

Notices to Mariners, SWEDEN Swedish Maritime Administration







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Affected charts and Notices

No 845

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	15589 (T)	
6	15589 (T)	
7	15589 (T)	
61	15589 (T)	
62	15589 (T)	
71	15589 (T)	
74	15589 (T)	
83	15589 (T)	
92	13994	
93	13994	
113	15621	
523	15614 (T)	
536	15622 (T)	
616	15605 (T)	
731	15589 (T)	
931	13994	
934	15575	
1352	13994	
6141	15616	
6141	15620	
6142	15616	
6162	15605 (T)	
6163	15605 (T)	
6171	15605 (T)	
6212	15618	
9312	13994	
9331	15563	

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

Sea of Bothnia

* 15614 (T) Chart: 523

Sweden. Sea of Bothnia. N of Härnösand. Ångermanälven. Sannasundet. Hemsön. Cable ferry temporarily replaced by an ordinary ferry.

Time: Until spring 2021.

Due to the ice the cable ferry has temporarily been replaced by an ordinary ferry.

Ferry route 62-41,4N 017-59,5E

Not shown in ENC.

Bsp Bottenhavet N 2019/s12

Trafikverket, Färjerederiet. Publ. 5 februari 2021

Sea of Aland and Archipelago Sea

* 15622 (T) Chart: 536

Sweden. Sea of Åland and Archipelago Sea. Channel 'Väddö Kanal'. Bridge 'Älmstabron'. Works.

Time: until March 14, 2400 LT.

Bridge 'Älmstabron' will not open due to maintenance.

Bridge 'Älmstabron'	59-58 4N	018-48 8F
bridge Airristabion	J3-J0,+IN	010-40,00

Not shown in ENC.

Bsp Stockholm N 2020/s21

Sjöfartsverket. Publ. 10 februari 2021

Northern Baltic

* 15589 (T)

Chart: 2, 6, 61, 62, 7, 71, 731, 74, 83

Sweden. Northern Baltic, Central Baltic, South-Eastern Baltic, Southern Baltic. Inspection of gas pipelines in Swedish waters. Vinter 2020.

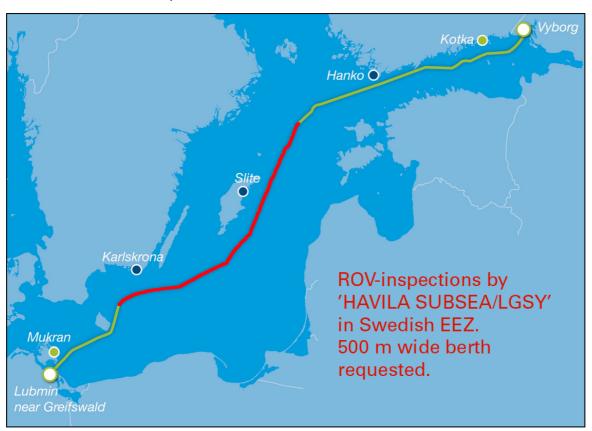
Time: Winter 2021.

Inspection of the Nord Stream gas pipelines in progress in SW direction in Swedish waters between given positions. The works is performed by 'HAVILA SUBSEA/LGSY' and includes survey by means of ROV. 500 m wide berth requested.

Boundary Sweden-Finland (NE of Gotska Sandön)	a)	58-51,3N	020-28,5E
Boundary Sweden-Denmark (S of Utklippan)	b)	55-32,4N	015-42,8E

Not shown in ENC.

Bsp Hanöbukten 2018/s05, s07, Bsp Kalmarsund 2019/s06, s07



Inspection of pipelines

Nord Stream AG. Publ. 10 februari 2021

* 15605 (T) Chart: 616, 6162, 6163, 6171

Sweden. Northern Baltic. NE of Nynäshamn. Horsfjärden. Mysingen Mälbyfjärden. Ice breaking.

See: 2021:842/15508(T), 2021:845/15509(T)

Time: Winter 2021

Information from the Swedish armed forces concerning icebreaking.

During ice conditions, ice breaking will occur at irregular intervals to keep fairways open according to the route / area below.

