

# Notices to Mariners, SWEDEN Swedish Maritime Administration







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#### Affected charts and Notices

No 686

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	Sign
7	12733	
41	12778 (T)	
74	12785 (T)	
83	12733	
83	12785 (T)	
421	12778 (T)	
612	12774	
615	12772	
712	12777	
713	12777	
742	12763	
931	12784 (T)	
931	12789 (T)	
1352	12789 (T)	
5342	12787	
6142	12774	
6143	12772	
6144	12772	
6241	12776 (T)	
9312	12789 (T)	
9313	12784 (T)	

## **ANNOUNCEMENTS**

### \* 12792 (T)

Recommendations for maritime traffic near land and in archipelagos under ice conditions in order to avoid accidents to persons on the ice. New method for reporting of broken ice.

Expired notices: 2017:678/12651(T)

Every winter there are accidents where people who use the sea ice for transportation or recreation are falling into the icy water or cannot reach shore because the ice has been broken. In some cases the ice has been broken by ships. In order to reduce the risk of such accidents, the following recommendations have been drafted by the Swedish Maritime Administration in cooperation with other authorities and organizations.

#### Follow fairways and pay attention

In ice covered waters shipping should, as far as possible, use fairways shown on charts or the inofficiall fairways that are used by local passenger boats and islanders.

If you see people on the ice in vicinity of your planned route you should make sure that the ice is not broken up where they are or the channel through the ice is not making it impossible for the people to get to the shore.

#### Speed restrictions and prohibition to breake the ice

In order to ensure that the ice is not broken and thus make it impossible to use for transportation, waters may be closed to navigation or speed restrictions may apply in certain places during winter. Decisions on such restrictions are notified in each case as a temporary notice in the Swedish NtM (Ufs).

#### To be noted before breaking ice channels

A voyage in ice covered waters near shore and in archipelagos require extra good route planning. If possible, follow fairways as mentioned above or existing channels through the ice. Before breaking a new channel you should find out about local conditions and ensure that you are not cutting of the mainland connection for inhabited islands.

#### Inform about upcoming and already existing channels through the ice

NEW METHOD to inform about channels through the ice: Send an e-mail with information about the channel through the ice to fartyg@skridsko.net. The text in the e-mail will automatically be published on the website www.skridsko.net/mail/fartyg/ (see attached picture).

Ufs A 2016-2017, chapter 6.5



The webb page www.skridsko.net with reported channels through the ice

Sjöfartsverket, Norrköping. Publ. 18 januari 2018

## **NOTICES**

## **Bay of Bothnia**

\* 12778 (T) Chart: 41, 421

Sweden. Bay of Bothnia. E of Byske. Tame. Gunnery exercises January 20 - 22, 2018.

Position: Approx	64-55N	021-30F	Tåme Firing practice area
i contion. Approx.	0-1 0014	021 000	rame rining practice area

Gunnery exercises will be carried out at Tame Firing range during times listed below. During these times the charted danger area "R 58" is closed to navigation within stated distance from shore.

During firing a red balloon is shown from the observation towers. Further information on VHF channel 16, call Tame skjutfalt, or phone +46 921 348405 alt. +46 921 349100.

Day	Time	Range from shore	
January 20	0830-1630 LT	2,7 M	
January 21	0830-1630 LT	2,7 M	
January 22	0900-1630 LT	2,7 M	

Not shown in ENC.

Bsp Bottenviken 2014/s06, s37, s38, s39, s40, s41, s42, s44

Försvarsmakten, Tåme skjutfält. Publ. 18 januari 2018

### Sea of Bothnia

\* 12787 Chart: 5342

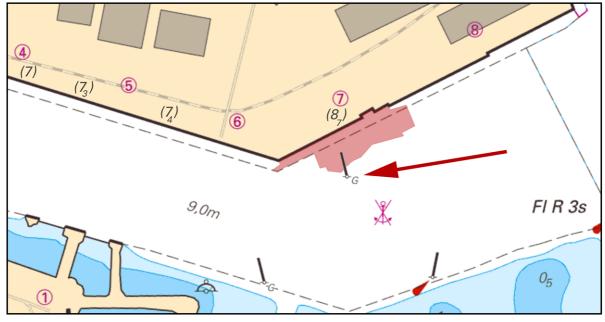
Sweden. Sea of Bothnia. Port of Gävle. Fredriksskans. Spar buoy off berth No 7 replaced.

