on the E side. The bay has general depths of 11 to 18m, but is encumbered by several shoals and rocks. Fairways, authorized for drafts up to 7.3m and drafts up to 5.5m, lead to several loading anchorages situated within the bay. Local knowledge is required and pilots are available from Hamina.

Maringinlahti, a bay, lies on the NE side of Siikasaari and is entered close E of the SE extremity of the island. It has general depths of 4 to 11m. Anchorage can be taken in the N part of the bay, in depth of 7 to 8m, stone and sand. Local knowledge is required. The fairway leading into the bay is authorized for drafts up to 5.5m.

Between the Haapasaari group and Virolahti, the offshore area offers no recognized access to the inshore channel.

**Kilpisaari** (60°17'N., 27°18'E.), moderately high, is one of the outermost islands in this vicinity and is covered with pine trees. Itakarit and Koivuluotok are islets marked by beacons lying 1 mile E and 3 miles NE, respectively, of Kilpisaari.

**Majakartti** (60°19'N., 27°35'E.), an islet, lies about 4.2 miles SE of Tammio. It is surrounded by shoals and marked by a beacon, 24m high. Isolated shoal patches and rocks extend up to about 6 miles ESE of this beacon. Banka Pitkyaenen, the outermost danger, is marked by a buoy.

**2.18 Ostrov Sommers** (60°12'N., 27°39'E.), an islet, lies 6.5 miles SSE of Majakartti and is 15m high. A main light is shown from a framework tower, 37m high, standing on the W part of this islet.

Ostrov Malyo Sommers, a rock, lies about 0.8 mile E of the light and is 1m high. A stranded wreck lies on a reef in the vicinity of this rock.

**Ostrov Nerva** (60°15'N., 27°57'E.), an above-water rock, lies 10 miles ENE of Ostrov Sommers. A main light is shown from a framework tower, 37m high, standing on this rock. Banka Narvinmatala, an isolated shoal with a depth of 7m, lies about 3 miles NE of this light.

**Parrio** (60°28'N., 27°42'E.), an island, lies about 5 miles ENE of Mustamaa. A beacon stands on the E side of the island and a light is shown from the SW side. Santio lies close E of Parrio. Both these islands are steep-to on their N and W sides, but are fringed by dangers elsewhere. A buoy marks the S extremity a shoal which extends up to about 1 mile SSE from the S side of Santio.

**Ostrov Kopytin** (60°26'N., 27°42'E.), an island, lies near the center of an extensive bank of foul ground, 1.5 miles S of Parrio. Islets and rocks extend up to about 1 mile NW and SE from this island. Detached shoal patches, with depths of 4.5 to 7m, lie up to about 0.7 mile farther NW and 1.2 miles SE. Lighted ranges are shown from structures standing on the island and on the islets in this vicinity.

Huovari, an islet, is located about 2 miles S of Ostrov Kopytin. It is marked by a light and lies on the S part of a shoal patch. Isolated shallow rocks lie up to about 1 mile W and 0.6 mile E of this shoal patch. Banka Okhtamatala, with depths of less than 20m, lies about 4 miles E of Huovari and is marked by a lighted buoy.

**Ostrov Kozlinyy** (60°27'N., 27°47'E.), an island 24m high, lies at the S end of an area of foul ground extending about 3 miles SE from the W entrance point of Virolahti. It forms the SW side of Kavonselka (Reyd Shtandart). A light is shown from the S extremity of the island.

Isolated shoals, marked by buoys, lie up to about 1.5 miles SE and 1.2 miles SW of the light. The W side of the island is fronted by foul ground and rocks.

**Khemminginletto** (60°27'N., 27°50'E.), a rock, lies 1.5 miles E of the part of Ostrov Kozlinyy and forms the E entrance point of Kavonselka (Reyd Shtandart). A light is shown from a framework tower, 6m high, standing on this rock.

**Kavonselka** (Reyd Shtandart) (60°28'N., 27°48'E.) is entered between Khemminginletto and Ostrov Kozlinyy. It extends about 2.5 miles NNW and has general depths of 7 to

27m. It was reported (1991) that this inlet is closed to navigation.

