

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



SJÖFARTSVERKET

Editorial office
Swedish Maritime Administration
Ufs
601 78 NORRKÖPING
Sweden
tel: 0771 630 605
e-mail: ufs@sjofartsverket.se
Publisher:
Hydrographer Patrik Wiberg

Affected charts and Notices

Underrättelser för sjöfarande (Ufs) is an official Swedish publication which provides information pertaining to shipping in the Baltic Sea Area and Kattegat, as well as Skagerrak east of a line drawn between Hanstholm and Lindesnes.

The information on foreign waters is largely confined to significant occurrences which may affect Swedish charts. Ufs is thus wholly unsuited for the purpose of keeping BA-charts and/or other national charts updated.

An asterisk (*) in front of the number denotes that the notice is based on information obtained from Swedish source material and that the details contained therein affect Swedish waters.

When the letter (P) is adjacent to the notice number it serves as an indication that the notice is of a preliminary nature. Such notices will later be replaced by corresponding ones containing definitive information.

Similarly, when the letter (T) is placed adjacent to the notice number it denotes that the notice is of a temporary nature. In case no period of validity is given, this type of notice will be rendered invalid either when a new Temporary Notice is promulgated or if pertaining conditions cease to exist.

Bearings are true and given clockwise from 000° to 360° and, when given in conjunction with lights, indicate a direction from seaward.

Featured chartlets are primarily intended to simplify chart correction work and are not always true to scale. In general, they show the largest charted scale available for respective area.

Responsibility for the factual content published in Ufs rests with the informant.

Chart corrections and other information attributed to a specific geographical area can be found under NOTICES. Other information is found under ANNOUNCEMENTS, starting on pg. 3.

The periodical Ufs is normally published every Thursday and can be downloaded as a PDF-file from the homepage of the Swedish Maritime Administration. Note that as the file is automatically generated from a database unintentional page breaks may occur at random.

Further information on the use of Ufs can be found in the annual publication *Ufs A*.

Reporting dangers and errors

All observations concerning floating aids to navigation, unlit beacons and lights, objects adrift or any other occurrence which may have a detrimental impact on safety at sea are to be forwarded to MSI Sweden at the earliest possible opportunity.

Call: MSI Sweden

VHF Channel: Appropriate working channel

Phone: +46 771 630 685 (24/7)

E-mail: msi@sjofartsverket.se

Affected charts	Notice no	Si gn	Affected charts	Notice no	Si gn
2	12693 (T)		6141	12709	
2	12711 (T)		6143	12636	
4	12598		6171	12705	
6	12702 (T)		8141	12665	
7	12693 (T)		9211	12665	
7	12702 (T)		9312	12714	
8	12693 (T)		9313	12706 (T)	
41	12598				
42	12598				
53	12615				
61	12702 (T)				
62	12702 (T)				
71	12509				
71	12702 (T)				
74	12693 (T)				
74	12702 (T)				
83	12693 (T)				
83	12702 (T)				
92	12559				
111	12617				
534	12701				
534	12703 (P)				
611	12633				
612	12633				
613	12633				
616	12705				
712	12509				
731	12702 (T)				
839	12693 (T)				
921	12665				
921	12693 (T)				
923	12559				
931	12706 (T)				
931	12712 (T)				
931	12714				
1352	12714				
4101	12557				
5342	12703 (P)				

ANNOUNCEMENTS

* 12711 (T)

Chart: 2

General information to mariners during winter conditions.

See: 2017:678/12651(T), 2017:679/12660

Time: Until the spring of 2018.

The ice has settled in our northernmost archipelagos which gives reason to remind on the following for the coming winter season:

BEFORE BREAKING ICE. To avoid accidents to persons using the ice for transportation and recreation special attention is required before breaking the ice near shore and in archipelagos, see further information in notice 12651.
BRIDGES ON THE ICE. It happens that floating bridges are laid across narrow straits to make transportation possible when neither boats nor vehicles on the ice may be used.

BUOYAGE. Buoyage at sea in Bay of Bothnia and Lake Vänern is generally withdrawn during the ice season. Also in small harbours buoyage may be withdrawn. Movement of the ice masses can bring buoys and spars out of position or submerged under the ice. Lights, Racons, AIS, radar reflectors and top marks can be damaged or withdrawn during the winter. During ice conditions, floating aids to navigation should be considered very unreliable. After the ice has melted in the spring it generally takes many weeks before all buoyage have been overhauled or replaced.

DGPS. The range of DGPS-transmitters might be reduced due to ice on the aeriels.

FERRIES. The cable might lie on top of the ice which makes it impossible to pass the ferry route. At some road ferries speed restriction apply when the water is covered by ice. In this case information will be published in Ufs.

ICE BOOMS. At some places in Trollhätte canal ice booms are temporarily established during wintertime to avoid that drifting ice floes affect the traffic. For the same reason a rope is laid across the river Nordre älv at Kornhall.

ICE-BREAKING SERVICE. The Swedish governmental ice-breaking service provides sea ice-breaking from open waters to inshore waters protected from sea ice and pack ice. Information about winter navigation, contact information to ice breakers etc. can be found on the webpage www.sjofartsverket.se/winternavigation and in the yearly booklet "Winter Navigation". The webpage www.baltice.org contains valuable information to winter navigation in the entire Baltic Sea region.

ICE MAPS and TRAFFIC RESTRICTIONS. Daily updated ice maps and lists of ice restrictions are published on the websites www.smhi.se/icechart and www.baltice.org.

LIGHTS. The glasses on lights and light-buoys may quickly become covered by rime, snow and ice. This could make the light faint or invisible or colored sectors to appear as white. Snow on the solar panels could result in discharged batteries that may make the light unlit, faint or its character wrong.

NOTICES TO MARINERS (Ufs) AND NAVIGATIONAL WARNINGS. Normally no navigational warning or notice in Ufs is issued when buoys are withdrawn in waters covered by ice. If a buoy is withdrawn or a Racon is removed from a buoy, well before the waters have been covered by ice, a warning and notice will be issued in accordance with normal procedures. This is also the case when buoys of great importance are withdrawn in areas that rarely are covered by ice, e.g. The Sound (Öresund) or the west coast of Sweden. The yearly booklet "Winter Navigation" contains important information concerning navigation during the winter season.

PILOT BOARDING. The ordinary Pilot boarding places may be moved or withdrawn if the area is covered by thick ice. Always request updated information from the Pilot ordering central or from the pilot boat.

PROHIBITION TO BREAK THE ICE. It might be prohibited to break the ice in some areas. This is announced in Ufs.

REPORTING. Ships destined to Swedish and Finnish ports in Bay of Bothnia and Sea of Bothnia, subject to traffic restrictions, are requested to report to ICE INFO on VHF channel 78 in connection to the passage of latitude 60-00N.

RACON. When severe ice conditions are expected, racon buoys will normally be replaced by ordinary light-buoys to avoid damage to the electronic unit.

