

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	Sign
4	14698 (T)	
5	14693	
41	14698 (T)	
53	14693	
62	14699	
71	14699	
74	14682	
92	14682	
92	14685 (T)	
92	14694 (T)	
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924	14700 (T)	
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933	14578	
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1352	14645 (T)	
6142	14652	
6143	14684 (T)	
6145	14684 (T)	
6181	14642	
6212	14687	
9312	14645 (T)	
9313	14694 (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

* 14578

Chart: 933

Port of Uddevalla. Amended depths. New edition.

A hydrographic survey in Port of Uddevalla has shown extensive changes of depths currently shown in the chart.

The new depths will be shown in edition 15 of chart 933, which will be published in February 2020.

The changes are available as an ENC update.

Port of Uddevalla	58-20,6N	011-54,0E
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Sjöfartsverket, Norrköping. Publ. 6 februari 2020

NOTICES

Bay of Bothnia

* 14698 (T)

Chart: 4, 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. February 13, 17 - 21.

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
February 13	0800 - 1700 LT	4.4 M
February 17	1200 - 2000 LT	9.5 M
February 18 - 21	0800 - 2000 LT	9.5 M

Not shown in ENC.

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

Försvarmakten. Publ. 6 februari 2020

Sea of Bothnia

* 14647 (T)

Chart: 523, 524

Sweden. Sea of Bothnia. Härnösand. Mellanholmen. Fairway closed. Military exercise.

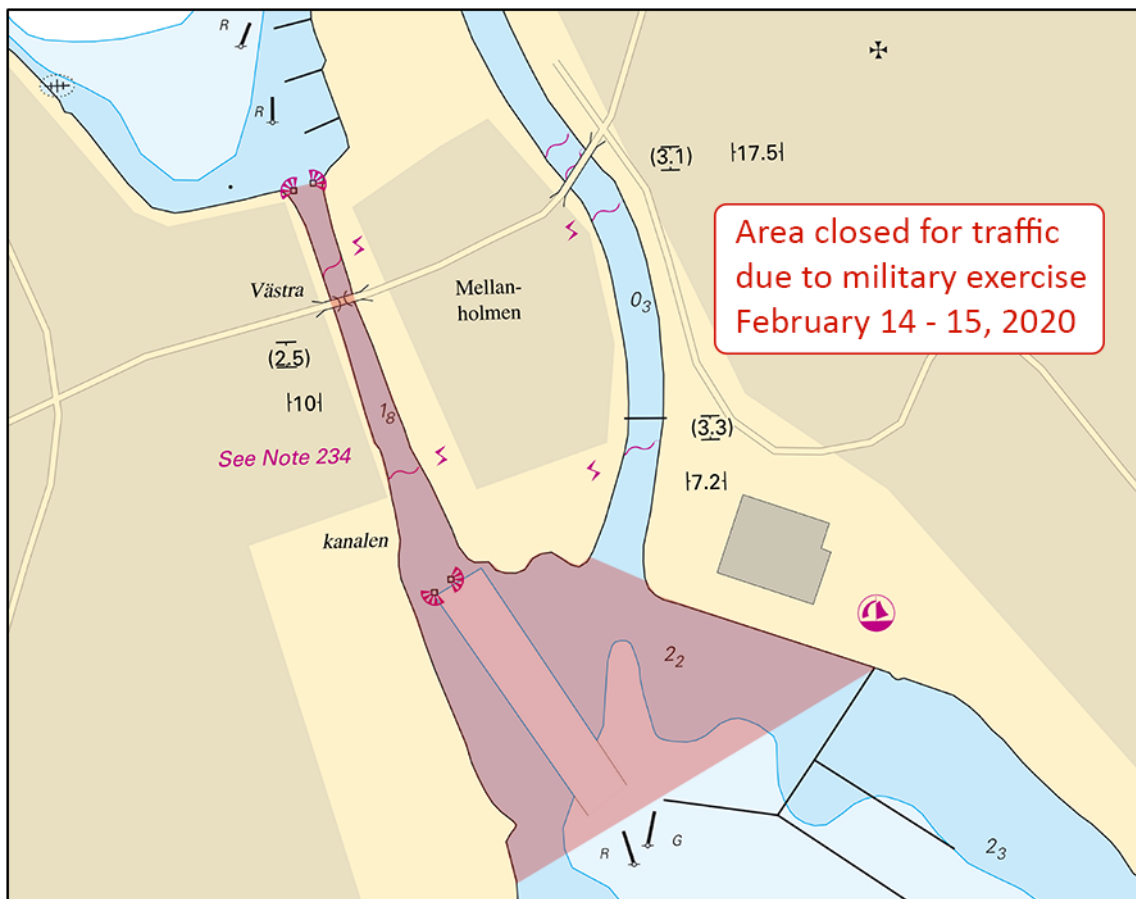
Time: February 14, 0700 LT - February 15, 2400 LT.

