

## Notices to Mariners, SWEDEN Swedish Maritime Administration



### Areas in Swedish Notices to Mariners



**SJÖFARTSVERKET**

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## 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](mailto:msi@sjofartsverket.se)

Affected charts	Notice no	Sign
2	12711 (T)	
4	12890	
5	12890	
6	12890	
7	12890	
8	12890	
41	12859 (T)	
41	12890	
42	12890	
52	12890	
53	12890	
61	12890	
62	12890	
74	12890	
83	12890	
92	12890	
93	12890	
113	12889 (T)	
414	12892 (T)	
421	12859 (T)	
429	12890	
512	12890	
619	12890	
742	12901 (T)	
839	12890	
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922	12890	
931	12893 (T)	
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1353	12605	
4101	12892 (T)	
6141	12898 (T)	
6142	12898 (T)	
6145	12894 (T)	
6181	12788	
9312	12893 (T)	
9313	12893 (T)	

## 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 aerials.

**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](http://www.sjofartsverket.se/winternavigation) and in the yearly booklet "Winter Navigation". The webpage [www.baltice.org](http://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](http://www.smhi.se/icechart) and [www.baltice.org](http://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](http://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*

**\* 12871**

**Digital presentation of Sweden's maritime boundaries.**

The legislation concerning Sweden's baselines, internal waters, territorial sea and maritime zones has been revised and adjustments have been made to enable digital presentation. These limits and boundaries will be included in navigational charts printed after March 1, 2018. Presentation in ENC will follow at a later date.

In addition, a contiguous zone has been established, which will not be included in charts and ENC.

Information concerning all limits and boundaries will soon be available at [www.geodata.se](http://www.geodata.se).

For further information, see the Act on Sweden's sea territory and maritime zones (2017:1272) (in Swedish).

Lag (2017:1272) om Sveriges sjöterritorium och maritima zoner

*Utrikesdepartementet. Publ. 24 februari 2018*

**\* 12890**

**Chart: 4, 41, 42, 429, 5, 512, 52, 53, 6, 61, 619, 62, 7, 74, 8, 83, 839, 92, 921, 922, 93**

**Information about presentation of foreign limits and boundaries in Swedish charts.**

<b>Insert</b>	Attached note No 286 in stated charts
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**Note 286****Foreign limits and boundaries**

For reliable information concerning other states' maritime boundaries, see their respective national charts.

**Utländska gränser till havs**

För tillförlitlig redovisning av främmande staters maritima gränser hänvisas till respektive stats nationella sjökort.

*Note 286*

*Utrikesdepartementet. Publ. 24 februari 2018*

**\* 12897 (T)****Recommendations for maritime traffic near land and in archipelagos under ice conditions in order to avoid accidents to persons on the ice.**

Expired notices: 2018:686/12792(T)

Following recommendations have been drafted to avoid accidents where people who use the sea ice for transportation or recreation are falling into channels through the ice or cannot reach shore because the ice has been broken.

**Follow fairways and pay attention**

In ice covered waters shipping should, as far as possible, use fairways shown on charts or the unofficial 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 break 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 before breaking a new channel through the ice**

PUBLIC SERVICE RADIO, SVERIGES RADIO P4 - TRAFIKREDAKTIONEN

Send an e-mail to [trafiken@sverigesradio.se](mailto:trafiken@sverigesradio.se) with information about when and where the ice will be broken or has been broken. State detailed information about location of the channel through the ice. Also name of the ship and contact information should be stated.

After that, call +46 20 999 444 or +46 8 784 50 00 and refer to your e-mail regarding the icebreaking.

Information about the channel through the ice will be given in the local P4-channel during weekdays 0900-1800 LT and will also be published on the website <https://sverigesradio.se/sida/trafiken/>.

SKRIDSKONÅTET

Send an e-mail to [fartyg@skridsko.net](mailto:fartyg@skridsko.net). The contents of the e-mail will automatically be published on the website [www.skridsko.net/mail/fartyg/](http://www.skridsko.net/mail/fartyg/). The e-mail should contain the following information:

Subject: Location of the channel through the ice, ex. "Mälaren. Lövhölmens-Stäket."

