

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 Sweden Traffic at the earliest possible opportunity.

Call: Sweden Traffic

VHF Channel: Appropriate working channel

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

E-mail: swedentraffic@sjofartsverket.se

[illegible]

ANNOUNCEMENTS

No Announcements in this booklet.

NOTICES

Northern Baltic

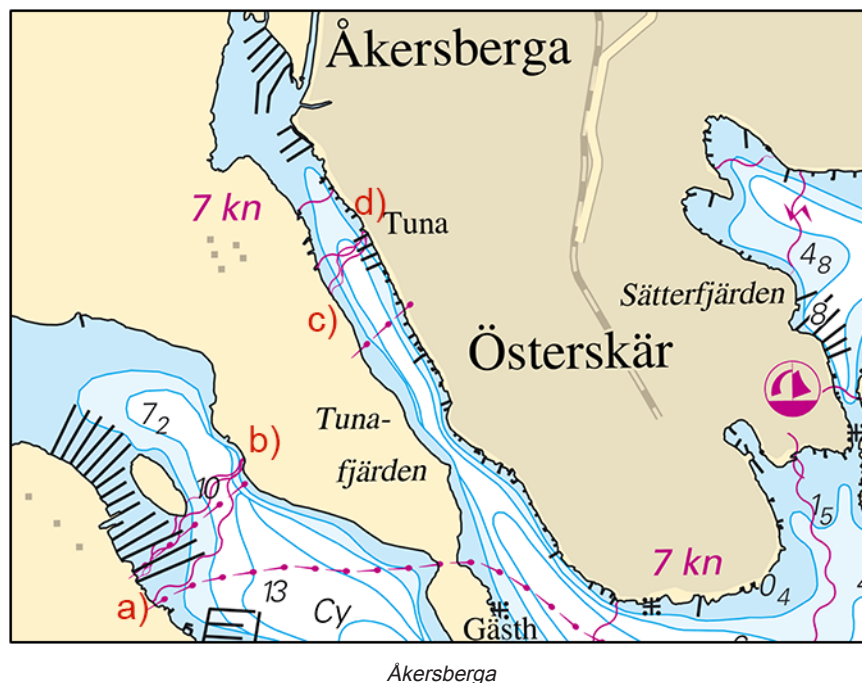
* 13511

Chart: 612

Sweden. Northern Baltic. Åkersberga. Submarine cable.

Insert	submarine cable	a)	59-27,340N	018-16,911E
		b)	59-27,598N	018-17,233E
Insert	submarine cable	c)	59-27,879N	018-17,552E
		d)	59-27,990N	018-17,678E

Bsp Stockholm N 2018/s38



EL TEL Networks Infranet AB. Publ. 22 december 2018

* 13608 (T)

Chart: 6, 7, 71, 74, 83

Sweden. Northern Baltic, Central Baltic, South-Eastern Baltic, Southern Baltic. North of Södra Midsjöbanken. Pipelaying works. Nord Stream 2.

Expired notices: 2018:732/13607(T)

See: 2018:728/13460(P)

Time: from December 21, 2018 until June 2019.

The construction of a new gas pipeline has commenced S of Karlskrona at the edge of Danish EEZ. The pipelaying operation will proceed in a northeasterly direction, along the eastern coast of Gotland and further towards Gulf of Finland.

The work is carried out by pipelaying vessel Solitaire (9HA4114).

The transport of pipes from Karlshamn to pipelaying vessel will be carried out by Standard Princes (MAQY2), Normand Naley (LCOS), Standard Provider (MCES9), Symphony Provider (PCVX) och Alegria (LAUFU8).

Requested safety zone: 1 NM radius around vessels during pipelaying activities.

Pipelaying is planned to take place in the DW channel SW of the Norra Midsjöbanken early January 2019 and is expected to last approximately ten days. Further information about the passage of the DW channel will be communicated via navigational warnings and Swedish NtM's.

starting point Swedish EEZ(KP 990)	a)	55-33,5N	015-53,2E
endpoint Swedish EEZ (KP 490)	b)	58-53,1N	020-25,6E

Not shown in ENC

Nord Stream 2. Publ. 22 december 2018

*** 13628**

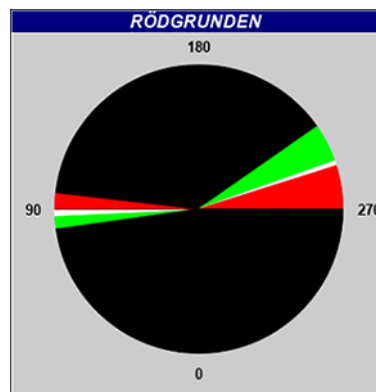
Chart: 617, 621, 6211

Sweden. Northern Baltic. S of Oxelösund. New leading lights and leading lines.