In relation to a military exercise, the fairway through 'Västra kanalen' is closed for all vessels.

'Västra kanalen'	62-37,8N	017-56,1E
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Not shown in ENC.

Bsp Bottenhavet N 2019/s11, s12, s50



Härnösand.

Försvarmakten. Publ. 5 februari 2020

14693

Chart: 5, 53

Finland. Sea of Bothnia. W of Uusikaupunki/Nystad. Beacon.

Delete	beacon with radar reflector	60-52,03N	021-00,72E
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Finnish NtM 2020:1/5. Publ. 6 februari 2020

Northern Baltic

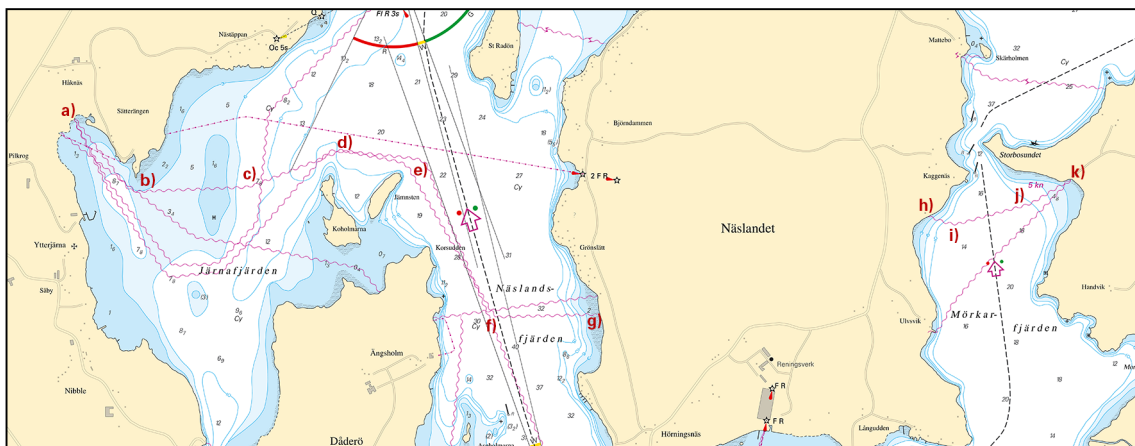
* 14642

Chart: 6181

Sweden. Northern Baltic. Järnafjärden. Näslandsfjärden. Mörkarfjärden. Submarine cables.

Insert	submarine cable a) - g)	a)	59-05,085N	017-37,059E
		b)	59-04,777N	017-37,522E
		c)	59-04,796N	017-38,493E
		d)	59-04,950N	017-39,254E
		e)	59-04,897N	017-39,781E
		f)	59-04,246N	017-40,508E
		g)	59-04,258N	017-41,368E
Insert	submarine cable h) - k)	h)	59-04,671N	017-44,068E
		i)	59-04,630N	017-44,274E
		j)	59-04,719N	017-44,907E
		k)	59-04,808N	017-45,193E

