

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



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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	Sign
2	15476 (P)	
2	15477	
5	15502	
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13	15492	
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6141	14119	
6142	15488	
7413	15525	

ANNOUNCEMENTS

* 15508 (T)

General information to mariners during winter conditions.

Time: Until spring of 2021.

Mariners are advised to particularly observe the following during the 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 2020 - 2021 is an official publication with information on shipping in the Baltic Sea area during winter conditions. The publication is available for download at www.sjofartsverket.se/en/Maritime-services/winter-navigation/Winter-Navigation 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. 22 december 2020

* 15529

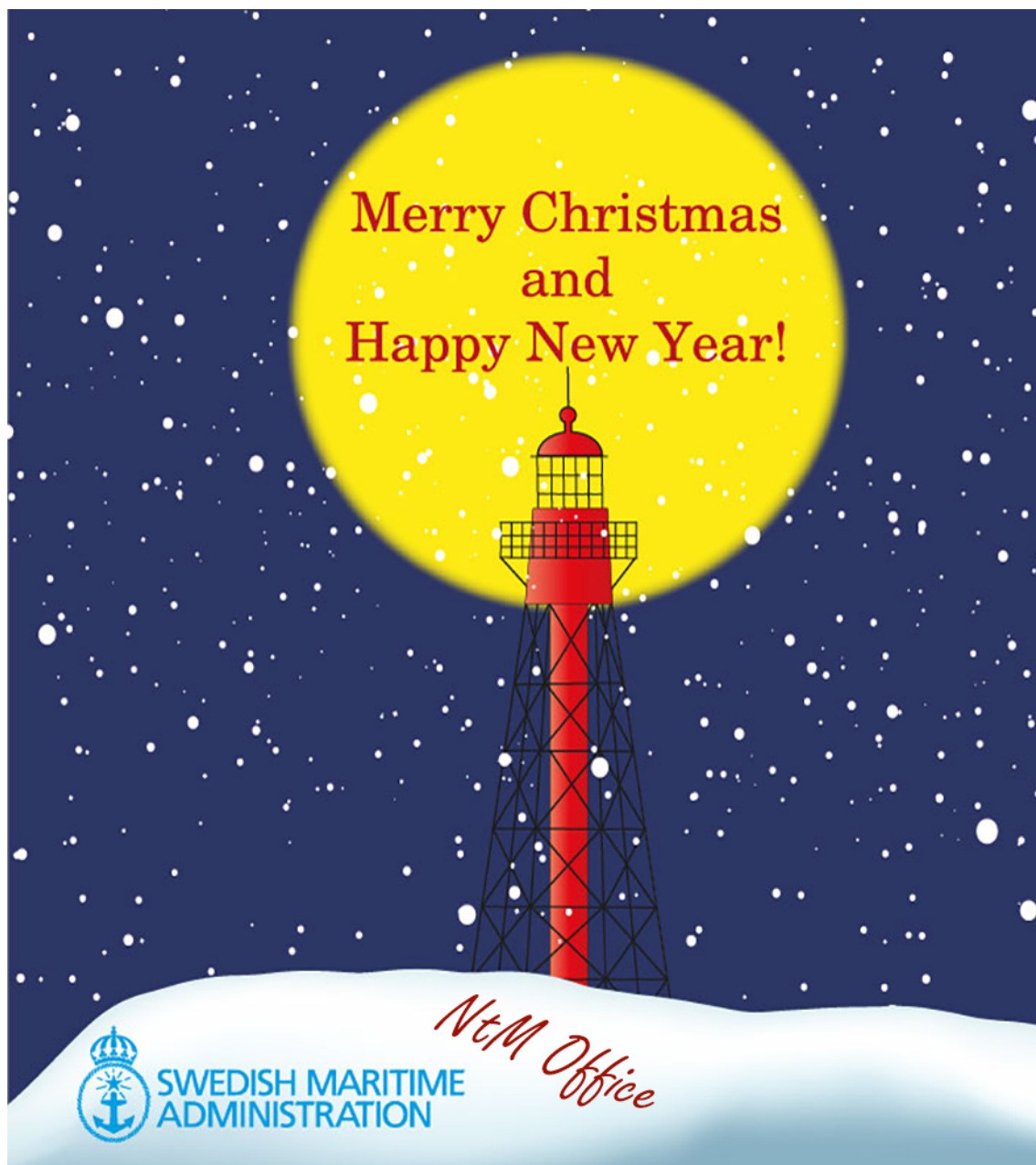
A Merry Christmas and a Happy New Year!

