

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

Affected charts	Notice no	Si gn	Affected charts	Notice no	Si gn
4	14892 (T)		6163	14864 (T)	
7	14867 (T)		6171	14815	
41	14892 (T)		6171	14881 (T)	
61	14864 (T)				
61	14888 (T)				
62	14864 (T)				
71	14861 (T)				
71	14879				
74	14866 (T)				
74	14867 (T)				
74	14879				
83	14861 (T)				
83	14866 (T)				
83	14867 (T)				
83	14879				
111	14882 (T)				
112	14868				
134	14889				
415	14892 (T)				
421	14892 (T)				
522	14865				
532	14683				
611	14888 (T)				
616	14815				
616	14864 (T)				
619	14888 (T)				
714	14861 (T)				
714	14879				
742	14866 (T)				
742	14867 (T)				
742	14893				
743	14866 (T)				
743	14867 (T)				
924	14896 (T)				
934	14890 (T)				
6162	14815				
6162	14864 (T)				
6162	14881 (T)				

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

* 14893

Chart: 742

Port of Sölvesborg. Amended restrictions.

For vessels to be piloted to/from Sölvesborg harbor, the following maximum vessel lengths apply:

Quay 50: Max length 120 m, distance from bow to center manifold should not exceed 58 m.

Today's maximum length for vessels is also reduced from 160 m to 140 m.

The decision applies immediately and until the shoals have been resolved and surveyed.

More information on recommendations and restrictions can be found on the Swedish Maritime Administration's website.

Port of Sölvesborg	56-01,9N	014-34,7E
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Bsp Hanöbukten 2018/s22, s25, s52

Sjöfartsverket, Kalmar. Publ. 29 april 2020

NOTICES

Bay of Bothnia

* 14892 (T)

Chart: 4, 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. May 4 - 10.

Position: Approx.	64-55N	021-30E	Tåme Firing practice area
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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
May 4	1200 - 1930 LT	9.5 M
May 5 - 8	0800 - 2000 LT	9.5 M
May 9	0800 - 1600 LT	9.5 M
May 10	0800 - 2000 LT	9.5 M

Not shown in ENC.

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

Försvarsmakten. Publ. 29 april 2020

Sea of Bothnia

* 14683

Chart: 532

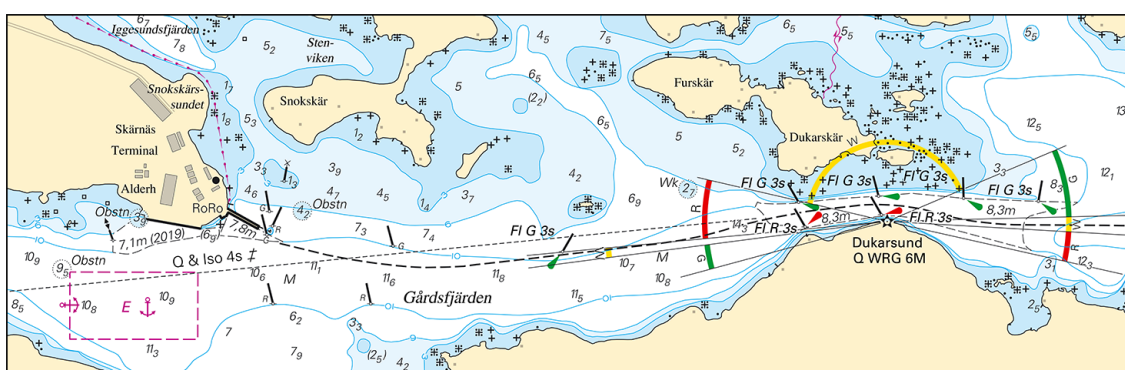
Sweden. Sea of Bothnia. S of Hudiksvall. Iggesund. Gårdsfjärden. Skärnäs Terminal. Depths.

A hydrographic survey in the approach to and around Skärnäs Terminal in Iggesund has shown other depths than charted.

Important amendments are shown in the table below, and will be published in the next print of the affected chart. The changes are available as an ENC update.

Delete	depth 12.2 m	a)	61-37,350N	017-11,360E
Delete	depth 7.5 m	b)	61-37,370N	017-09,600E
Delete	depth 7.7 m	c)	61-37,350N	017-08,170E
Insert	obstruction 4.2 m	d)	61-37,390N	017-08,140E
Delete	depth (6.9)	e)	61-37,390N	017-07,890E
Delete	depth (7.3)	f)	61-37,350N	017-07,800E
Insert	underwater rock 6.9 m	g)	61-37,358N	017-07,754E
Insert	dredged area 7.8m according to chartlet	h)	61-37,350N	017-07,840E
Delete	depth at jetty 7.5 m	i)	61-37,380N	017-07,540E
Insert	dredged area 7.1 m (2019) according to chartlet	j)	61-37,330N	017-07,400E
Insert	obstruction 3.9 m	k)	61-37,370N	017-07,370E
Delete	depth 7.9 m	l)	61-37,300N	017-07,350E
Insert	obstruction 9.5 m	m)	61-37,260N	017-07,010E

Bsp Bottenhavet S 2019/s47



Iggesund. Depths.