Bsp Mälaren - Hjälaren 2016/s33



Submarine cables

Dyk & Sjöentreprenad AB. Publ. 1 februari 2020

* 14652

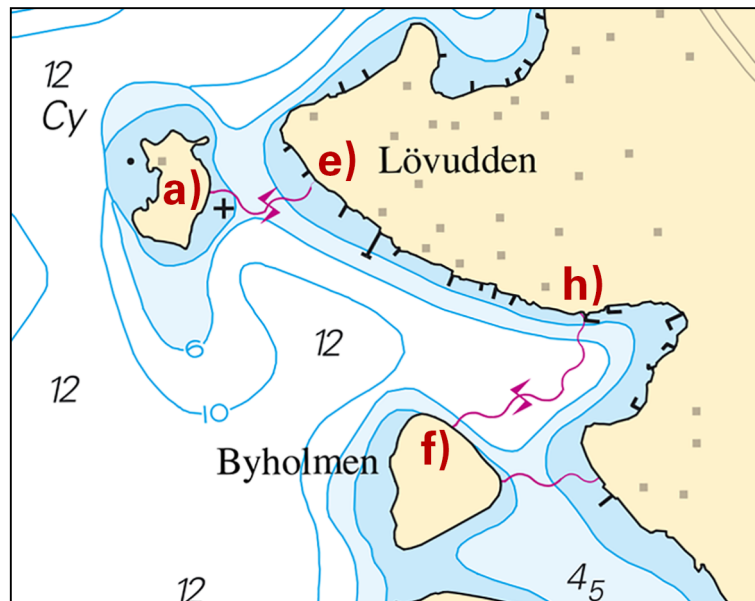
Chart: 6142

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

Expired notices: 2019:784/14507

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) - h)	f)	59-25,950N	018-18,255E
		g)	59-25,983N	018-18,442E
		h)	59-26,033N	018-18,438E

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



Submarine power cables

E.ON Energidistribution AB. Publ. 5 februari 2020

* 14684 (T)

Chart: 6143, 6145

Sweden. Northern Baltic. Stockholm. Värmdö. Strömma. Underwater works.

Time: February - March 2020.

A new pipeline will be established just west of canal 'Strömma kanal'.

For further information, call +46 707-786 608.

Planned pipeline a) - c)	a)	59-17,23N	018-32,57E
	b)	59-17,16N	018-32,57E
	c)	59-17,12N	018-32,74E

Not shown in ENC.

Bsp Stockholm M 2018/s22, s28

Aros Water AB. Publ. 5 februari 2020

* 14687

Chart: 6212

Sweden. Northern Baltic. Norrköping. Sandviksfjärden. N of Esterön. Obstruction.

Delete	obstruction, least depth 5.4 m	a)	58-39,790N	016-20,460E
Insert	obstruction, least depth 5.4 m	b)	58-39,700N	016-20,460E

