

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 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

Affected charts	Notice no	Sign
4	14721 (T)	
8	14743 (T)	
41	14721 (T)	
61	14720 (T)	
62	14720 (T)	
92	14743 (T)	
92	14747 (T)	
93	14743 (T)	
111	14715 (T)	
415	14721 (T)	
421	14721 (T)	
536	14679	
616	14720 (T)	
923	14747 (T)	
924	14737	
924	14743 (T)	
924	14747 (T)	
925	14743 (T)	
931	14743 (T)	
931	14754 (T)	
932	14743 (T)	
933	14697	
933	14705	
933	14743 (T)	
933	14749	
934	14742	
934	14743 (T)	
937	14743 (T)	
6162	14720 (T)	
6163	14720 (T)	
9312	14743 (T)	
9312	14754 (T)	
9313	14743 (T)	
9313	14754 (T)	
9321	14743 (T)	
9331	14697	
9331	14743 (T)	
9331	14749	

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 and in the booklet "Winter Navigation". The webpage 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 and 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 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 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. The contents of the e-mail will automatically be published on the website 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

* 14719

Printed small craft charts 2020.

Following small craft charts have been printed 2020:

Stockholm Norra
Stockholm Mellersta
Stockholm Södra
Mälaren - Hjälmarén
Trollhätte kanal - Dalslands kanal

Bsp Mälaren - Hjälmarén 2020, Bsp Stockholm M 2020, Bsp Stockholm N 2020, BSP Stockholm S 2020, Trollhätte kanal - Dalslands kanal 2020

Sjöfartsverket, Norrköping. Publ. 4 mars 2020

* 14743 (T)

Chart: 8, 92, 924, 925, 93, 931, 9312, 9313, 932, 9321, 933, 9331, 934, 937

Strömstad - Varberg. Military exercise. March 18 - 25.

Time: March 18 - 25, 2020.

Military exercise in the waters from Strömstad to Varberg. The exercise is taking place inshore and offshore.

Military units can be contacted on VHF ch 16.

No restrictions unless the military units announce that via VHF.

Strömstad	58-56,0N	011-10,0E
Varberg	57-06,0N	012-15,0E

Not shown in ENC.

Bsp Västkusten N 2019, Bsp Västkusten S 2019

Försvarsmakten. Publ. 4 mars 2020

NOTICES

Bay of Bothnia

* 14721 (T)