ROADS ON THE ICE. The ice might be used by islanders for transportation. This is more common in our northern waters. Before a ship may proceed in ice-covered waters, between inhabited islands and the mainland, the master must assure that the ice is not used for transportations.

SECTOR LIGHTS. Rime, snow and ice on the glass or lens of a sector light may affect the sector angles and the colour of the light.

SPEED RESTRICTIONS. In some fairways speed restrictions apply when the water is covered by ice. This is announced in Ufs.

TRAFFIC SEPARATION SCHEMES. If a TSS is covered by ice it may be temporarily withdrawn by the Swedish Transport Agency. Information about this will be given on NAVTEX and in Ufs.

WINTER NAVIGATION 2017-2018 is a publication with information for shipping in the Baltic Sea area during winter conditions. The publication is available for downloading at www.sjofartsverket.se/winternavigation or can be ordered at the SMA Ice-breaking Department, +46 771 63 25 25.

Ufs A 2016-2017, chapter 6.5.1



Picture of the publication WINTER NAVIGATION 2017-2018

Sjöfartsverket, Norrköping. Publ. 7 december 2017

NOTICES

Bay of Bothnia

* 12557

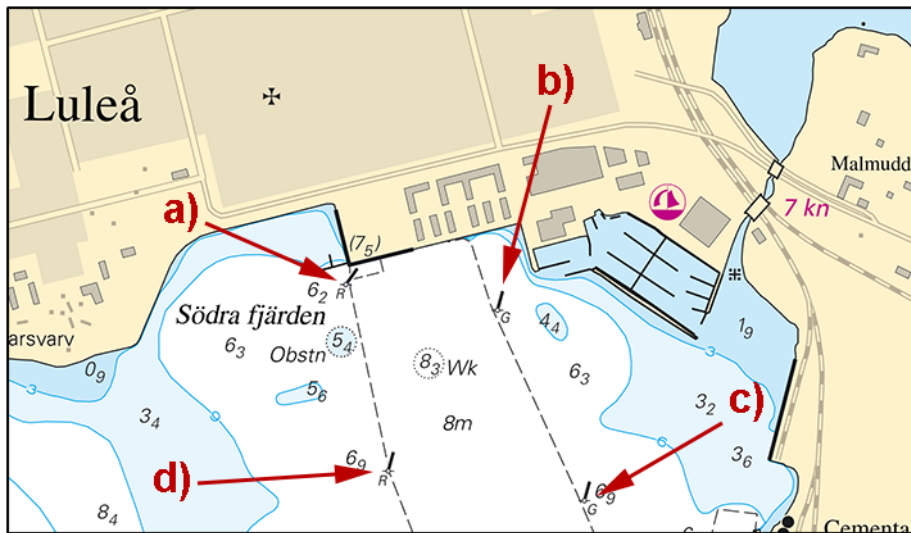
Sweden. Bay of Bothnia. Luleå. Södra fjärden. Buoyage.

See: 2017:660/12206

Chart: 4101

Insert	port hand spar buoy	a)	65-34,755N	022-09,115E
Insert	starboard hand spar buoy	b)	65-34,728N	022-09,516E
Insert	port hand spar buoy	c)	65-34,551N	022-09,230E
Insert	starboard hand spar buoy	d)	65-34,520N	022-09,749E

Bsp Bottenviken 2014/s57



New spar buoys in Luleå

Luleå Kommun, Fritidsförvaltningen. Publ. 5 december 2017

12598

Chart: 4, 41, 42

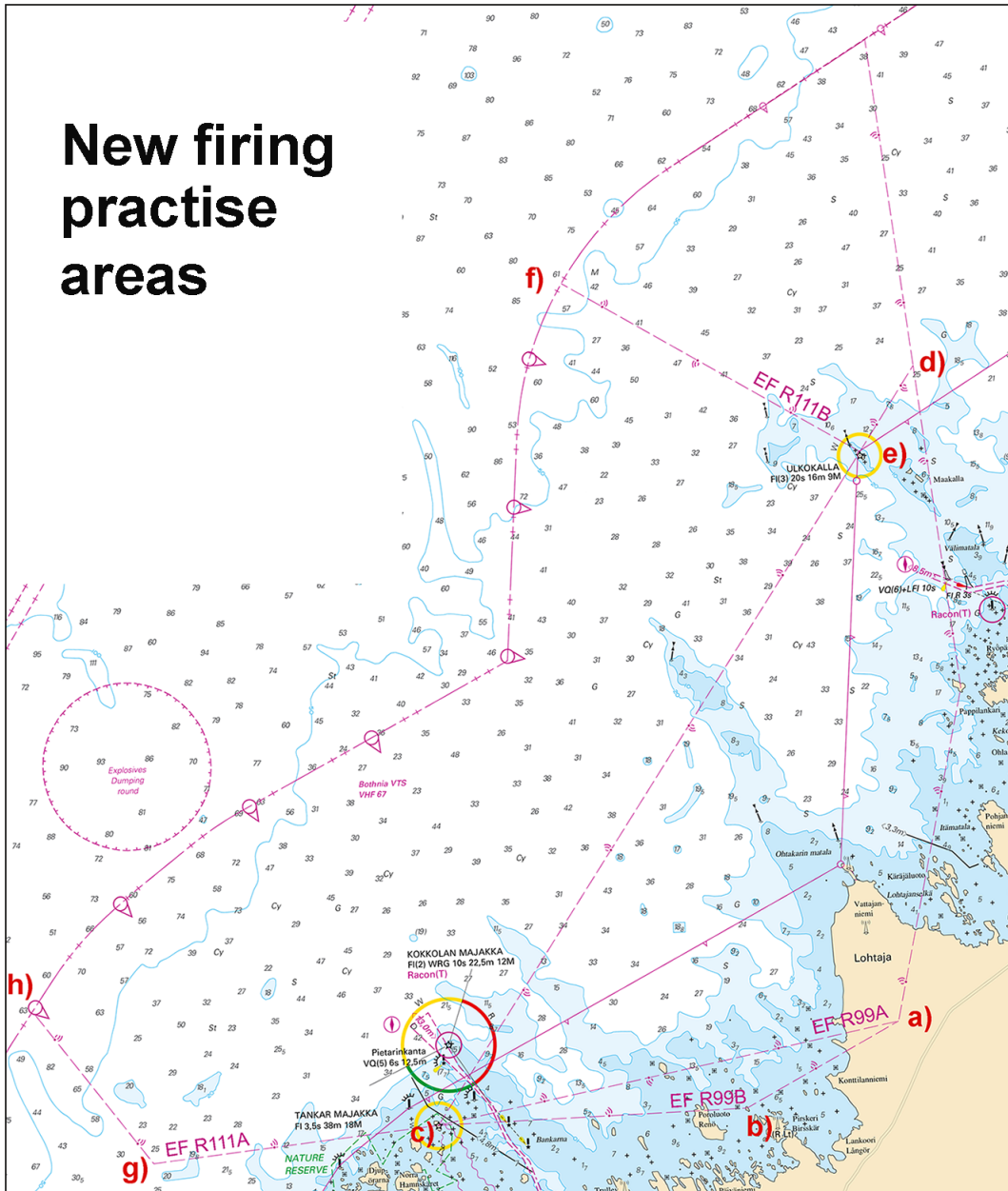
Finland. Bay of Bothnia. Kokkola. Firing practise areas.