Bsp Ostkusten 2019/s24, s26

Sjöfartsverket. Publ. 5 februari 2020

Central Baltic

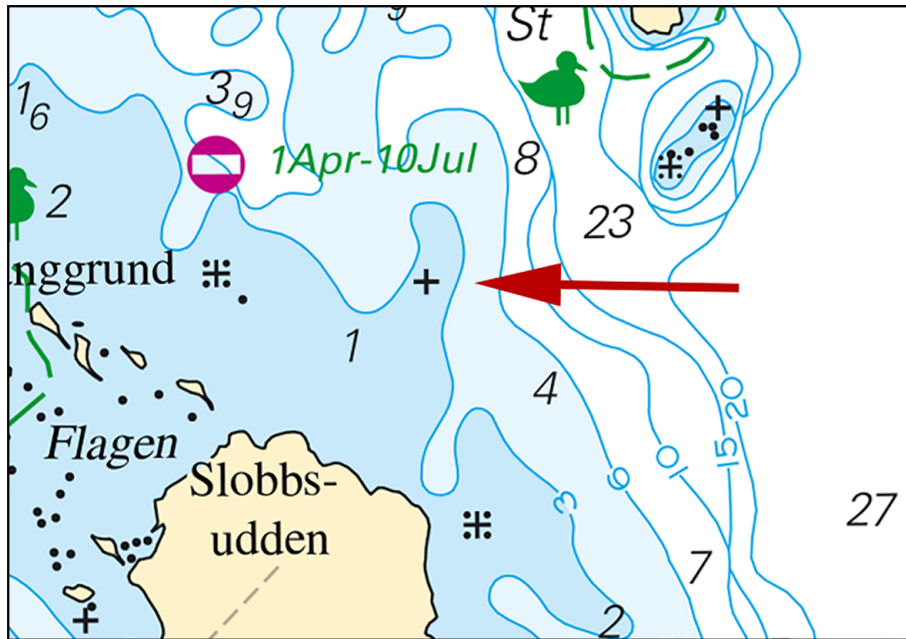
* 14617

Chart: 711

Sweden. Central Baltic. Kalmarsund. Runnö. Shoal.

Amend	depth contours and insert underwater rock in	a)	57-10,845N	016-33,961E
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Bsp Kalmarsund 2019/s17



Shoal

Sjöfartsverket. Publ. 4 februari 2020

* 14624

Chart: 623

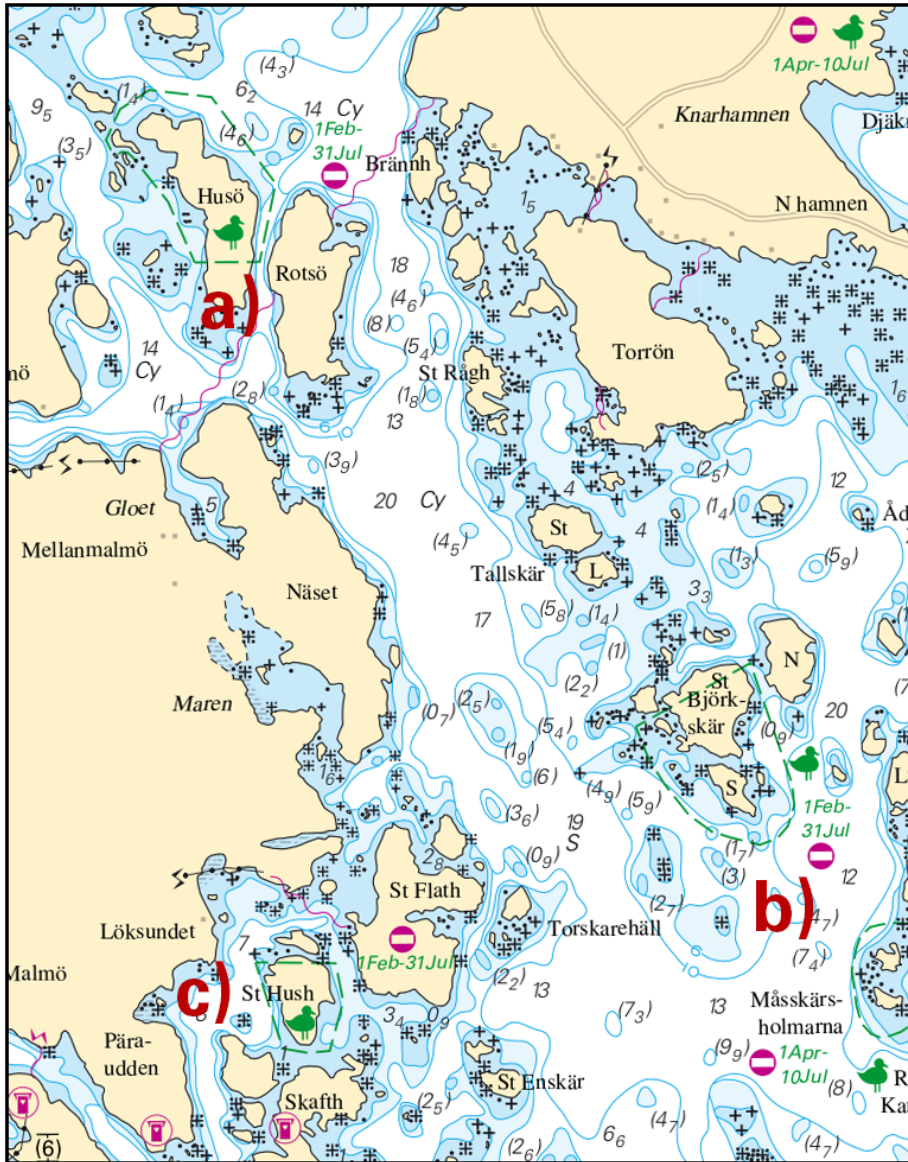
Sweden. Central Baltic. NE of Västervik. St Husholmen. Husö. St Björkskär. Bird sanctuaries. Entry prohibited.