**Caution.**—An explosives dumping ground area, the limits of which may best be seen on the chart, lies centered 2.3 miles N of Ostrov Nerva.

**2.19 Virolahti** (60°32'N., 27°45'E.) may be entered through a narrow channel NE of Santio. This inlet extends about 5.5 miles N from its entrance. The SE part of the inlet is formed by three large islands, of which Ostrov Bolshoy Pogranichnyy is the southernmost. There are general depth of 4 to 9m within the inlet, which gradually shoals near its head.

**Pitkyapasskiy Reyd** (60°29'N., 27°56'E.) is sheltered by Ostrov Bolshoy Pogranichnyy on the W side and by an archipelago of islands on the S side. This inlet affords safe anchorage, in depths of 11 to 13m, mud and sand. A fairway channel, having a least depth of 6.1m, enters the inlet at the E side of the archipelago. Local knowledge is required.

**Ostrov Dolgiy Kamen** (60°28'N., 27°52'E.), the main island in the archipelago lying S of Pitkyapasskiy Reyd, is 25m high and located 1.2 miles NNE of Khemminginletto Light.

**Arkipelag Bol'shoy Fiskar** (60°24'N., 27°56'E.), a prominent group of comparatively high islets, lies centered 3.8 miles SE of Khemminginletto Light. The islets have a reddish appearance and are covered with low bushes. A light is shown from a tower, 10m high, standing on Ostrov Kinima, the central islet. Shoal patches and rocks extend up to about 2 miles N,S, and E, and 1.5 miles W of this light.

**Mys Krestovyy** (60°31'N., 28°14'E.) is located about 12 miles ENE of the entrance to Pitkyapasskiy Reyd. Three small peninsulas project about 1.5 miles SSE from the intervening coast and are located equidistant from each other. Foul ground, shoal patches, and isolated rocks front the shore and extend up to about 4.5 miles seaward in places. The dangers lying adjacent to the recommended routes are marked by lights, buoys, and beacons.

The three bays formed between the three peninsulas and Mys Krestovyy have general depths of 7 to 18m and afford safe anchorage to vessels with local knowledge.

Mys Krestovyy, the W entrance point of Vyborgskiy Zaliv, is low, covered with trees, and surmounted by a conspicuous building. Its sandy extremity is barren and covered with rocks. A shoal bank extends about 1 mile SE from this headland and is marked by a lighted buoy.

A light is shown from a tower, 15m high, standing on a rocky mass about 1.4 miles SE of the headland. Shoal patches and rocks extend up to about 2 miles SE and SSE of the light.

Ostrov Malyy Fiskar, an islet fringed by foul ground, lies about 1.5 miles offshore, 5 miles W of Krestovyy Light. A light is shown from a framework tower, 14m high, standing on the islet.

Banka Posluoto, with a least depth of 1.6m, lies about 1.8 miles ESE of Ostrov Malyy Fiskar and is marked by a buoy. Isolated shallow shoal patches extend up to about 3.8 miles SE of this rocky bank.

**Ostrov Rondo** (60°27'N., 28°22'E.), an island fronted by foul ground, lies 4 miles SE of Krestovyy Light and is 11m high. A light (front range) is shown from a framework tower, 10m high, standing on the N part of this island.

Banka Ruonnimatala, with a least depth of 5.4m, lies about 2 miles W of Ostrov Rondo and is marked by a lighted buoy.

**Skala Khalli** (60°24'N., 28°08'E.), a rock fringed by foul ground, lies about 7 miles WSW of Ostrov Rondo. A light is shown from a framework tower, 12m high, standing on this rock.

**Banka Ruismatala** (60°25'N., 28°13'E.), with a depth of less than 2m, lies about 2 miles E of Skala Khalli Light and is marked by a buoy.

**2.20 Vyborgskiy Zaliv** (60°30'N., 28°22'E.) is entered E of Mys Krestovyy and extends about 19 miles NE to the port of Vyborg at its head. The shores of the gulf and the islands lying within it are rocky and covered with pine forests. The gulf is subdivided into several parts by inlets, peninsulas, and islands.