Existing firing practise area are divided into three areas and is amended accordingly:

Insert	limit for firing practise area c) - d)	d)	64-22,95N	023-31,38E
Insert	limit for firing practise area e) - f)	e)	64-20,02N	023-26,77E
		f)	64-27,68N	023-05,42E
Insert		g)	63-56N	022-28E
		h)	64-01,45N	022-18,68E

Insert	EF R99A	i)	64-00N	023-25E
Insert	EF R111A	j)	63-56,7N	022-30E
Insert	EF R111B	k)	64-22N	023-23E

Insert	firing practise area EF R99B	a)	64-00,02N	023-27,78E
		b)	63-57,2N	023-15,4E
		c)	63-57,02N	022-50,78E



Firing practise areas north of Kokkola

Finnish NtM 2017:14/157. Publ. 7 december 2017

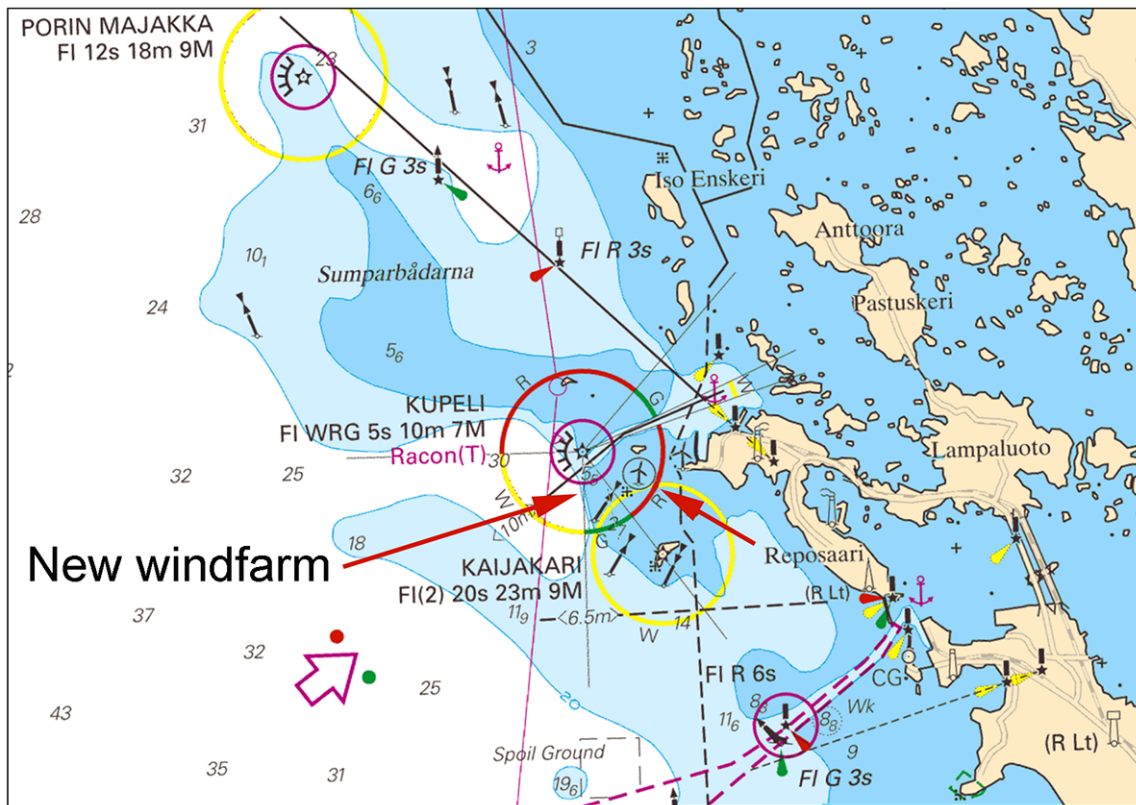
Sea of Bothnia

12615

Chart: 53

Finland. Sea of Bothnia. Pori. Offshore wind farm established.

Insert	offshore wind farm	61-37,8N	021-21,3E
--------	--------------------	----------	-----------



