

## Notices to Mariners, SWEDEN Swedish Maritime Administration



### Areas in Swedish Notices to Mariners



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## ANNOUNCEMENTS

### \* 14548 (T)

#### General information to mariners during winter conditions.

Time: Until spring of 2020.

The ice has now settled in our northernmost archipelagos which gives us reason to remind mariners 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 Swedish NtM Notice 14549(T).

**ICE BRIDGES:** Floating bridges are sometimes laid across narrow straits enabling transportation when neither vessels nor road vehicles can be used.

**BUOYAGE:** Buoyage at sea in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage may also be withdrawn inside small harbours. The movement of ice can bring buoys and spar buoys out of position or submerge them. Lights, Racons, AIS, radar reflectors and top marks may be damaged or withdrawn during the winter. During ice conditions, floating aids to navigation should generally be considered to be unreliable. After the ice has melted in the spring it generally takes significant time before all buoyage have been overhauled and/or replaced.

**CABLE FERRIES:** The cable might lie on top of the ice which makes it impossible to pass the ferry route. At some road ferry crossings speed restriction apply when the water is covered by ice. Refer to information in Swedish NtM.

**DGPS:** The range of DGPS-transmitters may be reduced due to ice covering the aeriels.

**ICE BOOMS:** Ice booms are established at some locations in Trollhätte Canal during wintertime to avoid drifting ice floes from affecting the traffic. For the same reason a rope is laid across 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- and pack ice. Information on 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 booklet "Winter Navigation". The webpage [www.baltice.org](http://www.baltice.org) contains valuable information on winter navigation in the entire Baltic Sea region.

**ICE MAPS and TRAFFIC RESTRICTIONS:** Daily updated ice maps and current 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 glass 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 which could make the light unlit, faint or its character wrong.

**NOTICES TO MARINERS AND NAVIGATIONAL WARNINGS:** Normally no navigational warning or NtM 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 or the west coast of Sweden.

**PILOT BOARDING.** 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. Refer to Swedish NtM for further information.

**REPORTING.** Ships en route to Swedish and Finnish ports in Bay of Bothnia and Sea of Bothnia, which are subject to traffic restrictions, are requested to report to ICE INFO on VHF channel 78 when passing latitude 60-00N.

**RACON.** When severe ice conditions are expected, Racon buoys will normally be replaced by ordinary light-buoys in order 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. The Master should ensure, before proceeding in ice-covered waters between inhabited islands and the mainland, that the ice is not used for transportation.

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

**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 Swedish NtM.

**WINTER NAVIGATION 2019-2020** is an official publication with information on shipping in the Baltic Sea area during winter conditions. The publication is available for downloading at [www.sjofartsverket.se/en/Maritime-services/winter-navigation/Winter-navigaition](http://www.sjofartsverket.se/en/Maritime-services/winter-navigation/Winter-navigaition) or may be ordered from the Swedish Maritime Administration's Ice-breaking Department, ph +46 771 63 25 25.

Ufs A, chapter 6.5.1

*Sjöfartsverket, Norrköping. Publ. 5 december 2019*

### \* 14549 (T)

#### Recommendations for maritime traffic near land and in archipelagos during ice conditions in order to avoid accidents to persons on the ice.

The following recommendations have been drafted in order to 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

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

If you see persons on the ice in vicinity of your planned route you should ensure that the ice is not broken up where they are or that the channel through the ice does not prevent persons from reaching shore.

#### Speed restrictions and prohibitions to break the ice

In order to ensure that ice is not broken - which would make it impossible to use for transportation - waters may be closed to navigation or speed restrictions may apply at certain locations during winter. Information on such will be promulgated in Swedish NtM.

#### To be noted before breaking ice channels

Transiting ice covered waters near shore and in archipelagos require detailed route planning. If possible, follow the 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 off the connection to the mainland for islanders.

#### Inform before breaking a new channel through the ice

RADIO SWEDEN P4 - 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 or has been broken. State detailed information about the location, the name of the ship and contact information.

Follow up by calling +46 20 999 444 or +46 8 784 50 00 making reference to your e-mail regarding the above.