Sjöfartsverket. Publ. 29 april 2020

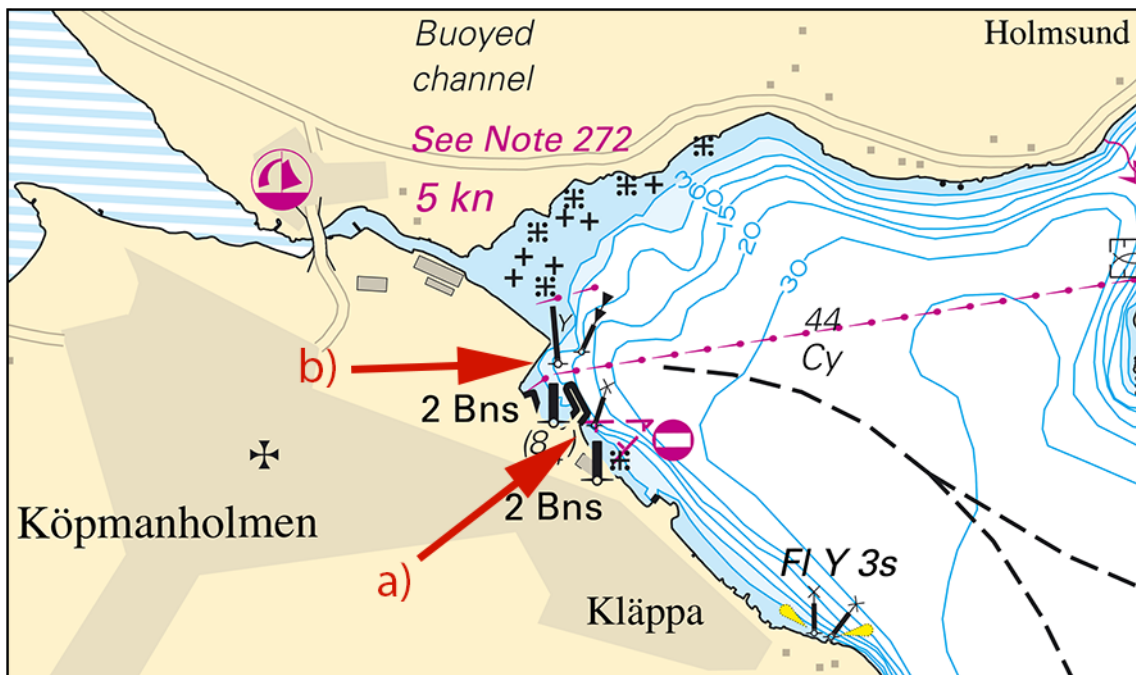
* 14865

Chart: 522

Sweden. Sea of Bothnia. S of Örnköldsvik. Köpmanholmen. Buoyage.

Insert	special purpose spar buoy	a)	63-10,35N	018-35,35E
Insert	special purpose spar buoy	b)	63-10,45N	018-35,22E