Numerous shoal patches and dangers lie within the gulf and the approaches. The principal dangers are marked by lights, buoys, and beacons.

**Vyborgskiy** (60°32'N., 28°23'E.), a bank with drying rocks, lies 4.4 miles N of Ostrov Rondo. A lighted buoy is moored at the S extremity of this bank and a light is shown from tower, 10m high, standing in the N part.

**Ostrov Vkhrevoy** (60°34'N., 28°26'E.), 23m high, lies about 3 miles NE of Vyborgskiy Light. This island is fronted by shoals. A beacon stands in its NW part and a light is shown from its E part.

Ostrov Mayachnyy lies close N of the NW side of Ostrov Vkhrevoy. A light (Povorotnyy) is shown from a tower, 13m high, standing on this rocky islet.

Banka Tarantsova lies about 1 mile NW of the light. This isolated shoal has a least depth of 6.8m and is marked by a buoy.

**Ostrov Igrivvy** (60°36'N., 28°28'E.) is low and covered with thick woods. Foul ground extends up to 0.2 mile SE from Mys Teykarniyemi, the SE extremity of the island, and is marked by a lighted buoy.

**Ostrov Krepysch** (60°38'N., 28°32'E.), a comparatively large island, lies on the W side of the Vysotsk harbor area. A light (rear range) is shown from a tower, 16m high, standing on Mys Ostryy, the SW extremity of the island.

Banka Khallikivi, with a least depth of 2.5m, lies centered about 0.5 mile SW of Mys Ostryy. A light (front range) is shown from a tower, 4m high, standing on the N part of this shoal and a lighted buoy marks the S part.

Banka Yalkamatala extends NW from the W side of Ostrov Vysotskiy, an island forming the S side of the Vysotsk harbor area. The N extremity of this shallow shoal lies about 0.6 mile SSW of Mys Ostryy and is marked by lighted buoys.

A breakwater extends SSE from the SE extremity of Ostrov Krepysch. A lighted buoy is moored off the seaward end of this breakwater and marks an obstruction formed by the ruins of a light tower. A detached breakwater lies with its N end located about 100m SSE of the obstruction. A light (front range) is shown from a column, 5m high, standing on the N end of this breakwater.

**Gavan Vysotsk** (60°37'N., 28°34'E.) ([World Port Index No. 28310](#)) is situated in the S and central parts of Vyborgskiy Zaliv, an extensive inlet. This harbor area is being developed as an outer loading port for Vyborg to relieve traffic congestion.

**Vyborg (60°43'N., 28°45'E.)**

World Port Index No. 28300

**2.21** Vyborg, known in Finnish as Viipuri, lies at the head of Vyborgskiy Zaliv, about 19 miles from the entrance. There are two harbor areas in the port. Yuzhnaya, the SW harbor, is the primary commercial area and is situated on the W side of Krepostnoy (Castle) Bridge. Severnaya, the NE harbor, is situated at the E side of the bridge and is only used by small vessels.

New port facilities have been constructed at Vysotsk, in the S part of Vyborgskiy Zaliv to relieve congestion at Vyborg.

**Winds—Weather.**—Although the tidal range is small, considerable changes in the water level may be caused by strong winds, variation in atmospheric pressure, and the seasonal increase of water during the ice melt. The greatest change due to weather conditions is 1.6m.

**Ice.**—Generally, ice appears about the middle of November and lasts until April. The port is kept open year round with the assistance of icebreakers.

**Tides—Currents.**—In the N and S entrances to Gavan Vysotsk, a strong wind-induced current may be encountered occasionally.

Signals indicating a rising or falling water level and the velocity of the current are displayed from masts on either side of the harbor, day and night.

**Depths—Limitations.**—Vyborgskiy Zaliv is divided into several port areas by projecting points and islands, which the main fairway passes around or between. From seaward to Gavan Vysotsk, the fairway is authorized for a maximum draft of 7.3m. The entrance fairway leading NE and passing S of the SE extremity of Ostrov Krepysh is reported (1985) to be swept to a depth of 8m.