Offshore wind farm

Finnish NtM 2017:25/263. Publ. 7 december 2017

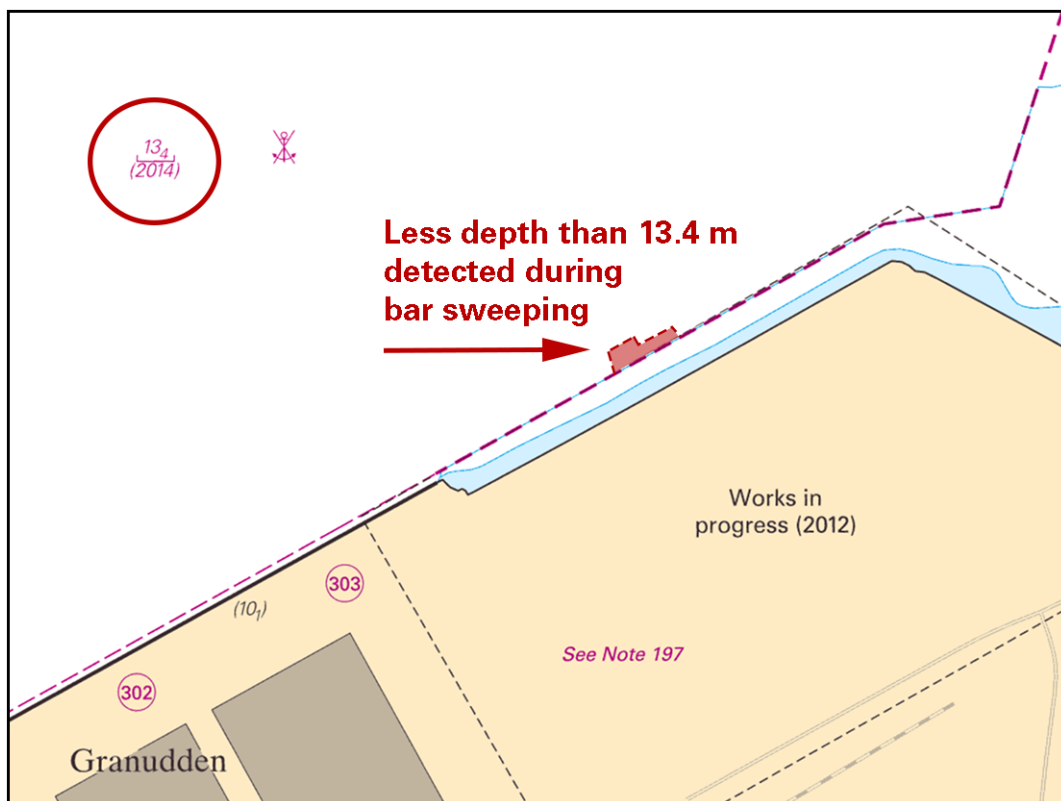
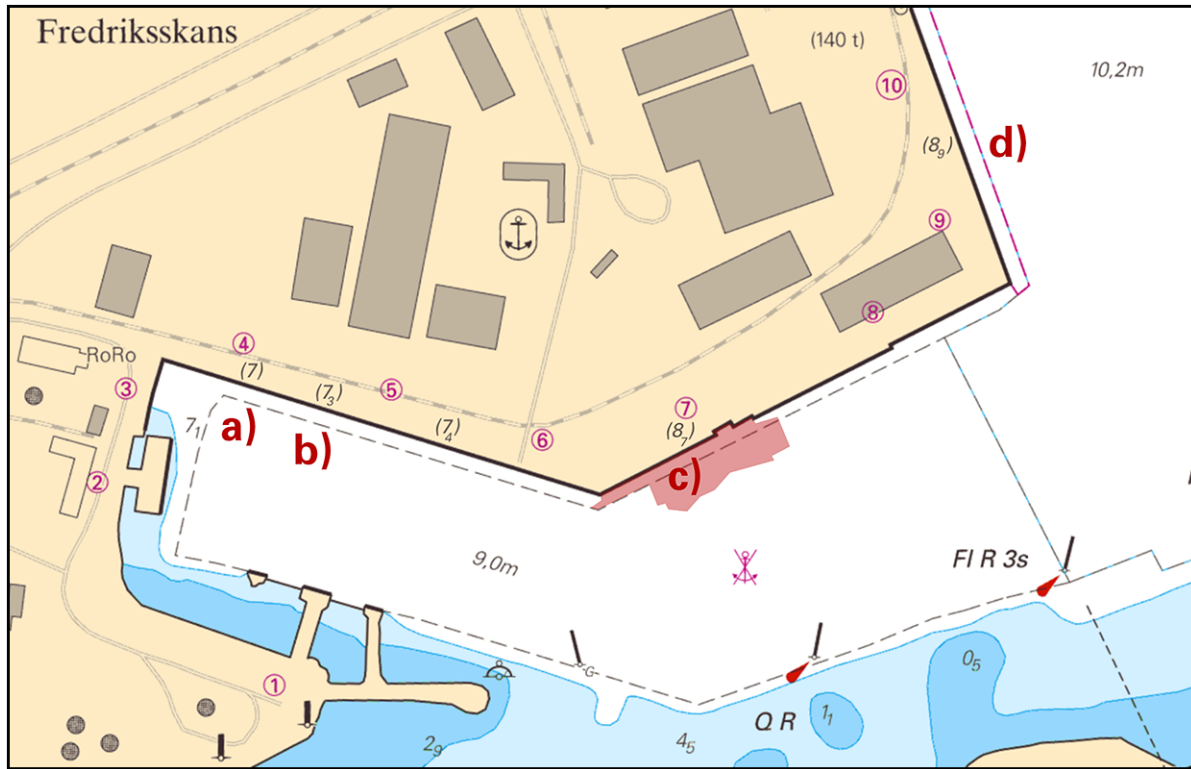
* 12701

Chart: 534

Sweden. Sea of Bothnia. Port of Gävle. Inner port. Granudden. Bar swept depths adjusted.

Insert	depth at quay '(7)'	a)	60-41,404N	017-12,689E	
Replace	depth at quay '(7,4)' with '(7,3)' at psn	b)	60-41,397N	017-12,749E	
Insert	depth at quay '(8,7)'	c)	60-41,384N	017-12,988E	Depths of 8,7 m exists within the marked-out area in the chartlet out to approx. 30 m from the quay
Replace	depth at quay '(9)' with '(8,9)'	d)	60-41,477N	017-13,157E	
Amend	boundary of bar swept fairway area 13,4 m as shown	e)	60-41,498N	017-14,563E	Depths less than 13,4 m have been detected at the edge of the fairway area, see chartlet

Bsp Bottenhavet S 2013/s28, s36, s39



Granudden

Sjöfartsverket, Norrköping. Publ. 6 december 2017

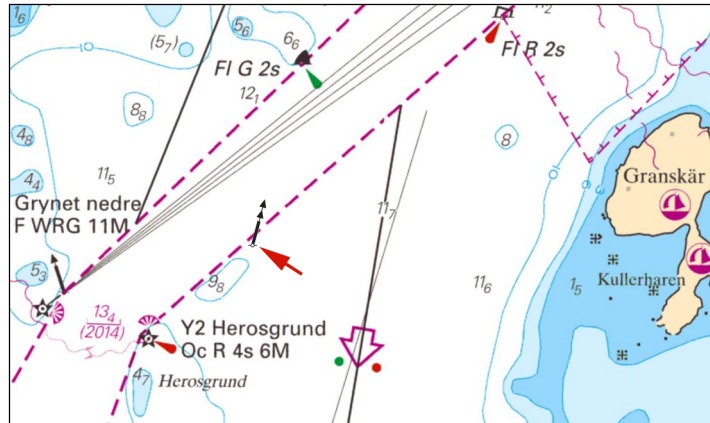
* 12703 (P)

Chart: 534, 5342

Sweden. Sea of Bothnia. Gävle. Holmuddsrännan channel. NE of Herosgrund. Spar buoy established.

Insert	North cardinal spar-buoy	60-42,840N	017-17,042E
--------	--------------------------	------------	-------------

Bsp Bottenhavet S 2013/s36, s38



New spar buoy NE of Herosgrund

Sjöfartsverket, Gävle. Publ. 5 december 2017

Northern Baltic

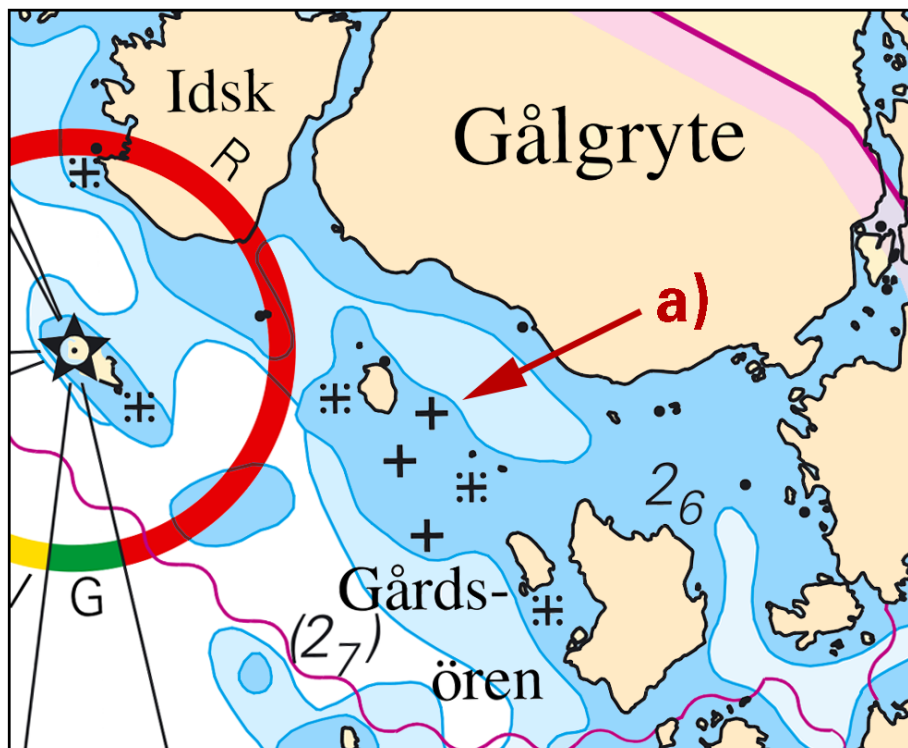
* 12633

Chart: 611, 612, 613

Sweden. Northern Baltic. Stockholm archipelago. SE om Norrtälje. Gålgryte. Shoal.