The Swedish Maritime Administration would like to thank all of you who over the past year have provided information which have resulted in Notices to Mariners and/or corrections to charts and ENC's!

We also want to thank all of you who use the Swedish Maritime Administration's products and have studied the information in Swedish NtM and also special thanks to those who have provided comments and suggestions for the improvement of our products.

We are looking forward to continued good cooperation in the coming year!

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Christmas card

NOTICES**The Quark****15523 (T)****Chart: 42, 429, 512****Finland, Sweden. The Quark. TSS in Norra Kvarken. Buoyage withdrawn for the winter 2020 - 2021.**

See: 2020:837/15511(T)

Time: Until spring 2021.

Following buoys and spar buoys in the traffic separation scheme 'TSS in Norra Kvarken' have been withdrawn for the winter.

port hand spar buoy	a)	63-35,40N	021-03,33E
port hand spar buoy	b)	63-33,50N	020-52,35E
port hand spar buoy	c)	63-32,71N	020-45,38E
port hand spar buoy	d)	63-32,24N	020-41,09E
starboard hand spar buoy	e)	63-32,29N	020-46,25E
starboard hand spar buoy	f)	63-31,18N	020-43,77E
port hand spar buoy	g)	63-28,13N	020-37,93E
starboard hand spar buoy	h)	63-27,04N	020-38,33E
starboard hand light buoy Waldersgrund	i)	63-25,20N	020-35,74E

Not shown in ENC.

Bsp Bottenhavet N 2019/s34, s35

*Sjöfartsverket, Luleå. Publ. 22 december 2020***Sea of Åland and Archipelago Sea****15502****Chart: 5, 61, 619****Finland. Sea of Åland and Archipelago Sea. Solovjeva. Beacon. Light extinguished.**

Replace	light with beacon with radar reflector	60-11,21N	019-10,22E	Solovjeva
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Bsp Stockholm N 2020/s03, s04, s06

*Finnish NtM 2020: 33/273 Publ. 22 december 2020**** 15520****Chart: 536****Sweden. Sea of Åland and Archipelago Sea. Approach to Hargshamn. Dredging completed.**

Expired notices: 2020:828/15355(T), 2020:832/15418(T), 2020:834/15440(T), 2020:834/15454(T)

Dredging completed. Temporary buoyage withdrawn.

Björkgrundet	a)	60-13,05N	018-41,35E
Southeast of Lambskärshällan	b)	60-11,95N	018-40,96E
Levantgrund	c)	60-11,62N	018-40,65E
Grisarna	d)	60-09,60N	018-37,57E
Galtgrynnan	e)	60-09,73N	018-33,92E
Kälsholmen	f)	60-09,56N	018-32,13E

Bsp Stockholm N 2020/s15, s16, s62

*Sjöfartsverket. Publ. 22 december 2020**** 15532****Chart: 536****Sweden. Sea of Åland and Archipelago Sea. E of Hargshamn. W of Singö. Levantgrund. Buoyage.**

Delete	port hand spar buoy	a)	60-11,582N	018-41,144E
Delete	starboard hand spar buoy	b)	60-11,531N	018-40,975E
Delete	port hand spar buoy	c)	60-11,429N	018-41,023E

Bsp Stockholm N 2020/s16

Sjöfartsverket. Publ. 22 december 2020

Northern Baltic*** 14119****Chart: 6141****Sweden. Northern Baltic. Stockholm. Nacka. Kvarnholmen. Area into which entry is prohibited.**

Delete	area into which entry is prohibited	a)	59-19,075N	018-08,210E
		b)	59-19,105N	018-08,335E
		c)	59-19,070N	018-08,620E
		d)	59-19,055N	018-08,595E
		e)	59-19,085N	018-08,345E
		f)	59-19,060N	018-08,220E