Time: February 1 - July 31, annually.

It is prohibited to pass or stay within 100 metres from the shoreline at the bird sanctuaries stated below.

Insert	bird sanctuary with entry prohibited 1 Feb - 31 Jul	a)	57-49,22N	016-42,63E	Husö
Insert	bird sanctuary with entry prohibited 1 Feb - 31 Jul	b)	57-47,73N	016-45,08E	St Björkskär
Insert	bird sanctuary with entry prohibited 1 Feb - 31 Jul	c)	57-47,12N	016-43,08E	St Husholmen

Bsp Ostkusten 2019/s49, s51, s52, s53



Bird sanctuaries with season based entry prohibition

Länsstyrelsen i Kalmar län. Publ. 1 februari 2020

* 14699

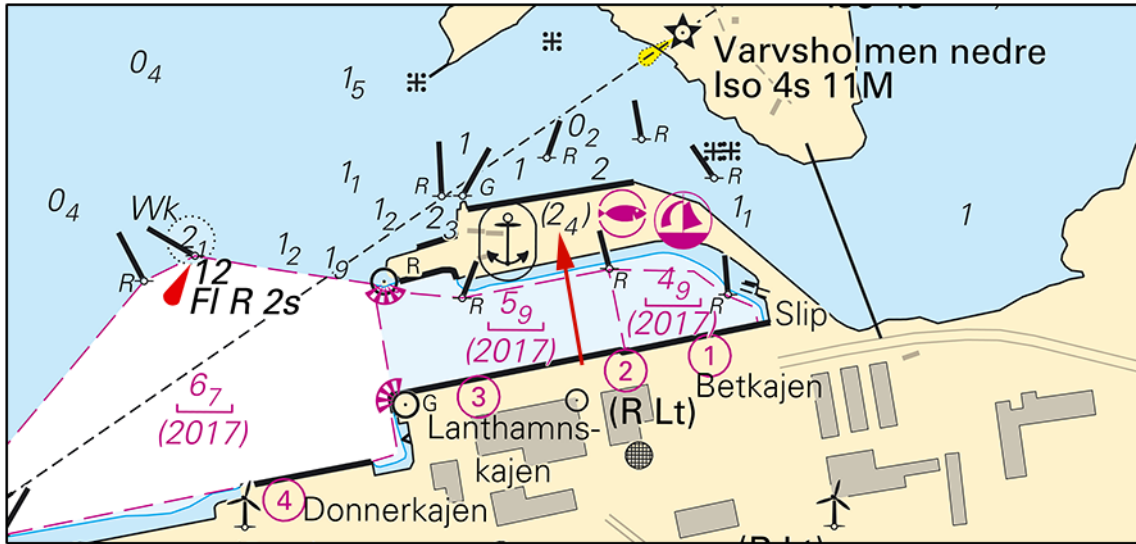
Chart: 62, 71

Sweden. Central Baltic. Gotland. Klintehamn. Depth.