Chart: 4, 41, 415, 421

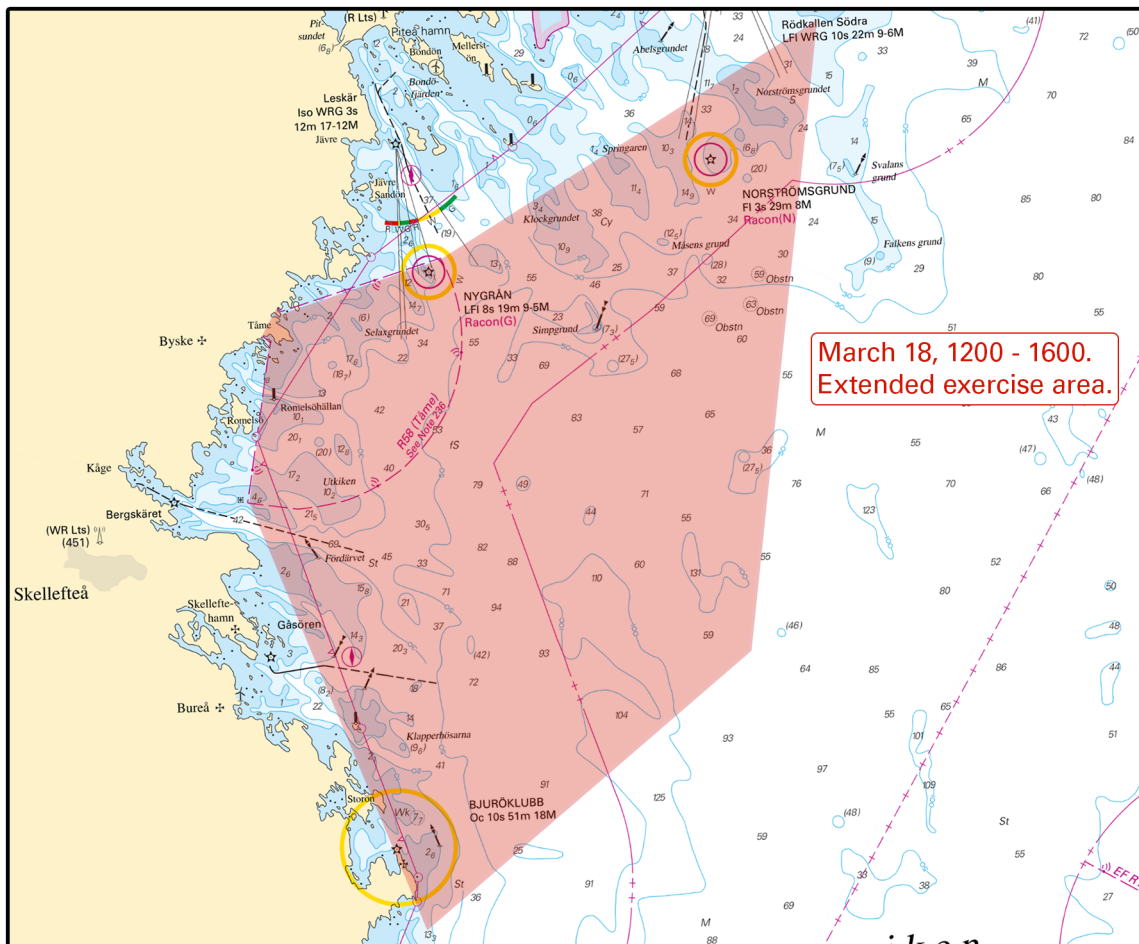
Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. March 18, 2020. Extended risk zone.

Position: Approx.	64-55N	021-30E	Tåme Firing practice area
-------------------	--------	---------	---------------------------

Firing exercises will be carried out at Tåme firing range during times listed below. During these times the charted danger area "R 58" is closed for 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 +46 921 348 405 alt. +46 921 349 100.

Date	Time	Range from shore
March 18	1200 - 1600 LT	33,5 M Extended danger area. See chartlet.

Bsp Bottenviken 2018/s06, s07, s37, s38, s39, s40, s41, s42, s44



Försvarsmakten. Publ. 4 mars 2020

Sea of Åland and Archipelago Sea

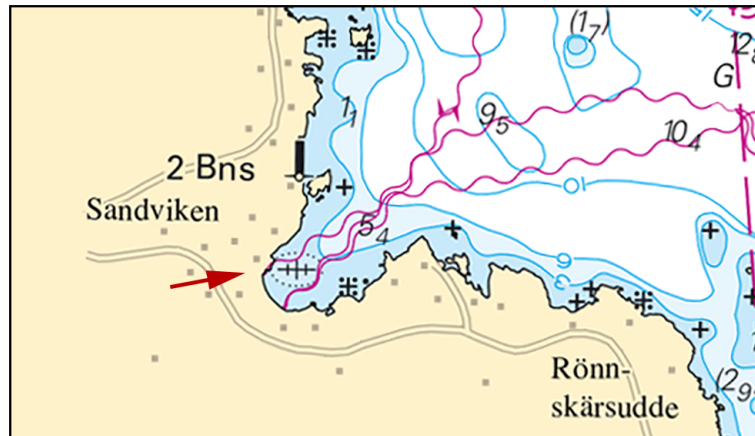
* 14679

Chart: 536

Sweden. Sea of Åland and Archipelago Sea. Väddö E. Sandviken. Wreck.

Insert	wreck as shown	a)	59-58,852N	018-52,838E
--------	----------------	----	------------	-------------

Bsp Stockholm N 2018/s21, Bsp Stockholm N 2020/s21



Wreck

Kustbevakningen. Publ. 4 mars 2020

Northern Baltic

* 14720 (T)

Chart: 61, 616, 6162, 6163, 62

Sweden. Northern Baltic. E of Utö. Firing exercises. March 17 - 25.