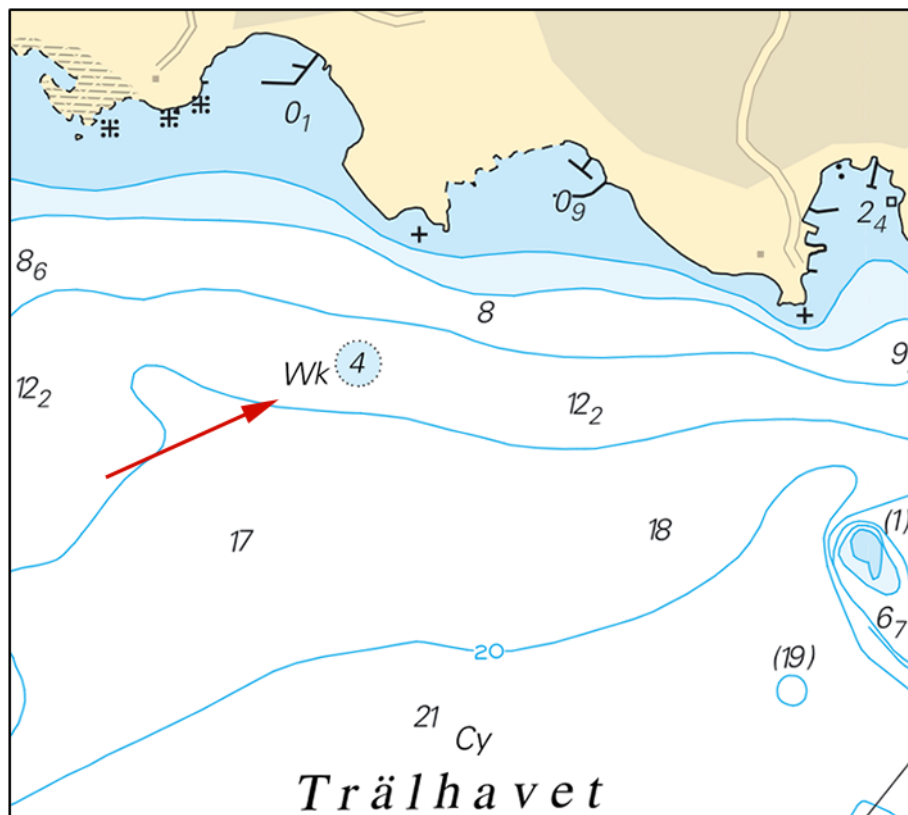
Bsp Mälaren - Hjälaren 2020/s53, Bsp Stockholm M 2020/s07

Länsstyrelsen i Stockholms Län. Publ. 22 december 2020

*** 15488****Chart: 612, 6142****Sweden. Northern Baltic. Åkersberga. Trälhavet. W of Lerviksudde. Wreck.**

Replace	wreck, least depth unknown	with wreck, least depth known 4 m	59-27,140N	018-21,590E
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Bsp Stockholm M 2020/s14, Bsp Stockholm N 2020/s38