Insert	under water rock and amend 3 m depth contour as shown	a)	59-41,509N	019-08,091E
--------	---	----	------------	-------------

Bsp Stockholm N 2016/s25



Gålgryte

Sjöfartsverket, Norrköping. Publ. 5 december 2017

* 12636

Chart: 6143

Sweden. Northern Baltic. Stockholm archipelago. N of Grinda. Örsöfjärden. W of Askholmen. Less depth.

Amend	3 m depth contour according to chartlet and delete 1,3 m	59-25,19N	018-34,12E
-------	--	-----------	------------

Bsp Stockholm M 2016/s16, Bsp Stockholm N 2016/s43



Örsöfjärden, amended depths

Sjöfartsverket, Norrköping. Publ. 5 december 2017

* 12702 (T)

Chart: 6, 61, 62, 7, 71, 731, 74, 83

Sweden. Northern Baltic, Central Baltic, Southern Baltic. Nord Stream 2. Seabed surveys.

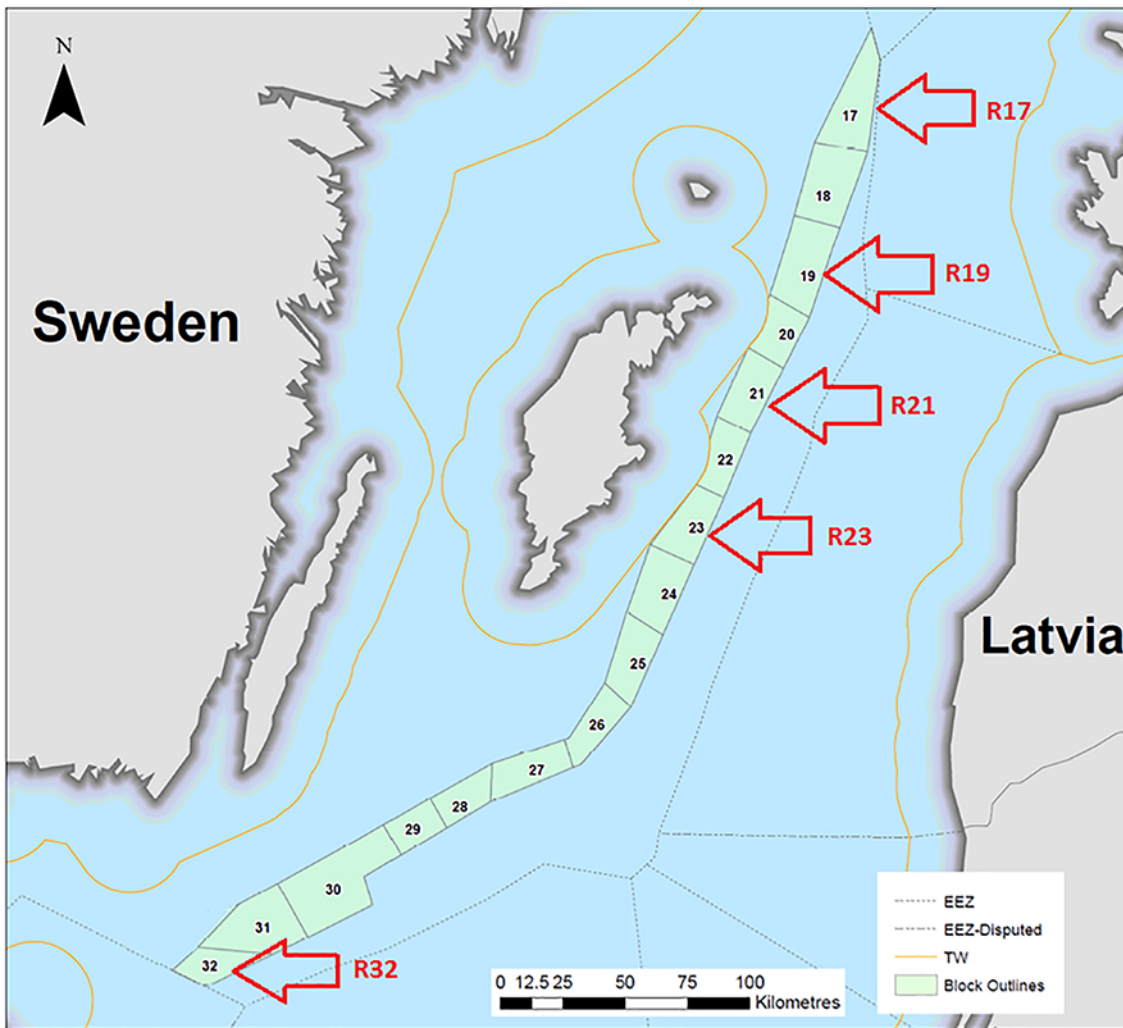
Time: December 2017

Seabed surveys along the planned route for the gaspipeline between Russia and Germany will be performed by M/V Stril Explorer/2EBI9.

Manouverability is restricted during ROV operations, berth of at least 500 m requested.

R32	a)	55-33N	015-50E
R23	b)	57-15N	019-20E
R21	c)	57-40N	019-40E
R19	d)	58-07N	020-00E
R17	e)	58-45N	020-13E

Not shown in ENC.



Seabed surveys

Nord Stream 2, Zug. Publ. 5 december 2017

* 12705

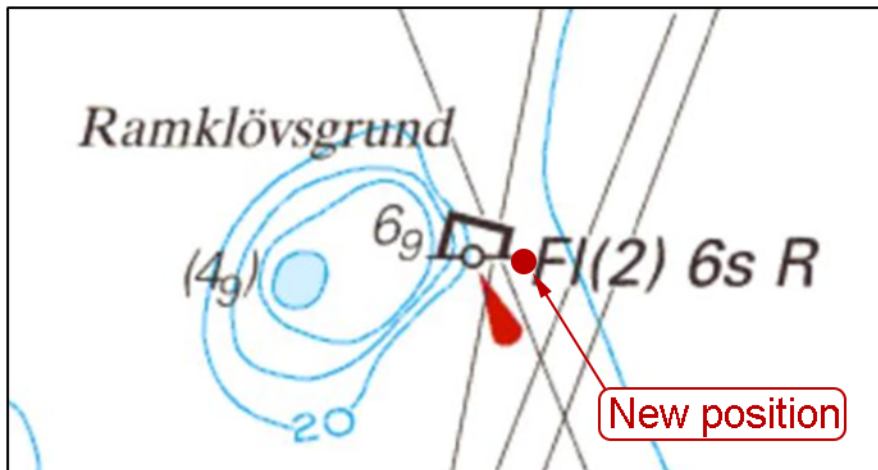
Chart: 616, 6171

Sweden. Northern Baltic. SE of Nynäshamn. Ramklövsgrund. Buoyage.