Text: Date when the channel will be broken or an existing channel through the ice has been observed and detailed information about the location. If possible attach a map that shows the channel.

Ufs A 2016-2017, chapter 6.5

*Sjöfartsverket, Norrköping. Publ. 1 mars 2018*

**NOTICES****Bay of Bothnia****\* 12859 (T)**

**Chart: 41, 421**

**Sweden. Bay of Bothnia. E of Byske. Tåme. Gunnery exercise March 5 - 8, 2018.**

Position: Approx.	64-55N	021-30E	Tåme Firing practice area
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Gunnery exercises will be carried out at Tåme 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 Tåme skjutfält, or phone +46 921 348405 alt. +46 921 349100.

Day	Time	Range from shore
March 5	1300 - 2000 LT	9.5 M
March 6 - 8	0900 - 2000 LT	9.5 M

Not shown in ENC.

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

*Försvarsmakten, Tåme skjutfält. Publ. 28 februari 2018*

**\* 12892 (T)**

**Chart: 4101, 414**

**Sweden. Bay of Bothnia. SE of Luleå. Junkön. Firing exercises - March 2018.**

Expired notices: 2018:688/12816(T)

Gunnery exercises will be carried out within Junkön firing range during stated times.

The area is supervised. Firing will be discontinued when vessels passing through the area.

Further information during firing: +46 70 547 35 15 or +46 70 639 53 22.

Junkön firing range	65-25N	022-20E
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Day	Time
March 5 - 9, 2018	Daily 0700 - 1700 LT
March 12 - 15, 2018	Daily 0700 - 1700 LT
March 19 - 22, 2018	Daily 0700 - 1700 LT
March 26 - 28, 2018	Daily 0700 - 1700 LT

Not shown in ENC.

Bsp Bottenviken 2014/s24, s27, s63

*Norrbottnens flygflottilj, Luleå. Publ. 27 februari 2018*

## Northern Baltic

**\* 12894 (T)**

**Chart: 6145**

**Sweden. Northern Baltic. Stockholm archipelago. NE of Erstaviken. Älgösund. Icebreaking prohibited.**

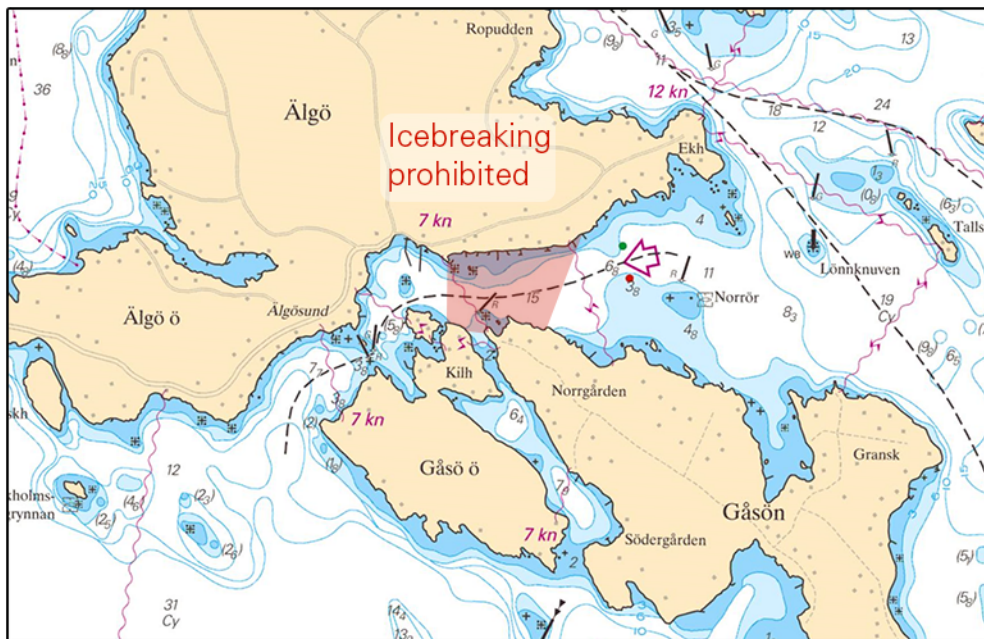
Time: Until spring 2018

Icebreaking prohibited in the channel between Älgö and Gåsön.