Gavan Vysotsk is situated on the E side of a narrow passage leading between Polustrov Vysotskiy, a point extending from the SE side of the bay, and several islands located in the bay's center. This passage also carries the main channel to Vyborg. Vessels berth head and stern-to to mooring posts, the ship's anchors used as necessary.

Vessels up to 150m in length and 7.5m draft can enter the port area at Vysotsk during daylight. Vessels up to 135m in length and 7m draft can enter at night. It is reported (1998) that several quays, with depths of 8m alongside, are in operation.

The S harbor at Vyborg provides 2,020m of quayage. There are 13 berths, with depths of 4.2 to 8m alongside. The N harbor is restricted by a bridge to small vessels with a maximum beam of 7.3m. It provides 2,340m of quayage, with a depth of 3m alongside.

Vessels up to 135m in length and 6.5m draft can enter the port area at Vyborg during daylight. Vessels up to 125m in length with drafts up to 6m or 105m in length with drafts up to 6.2m can enter at night.

Vessels exceeding the above dimensions must receive special permission prior to entering the port areas. It is reported (1998) that vessels up to 15,900 dwt and 173m in length have entered the port areas. There are facilities for timber, bulk, general cargo, and passenger vessels.

**Aspect.**—The approach routes, entrance channels, and inner fairways are indicated by lighted ranges. The dangers lying ad-

acent to the fairways are marked by lights, beacons, and buoys.

The most prominent feature in the city of Vyborg is the castle standing on the small island which is connected to the NE side of Krepostnoy Bridge. Its conspicuous tower, 74m high, dominates the surrounding area.

**Pilotage.**—Pilotage is compulsory. The pilot station is situated at the NW end of Ostrov Vikhrevoy. Pilots may be contacted by VHF and board in the vicinity of the lighted buoy moored 0.6 mile W of the light (Povorotnyy) shown from the N end of Ostrov Mayachnyy.

During inclement weather, the pilot boat will lead vessels into more sheltered waters within Tranzundskiy Reid before boarding.

Vessels should send an ETA and request for pilotage 24 hours in advance, with a confirmation 2 hours before arrival.

**Regulations.**—Between the pilot boarding place and Banka Khallikivi, a speed restriction of 8 knots is in effect; then through the port entrance, a speed restriction of 6 knots is in effect. Within the intricate channel leading to the entrance of Vyborg at the N end of Vyborgskiy Zaliv, overtaking is prohibited and a speed restriction of 6.5 knots is in effect.

Entry into the port areas of Vysotsk and Vyborg may only be carried out with special permission from the authorities when the visibility is less than 1 mile and/or the wind is greater than force 6.

Vessels entering the port area of Vysotsk with a draft of more than 7m and vessels entering the port area of Vyborg with a draft of more than 6.1m are considered to be constrained by their drafts and must display the appropriate signals.

The use of tugs is compulsory for vessels over 80m in length.

**Anchorage.**—Three designated anchorage areas, the limits of which are shown on the chart, lie within Tranzundskiy Reid, the outer roadstead located between Ostrov Igrivvy and the entrance to the port areas. They have general depths of 14 to 18m, mud and sand.

Two designated anchorage areas, the limits of which are shown on the chart, lie between Gavan Vystock and Vyborg. They have depths of 11 to 17m, sand and mud, but require local knowledge.

**Directions.**—The main approach from seaward is via the Traffic Separation Scheme (TSS) which leads NE from E of Ostrov Sommers to W of Skala Khalli. A Safety Fairway, which may best be seen on the chart, then leads to the port entrance. This route leads ENE from the TSS towards Ostrov Rondo, passing S of Banka Ruonninmatala. About 1 mile from Ostrov Rondo, the route turns NE and N and passes W of Vyborgskiy. About 1.5 miles NNW of Vyborgskiy, the route turns NE and leads to the pilot boarding place off Ostrov Mayachnyy. It then continues ENE, NE, and ENE to join the entrance fairway, passing S of Mys Teykarniyemi and between Banka Khallikivi and Banka Yalkamatala. The entrance fairway leads ENE between the ruins of the light tower, on the N side, and the N end of the detached breakwater, on the S side.