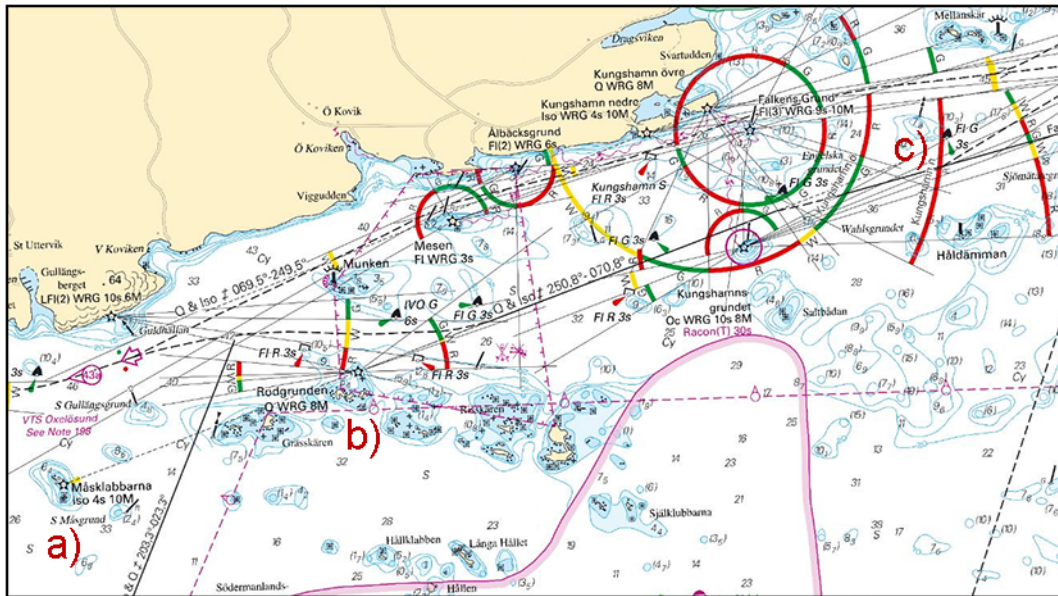
Insert	leading light 'Måsklabbarna' Iso 4s 10M	a)	58-35,847N	016-55,395E	
Insert	sector light 'Rödgrunden' Q WRG 7M	b)	58-36,377N	016-58,291E	sectors presented below
Insert	leading line $\pm 250,8^\circ - 070,8^\circ$ a) - c)	c)	58-37,357N	017-03,618E	
Insert	leading light 'Hästkubben' Iso 4s 10M	d)	58-38,282N	017-11,385E	
Insert	leading light 'Ytterskär' Q 10M	e)	58-38,159N	017-10,443E	
Insert	leading line $\pm 075,9^\circ - 255,9^\circ$ d) - f)	f)	58-37,133N	017-02,429E	

Sectors 'Rödgrunden'	Colour
082,0° - 087,4°	G
087,4° - 089,9°	W
089,9° - 096,6°	R
96,6° - 235,1°	Dk
235,1° - 250,5°	G
250,5° - 252,5°	W
252,5° - 270,0°	R
270,0° - 082,0°	Dk