Information will be broadcast on channel P4 during weekdays 0900-1800 LT and will additionally be published on the website <https://sverigesradio.se/sida/trafiken/>

SKRIDSKONÄTET

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: Where/when when a channel will be broken or an existing channel through the ice has been observed. If possible, enclose a map delineating the area.

Ufs A, chapter 6.5

*Sjöfartsverket, Norrköping. Publ. 5 december 2019*

## NOTICES

### Bay of Bothnia

\* 14426

Chart: 4101

#### Sweden. Bay of Bothnia. Luleå. Depths. Buoyage.

1. Hydrographic survey.

Deepening and subsequent hydrographic survey in the approach of Port of Luleå has resulted in other depths than charted.

Important amendments are shown in the table below, and will be published in the next print of affected chart.

The changes are available as an ENC update.

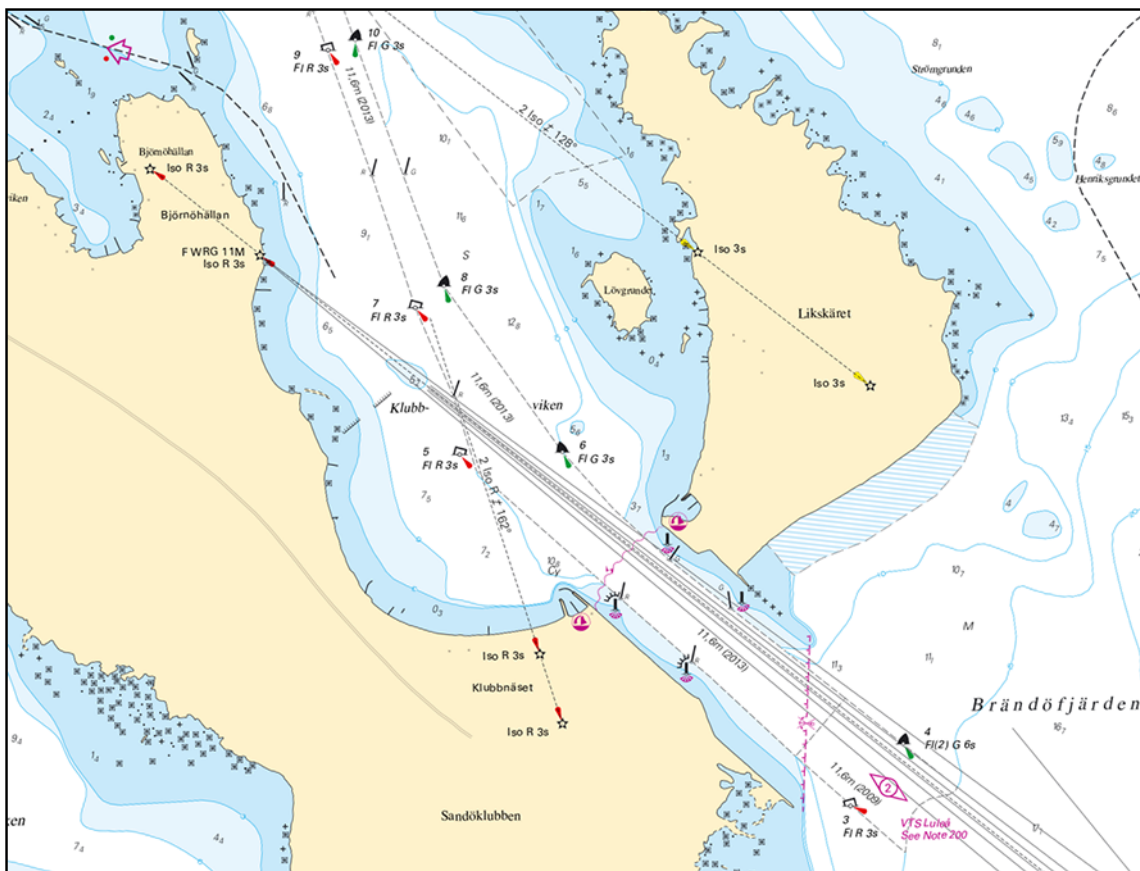
<b>Insert</b>	dredged area 11,6m (2009)	a)	65-30,03N	022-22,70E
<b>Replace</b>	previously dredged areas with new dredged area 11,6m (2013) between b) - c)	b)	65-30,15N	022-22,51E
		c)	65-32,82N	022-14,59E
<b>Insert</b>	depth 11,4	d)	65-32,470N	022-17,833E

2. Buoyage.

Buoyage amended as shown in the table below.