Bsp Bottenhavet N 2019/s21



Köpmanholmen

Transportstyrelsen. Publ. 29 april 2020

Northern Baltic

* 14815

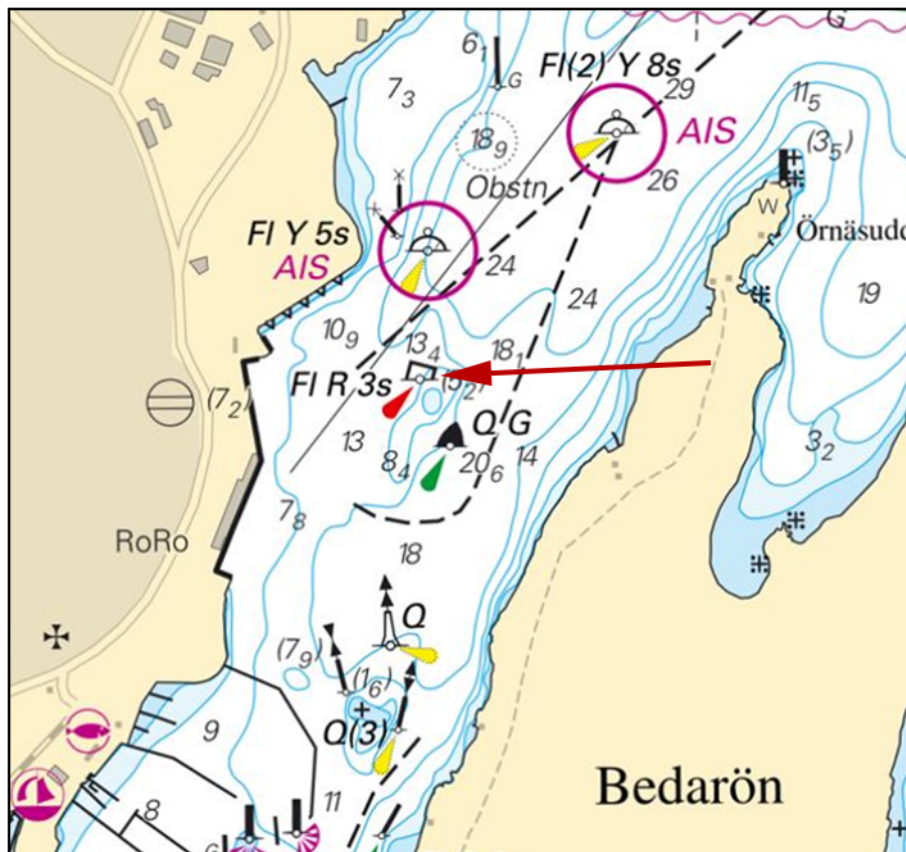
Chart: 616, 6162, 6171

Sweden. Northern Baltic. Nynäshamn. Buoyage.

Expired notices: 2016:592/11065, 2016:625/11705

Move	port hand light buoy FI R 3s approx. 50 m north to	a)	58-54,385N	017-57,705E
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Bsp Stockholm S 2018/s21, s26, s35, BSP Stockholm S 2020/s21, s26, s35



Nynäshamn

Stockholms Hamn AB. Publ. 29 april 2020

* 14864 (T)

Chart: 61, 616, 6162, 6163, 62

Sweden. Northern Baltic. E of Utö. Firing exercises. May 12 - 18.

Position: Approx.	58-54N	018-20E	Utö Firing practice area
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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
May 12 - 13	0900 - 1800 LT	4.2 M
May 18	0800 - 1900 LT	0.6 M

Not shown in ENC.

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

Försvarmakten. Publ. 29 april 2020

* 14881 (T)

Chart: 6162, 6171

Sweden. Northern Baltic. Nynäshamn. Repair works of RoRo berth.

Time: April 27 - June 17, 2020.

Repair works will be carried out at RoRo berth in Nynäshamn.

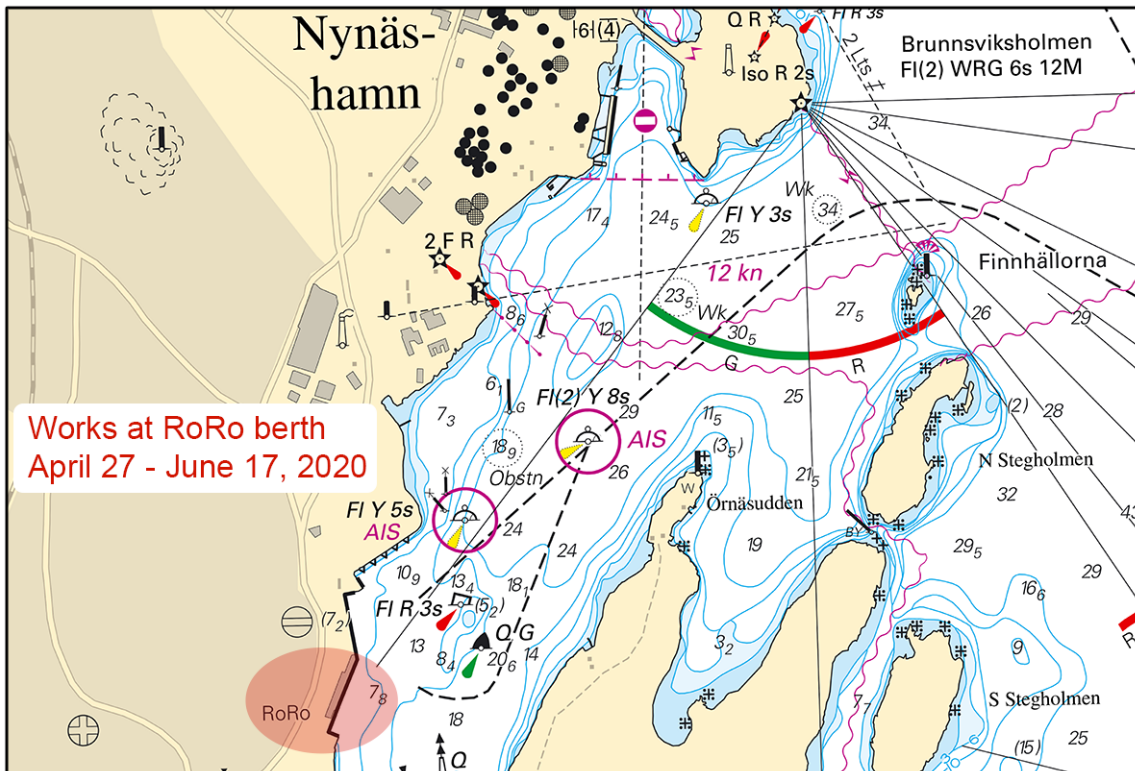
Divers may be present in the water.