Älgösund	59-15,7N	018-21,2E
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Not shown in ENC.

Bsp Stockholm M 2016/s26, Bsp Stockholm M 2018/s26



Älgösund

Polismyndigheten, Stockholms län. Publ. 28 februari 2018

### Lake Mälaren and Södertälje kanal

\* 12788

Chart: 6181

Sweden. Lake Mälaren and Södertälje kanal. Södertälje canal. Bridge 'Mälarebron'. Opening hours from April 3, 2018.

The opening hours for bridge 'Mälarebron' will change on April 3, 2018.

Merchant vessels
Daily opening on request, except on weekdays:
0730 - 0830 LT, and 1600 - 1800 LT

Pleasure craft		
Weekdays	0900, 1100, 1300, 1500, 1800, 1900, 2000* and 2100 LT	* Fridays only
Saturday - Sunday and holidays	Every hour 0800 - 2100 LT	
	Other opening times may be arranged in agreement with the lock crew	

www.sjofartsverket.se

Bsp Mälaren - Hjälmarens 2016/s30

Sjöfartsverket, Stockholm. Publ. 1 mars 2018

\* 12889 (T)

Chart: 113, 1131

Sweden. Lake Mälaren and Södertälje kanal. Bridge 'Kvicksundsbron'. Maintenance works. Bridge will not open April 16 - 23, 2018.

Time: April 16, 0700 LT - April 23, 0700 LT

Bridge 'Kvicksundsbron' will not open due to maintenance work.

Bridge 'Kvicksundsbron'	59-27,16N	016-19,16E
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Not shown in ENC.

Bsp Mälaren - Hjälmarens 2016/s19, s20, s57

Sjöfartsverket, Norrköping. Publ. 28 februari 2018

\* 12898 (T)

Chart: 6141, 6142

**Sweden. Lake Mälaren and Södertälje kanal. Stockholm. Riddarfjärden. Söder Mälärstrand. Geotechnical surveys. March 2018.**

Time: March 2018

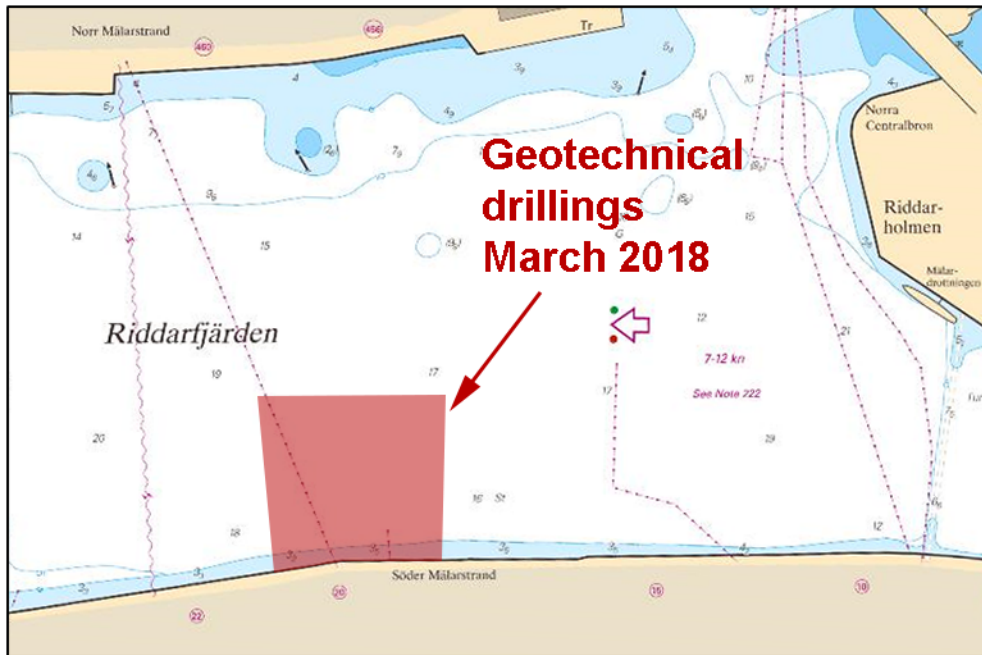
Geotechnical drillings are in progress at 'Söder Mälärstrand', Riddarfjärden in Stockholm. Due to the current ice situation, the time for the operation is approximate.