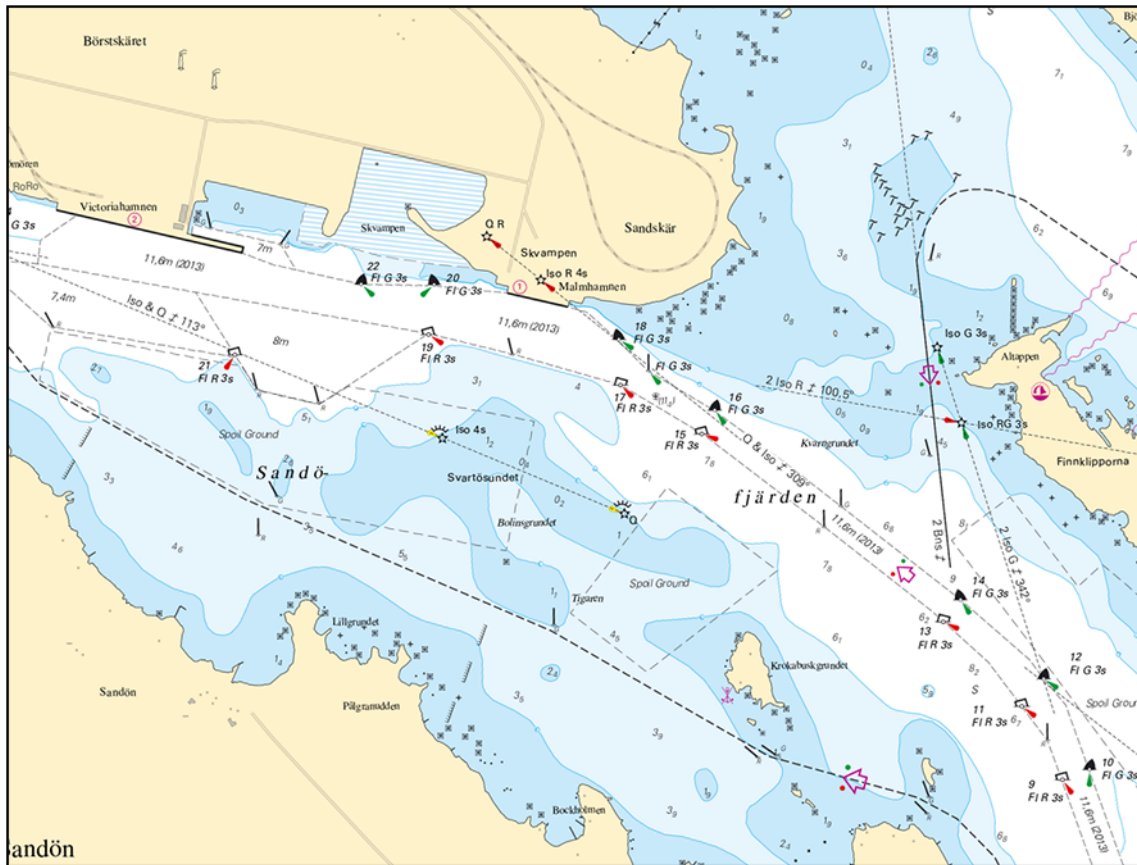
<b>Move</b>	starboard-hand light buoy '6' to	a)	65-30,751N	022-21,176E
<b>Insert</b>	port-hand spar buoy	b)	65-30,873N	022-20,608E
<b>Move</b>	port-hand light buoy '7' to	c)	65-31,066N	022-20,412E
<b>Move</b>	starboard-hand light buoy '8' to	d)	65-31,113N	022-20,562E
<b>Move</b>	starboard-hand light buoy '10' to	e)	65-31,648N	022-20,108E
<b>Insert</b>	port-hand spar buoy	f)	65-31,712N	022-19,887E
<b>Move</b>	starboard-hand light buoy '12' to	g)	65-31,847N	022-19,869E
<b>Move</b>	port-hand light buoy '15' to	h)	65-32,387N	022-18,075E
<b>Insert</b>	starboard-hand spar buoy	i)	65-32,525N	022-17,796E
<b>Move</b>	port-hand light buoy '17' to	j)	65-32,495N	022-17,648E
<b>Move</b>	port-hand light buoy '19' to	k)	65-32,608N	022-16,637E
<b>Move</b>	starboard-hand light buoy '22' to	l)	65-32,719N	022-16,283E