Mariners are advised to pass with caution and reduced speed.

Work area	58-54,2N	017-57,36E
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Not shown i ENC.

Bsp Stockholm S 2018/s21, s26, s35, BSP Stockholm S 2020/s21, s26, s35



Nynäshamn

Stockholms Hamnar. Publ. 27 april 2020

* 14888 (T)

Chart: 61, 611, 619

Sweden. Northern Baltic. SW of Tjärven. Light Remmargrund. Works.

Time: May 11 - July 1, 2020. Weekdays 0630 - 1900 LT.

Repair works on light Remmargrund. Diving and drilling occur continuously. When diving is in progress signals are shown.

Mariners are requested to pass with caution and low speed.

Kontakt: VHF Ch 16/73 or telephone +46-707 707 337

Light Remmargrund	59-45,52N	019-19,01E
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Bsp Stockholm N 2018/s05, s08, s25, s27, Bsp Stockholm N 2020/s05, s08, s25, s27

Peab Marin. Publ. 29 april 2020

Lake Mälaren and Södertälje Canal

* 14868

Chart: 112

Sweden. Lake Mälaren and Södertälje Canal. Uppsala. River 'Fyrisån'. Bridge opening hours and procedures.

New opening hours, contact information and procedures regarding Fyrisån Bridges are in force.

Present and future announcement of bridge opening hours and information will be published on the Swedish Maritime Administration website, www.sjofartsverket.se alternatively www.uppsala.se

	River 'Fyrisån'	59-47,30N	017-39,70E	
Replace	Note 180			chart 112, small craft chart Mälaren Hjälaren 2020 s.64

Bsp Mälaren - Hjälaren 2016/s64, Bsp Mälaren - Hjälaren 2020/s64

Note 180**FYRISÄN BRIDGES**

For opening hours, contact details and procedures.
Visit www.sjofartsverket.se

FYRISÄNS BROAR

För öppningstider, kontaktinformation och procedurer.
Besök www.sjofartsverket.se

Note 180

Uppsala kommun. Publ. 29 april 2020

* 14882 (T)

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Lovön. Kärnsön. Drottningholm. Works.

Time: May 11 - June 21, 2020.

Works with submarine cables in the vicinity of bridge Drottningholmsbron. Diving occur continuously. When diving is in progress signals are shown.

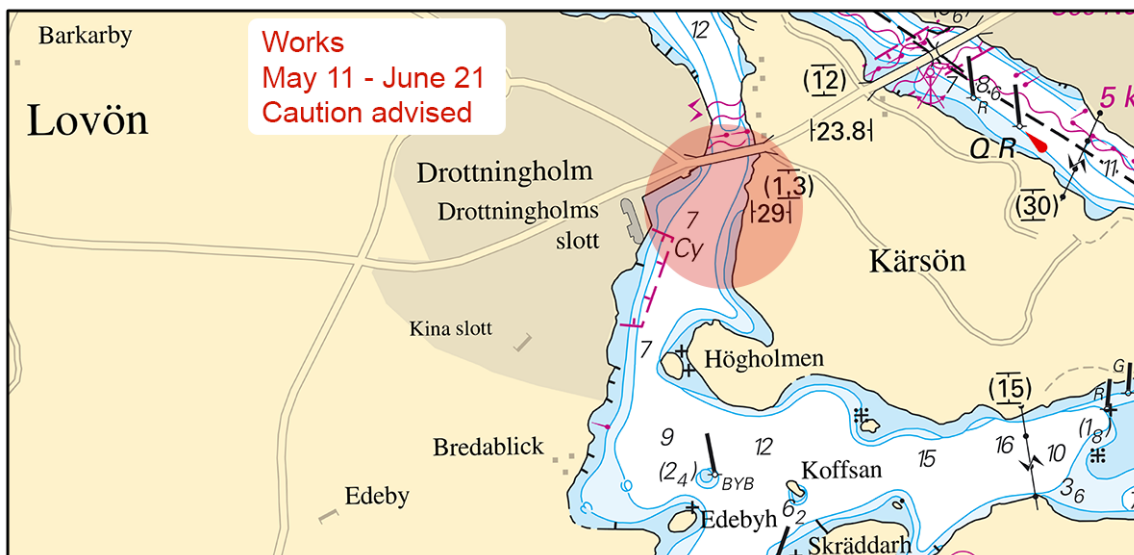
Mariners are requested to pass with caution and low speed.

