

Notices to Mariners, SWEDEN Swedish Maritime Administration







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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

4	Notice no	Sign
4	15511 (T)	
5	15511 (T)	
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ANNOUNCEMENTS

* 15509 (T)

Wintertime recommendations for maritime traffic for the prevention of ice-skating accidents etc.

The following recommendations have been drafted in order to prevent accidents for ice-skaters and others who make use of ice-covered waters for transportation and/or recreation due to ice having been broken.

The guidelines are also intended to limit the risk of persons being cut-off from the ability of reaching shore safely.

Follow the fairways and pay attention

Ships should, when transiting ice-covered waters, as far as possible, make use of charted fairways or the inofficial routes used by local passenger boats and islanders.

If you see persons on the ice in vicinity of your planned route you should ensure that ice is not broken up at their location or that a channel cut through the ice does not prevent these people from reaching shore safely.

Speed restrictions and bans on breaking ice

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

Cautions be considered before breaking a channel through the ice

Transiting ice-covered waters near shore and in archipelagos require detailed route planning. If possible, follow the fairways as mentioned or existing channels through the ice. Before breaking a new channel you should ascertain local conditions and ensure that you are not cutting off connection to the mainland for islanders.

Inform the public 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 on when and where the ice will or has been broken.

State detailed information about the location, name of the vessel and contact details.

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

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. Lövholmen-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. 15 december 2020

NOTICES

Bay of Bothnia

* 15515 (P) Chart: 41, 411, 412

Sweden. Bay of Bothnia. NW of Malören. Nordvästgrundet. Buoyage.

Expired notices: 2020:836/15501(P)

Current light buoys will be replaced with light spar buoys. During some time all buoyage will be present.

Insert	port hand light spar buoy FI R 3s		65-34,611N	023-24,799E
Insert	starboard hand light spar buoy FI(2) G 6s	b)	65-35,098N	023-25,659E

Bsp Bottenviken 2018/s05, s14, s15

Sjöfartsverket. Publ. 15 december 2020

The Quark

* 15511 (T) Chart: 4, 42, 429, 5, 512

Sweden. The Quark. TSS in Norra Kvarken. Buoyage withdrawn for the winter. 2020 - 2021.

Time: Until spring of 2021.

The following buoys in the traffic separation scheme 'TSS in Norra Kvarken' have been withdrawn for the winter.

east cardinal light buoy, Odelgrund	a)	63-25,53N	020-33,93E
north cardinal light buoy, Östra Kvarken	b)	63-32,89N	020-51,03E

Bsp Bottenhavet N 2019/s34, s35

Sjöfartsverket. Publ. 16 december 2020

Skagerrak

* 15383 Chart: 932

Sweden. Skagerrak. Orust. Svanesund. Note 144 amended.

Amend I note 144 Chart 932, Small Craft Chart Vastkusten N and Vastkusten S	Amend	note 144	chart 932, small craft chart Västkusten N and Västkusten S
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Bsp Västkusten N 2019/s42, Bsp Västkusten S 2019/s69

Note 144
FERRY - SVANESUND
Contact with ferry before passing can be made on VHF
Ch 10.
FÄRJA - SVANESUND
Innan passage kan vägfärjan anropas på VHF kanal 10.

Note 144

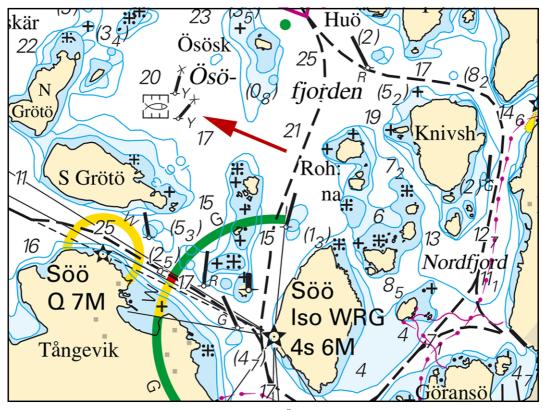
Sjöfartsverket. Publ. 16 december 2020

* 15483 Chart: 933, 934

Sweden. Skagerrak. N of canal 'Sotekanalen'. NE of S Grötö. Marine farm.

Insert	special purpose spar buoy	a)	58-27,200N	011-15,883E
Insert	special purpose spar buoy	b)	58-27,133N	011-15,900E
Insert	marine farm	c)	58-27,158N	011-15,795E

Bsp Västkusten N 2019/s14, s15



Marine farm at Ösöfjärden

Lake Vänern and Trollhätte Canal

* 15516 (T) Chart: 13, 133, 1331

Sweden. Lake Vänern and Trollhätte Canal. Luröleden. Light Stångudden. Floodlit beacon with all-round light.

Expired notices: 2020:831/15409

Time: Until further notice

A floodlit beacon at light Stångudden is equipped with an all-round light Iso 2s.

Light Stångudden 58-47,385N 013-15,033E

Not shown in ENC.

Bsp Göta kanal 2011/s26, s28, s37, s38, Bsp Vänern 2018/s06, s09, s26, s28, s41, s42

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