Position: Approx.	58-54N	018-20E	Utö Firing practice area
-------------------	--------	---------	--------------------------

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
March 17 - 19	0830 - 2000 LT	2.4 M
March 21 - 23	0900 - 1800 LT	4.2 M
March 24	0900 - 2300 LT	4.2 M
March 25	0900 - 1800 LT	4.2 M

Not shown in ENC.

Bsp Stockholm S 2018/s17, s18, s19, s37, BSP Stockholm S 2020/s17, s18, s19, s37

Försvarmakten. Publ. 4 mars 2020

Lake Mälaren and Södertälje Canal

* 14715 (T)

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Stäket. Bridge Stäket. Fairway partly closed.

Time: March 14, 2200 LT - March 29, 2400 LT.

The fairway passing under bridge Stäket is closed for traffic that is in need of bridge opening.

Bridge Stäket	59-28,37N	017-47,50E
---------------	-----------	------------

Not shown in ENC.

Bsp Mälaren - Hjälmaren 2016/s59, Bsp Mälaren - Hjälmaren 2020/s59

Sjöfartsverket. Publ. 4 mars 2020

Kattegat

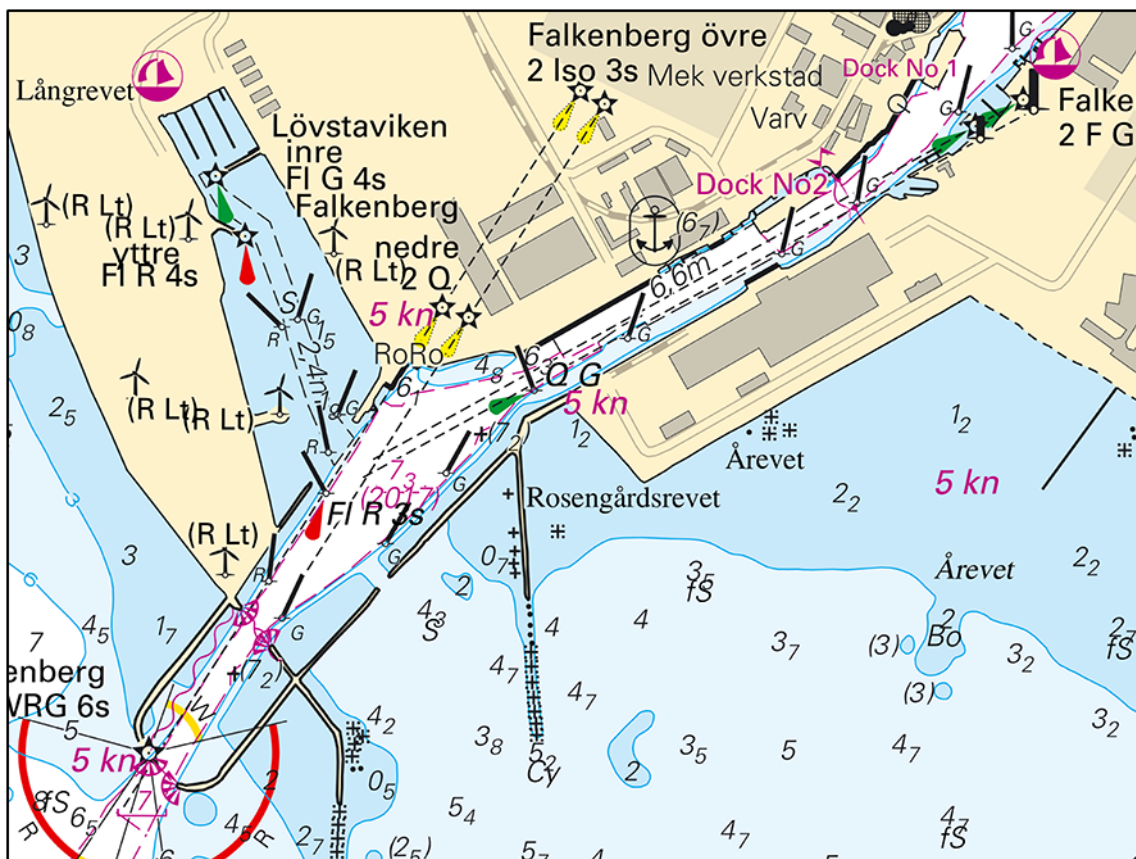
* 14737

Chart: 924

Sweden. Kattegat. Falkenberg. Depths.