Contact: Working vessel Frida VHF Ch 16/68.

Work area	59-19,42N	017-53,66E
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Not shown in ENC.

Bsp Mälaren - Hjälmaran 2016/s49, Bsp Mälaren - Hjälmaran 2020/s49



Drottningholm

Baltic Offshore Kalmar AB. Publ. 29 april 2020

South-Eastern Baltic

* 14861 (T)

Chart: 71, 714, 83

Sweden. South-Eastern Baltic, Southern Baltic. S of Öland. TSS Midsjöbankarna. Seabed survey.

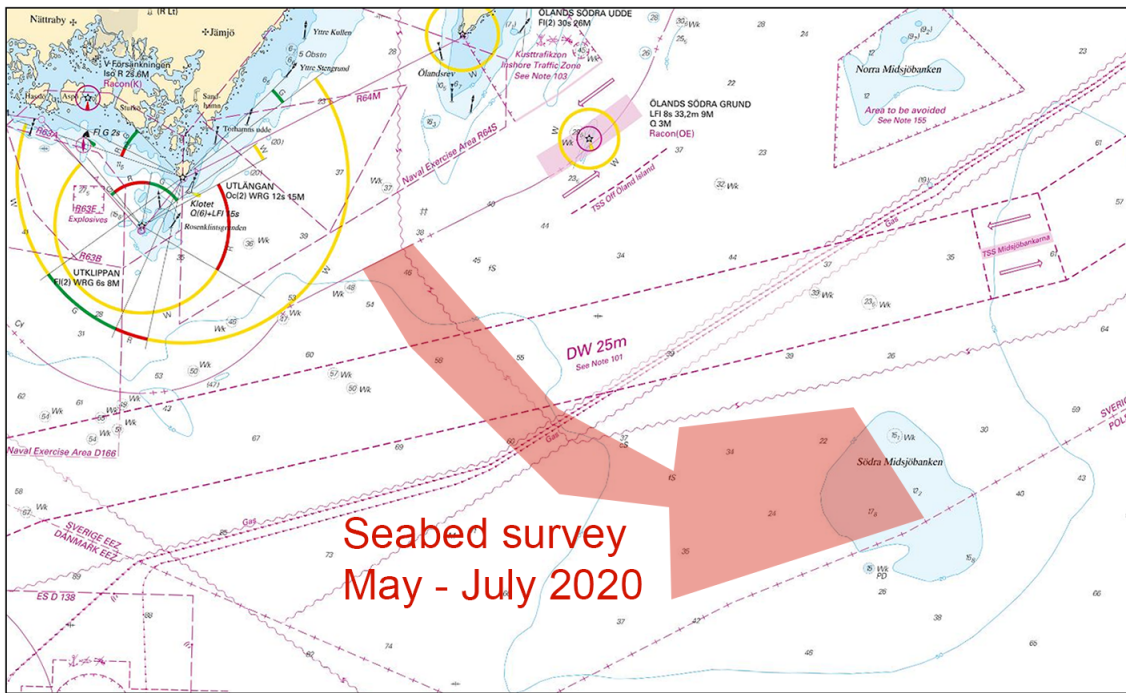
Time: May - July 2020

A seabed survey is undertaken in the marked-out area in the chartlet. Mariners are advised to navigate with caution in the area and give survey vessels a wide berth.

Survey area approx position	55-38N	017-06E
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Not shown in ENC.

Bsp Hanöbukten 2018/s05



Seabed Survey. TSS Midsjöbankarna.

RWE Renewables Sweden AB. Publ. 29 april 2020

Southern Baltic

* 14866 (T)

Chart: 74, 742, 743, 83

Sweden. Southern Baltic. Approach to Åhus. Rinkaby. Firing exercises. May 12 - 17.

Position: Approx.	55-56N	014-22E	Firing restriction area R38A RINKABY
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The restriction area R38A will be closed for vessels during times given in the table. The exercises will be interrupted to allow passage of merchant vessels.

During exercise orange quick light, Q Or, is shown from shore.
For further information call +46 44 24 25 02 (only during firings).

Date	Hours	Range
May 12 - 17	0900 - 1600 LT	2.7 M

Not shown in ENC.