Expired notices: 2017:666/12405(T)

Move	red light buoy approximately 50 m E to position	58-52,29N	018-00,24E
------	---	-----------	------------

Bsp Stockholm S 2016/s21, s35



Moved buoy. Nynäshamn

Sjöfartsverket, Norrköping Publ. 6 december 2017

Lake Mälaren and Södertälje kanal

* 12617

Chart: 111

Sweden. Lake Mälaren and Södertälje kanal. Malmviken. Lovön, Southern shore. New jetty.

Insert	approx. 67 m long jetty	59-18,230N	017-49,997E
--------	-------------------------	------------	-------------

Bsp Mälaren - Hjälmaren 2016/s49



New jetty in Malmviken

Trafikverket, Sundbyberg. Publ. 5 december 2017

* 12709

Chart: 6141

Sweden. Lake Mälaren and Södertälje kanal. Stockholm. Gröndalsbron. Essingebro. Works under the bridges.

Time: December 13-15, 2017, daily 0700-1900 LT.

Mounting of signs on the bridges are in progress during stated time.

The works are conducted from the barge King Kong, assisted by the tug boat Jarl. If needed the units may be moved to allow passage.

Ships must in due time before passage contact VTS Sodertälje on VHF Ch 68 or Jarl on VHF Ch 12, 16 or 68 or tel +46 733 858 287, to get instructions for passage.

Gröndalsbron	59-19,11N	017-59,89E
Essingebro	59-19,41N	017-59,94E

Not shown in ENC.

Bsp Mälaren - Hjälmaren 2016/s50

Trafikverket. Publ. 7 december 2017

Central Baltic

* 12509

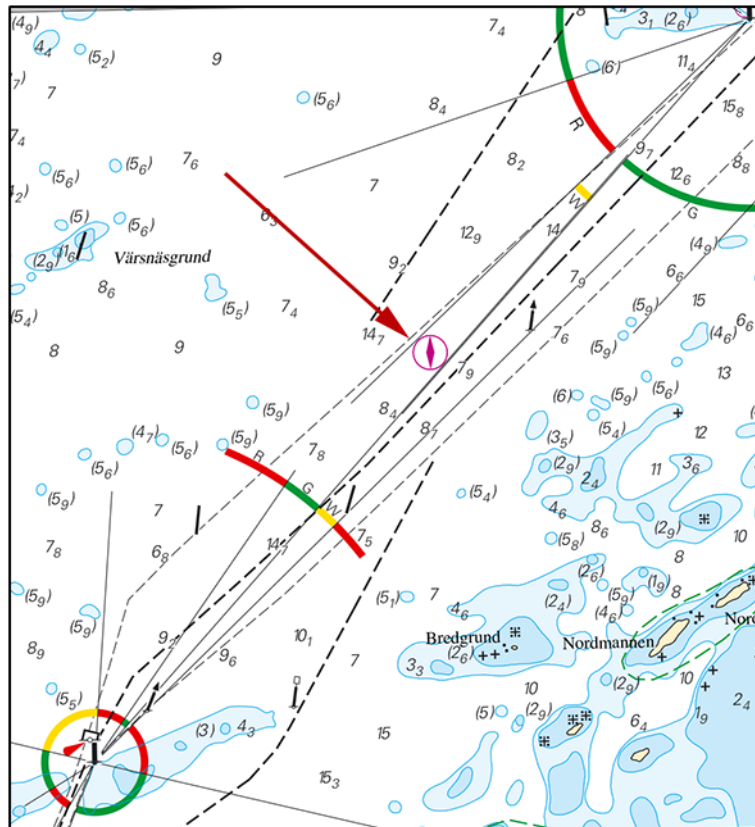
Chart: 71, 712

Sweden. Central Baltic. Kalmarsund. Krongrundet. Pilot boarding place moved.

See: 2017:646/11921

Move	pilot boarding place, approximately 350 m NW to position	56-42,7N	016-26,3E
-------------	--	----------	-----------

Bsp Kalmarsund 2014/s05, s25, s34



Pilot boarding place

Sjöfartsverket, Norrköping. Publ. 7 december 2017

Southern Baltic

* 12693 (T)

Chart: 2, 7, 74, 8, 83, 839, 921

Denmark, Poland, Sweden, Germany. Southern Baltic, South-Western Baltic. Pipeline for natural gas. Geotechnical surveys.

Time: Until further notice

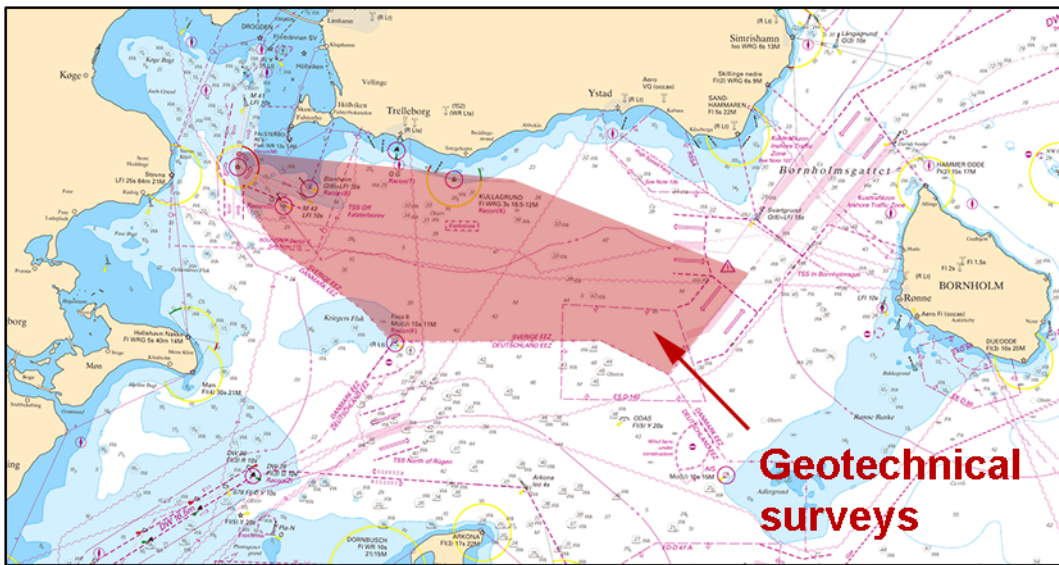
Geotechnical surveys are carried out between Denmark and Poland. Project 'Baltic Pipe' will determine the best route for a new pipeline for natural gas.