Information: Officer on duty 010-8233000

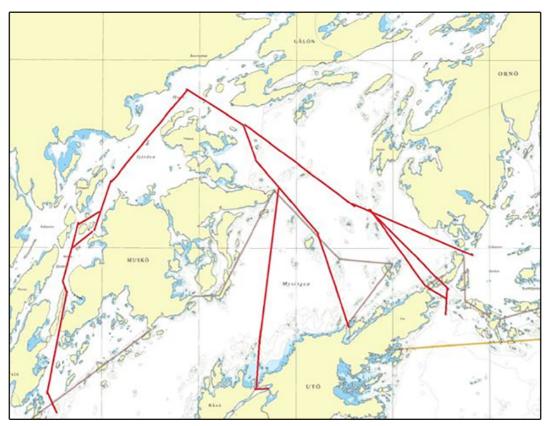
Between Berga and Utö
From Berga through Långbälingsund
Between Berga and Muskö
From Muskö through Skramsösund and further south

Horsfjärden	59-02,8N	018-07,5E
Mysingen	58-59,1N	018-14,4E
Mälbyfjärden	58-59,8N	018-03,2E

https://www.skridsko.net/

Not shown in ENC.

Bsp Stockholm M 2020/s43, BSP Stockholm S 2020/s08, s10, s11, s12, s13, s14, s15, s16, s17, s18, s19, s20, s34, s35, s36, s37



Approximate positions for regular ice breaking by the Swedish armed forces

Försvarsmakten. Publ. 9 februari 2021

* 15616 Chart: 6141, 6142

Sweden. Northern Baltic. Stockholm. Bergshamra. Ålkistan. Green light buoy withdrawn.

Delete	green light buoy Q G	59-22,53N	018-03,03E
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Bsp Stockholm M 2020/s08, s10, s12, s55

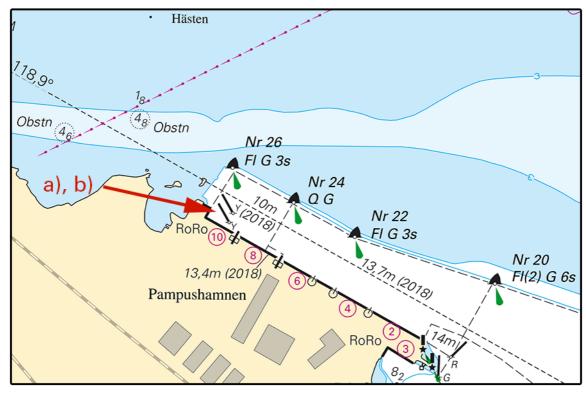
Transportstyrelsen. Publ. 10 februari 2021

* 15618 Chart: 6212

Sweden. Northern Baltic. Norrköping. Pampushamnen. Buoyage.

Ins	sert	special mark spar buoy	a)	58-37,449N	016-14,500E
		special mark spar buoy	b)	58-37,437N	016-14,491E

Bsp Ostkusten 2019/s58, s59



Pampushamnen

Transportstyrelsen. Publ. 10 februari 2021

Lake Mälaren and Södertälje Canal

* 15620 Chart: 6141

Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Liljeholmsbron. Liljeholmsviken. Special light spar buoy.

Insert	special light spar buoy	59-18,852N	018-01,898E
Insert	special light spar buoy	59-18,839N	018-01,932E

Bsp Mälaren - Hjälmaren 2020/s51

Transportstyrelsen. Publ. 10 februari 2021

* 15621 Chart: 113

Sweden. Lake Mälaren and Södertälje Canal. Port of Västerås. Västra hamnen. Berth 51 - 54. Maintenance work completed.

Expired notices: 2019:782/14505(T)

Berth 51 - 54 have been opened to traffic.