Trälhavet

Sjöfartsverket. Publ. 22 december 2020

Lake Mälaren and Södertälje Canal

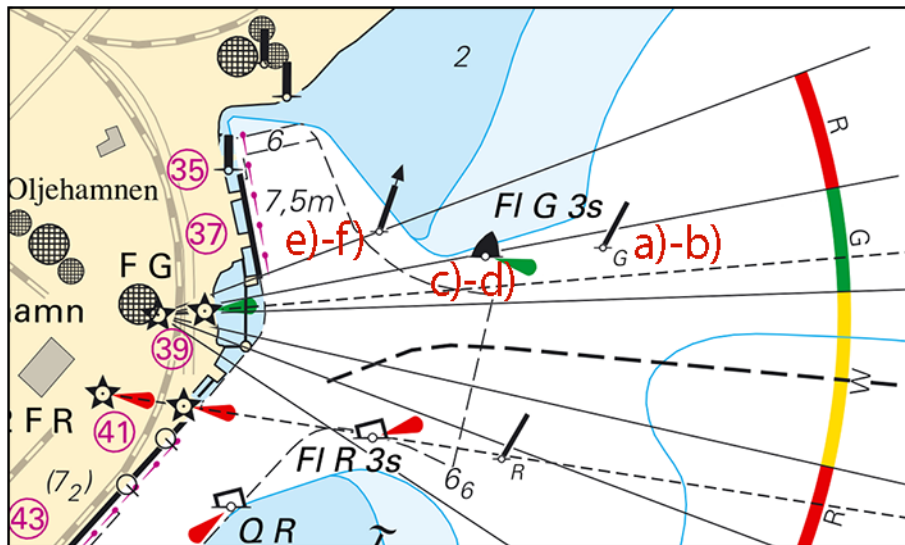
* 15531

Chart: 113

Sweden. Lake Mälaren and Södertälje Canal. Port of Västerås. Buoyage.

Move	starboard hand spar buoy from a) to b)	a)	59-35,613N	016-31,809E
		b)	59-35,628N	016-31,887E
Move	starboard hand light buoy from c) till d)	c)	59-35,610N	016-31,743E
		d)	59-35,624N	016-31,782E
Move	starboard hand spar buoy from e) till f)	e)	59-35,648N	016-31,680E
		f)	59-35,635N	016-31,687E

Bsp Mälaren - Hjälmarén 2020/s58



Port of Västerås. Buoyage

Transportstyrelsen. Publ. 22 december 2020

Central Baltic

* 15498

Chart: 712, 713

Sweden. Central Baltic. Kalmar. Stensö. Buoyage.

Move	starboard hand spar buoy from a) to b)	a)	56-37,136N	016-18,351E
		b)	56-37,218N	016-18,356E

Bsp Kalmarsund 2019/s26

Kalmar kommun. Publ. 22 december 2020

* 15524

Chart: 712

Sweden. Central Baltic. Kalmar. Ängö - Varvsholmen. Buoyage.

Insert	special purpose spar buoy	a)	56-40,259N	016-22,547E
Insert	special purpose spar buoy	b)	56-40,271N	016-22,568E

Bsp Kalmarsund 2019/s34, s35

Transportstyrelsen. Publ. 22 december 2020

South-Eastern Baltic

15476 (P)

Chart: 2, 7, 74, 83

Poland. South-Eastern Baltic, Southern Baltic. Changes to traffic separation scheme Slupska Bank.

Time: June 1, 2021, 0000 UTC.

The following measures for improving the safety at sea at Slupska Bank, will be established at the above stated time.

TSS Slupska Bank West
TSS Slupska Bank Central
TSS Slupska Bank East

TSS Slupska Bank West

Description of the traffic separation scheme:

- a) A separation zone within positions 1 - 4
- b) A traffic lane for east bound traffic between the separation zone a) and a line connecting positions 5 and 6
- c) A traffic lane for west bound traffic between the separation zone a) and a line connecting position 7 and 8

a) separation zone bounded by 1 - 4	1	54-47,93N	016-29,41E
	2	54-47,43N	016-29,53E
	3	54-48,80N	016-45,90E
	4	54-49,28N	016-45,78E
b) east bound lane bounded by 2, 3, 6 and 5	5	54-45,70N	016-29,97E
	6	54-47,06N	016-46,32E
c) west bound lane bounded by 1, 4, 7 and 8	7	54-51,01N	016-45,35E
	8	54-49,66N	016-28,97E

TSS Slupska Bank Central

Description of the traffic separation scheme:

- d) A separation zone within positions 9 - 14
- e) A traffic lane for eastbound traffic between the separation zone d) and a line connecting position 15 - 17
- f) A traffic lane for westbound traffic between the separation zone d) and a line connecting position 18 - 20
- g) An inshore traffic zone between the southern boundary of TSS Slupska Bank Central and the Polish coast between a line drawn from position 15 in direction 158°, and a line drawn from position 17 in a direction of 135°.