Bsp Bottenviken 2018/s58, s60, s61



Luleå approach





Luleå approach and harbour

Sjöfartsverket. Publ. 3 december 2019

Northern Baltic

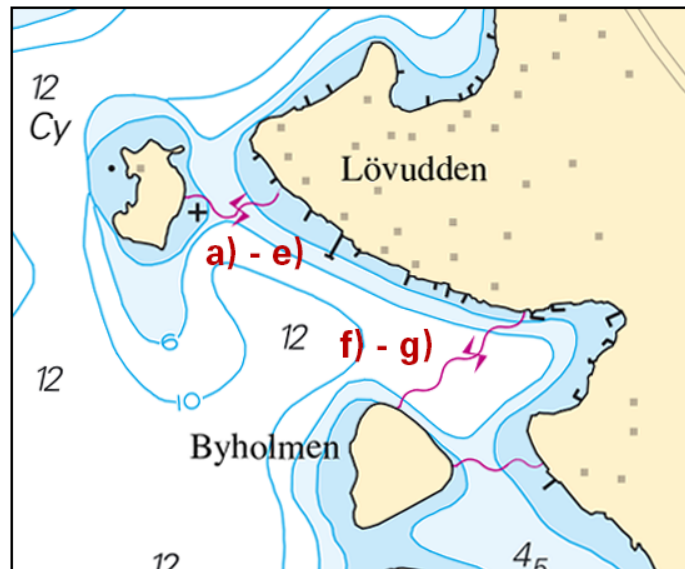
\* 14507

Chart: 6142

Sweden. Northern Baltic. Stockholm. N of Vaxholm. Överbyfjärden. Resarö. Byholmen. Lövudden. Submarine power cable.

Insert	submarine power cable a) - e)	a)	59-26,122N	018-17,910E
		b)	59-26,118N	018-17,947E
		c)	59-26,107N	018-17,991E
		d)	59-26,112N	018-18,029E
		e)	59-26,130N	018-18,059E
Insert	submarine power cable f) - g)	f)	59-25,956N	018-18,238E
		g)	59-26,032N	018-18,433E

Bsp Stockholm M 2018/s14, Bsp Stockholm N 2018/s42



Submarine power cables

E.ON Energidistribution AB. Publ. 5 december 2019

\* 14550 (T)

Chart: 61, 616, 6162, 6163, 62

**Sweden. Northern Baltic. E of Utö. Firing exercises. December 4 - 5.**

Firing exercises will be carried out within Utö firing range during stated times. The current extension of the closed area is given in the table.

Signal ammunition is used during hours of darkness.

Information during practice times VHF channel 16, call Utö skjutfält, or phone +46 8 501 570 45. Information about upcoming practice times, phone: +46 10 823 18 23, Muskö Sjöcentral.

Date	Time	Range from shore
December 4	0900 - 1600 LT	4.4 M
December 4	1600 - 2200 LT	1.8 M
December 5	0900 - 1600 LT	4.4 M
December 5	1600 - 1900 LT	1.7 M

Position: Approx.	58-54N	018-20E	Utö Firing practice area
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Not shown in ENC.