Berth 51 -54	59-35,25N	016-31,16E

Bsp Mälaren - Hjälmaren 2020/s58

Västerås hamn. Publ. 10 februari 2021

Kattegat

* 13994 Chart: 1352, 92, 93, 931, 9312

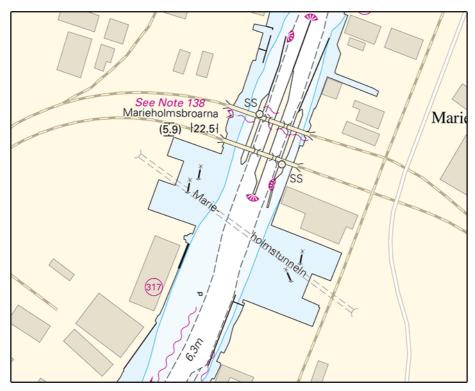
Sweden. Kattegat. Göteborg. S of Marieholmsbroarna bridges. Tunnel. Shoreline. Buoyage.

Expired notices: 2016:604/11314

The new tunnel 'Marieholmstunneln' is completed.

Delete	tunnel under construction between a) and b)	a)	57-43,672N	011-59,490E
		b)	57-43,606N	011-59,609E
Amend	shoreline between c) and j)	c)	57-43,710N	011-59,516E
		d)	57-43,726N	011-59,422E
		e)	57-43,709N	011-59,412E
		f)	57-43,701N	011-59,441E
		g)	57-43,676N	011-59,426E
		h)	57-43,682N	011-59,394E
		i)	57-43,651N	011-59,377E
		j)	57-43,634N	011-59,466E
Amend	shoreline between	k)	57-43,637N	011-59,611E
		l)	57-43,609N	011-59,744E
		m)	57-43,582N	011-59,724E
		n)	57-43,588N	011-59,690E
		o)	57-43,563N	011-59,672E
		p)	57-43,554N	011-59,703E
		q)	57-43,534N	011-59,691E
		r)	57-43,559N	011-59,560E
Insert	tunnel with name 'Marieholmstunneln' between s) - t)	s)	57-43,690N	011-59,436E
		t)	57-43,576N	011-59,683E
Insert	special purpose spar buoy with top mark	u)	57-43,683N	011-59,472E
Insert	special purpose spar buoy with top mark	v)	57-43,669N	011-59,452E
Insert	special purpose spar buoy with top mark	x)	57-43,597N	011-59,669E
Insert	special purpose spar buoy with top mark	y)	57-43,579N	011-59,652E

Bsp Göta kanal 2011/s59, Bsp Västkusten S 2019/s03, s05, s07, Trollhätte kanal - Dalslands kanal 2020/s04, s06



The tunnel Marieholmstunneln in Göteborg

Skagerrak

* 15563 Chart: 9331

Sweden. Skagerrak. N of Kungshamn. SW of Väjern. Stensholmen. Speed restriction.

From February 8, 2021 a speed restriction of five knots is in force between the mainland and the island Stensholmen.

Inse	t 5 kn	58-22,53N	011-15,00E
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Bsp Västkusten N 2019/s26

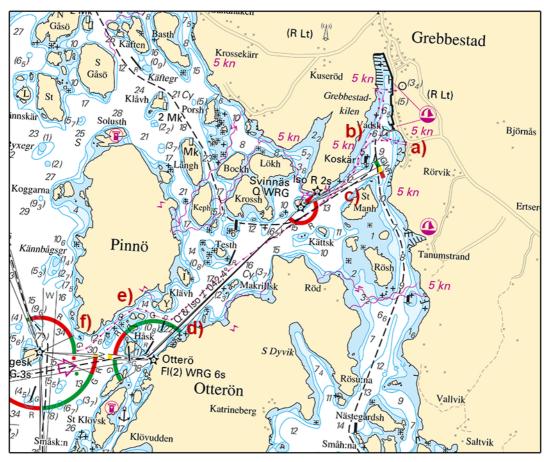
Länsstyrelsen Västra Götalands län. Publ. 10 februari 2021

* 15575 Chart: 934

Sweden. Skagerrak. Grebbestad. Pinnö. Otterön. Pipeline.

Insert	pipeline between a) - f)	a)	58-40,98N	011-15,55E
		b)	58-40,94N	011-15,14E
		c)	58-40,73N	011-14,93E
		d)	58-39,88N	011-13,08E
		e)	58-39,92N	011-12,65E
		f)	58-39,66N	011-12,10E

Bsp Västkusten N 2019/s11



Grebbestad. Pipeline