See: 2019:765/12879

Insert	depth at quay 2.4 m	57-23,358N	018-11,206E
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Bsp Ostkusten 2019/s64



Klintehamn

Sjöfartsverket. Publ. 6 februari 2020

The Sound

* 14682

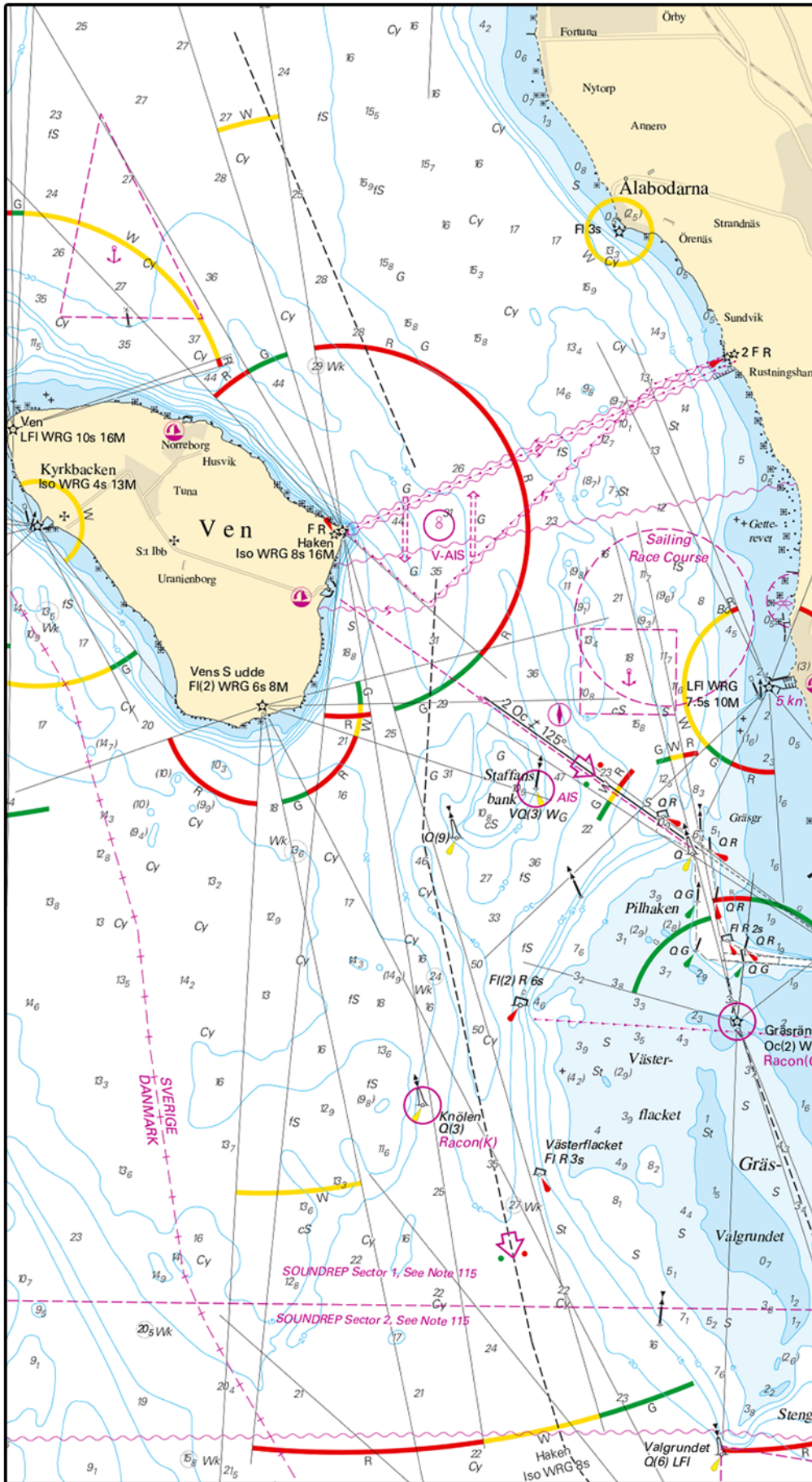
Chart: 74, 92, 922

Sweden. The Sound. Ven. Recommended tracks. Recommended direction of traffic flow.