Expired notices: 2017:682/12738

See: 2017:680/12701

Replace	special spar buoy with starboard hand spar buoy	60-41,355N	017-12,995E
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Bsp Bottenhavet S 2013/s39



Spar buoy off berth No 7 replaced

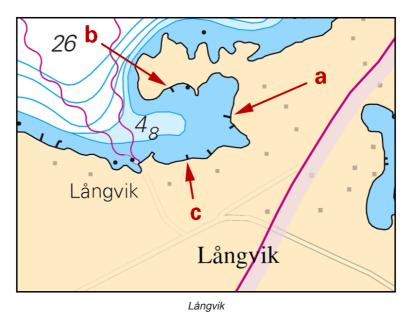
Gävle Hamn AB. Publ. 18 januari 2018

## **Northern Baltic**

\* 12772 Chart: 6143, 6144, 615 Sweden. Northern Baltic. Stockholm archipelago. Northern part of Runmarö. Långvik. Jetties.

Insert	jetties in a) - c)	a)	59-17,824N	018-46,479E
		b)	59-17,856N	018-46,356E
		c)	59-17,777N	018-46,390E

Bsp Stockholm M 2016/s24, s47



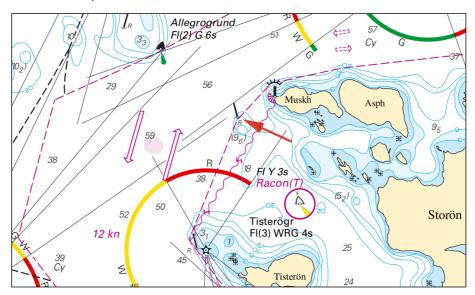
Sjöfartsverket, Norrköping. Publ. 18 januari 2018

\* 12774 Chart: 612, 6142

# Sweden. Northern Baltic. Stockholm archipelago. Trälhavet. Muskholmen. Move spar buoy.

Move red spar buoy approx. 30 m W to 59-26,254N 018-23,684E

Note. The permanent movage of the spar buoy will be performed in the winter-spring of 2018. Bsp Stockholm M 2016/s15, Bsp Stockholm N 2016/s38, s42



Muskholmen, spar buoy moved

Sjöfartsverket. Publ. 18 januari 2018

## **Central Baltic**

\* 12776 (T) Chart: 6241

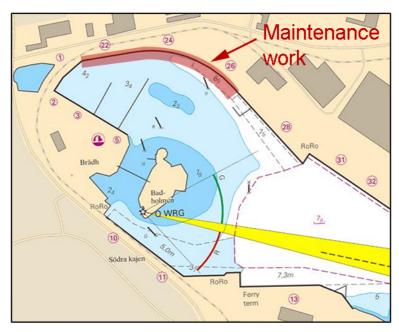
Sweden. Central Baltic. Oskarshamn. Inner harbour. Berth 22-26. Maintenance work.

Time: February 5 - April 1, 2018

Maintenance work on the northern quay, inner harbor in Oskarshamn in progress. Berth 22 - 26. The affected area is 4 m out from the quay.

Work area	Oskarshamn	57-16 05N	016-27 37F

Bsp Kalmarsund 2014/s42, S43



Inner harbour, Oskarshamn

Oskarshamns kommun. Publ. 18 januari 2018

\* 12777 Chart: 712, 713

## Sweden. Central Baltic. Kalmar. Skansgrundet light. Amended sector limit.

See: 2017:647/12010

	Skansgrundet light	56-39,1N	016-22,5E
Amend	R-W sector limit from 201,0 till 202,2°		