Bsp Hanöbukten 2018/s24, s25, s26

Försvarmakten, Södra Skånska Regementet, Skjutfältssektionen Södra Sandby. Publ. 29 april 2020

* 14867 (T)

Chart: 7, 74, 742, 743, 83, X8

Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. May 16 - 20.

Position: Approx.	55-46N	014-20E	Firing restriction area R34 RAVLUNDA
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Restriction area R34 will be closed for traffic during stated times.

During exercise orange quick light, Q Or, is shown from shore.
For further information, call +46 44 35 10 32.

Date	Hours	Range
May 16	1300 - 2200 LT	6.8 M
May 17 - 20	0900 - 2200 LT	6.8 M

Not shown in ENC.

Bsp Hanöbukten 2018/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Sydkusten 2012/s06, s07, s29

Försvarmakten, Södra Skånska Regementet, Södra Sandby. Publ. 29 april 2020

* 14879

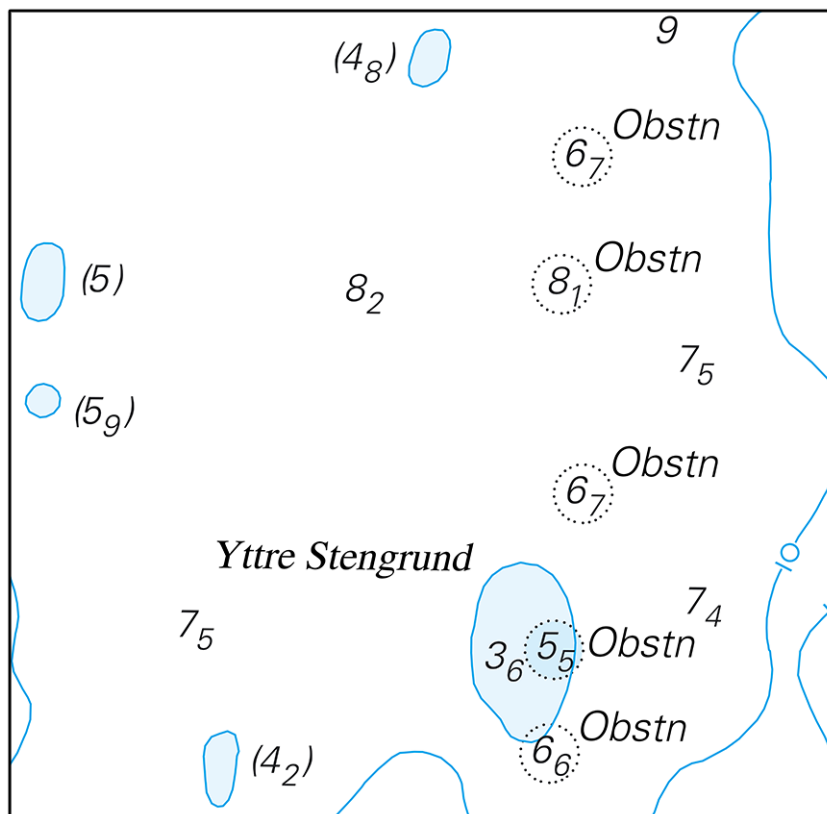
Chart: 71, 714, 74, 83

Sweden. Southern Baltic. Kalmarsund. Yttre Stengrund. Depth.

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

Replace	obstruction, depth unknown with	obstruction, least depth known 6.7 m	a)	56-10,44N	016-01,35E
Replace	obstruction, depth unknown with	obstruction, least depth known 8.1 m	b)	56-10,27N	016-01,30E
Replace	obstruction, depth unknown with	obstruction, least depth known 6.7 m	c)	56-09,97N	016-01,36E
Replace	obstruction, depth unknown with	obstruction, least depth known 5.5 m	d)	56-09,76N	016-01,30E
Replace	obstruction, depth unknown with	obstruction, least depth known 6.6 m	e)	56-09,60N	016-01,29E

Bsp Hanöbukten 2018/s05, s11, s14, Bsp Kalmarsund 2019/s05



Yttre Stengrund

Sjöfartsverket. Publ. 29 april 2020

The Sound

* 14880 (T)

Chart: X922

Sweden. The Sound. N of Helsingborg. Cable works. Dredging operation.

Time: April 24 until further notice.

Dredging operations are underway in a corridor inside TSS In The Sound. Dredger 'Nordic Giant' is assisted by tug 'MTS Valiant' on the Swedish side and dredger 'Merete Chris' by survey vessel 'Catbat 3' on the Danish side respectively.