Survey vessels	Callsign
IMOR	SNKB
MEWO Navigator	2HXA4
DRIFA	HP7331
SEAFORCE	HP3778
Glomar Vantage	HO3057
OSV Cecilia	OZ2157

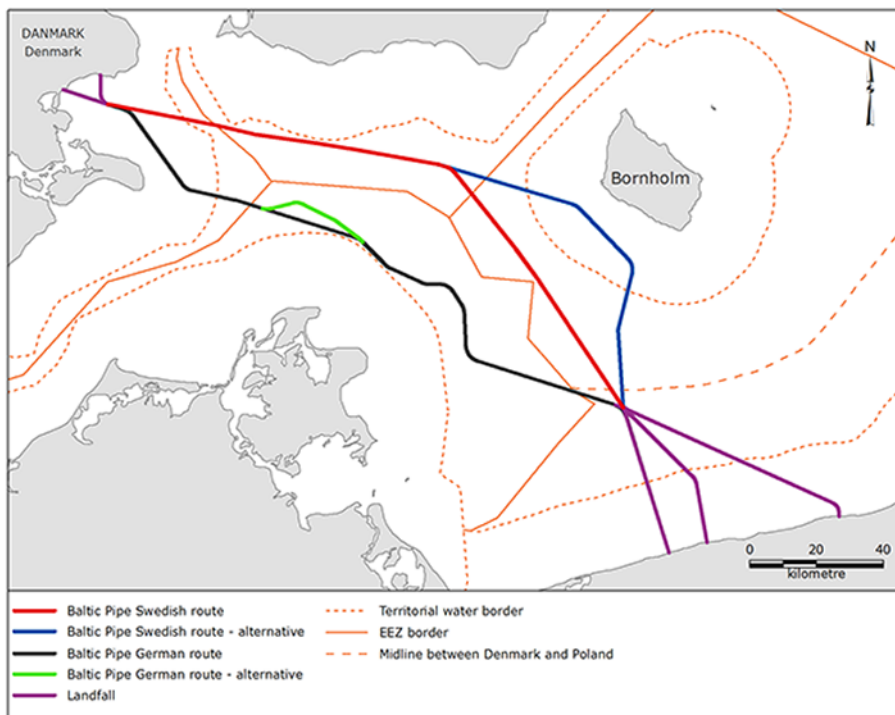
Hydrographic surveys	55-07,00N	013-15,00E
----------------------	-----------	------------

Not shown in ENC.

Bsp Sydkusten 2012/s23, s24, s25, s26, s27, s28, s30



Geotechnical survey area on Swedish waters



Alternative routes for the pipeline

Ramböll AB. Publ. 7 december 2017

The Sound

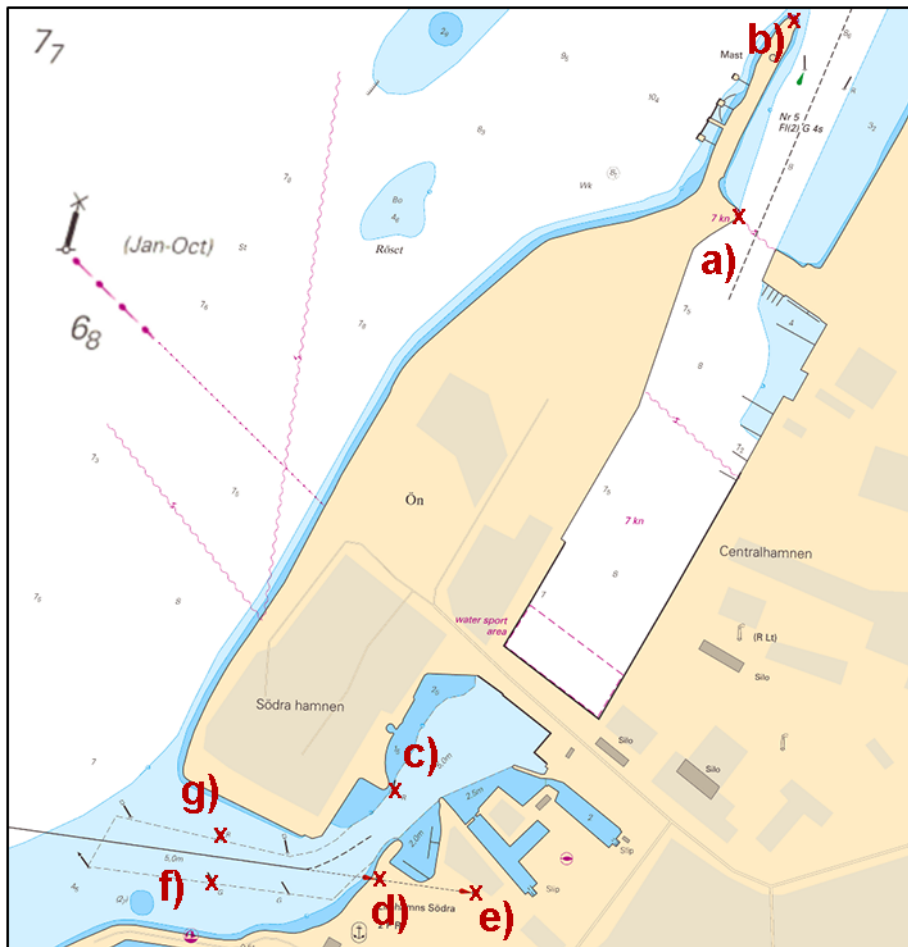
* 12665

Chart: 8141, 921, 9211

Sweden. The Sound. Limhamn. Centralhamnen and Södra hamnen. Buoyage and lights withdrawn.

Delete	floodlight	a)	55-35,71N	012-55,73E
Delete	floodlight	b)	55-35,88N	012-55,80E
Delete	port hand spar buoy	c)	55-35,22N	012-55,25E
Delete	leading light	d)	55-35,15N	012-55,23E
Delete	leading light	e)	55-35,14N	012-55,38E
Delete	starboard hand spar buoy	f)	55-35,14N	012-54,99E
Delete	port hand spar buoy	g)	55-35,18N	012-55,00E

Bsp Sydkusten 2012/s17, s21, s38, s42, s47



Spar buoys, floodlights and lights withdrawn in Limhamn

Transportstyrelsen. Publ. 7 december 2017

Kattegat

* 12559

Chart: 92, 923

Sweden. Kattegat. Laholmsbukten. Halmstad approaches. Buoyage withdrawn.

Delete	yellow spar buoy	56-33,90N	012-43,25E
--------	------------------	-----------	------------

Bsp Västkusten S 2016/s30

Sjöfartsverket Norrköping. Publ. 6 december 2017

* 12706 (T)

Chart: 931, 9313

Sweden. Kattegat. Göteborg southern archipelago. Fiskebäck. Geological survey.