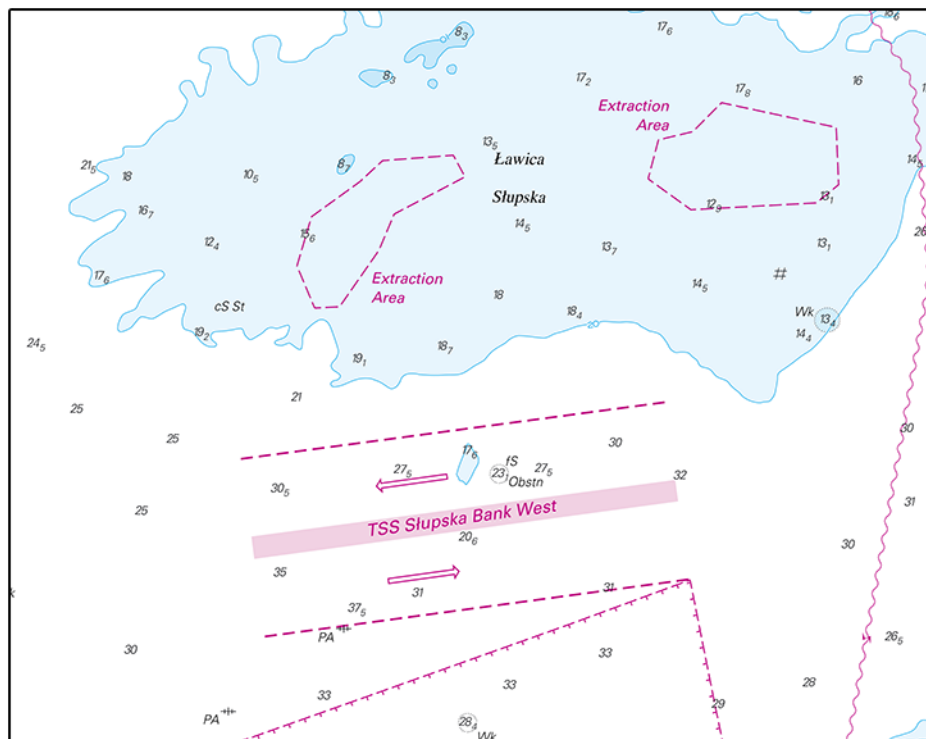
d) separation zone within positions 9 - 14	9	54-50,63N	016-56,66E
	10	54-50,22N	016-56,83E
	11	54-53,55N	017-13,12E
	12	54-53,31N	017-22,10E
	13	54-54,10N	017-22,10E
	14	54-53,90N	017-13,02E
e) eastbound lane within 10 - 12, 17, 16 och 15	15	54-48,56N	016-57,51E
	16	54-52,26N	017-13,29E
	17	54-52,02N	017-22,24E
f) westbound lane within 9, 14, 13 and 18 - 20	18	54-55,46N	017-22,07E
	19	54-55,13N	017-12,62E
	20	54-52,28N	016-55,99E

TSS Slupska Bank East

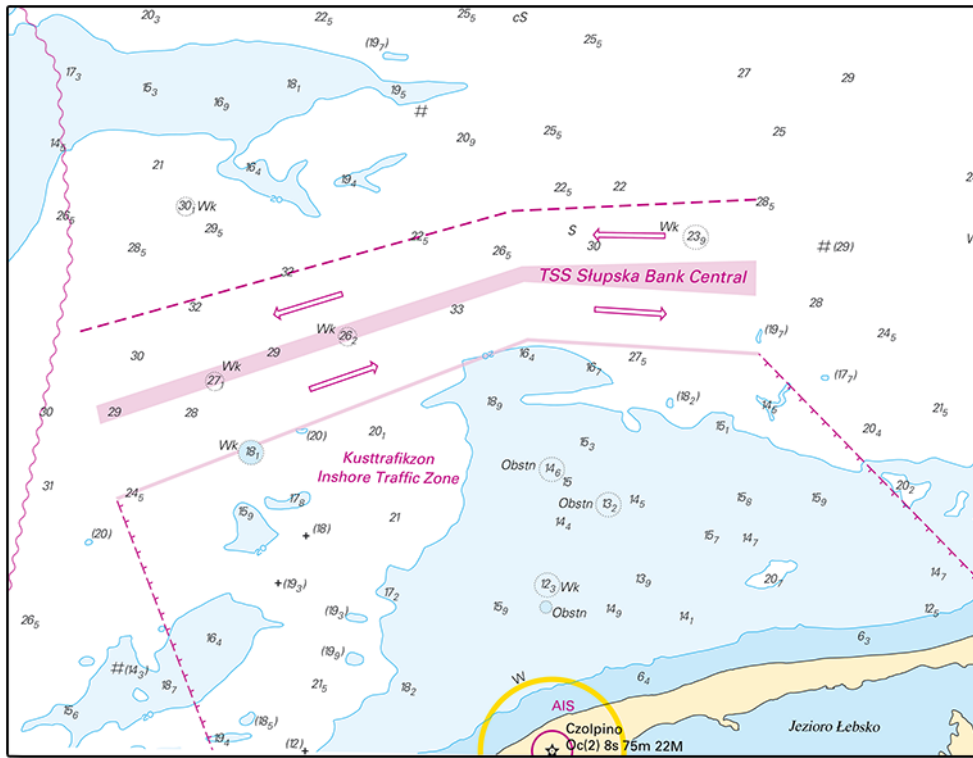
h) A separation zone within positions 21 - 27.