The surveys are conducted from a 12\*5 meter barge.

Geotechnical drillings	59-19,30N	018-03,04E
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Not shown in ENC.

Bsp Mälaren - Hjälmaran 2016/s51, Bsp Stockholm M 2016/s10, Bsp Stockholm M 2018/s10



*Geotechnical drillings at 'Söder Mälärstrand'*

WSP Sverige AB. Publ. 28 februari 2018

## Southern Baltic

\* 12901 (T)

Chart: 742

**Sweden. Southern Baltic. Sölvesborg. Leading lights at Rådmansholmen temporarily unlit.**

Time: Until further notice.

Lights Rådmansholmen front and rear are temporarily unlit	56-02,7N	014-35,4E
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Adm LoL: C7556.1

Bsp Hanöbukten 2014/s52

Sölvesborgs Stuveri och Hamn AB. Publ. 1 mars 2018

## The Sound

\* 12857

Chart: 922

**Sweden. The Sound. NW of Landskrona. E of Staffans bank. Synthetic AIS.**

The east cardinal spar buoy E of Staffans bank has been completed with a synthetic AIS.

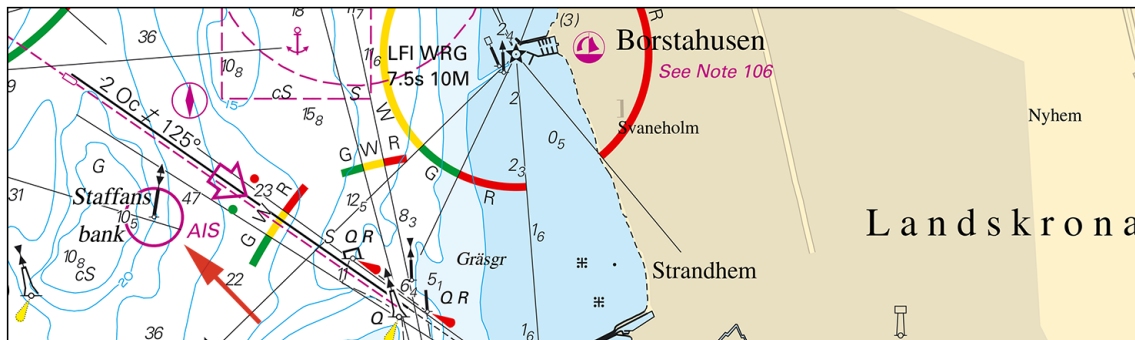
Insert	Red circle and text AIS	55-53,06N	012-45,54E
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Bsp Sydkusten 2012/s13, s31





Staffans bank, synthetic AIS in ENC



Staffans bank, synthetic AIS in paper chart

Sjöfartsverket, Malmö. Publ. 28 februari 2018

**Kattegat**

\* 12893 (T)

Chart: 931, 9312, 9313

Sweden. Kattegat. Göteborg. Arendal. Berth 750 - 752. Sensitive cargo operation. March 8 - April 15.

Time: March 8 - April 15

An extremely sensitive cargo operation is in progress in port of Arendal in Gothenburg. Berth 750 - 752.

Ships en route to and from Gothenburg are requested to pass the area between 'Rivöfjord' and the fort 'Nya Älvsborgs fästning' with great caution to prevent damage to personell and equipment during the operation.