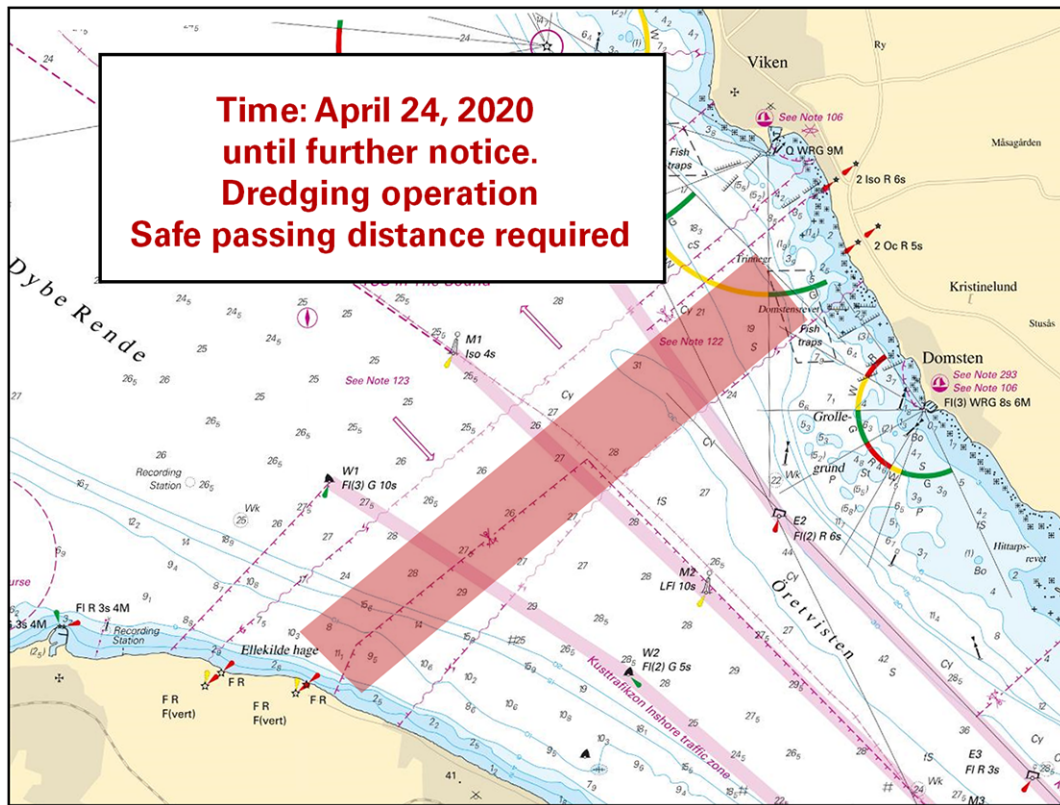
The latter will subsequently perform boulder removing operations in across the strait.

A wide berth is requested as the units have a very limited manoeuvrability during the operation.

Contact respective vessel on VHF Ch 16.

work area between a) and b)	a)	56-07,6N	012-34,6E
	b)	56-05,6N	012-30,2E

Bsp Sydkusten 2012/s10, s11



Cable works/Dredging operations TSS In The Sound

Boskalis. Publ. 24 april 2020

Kattegat

* 14896 (T)

Chart: 924

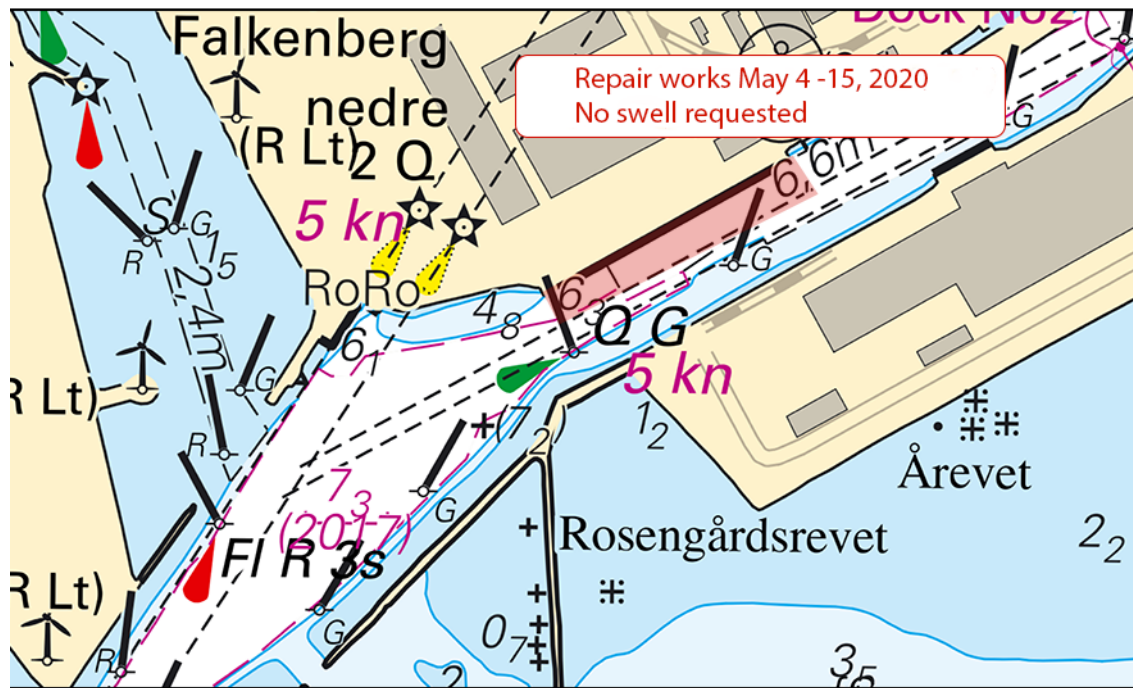
Sweden. Kattegat. Falkenberg. Works.