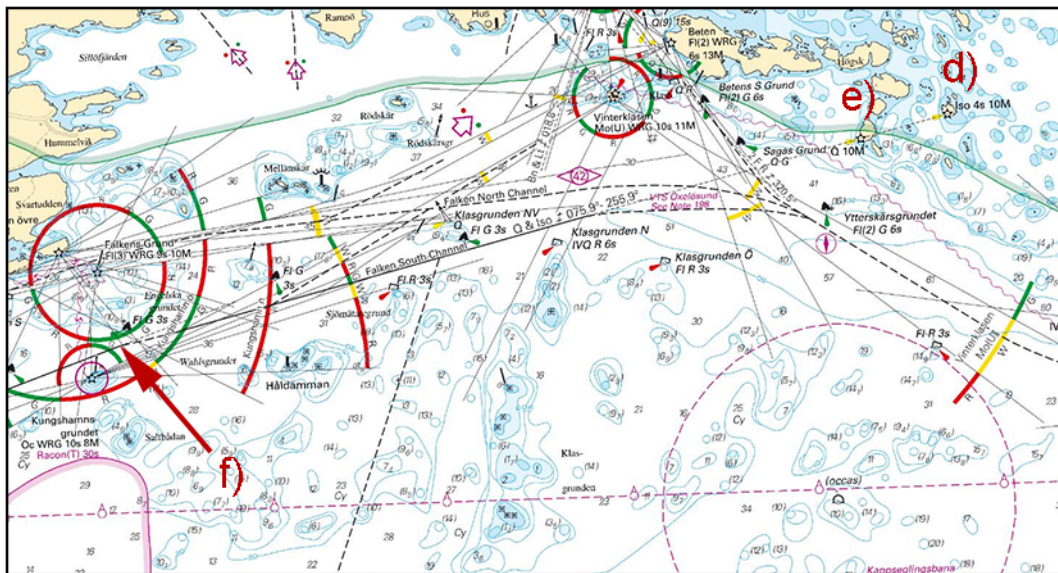
Bsp Ostkusten 2015/s20, s21, s32, s35



Sectors. Light 'Rödgrunden'



Leading lights south of Oxelösund



Leading lights south of Oxelösund

Sjöfartsverket. Publ. 26 december 2018

Lake Mälaren and Södertälje Canal

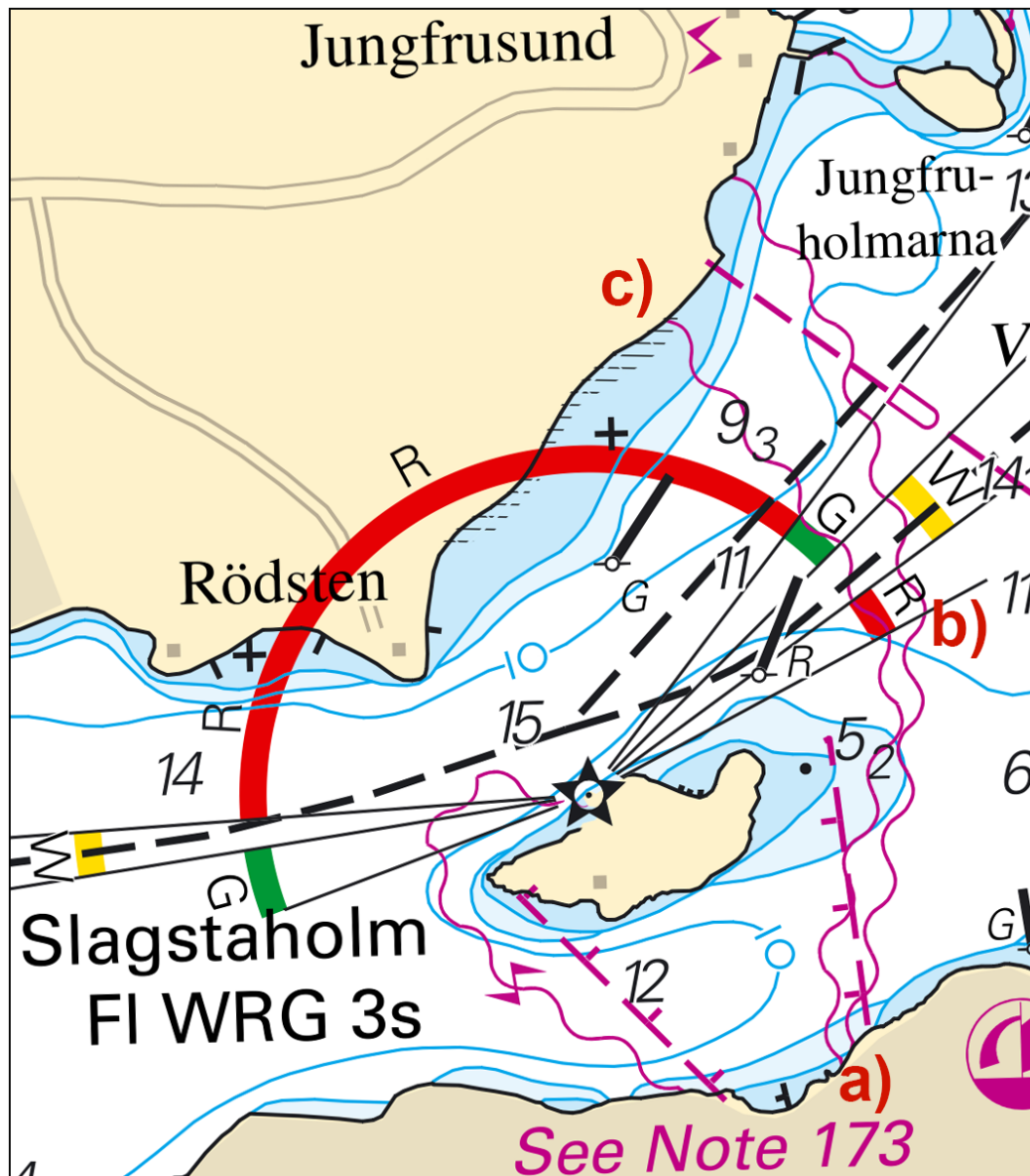
* 13360

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Ekerön. Slagstaholm. Submarine cable.