Time: December 2017

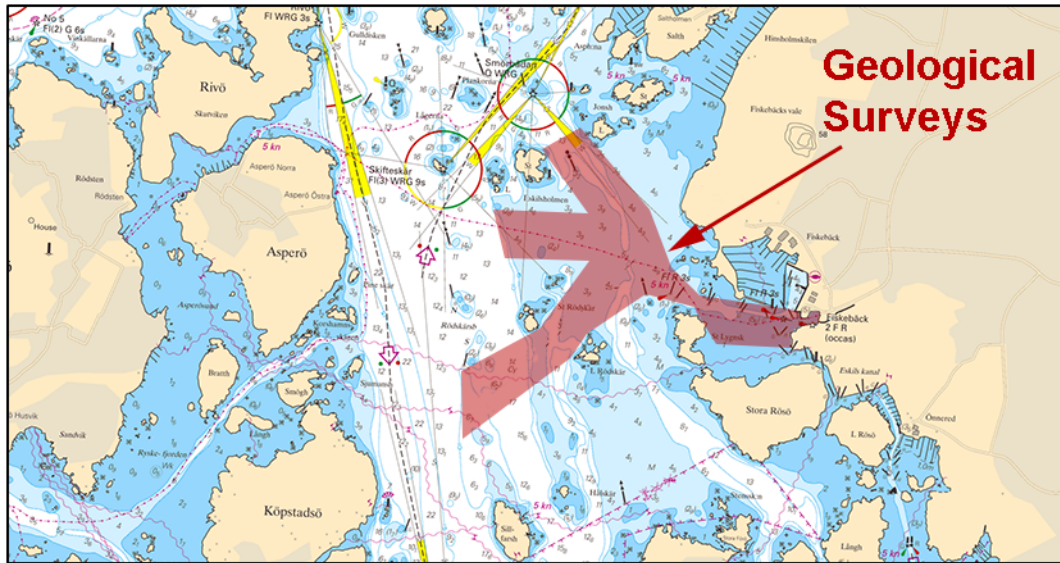
Geological surveys are conducted in the area from the vessel 'Frog jack 2'.

Contact: The vessel listens to VHF ch 13 and 16. Tel +46 (0)703 331162.

Work area for the surveys	57-38,73N	011-50,28E
---------------------------	-----------	------------

Not shown in ENC.

Bsp Västkusten S 2016/s46, s47, s50, s51



S of Göteborg. Hydrographic surveys outside Fiskebäck

Frog. Publ. 7 december 2017

* 12714

Chart: 1352, 931, 9312

Sweden. Kattegat. Göteborg. Göta älv. Marieholmsbron. Western passage closed.

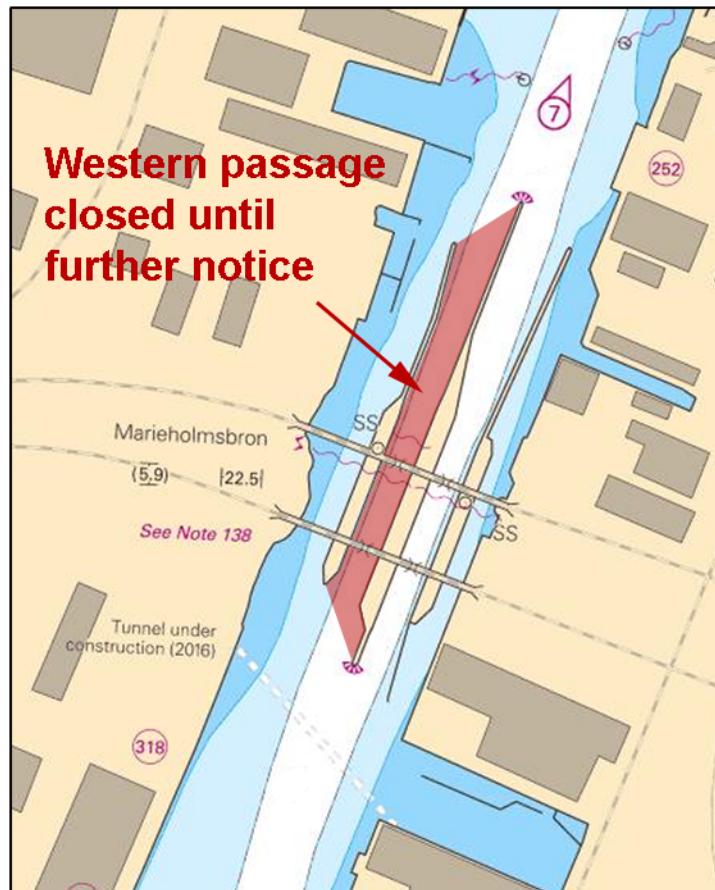
Expired notices: 2016:628/11744

The western passage of the Marieholm bridges is closed until further notice.

Passage of the bridges must be done in the eastern passage with great caution according to instructions given by the bridge master on VHF channel 9.

The bridges at Marieholm	57-43,72N	011-59,61E
--------------------------	-----------	------------

Bsp Göta kanal 2011/s59



The bridges at Marieholm. Western passage closed

Sjöfartsverket, Göteborg. Publ. 7 december 2017

Lake Vänern and Trollhätte kanal

* 12712 (T)

Chart: 931

Sweden. Lake Vänern and Trollhätte kanal. Nordre Älv. Cable ferry crossing at Kornhall. Fairway closed.

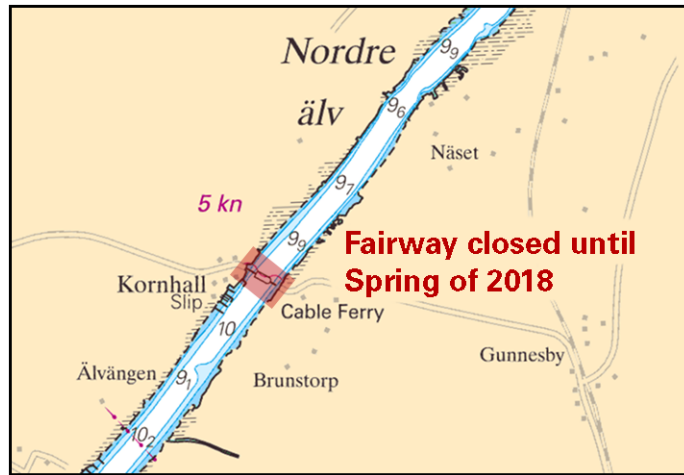
Expired notices: 2017:641/11933

Time: December 2017 until Spring of 2018.

A rope fitted with floats has been deployed across Nordre Älv approximately 70 m upstream from the ferry landing point at Kornhall. This temporary measure is undertaken in order to prevent ice floes from causing undue disturbance to the operation of the cable ferry. The fairway is closed.

Kornhall	57-49,13N	011-52,77E
----------	-----------	------------

Bsp Västskusten S 2016/s62



Kornhall at river Nordre älv - Fairway closed

Trafikverket Färjerederiet. Publ. 7 december 2017