See: 2019:785/14571

Insert	recommended track a) - c)	a)	55-49,82N	012-45,56E
		b)	55-52,76N	012-44,36E
		c)	55-54,28N	012-44,47E
Insert	recommended track d) - e)	d)	55-54,94N	012-44,24E
		e)	55-57,49N	012-42,30E
Insert	symbol for recommended direction of traffic flow	f)	55-54,61N	012-44,85E
Insert	symbol for recommended direction of traffic flow	g)	55-54,59N	012-44,14E

Bsp Sydkusten 2012/s12, s13, s14, s16, s31



Ven. Recommended direction of traffic flow.

Kattegat*** 14645 (T)****Chart: 1352, 9312****Sweden. Kattegat. Göteborg. Bridge 'Götaälbron'. Fairway closed. February 17 - 23, 2020.**

Due to construction of the new bridge Hisingsbron which is being built just upstream from Götaälbron, the fairway at the bridge is closed for all vessels during stated time.

For more information, please visit: www.sjofartsverket.se/bridges.

Fairway is closed for all marine traffic
February 17 - 23, 1000 - 0100 LT

Bridge 'Götaälbron'	57-42,87N	011-58,02E
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Not shown in ENC.

Bsp Göta kanal 2011/s59, Bsp Västkusten S 2019/s59, Trollhätte kanal - Dalslands kanal 2020/s06

Sjöfartsverket, Göteborg. Publ. 6 februari 2020

*** 14685 (T)****Chart: 92, 923, 924****Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. February 11 - 13.**

Position: Approx.	56-40,8N	012-38,6E	Firing restriction area R41 A RINGENÄS
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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
February 11	0930 - 1600 LT	1.7 M
February 12	0930 - 1600 LT	1.7 M
February 13	0930 - 1600 LT	1.7 M

Not shown in ENC.

Bsp Västkusten S 2019/s29, s30

Försvarsmakten, Lv6. Publ. 5 februari 2020

*** 14690****Chart: 924****Sweden. Kattegat. NW of Falkenberg. Glommen harbour. Depths.**

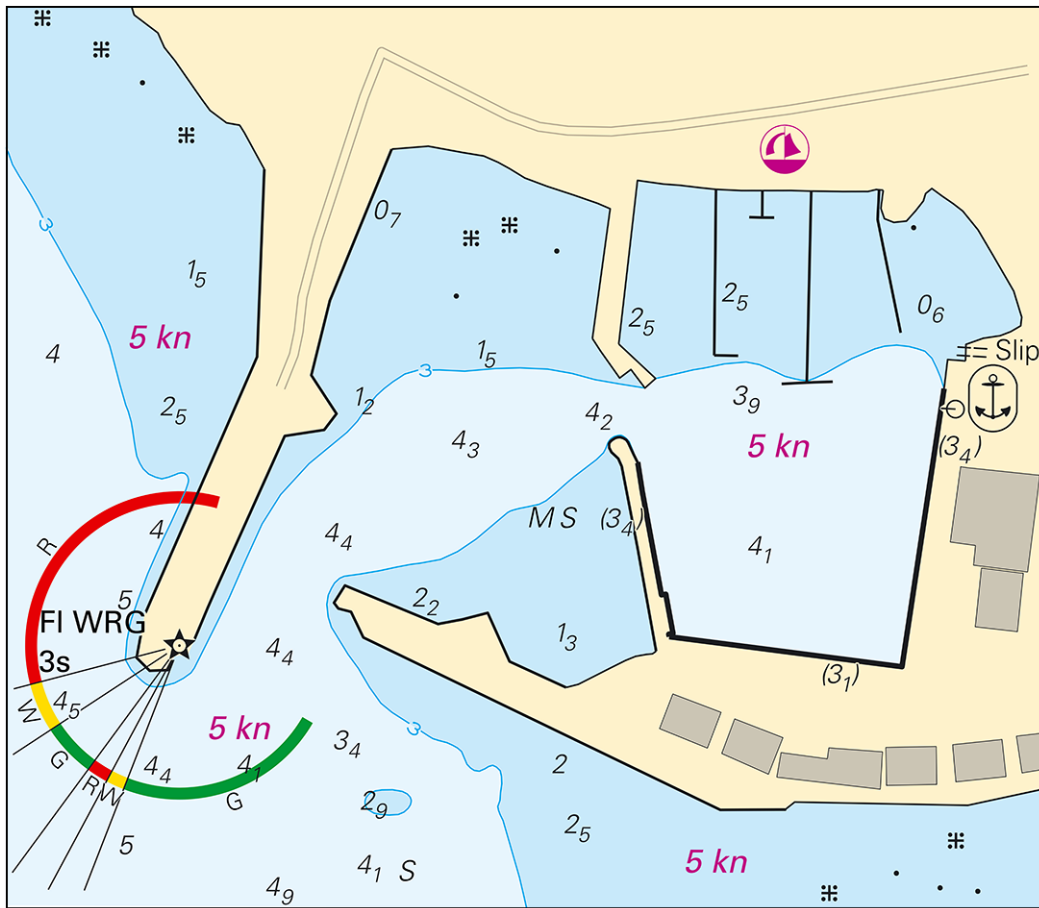
A hydrographic survey in Glommen harbour has shown other depths than charted.