Time: May 4 - 15

Repair works in progress in the marked-out area in the chartlet. Mariners are requested to pass without causing swell.

Port of Falkenberg	56-53,3N	012-28,7E
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Bsp Västskusten S 2019/s27, s66



Falkenberg

Falkenbergs hamn. Publ. 29 april 2020

Skagerrak

* 14890 (T)

Chart: 934

Sweden. Skagerrak. Grebbestad. Works. Foul ground.

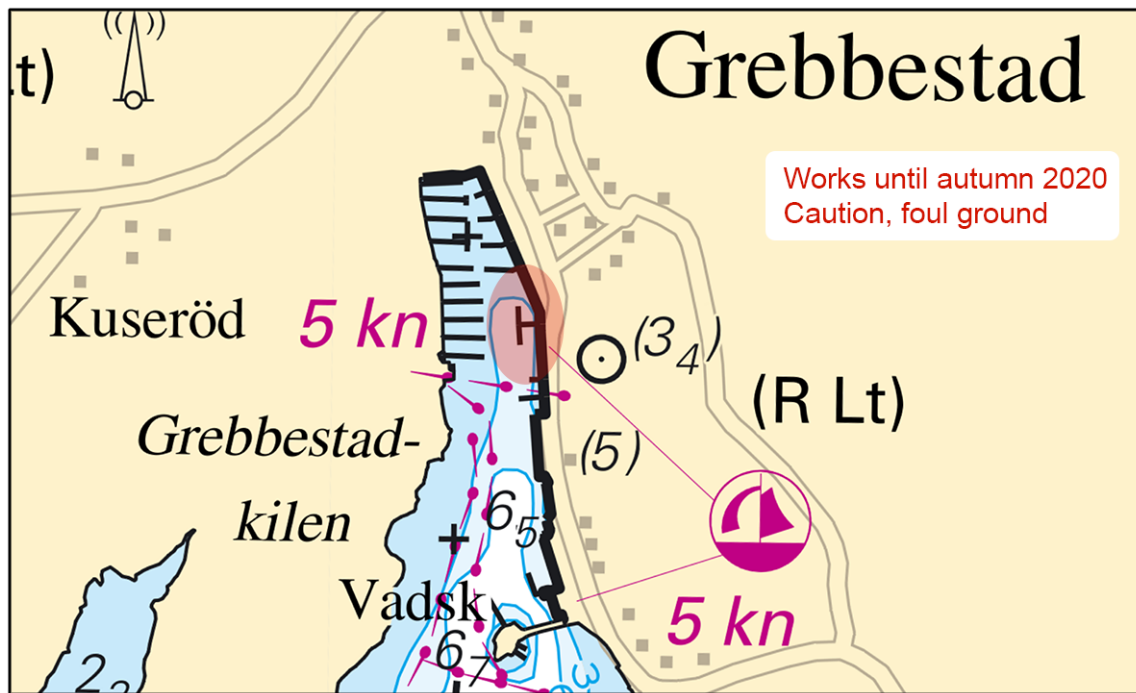
Time: Until autumn 2020.

The T-pier in Grebbestad has been demolished and is planned to be replaced with a new. Works are in progress.
 Depth at the scene has not been controlled.

Pier	58-41,33N	011-15,35E
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Not shown in ENC.

Bsp Västskusten N 2019/s11



Grebbestad

Tanums Kommun. Publ. 29 april 2020

Lake Vänern and Trollhätte Canal

* 14889

Chart: 134

Sweden. Lake Vänern and Trollhätte Canal. Åmål. Djuphamnen. Depth. Buoyage.

Delete	depth at jetty 4.9 m	a)	59-02,945N	012-42,880E
Replace	starboard hand buoy with starboard hand spar buoy G	b)	59-03,032N	012-42,882E

Bsp Vänern 2018/s49

Sjöfartsverket. Publ. 29 april 2020