A hydrographic survey in Falkenberg has shown other depths than charted. The changes are available as an ENC update.

Insert	swept area 7.3 m (2017)between a) - j)	a)	56-52,90N	012-28,00E
		b)	56-53,06N	012-28,19E
		c)	56-53,24N	012-28,54E
		d)	56-53,33N	012-28,75E
		e)	56-53,30N	012-28,623E
		f)	56-53,28N	012-28,42E
		g)	56-53,27N	012-28,40E
		h)	56-53,27N	012-28,37E
		i)	56-53,06N	012-28,13E
		j)	56-52,92N	012-27,96E
Insert	depth 6.3 m	k)	56-53,32N	012-28,65E
Insert	depth 6.1 m	l)	56-53,284N	012-28,415E
Insert	underwater rock with depth 7.2 m	m)	56-53,24N	012-28,55E
Amend	dredged area 2.3 m with 2.4	n)	56-53,311N	012-28,236E



Falkenberg

Sjöfartsverket. Publ. 2 mars 2020

* 14747 (T)

Chart: 92, 923, 924

Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. March 11.

Position: Approx.	56-40,8N	012-38,6E	Firing restriction area R41 A RINGENÄS
-------------------	----------	-----------	--

Firing will take place at R41A Ringenäs firing range during stated times. The dangerous area extends from the shore according to table below. A light on shore, VQ R, will be shown during firing. For further information call +46 35 266 39 55, +46 35 536 77.

Date	Time	Range
March 11	0900 - 1500 LT	2.4 M

Not shown in ENC.

Bsp Västskusten S 2019/s29, s30

Försvarsmakten, Lv6. Publ. 3 mars 2020

*** 14754 (T)**

Chart: 931, 9312, 9313

Sweden. Kattegat. Gothenburg. Älvsborgsfjorden. Fairway marker No 32.

Time: Until further notice

Fairway marker number 32 in Gothenburg has been damaged.

The light is unreliable.

Fairway marker No 32, FI R 3s	57-41,086N	011-50,500E
-------------------------------	------------	-------------

Not shown in ENC.

Bsp Västskusten S 2019/s19, s47, s56

Sjöfartsverket. Publ. 4 mars 2020

Skagerrak

*** 14697**

Chart: 933, 9331

Sweden. Skagerrak. Lysekil. Fiskebäckskil. Speed limit withdrawn.

From March 9, 2020 the speed limit of 15 kn in the waters between Lysekil and Fiskebäckskil is withdrawn.

Delete	speed limit 15 kn	a)	58-15,783N	011-27,408E	Chart 933. Small craft chart Västskusten Norra p. 19.
Delete	speed limit 15 kn	b)	58-15,229N	011-25,604E	Chart 933. Small craft chart Västskusten Norra p. 19.
Delete	speed limit 15 kn	c)	58-16,266N	011-24,262E	Chart 933. Small craft chart Västskusten Norra p. 19.
Delete	speed limit 15 kn	d)	58-15,057N	011-25,563E	Chart 9331. Small craft chart Västskusten Norra p. 32.
Delete	speed limit 15 kn	e)	58-15,926N	011-24,732E	Chart 9331. Small craft chart Västskusten Norra p. 32.
Delete	speed limit 15 kn	f)	58-15,914N	011-27,061E	Chart 9331. Small craft chart Västskusten Norra p. 32.