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 6 m	a)	56-55,714N	012-20,848E
Delete	depth 5.5 m	b)	56-55,724N	012-20,908E
Delete	depth 5 m	c)	56-55,728N	012-20,944E
Delete	depth 4.5 m	d)	56-55,737N	012-20,961E
Insert	depth 4.1 m	e)	56-55,725N	012-20,930E
Insert	depth 3.4 m	f)	56-55,730N	012-20,966E
Amend	depth 4.5 m to 2.9 m and insert 3 m depth contour according to chartlet	g)	56-55,717N	012-20,980E
Amend	depth 6 m to 4.5 m	h)	56-55,738N	012-20,861E
Delete	depth 3.5 m	i)	56-55,751N	012-21,124E
Insert	depth at quay 3.1 m	j)	56-55,744N	012-21,148E
Insert	depth at quay 3.4 m	k)	56-55,790N	012-21,190E
Insert	3 m depth contour according to chartlet	l)	56-55,778N	012-21,032E

Bsp Västkusten S 2019/s64



Glommen. Depths.

Sjöfartsverket. Publ. 6 februari 2020

*** 14694 (T)**

Chart: 92, 93, 931, 9313

Sweden. Kattegat. Gothenburg. Light 'Trubaduren'. Temporary reduced range.

Time: Until further notice.

Light 'Trubaduren'	57-35,69N	011-37,97E
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Not shown in ENC.

Bsp Västkusten S 2019/s18, s48, s49

Sjöfartsverket. Publ. 5 februari 2020

*** 14700 (T)**

Chart: 92, 923, 924

Sweden. Kattegat. W of Halmstad. Ringenäs. Firing exercise. February 4 - 7.

Expired notices: 2020:791/14680(T)

Position: Approx.	56-40,8N	012-38,6E	Firing restriction area R41 A RINGENÄS
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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
February 4	0830 - 1600 LT	2.4 M
February 5	0830 - 1600 LT	3.8 M
February 6	1230 - 1600 LT	2.4 M
February 7	0830 - 1400 LT	2.4 M

Not shown in ENC.

Bsp Västkusten S 2019/s29, s30

Försvarmakten, Lv6. Publ. 5 februari 2020

Skagerrak

* 14695 (T)

Chart: 934

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

Time: Until further notice

Beacon 'Kalköbåde' temporarily replaced with west cardinal spar buoy.

Beacon 'Kalköbåde'	a)	58-34,633N	011-12,011E
West cardinal spar buoy	b)	58-34,628N	011-11,952E

Not shown in ENC.

Bsp Västkusten N 2019/s13

Sjöfartsverket. Publ. 6 februari 2020