Bsp Stockholm S 2018/s17, s18, s19, s37

Försvarmakten. Publ. 5 december 2019

**Central Baltic**

\* 14535

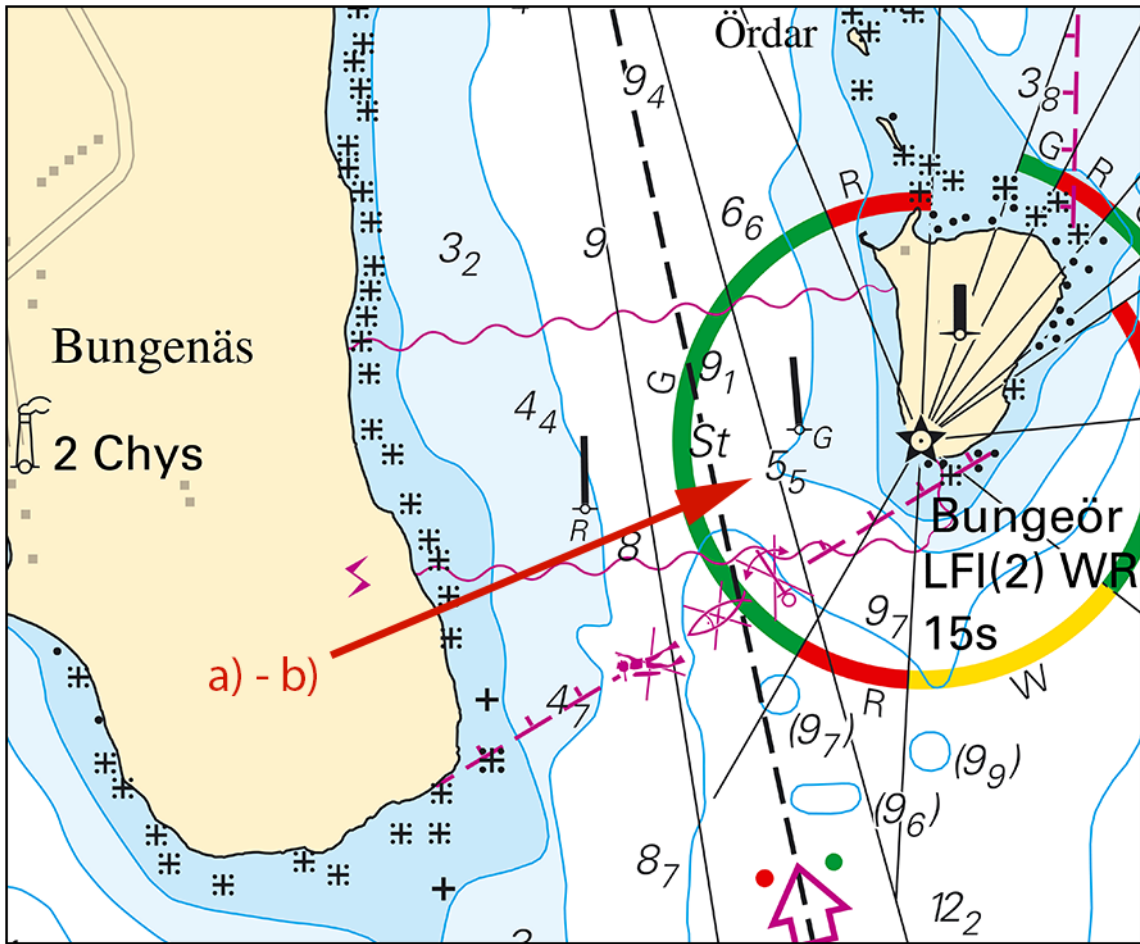
Chart: 731

**Sweden. Central Baltic. Fårösund. Depths.**

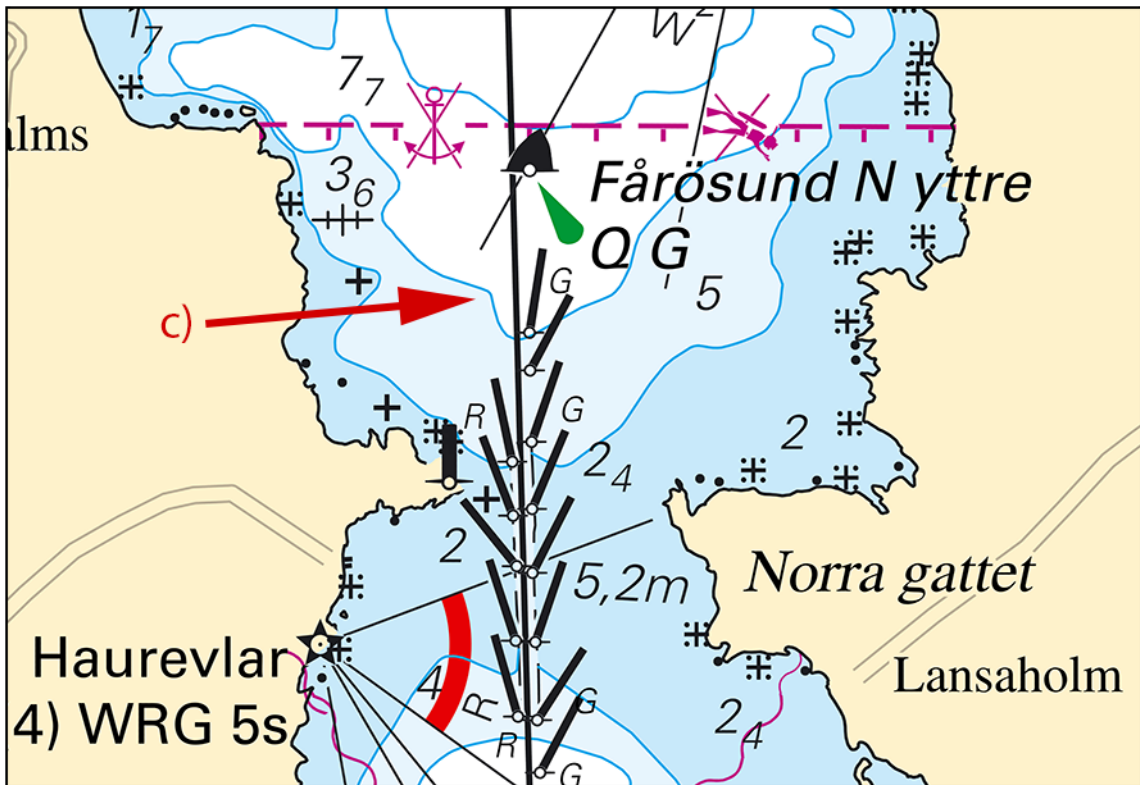
A hydrographic survey in Fårösund has shown other depths than charted.

Important amendments are shown in the table below.

Insert	depth 5,5 m encircled by 6 m depth contour	a)	57-49,40N	019-06,68E
Delete	depth 6,7 m	b)	57-49,37N	019-06,69E
Amend	6 m depth contour to encircle position c) and delete depth 6,6 m	c)	57-54,67N	019-01,74E