Contact: Patrick Andersson Whiteman +46708256500

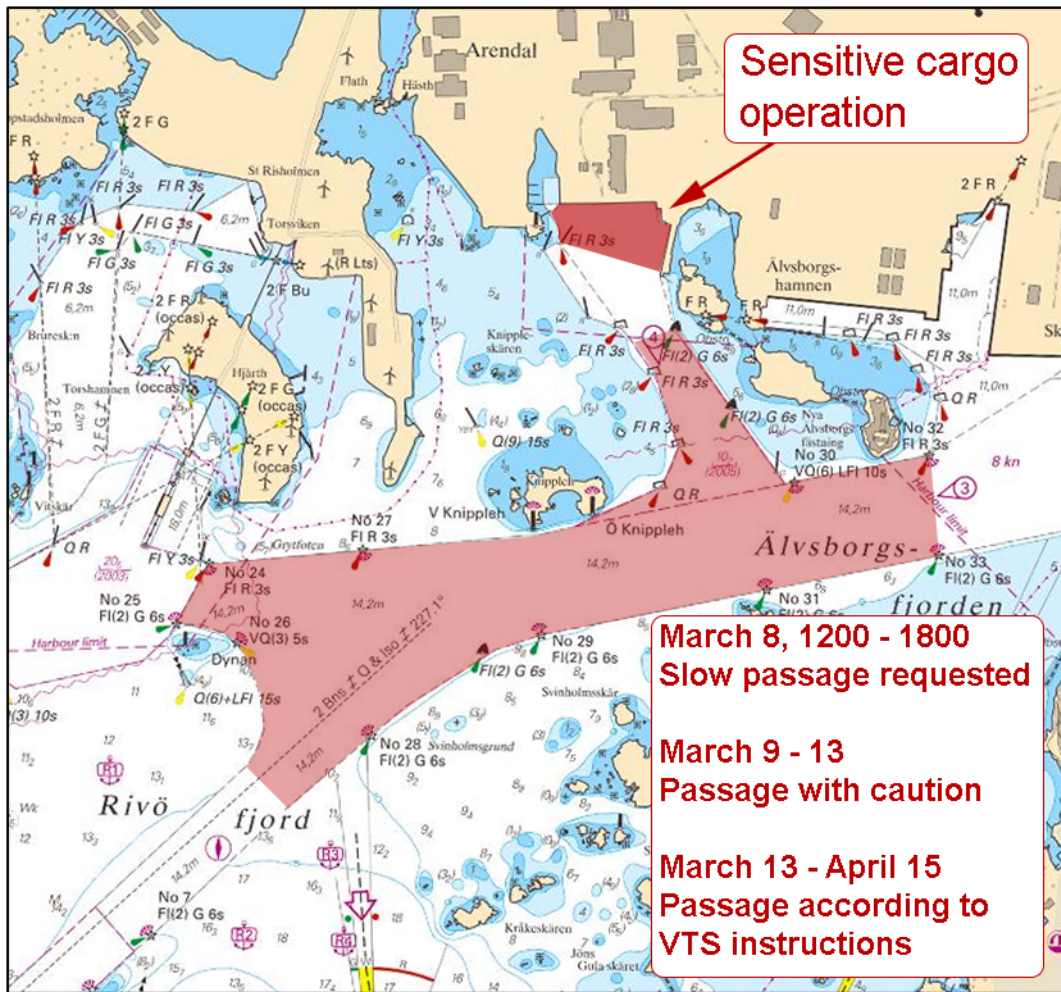
Note: The time of the operation on March 8 is approximate. Contact with VTS is essential.

Time	Phase of cargo operation	Passage
March 8, 1200 - 1800 LT	Extremely sensitive	Great caution. Slow passage requested
March 9 - 13	Sensitive	Passage with caution
March 13 - April 15	Less sensitive	According to instructions by VTS Göteborg, VHF ch 13

Port of Arendal	57-41,59N	011-49,22E
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Not shown in ENC.

Bsp Västkusten S 2016/s17, s19, s46, s47, s54, s56



Göteborg. Port of Arendal. Sensitive cargo operation

AB Carl Lundvall. Publ. 28 februari 2018

**Lake Vänern and Trollhätte kanal**

\* 12605

Chart: 1353

Sweden. Lake Vänern and Trollhätte kanal. Göta älv. Lilla Edet. Depth restored.

Expired notices: 2017:645/11998(T)

The cargo from vessel 'Sternö' that ran aground just north of Ströms sluss in Lilla Edet has been removed, and the depth is restored. The yellow spar buoys that marked the area has been withdrawn.

Ströms sluss	58-08,25N	012-07,12E
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Bsp Göta kanal 2011/s48

Sjöfartsverket, Norrköping. Publ. 28 februari 2018