Insert	submarine cable a) - c)	a)	59-15,55N	017-50,96E
		b)	59-15,87N	017-51,08E
		c)	59-16,22N	017-50,68E

Bsp Mälaren - Hjälmaren 2016/s49



New cable, Slagstaholm

Marin Miljöanalys AB. Publ. 22 december 2018

Kattegat

* 13639

Chart: 9312, 9313

Sweden. Kattegat. Göteborg. Älvsborgsfjorden. Västerberget. Special spar buoys.

Insert	special purpose spar buoy	a)	57-40,729N	011-51,226E
Insert	special purpose spar buoy	b)	57-40,760N	011-51,268E
Insert	special purpose spar buoy	c)	57-40,790N	011-51,310E
Insert	special purpose spar buoy	d)	57-40,820N	011-51,352E
Insert	special purpose spar buoy	e)	57-40,850N	011-51,395E
Insert	special purpose spar buoy	f)	57-40,880N	011-51,436E
Insert	special purpose spar buoy	g)	57-40,926N	011-51,566E
Insert	special purpose spar buoy	h)	57-40,925N	011-51,637E
Insert	special purpose spar buoy	i)	57-40,918N	011-51,706E
Insert	special purpose spar buoy	j)	57-40,911N	011-51,776E
Insert	special purpose spar buoy	k)	57-40,904N	011-51,845E

Bsp Västskusten S 2016/s19, s47, s56

Transportstyrelsen. Publ. 26 december 2018

Inshore waters

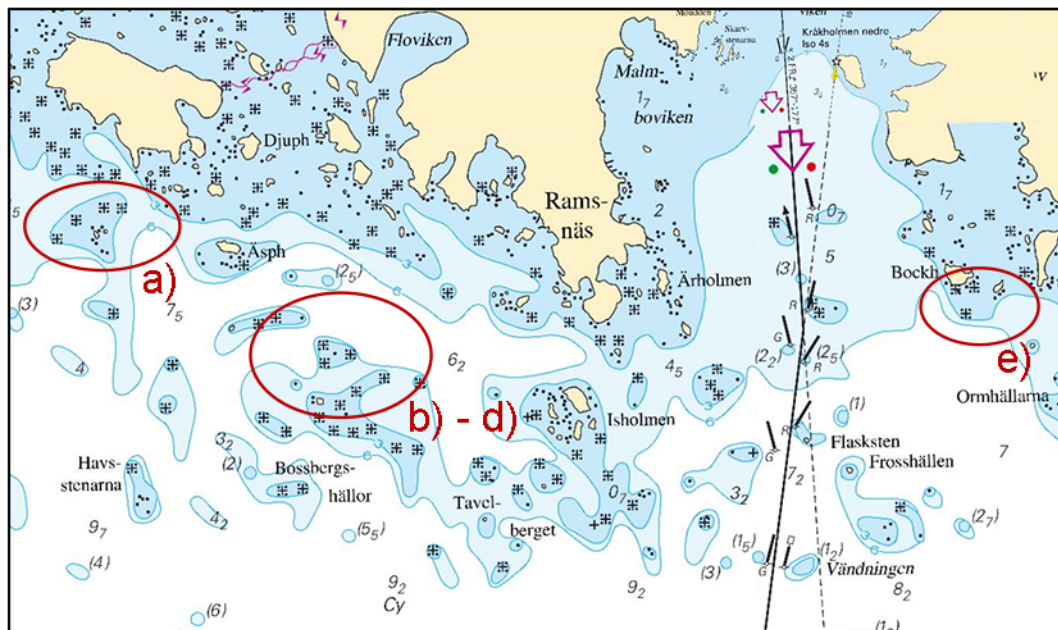
* 13545

Chart: 114

Sweden. Inshore waters. Lake Hjälmaren. S of Hjälmsetsviken. Shoal.

Insert	rock awash, with 3 m depth contour	a)	59-16,348N	015-55,784E
Insert	rock awash, with 3 m depth contour	b)	59-16,007N	015-57,388E
Insert	rock awash, with 3 m depth contour	c)	59-15,951N	015-57,393E
Insert	rock	d)	59-15,980N	015-57,454E
Insert	rock awash, with 3 m depth contour	e)	59-16,074N	016-01,285E

Bsp Mälaren - Hjälmaren 2016/s10, s13



Hjälmaren

Sjöfartsverket. Publ. 26 december 2018