Bungeör. Depth



Norra gattet. Depth



Southern Baltic

\* 14526

Chart: 742, 7421

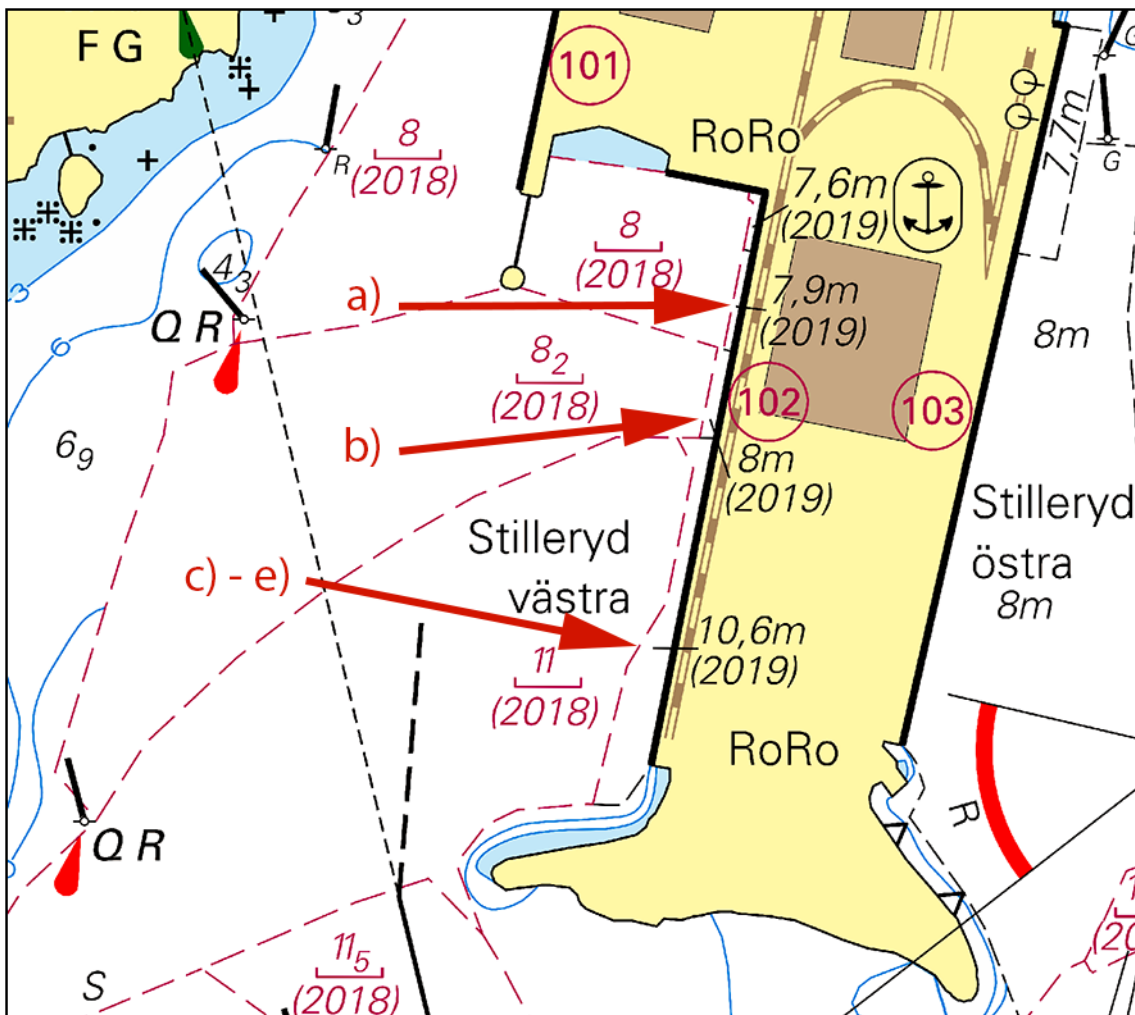
Sweden. Southern Baltic. Karlshamn. Stilleryd Västra. Depths.

Expired notices: 2019:774/14363(T)

A hydrographic survey in Stilleryd västra has shown other depths than charted. Important amendments are shown in the table below, and will be published in the text print of affected chart. The changes are available as an ENC update.

<b>Insert</b>	dredged area 7,9m (2019)	a)	56-09,49N	014-49,14E
<b>Insert</b>	dredged area 8m (2019)	b)	56-09,45N	014-49,13E
<b>Insert</b>	dredged area 10,6m (2019)	c)	56-09,36N	014-49,09E
<b>Delete</b>	swept area 10,4m	d)	56-09,42N	014-49,12E
<b>Delete</b>	swept area 10,7m	e)	56-09,38N	014-49,10E

Bsp Hanöbukten 2018/s20, s46



Stilleryd västra

Sjöfartsverket. Publ. 5 december 2019

The Sound

\* 14551 (T)

Chart: 8141, 921, 9211

Sweden. The Sound. Port of Malmö. Norra hamnen. Berth 702 closed. Works. Buoyage.

Time: Until end of February 2020.

Berth 702 is closed for all traffic. Buoyage has been deployed as per below.

Berth 702	55-37,58N	012-59,33E
special mark	55-37,535N	012-59,141E
special mark	55-37,527N	012-59,216E

Not shown in ENC.

Bsp Sydkusten 2012/s17, s38, s39, s44, s45, s46

CMP. Publ. 5 december 2019

## Skagerrak

\* 14511

Chart: 933, 9331

Sweden. Skagerrak. W of Lysekil. N of Gäven. Marine farm. Buoyage.

Insert	marine farm between a) - d)	a)	58-16,606N	011-20,889E
Insert	special purpose spar buoy with top mark in a) - d)	b)	58-16,608N	011-20,940E
		c)	58-16,578N	011-20,942E
		d)	58-16,579N	011-20,892E

Bsp Västkusten N 2019/s19, s32

Bohus SeaCulture AB. Publ. 5 december 2019

\* 14547

Chart: 933, 9331

Sweden. Skagerrak. SW of Lysekil. N of Mittskär. Marine farm not active. Buoyage withdrawn.