The inshore channel leads 6.4 miles in a NE direction from S of Mys Krestovyy to the pilot boarding place in vicinity of Ostrov Mayachnyy.

It is reported (1999) that a deep-water channel has been established in the approach. This channel is marked by buoys

and dredged to a depth of 10.7m. It branches NNE for about 0.7 mile from the NW side of the Safety Fairway at a position about 1 mile SW of Banka Khallikivi. The channel then leads ENE for about 0.6 mile and SE for 0.3 mile, passing SW of Mys Ostryy. It then leads about 0.2 mile E and joins the main fairway close outside the entrance.

**Caution.**—Care should be exercised when within the harbor areas of Gavan Vystock as numerous piles, many in a dilapidated condition, are present.

Several isolated patches, with depths of less than 10m, lie within Tranzundskiy Reid, the outer roadstead, and adjacent to the designated anchorage areas.

Care should be taken when navigating in the vicinity of Vyborgskiy as vessels have frequently wrecked on this shoal area.

**2.22 The Saimaa Canal** (60°43'N., 28°45'E.) connects the Gulf of Finland with lakes and inland waterways extending for over 200 miles N of Lake Saimaa.

The canal, which is known in Russian as the Saymenskiy Canal, is open to international shipping. It is reached by a channel, 8 miles long, which is entered from the fairway leading between Gavan Vysotsk and Vyborg.

The canal, which has a total length of 23 miles, passes through both Finnish and Russian territory. It has five locks in the Russian area and three in the Finnish area, rising a total of 75m. Thirteen bridges cross the canal; seven of these are bascule bridges or swing bridges, with the remainder being fixed bridges with a least vertical clearance of 25m.

It was reported (1989) that the canal had been swept to a depth of 5.1m. Generally, navigation is limited to vessels with a maximum draft of 4.3m, a length of 82m, a beam of 12.3m, and a masthead height of 24.5m. Larger vessels may be allowed to transit the canal at times but special permission from the canal administration must be received in advance.

The canal has floodlights, so that in season (April to January), it can accommodate traffic at night as well as in limited visibility.

**2.23** Between the main entrance to Vyborgskiy Zaliv and Mys Stirsudden, about 29 miles SE, the coast is indented by several bays. The shore is fronted by irregular depths and numerous detached dangers.

**Proliv Byerkezund** (Koiviston Salmi) (60°28'N., 28°30'E.), a sound, connects Vyborgskiy Zaliv with the E part of the Gulf of Finland and provides a direct route between Vyborg and St. Petersburg.

The mainland coast on the NE side of the sound rises gradually to a chain of hills, 55 to 85m high. Numerous houses and villages are situated on the slopes of these hills. The three Berezovyy islands, which are comparatively high and wooded, form the SW side of this sound. A remarkable hill rises to a height of 115m on Ostrov Zapadnyy Berezovyy, the outermost island.

The sound has general depths of 14 to 33m. The fairway channel leading through the dangers in the sound is well-marked and available for vessels with drafts up to 9.1m.

Sheltered anchorage can be found within the sound, but S winds cause a heavy swell in its S part and local knowledge is required.

**Caution.**—It is reported (2001) that passage through the N part of Proliv Byerkezund is restricted to local fishing vessels and Russian naval vessels.

**2.24 Primorsk** (60°22'N., 28°38'E.) ([World Port Index No. 28360](#)), a small port, is situated along the shores of an enclosed bay at the E side of Proliv Byerkezund.

It is reported (2001) that this port is now open to foreign vessels.

**Ice.**—In severe conditions, icebreaker assistance may be provided.

**Depths—Limitations.**—The harbor is protected by breakwaters and has depths of 5.5 to 9m, decreasing gradually toward the shore. There are two piers with depths of 8.5 and 9.4m alongside their heads

It is reported (2001) that an oil terminal, which can handle vessels up to 150,000 dwt and 15m draft, has been established in the port. A Safety Fairway leading to this terminal is authorized for loaded drafts up to 15m.