Adm. LoL vol. C7390

Bsp Kalmarsund 2014/s26, s35, s38

Sjöfartsverket. Publ. 12 januari 2018

## **South-Eastern Baltic**

\* 12733 Chart: 7, 83

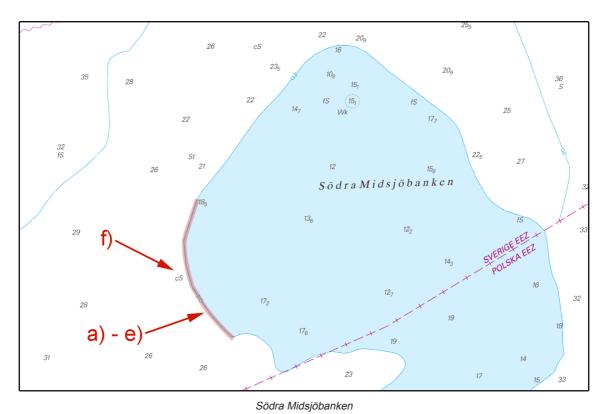
# Sweden. South-Eastern Baltic. Södra Midsjöbanken. Amendments to depths.

A hydrographic survey has shown other depths than charted.

Important amendments are shown below.

Changes are available as an ENC update.

Amend	20 m depth contour between a) - e)	a)	55-39,4N	017-12,3E
		b)	55-38,1N	017-11,6E
		c)	55-36,7N	017-12,0E
		d)	55-36,0N	017-12,7E
		e)	55-35,1N	017-14,0E
Delete	depth 23 m	f)	55-37,2N	017-11,2E



Sjöfartsverket, Norrköping. Publ. 18 januari 2018

\* 12785 (T) Chart: 74, 83

# Sweden. South-Eastern Baltic. NW of Norra Midsjöbanken. Measuring equipment.

Expired notices: 2017:634/11824(T)

Time: Until further notice.

Measuring equipment has been deployed on the seabed.

Anchoring and trawling in the area is to be avoided.

Measuring equipment on the sea floor, approx. pos.	56-13N	017-16E
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Sjöfartsverket, Norrköping. Publ. 18 januari 2018

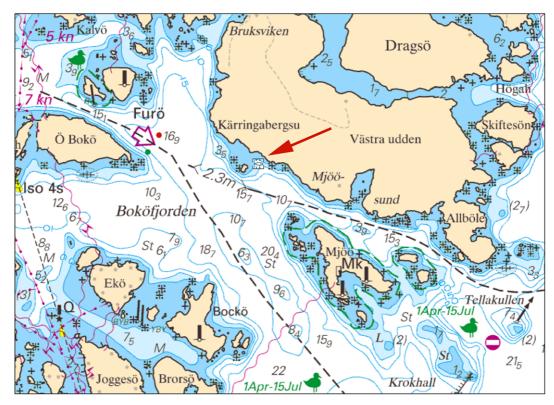
### Southern Baltic

\* 12763 Chart: 742

Sweden. Southern Baltic. E of Karlshamn. NE of Tärnö. Boköfjorden. Fish farm.

Inse	ert	marine farm	56-09,26N	015-00,03E

Bsp Hanöbukten 2014/s21



Fish farm

SLU, Sveriges Lantbruksuniversitet. Publ. 18 januari 2018

## Kattegat

\* 12784 (T) Chart: 931, 9313

### Sweden. Kattegat. SW of Hönö. W of Benskär. Measuring equipment.

Expired notices: 2017:634/11823(T)

Time: Until further notice.

Measuring equipment has been deployed on the seabed. Anchoring and trawling in the area is to be avoided.

Measuring equipment on the sea floor, approx. pos.	57-40N	011-35E
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Bsp Västkusten S 2016/s18, s44

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\* 12789 (T) Chart: 1352, 931, 9312

Sweden. Kattegat. Göteborg. Göta älv. Marieholmsbron. Temporary shift of side for passage is cancelled.

Expired notices: 12786(T) See: 2017:680/12714

All traffic must use the eastern passage at bridge 'Marieholmsbron'. Western passage is closed according to NtM 12714

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

The bridges at Marieholm	57-43,72N	011-59,61E
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Bsp Göta kanal 2011/s59

Sjöfartsverket, Göteborg. Publ. 17 januari 2018