- i) A traffic lane for eastbound traffic between the separation zone h) and a line connecting positions 28 - 30.
- j) A traffic lane for westbound traffic between the separation zone h) and a line connecting position 31 -34.
- k) An inshore traffic zone between the southern boundary of TSS Slupska Bank East and the Polish coast between a line drawn from position 28 in direction 180°, and a line drawn from position 30 in a direction of 180°.

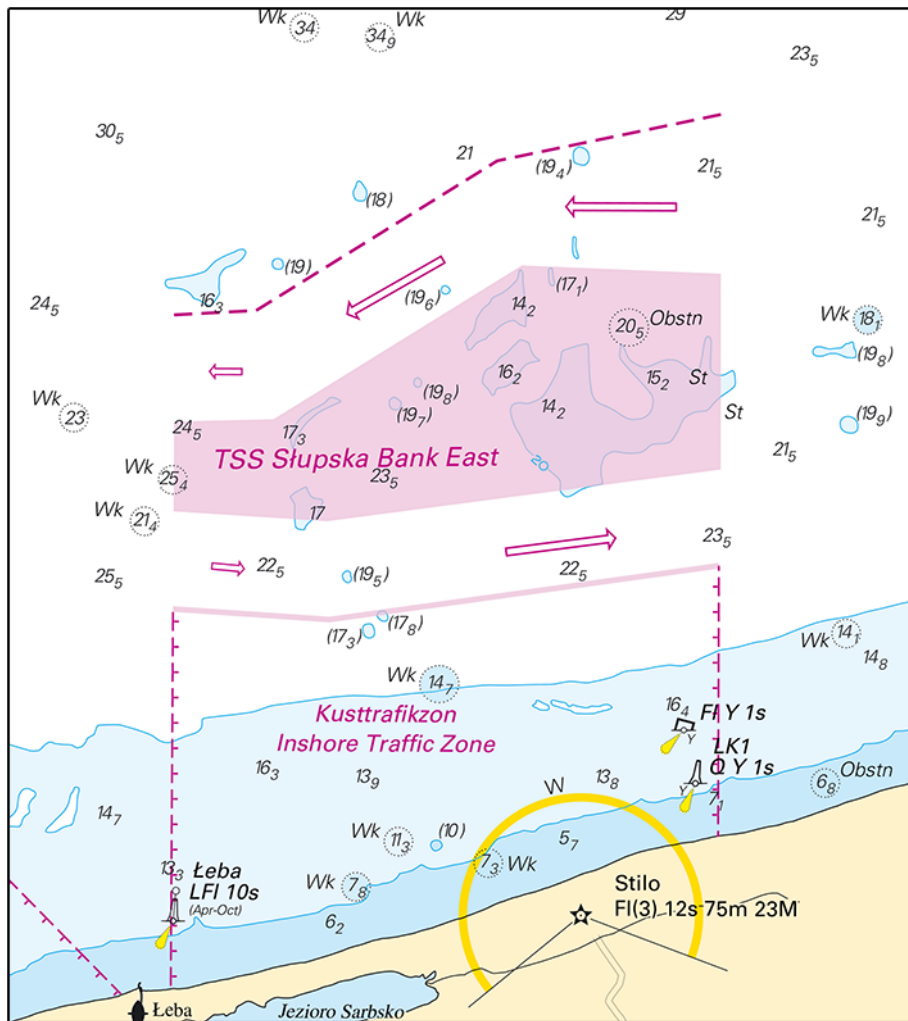
h) separation zone bounded by 21 - 27	21	54-54,32N	017-33,80E
	22	54-53,02N	017-33,80E
	23	54-52,89N	017-37,64E
	24	54-53,66N	017-47,50E
	25	54-56,49N	017-47,49E
	26	54-56,60N	017-42,50E
	27	54-54,36N	017-36,29E
i) eastbound lane bounded by 22 - 24, 30, 29 and 28	28	54-51,61N	017-33,80E
	29	54-51,47N	017-37,72E
	30	54-52,27N	017-47,46E
j) west-bound lane bounded by 25 - 27, 21, 34, 33, 32 and 31	31	54-58,79N	017-47,48E
	32	54-58,11N	017-41,87E
	33	54-55,93N	017-35,84E
	34	54-55,86N	017-33,78E