**Aspect.**—A church with a prominent spire stands on the N side of the harbor entrance.

**Pilotage.**—Waiting Area No. 6 has been established about 3 miles W of Ostrov Rodsher (59°58'N., 26°41'E.). Pilotage is compulsory for vessels 50,000 dwt and over between this waiting area and the port.

Waiting Area No. 7 has been established about 11 miles NE of Ostrov Seskar (60°02'N., 28°23'E.) and N of the Safety Fairway. Pilotage is compulsory for vessels less than 50,000 dwt between this waiting area and the port.

Tugs are compulsory between Waiting Area No. 7 and the port for vessels in ballast, and between Ostrov Seskar and the port for loaded vessels.

**Regulations.**—Tankers bound for the port in winter are required to be double-hulled.

In addition to regular navigation equipment, tankers are required to be fitted with an Electronic Chart Display and Information System (ECDIS) and a Satellite System (GPS/GLONASS). If these systems are not available, they may be provided by the pilot service.

It is reported that a Vessel Traffic Service (VTS) system will be established in 2002.

**Directions.**—The main approach from seaward is via the Traffic Separation Scheme (TSS), which leads N of Ostrov Rodsher (59°58'N., 26°41'E.) and S of Ostrov Gogland (60°03'N., 26°59'E.). This scheme continues in a NE direction to the junction centered about 4 miles ESE of Ostrov Sommers (60°12'N., 27°39'E.) and then ESE and SE to a position N of Ostrov Seskar (60°02'N., 28°23'E.).

A Deep-Water Route has been established between the S end of Ostrov Gogland and a position about 7 miles NW of Ostrov Rodsher. This route, which has a least depth of 15m, passes N of the TSS traffic lanes and is for the use of outbound loaded vessels from Primorsk. It is 1,000m wide and may best be seen on the chart.

A Precautionary Area has been established about 3 miles N of Ostrov Seskar. The TSS traffic lanes and a Safety Fairway, which leads to St. Petersburg, extend E from the E side of this area and may best be seen on the chart (see [paragraph 3.1](#)).

A Safety Fairway, which leads 9 miles in a NE direction and then 3.5 miles in a NW direction, extends from the NE side of the Precautionary Area to the oil terminal.

**Caution.**—It is reported that the routing measures and waiting areas associated with the new oil terminal at Primorsk will be implemented on 1 November 2001.

**2.25 Ostrov Syarkkyluoto** (60°18'N., 28°48'E.), an islet, lies near the outer end of an area of foul ground on the SE side of Proliv Byerkezund. A light is shown from a framework tower, 12m high, standing on this islet.

**Mys Kyurenniyemi** (60°16'N., 28°55'E.) is located 4 miles SE of Ostrov Syarkkyluoto. A light is shown from a framework tower, 12m high, standing on this headland. Shoals extend up to about 2 miles S and SW of this light.

The 20m curve lies between less than 1 mile and about 2 miles off the W sides of the Berezovyy islands, but numerous

detached shoal patches, with depths less than 10m, lie within about 8 miles W and SW of these islands.

**Banka Shrednyaya** (60°11'N., 28°20'E.), with a least depth of 6.4m, lies about 17.5 miles WSW of Mys Kyurenniyemi and is marked by a lighted buoy. Banka Agamemnon, with a least depth of 8.2m, lies about 6 miles E of this isolated shoal bank and is marked by a buoy.

**Mys Stirsudden** (60°16'N., 28°55'E.), the N entrance point of St. Petersburg Guba, is a low and rocky headland located 6 miles SE of Mys Kyurenniyemi. Gora Torkalla, a prominent hill, is 100m high and rises 5.8 miles NNE of this headland.

A light is shown from a prominent tower, 28m high, standing 0.6 mile ENE of the headland. Shoals front the shore in the vicinity of this headland and Banka Diomid, with depths of less than 10m, extends up to about 4.5 miles S of it.

The waters lying E of Mys Stirsudden are described in [Sector 3](#).