Expired notices: 2018:690/12855

Delete	special purpose spar buoy in position a) - d)	a)	58-12,860N	011-20,507E
Delete	marine farm between a) - d)	b)	58-12,907N	011-20,545E
		c)	58-12,883N	011-20,562E
		d)	58-12,860N	011-20,523E

Bsp Västkusten N 2019/s19, s33

Transportstyrelsen och Bohus Sea Culture AB. Publ. 5 december 2019

\* 14552 (T)

Chart: 933, 9331

Sweden. Skagerrak. Kungshamn. Smögen. Works.

Time: December 9, 2019 - January 12, 2020.

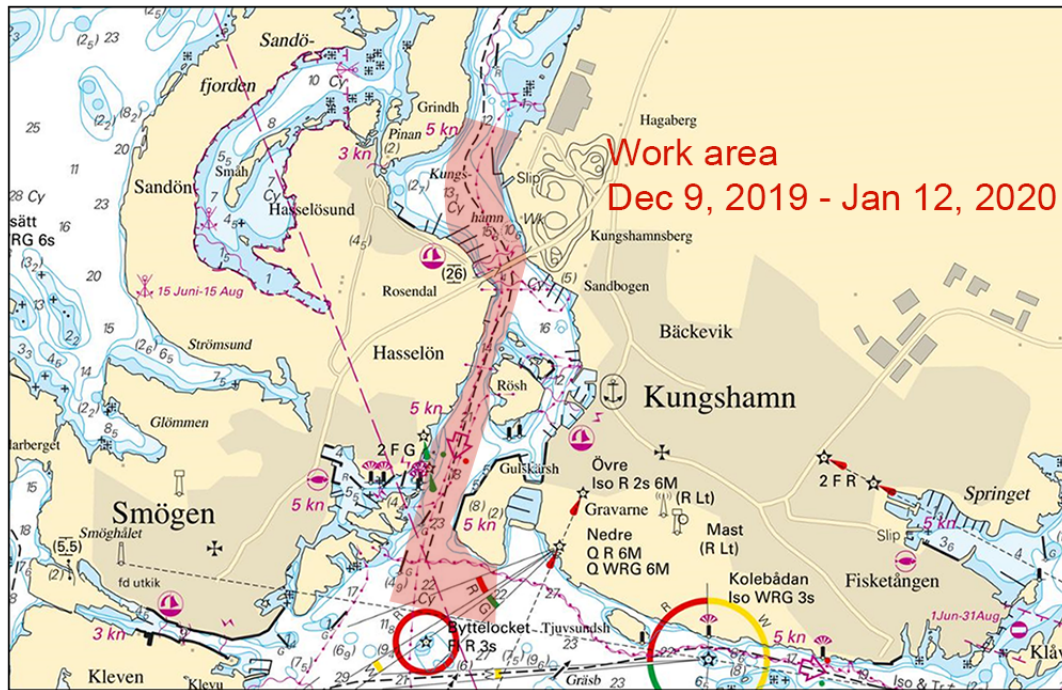
Underwater work including diving is being performed in the area marked in the chartlet. Mariners are asked to pass with caution.

For further information call +46 705 94 50 16.

Work area approx pos	58-21,80N	011-14,55E
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Not shown in ENC.

Bsp Västkusten N 2019/s14, s15, s26



Smögen. Kungshamn.

Göteborgs Dykeriteknik AB. Publ. 5 december 2019

## Lake Vänern and Trollhätte Canal

\* 14544 (T)

Chart: 133

Sweden. Lake Vänern and Trollhätte Canal. Värmlandssjön. SW of Sjötorp. Torsö. Light Bornäsudde. Sectors.

Time: Until further notice

The sectors of Light 'Bornäsudde' are unreliable and should not be used for navigation.

Light 'Bornäsudde' FI(3) WRG 10s	58-49,36N	013-52,41E
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Not shown in ENC.

Bsp Göta kanal 2011/s22, Bsp Vänern 2018/s30

Sjöfartsverket. Publ. 29 november 2019