TSS Slupsk Bank West



TSS Slupska Bank Central



TSS Slupska Bank East

15477

Chart: 2, 7, 74, 83

Poland. South-Eastern Baltic, Southern Baltic. Changes to traffic separation scheme Slupska Bank.

Due to the upcoming changes to TSS Slupska Bank, a magenta explanatory legend shall be inserted on the affected charts.

Insert	explanatory text in the following approximate positions	a)	54-50,3N	016-16,6E	Chart 2, 7, 74 and 83
		b)	54-59,7N	017-41,4E	Chart 2, 7 and 83

CHANGES TO TSS AND ROUTEING MEASURES
TO BE IMPLEMENTED ON 1 JUNE 2021
(SEE NM 15476(P)/20)

Information about future changes at Slupska Bank

IMO. Publ. 22 december 2020

Southern Baltic

15521

Chart: 74, 83

Germany. Southern Baltic. NW of Adlergrund. Buoyage.

Delete	special purpose spar buoy Fl(5) Y 20s ODAS in position a) - d)	a)	54-48,6N	014-10,7E
		b)	54-48,6N	014-11,5E
		c)	54-51,1N	014-05,3E
		d)	54-50,8N	014-07,2E

German NtM 2020:50. Publ. 22 december 2020

* 15525

Chart: 741, 7413

Sweden. Southern Baltic. SW Karlskrona. Bollösund. Buoyage.

Insert	special purpose spar buoy	a)	56-06,344N	015-29,097E
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Bsp Hanöbukten 2018/s16

Transportstyrelsen. Publ. 22 december 2020

Kattegat

* 15522

Chart: 924

Sweden. Kattegat. Falkenberg. Floodlight operational.

Expired notices: 2020:835/15481(T)

The floodlight is again operational.

Floodlight	56-53,03N	012-28,17E
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Not shown in ENC.

Bsp Västkusten S 2019/s66

Falkenbergs hamn. Publ. 22 december 2020

Lake Vänern and Trollhätte Canal

* 15259 (T)

Chart: 1353

Sweden. Lake Vänern and Trollhätte Canal. Trollhättan. Bridge 'Järnvägsbron'. Fairway closed January 2021.

Bridge 'Järnvägsbron'	58-17,500N	012-17,520E
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The fairway under bridge 'Järnvägsbron' in Trollhättan is closed for all marine traffic due to maintenance between the times presented in the table below.

Date	Time
Jan 9 - Jan 14	0700 - 0700 LT
Jan 23 - Jan 28	0700 - 0700 LT

Not shown in ENC.