Bsp Västskusten N 2019/s19, s32

Länsstyrelsen Västra Götaland. Publ. 4 mars 2020

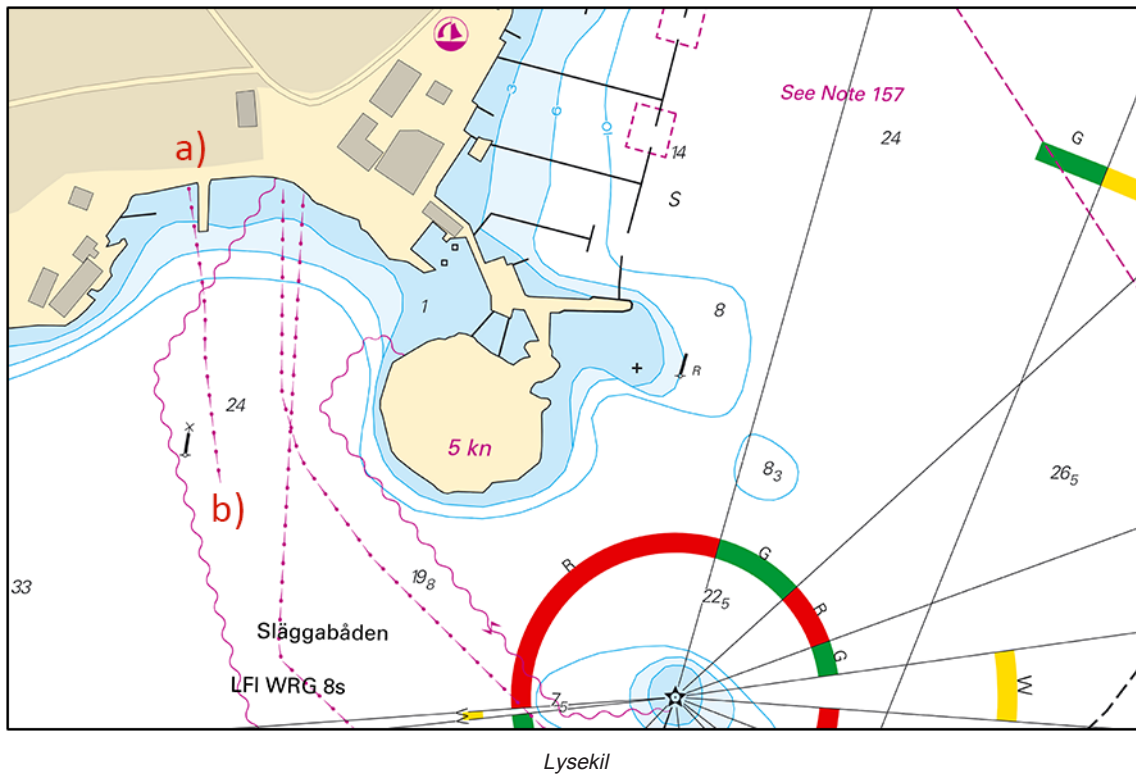
*** 14705**

Chart: 933

Sweden. Skagerrak. Lysekil. Supply pipeline.

Insert	supply pipeline between a) - b)	a)	58-16,13N	011-25,94E
		b)	58-16,03N	011-25,96E

Bsp Västskusten N 2019/s36



BlueOrbis AB. Publ. 28 februari 2020

* 14742

Chart: 934

Sweden. Skagerrak. SW of Fjällbacka. Väderöfjorden. Kalköbåde. Buoyage.

Expired notices: 2020:792/14695(T)

Delete	beacon 'Kalköbåde'	a)	58-34,633N	011-12,011E
Insert	west cardinal spar buoy with top mark	b)	58-34,628N	011-11,952E

Bsp Västkusten N 2019/s13

Sjöfartsverket. Publ. 2 mars 2020

* 14749

Chart: 933, 9331

Sweden. Skagerrak. SE of Lysekil. Buoy re-established.

Expired notices: 2019:775/14381(T)

Special light buoy at Fiskebäckskil re-established.

Special light buoy	58-15,545N	011-27,708E
--------------------	------------	-------------

Bsp Västkusten N 2019/s19, s32

SMHI. Publ. 4 mars 2020