Bsp Göta kanal 2011/s44, Trollhätte kanal - Dalslands kanal 2020/s21

Sjöfartsverket. Publ. 22 december 2020

* 15492

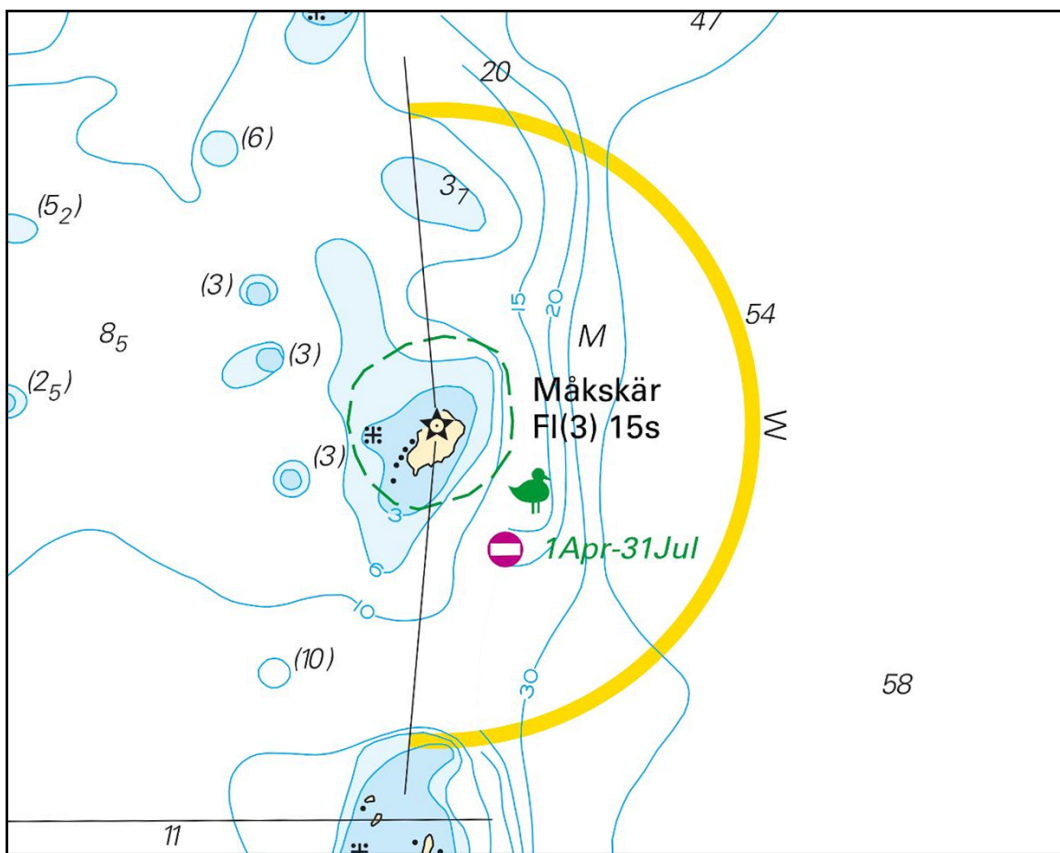
Chart: 13, 133, 1331

Sweden. Lake Vänern and Trollhätte Canal. Lake Vänern. SE of Värlandsnäs. Måskär. New light.

Expired notices: 2020:832/14938(P)

Insert	light 'Måskär' with light sectors as per below	a)	58-52,572N	013-18,109E	Fl(3) W 15s
	Dk 005° - 175°				
	W 175° - 005°				

Bsp Göta kanal 2011/s26, s36, Bsp Vänern 2018/s04, s05, s19, s28, s40



Light 'Måskär'

Sjöfartsverket. Publ. 22 december 2020

* 15514

Chart: 13, 133, 1331, 134, 135

Sweden. Lake Vänern and Trollhätte Canal. Vänern. Dalbosjön. Ekens skärgård. Lurö skärgård. Minimum depth in fairways.

Replace	maximum draught in fairway 5.4 m	with minimum depth in fairway 6.7 m	a)	58-34,80N	012-38,77E	VÄNERSBORGSLEDEN
			b)	58-42,21N	012-56,71E	VÄNERSBORGSLEDEN
			c)	58-44,28N	013-04,09E	VÄNERSBORGSLEDEN
			d)	58-44,82N	013-11,85E	MILSKÄRSLEDEN
			e)	58-45,83N	013-12,87E	LURÖLEDEN

Bsp Göta kanal 2011/s26, s28, s29, s33, s34, s38, s39, Bsp Vänern 2018/s06, s08, s09, s26, s27, s28, s32, s34, s42, s43, Trollhätte kanal - Dalslands kanal 2020/s25

Sjöfartsverket. Publ. 22 december 2020