

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



SWEDISH MARITIME
ADMINISTRATION

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ANNOUNCEMENTS

*** 17231**

Chart: 414, 53, 6, 6173, 8, 934

Sweden. not area bound. New print of charts. New edition of chart 414, 53, 6, 6173, 8 and 934.

A new edition of the following nautical charts are available from November 2022:

Chart Edition

Chart	Edition
414	9.0 NEW EDITION
53	11.0 NEW EDITION
6	8.0 NEW EDITION
6173	9.0 NEW EDITION
8	6.0 NEW EDITION
934	12.0 NEW EDITION

A NEW EDITION is a print of an existing chart, containing changes significant to navigation which are not possible to fully describe in the Swedish NtM.

<https://ufs.sjofartsverket.se/Current/Products>

Sjöfartsverket, Norrköping. Publ. 30 Nov 2022

*** 17271 (T)**

Sweden. not area bound. General information to mariners during winter conditions.

See: 2022:939/17272(T)

Time: Until spring of 2023.

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 17272(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BUOYAGE: Buoyage at sea in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage may also be withdrawn inside small harbours.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 Lights, Racons, AIS, radar reflectors and top marks may be damaged or withdrawn during the winter.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, shall 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 2022 - 2023 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/winternavigation or may be ordered from the Swedish Maritime Administration's Ice-breaking Department, Ph +46 771 63 25 25.

*** 17272 (T)****Sweden. not area bound. 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 unofficial 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 trafikredaktionen@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 0600-1800 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.

NOTICES

Areas without notices in this booklet

The Quark
Sea of Bothnia
Sea of Åland and Archipelago Sea
Gulf of Finland
Gulf of Riga
South-Eastern Baltic
South-Western Baltic
The Sound
The Belts
Lake Vänern and Trollhätte Canal
Inshore waters
not area bound

Bay of Bothnia

*** 17179**

Chart: 4101

Sweden. Bay of Bothnia. Luleå. Lövsjär marina. Depth.

Delete	depth 1 m	65-32,49N	022-22,05E
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Bsp Bottenviken 2018/s60

Sjöfartsverket. Publ. 30 Nov 2022

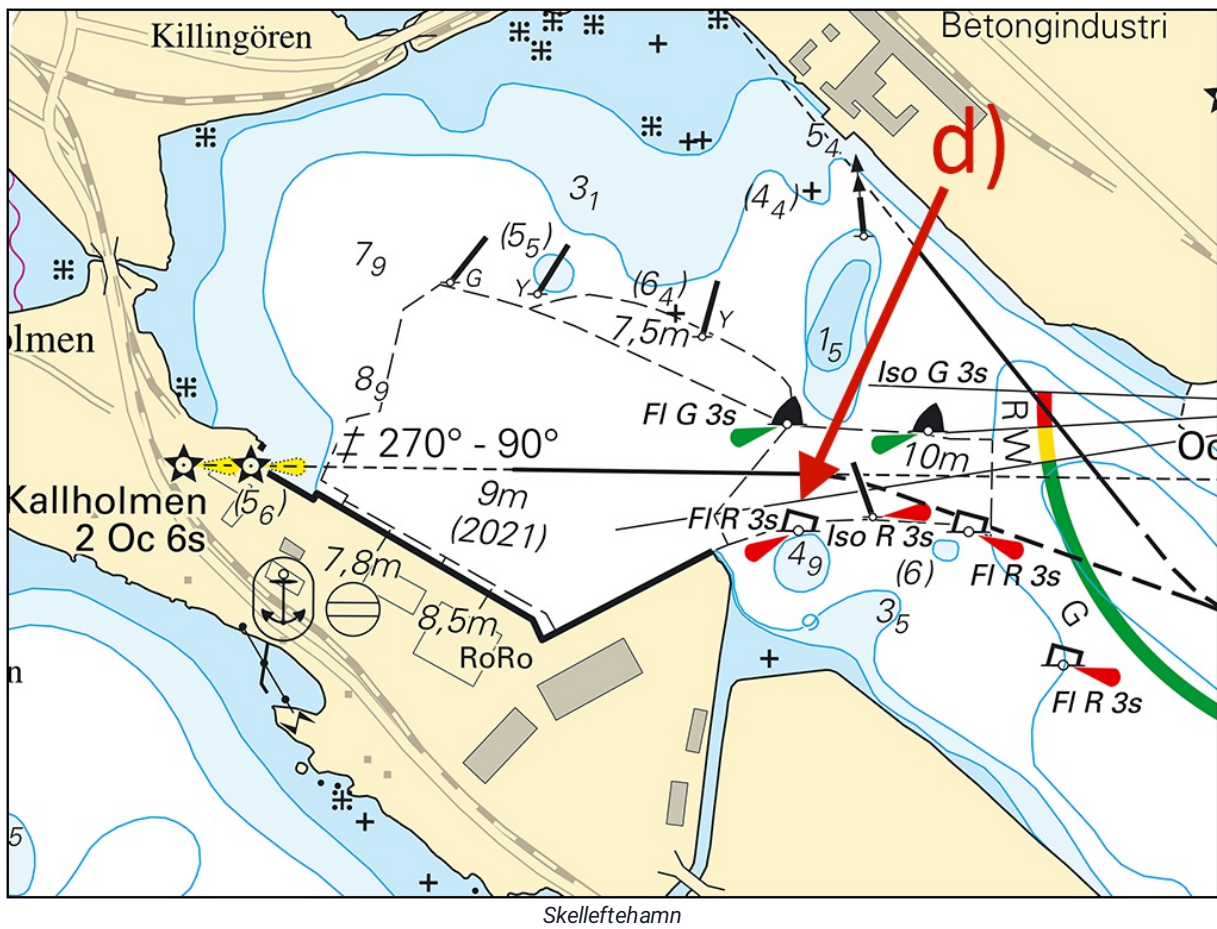
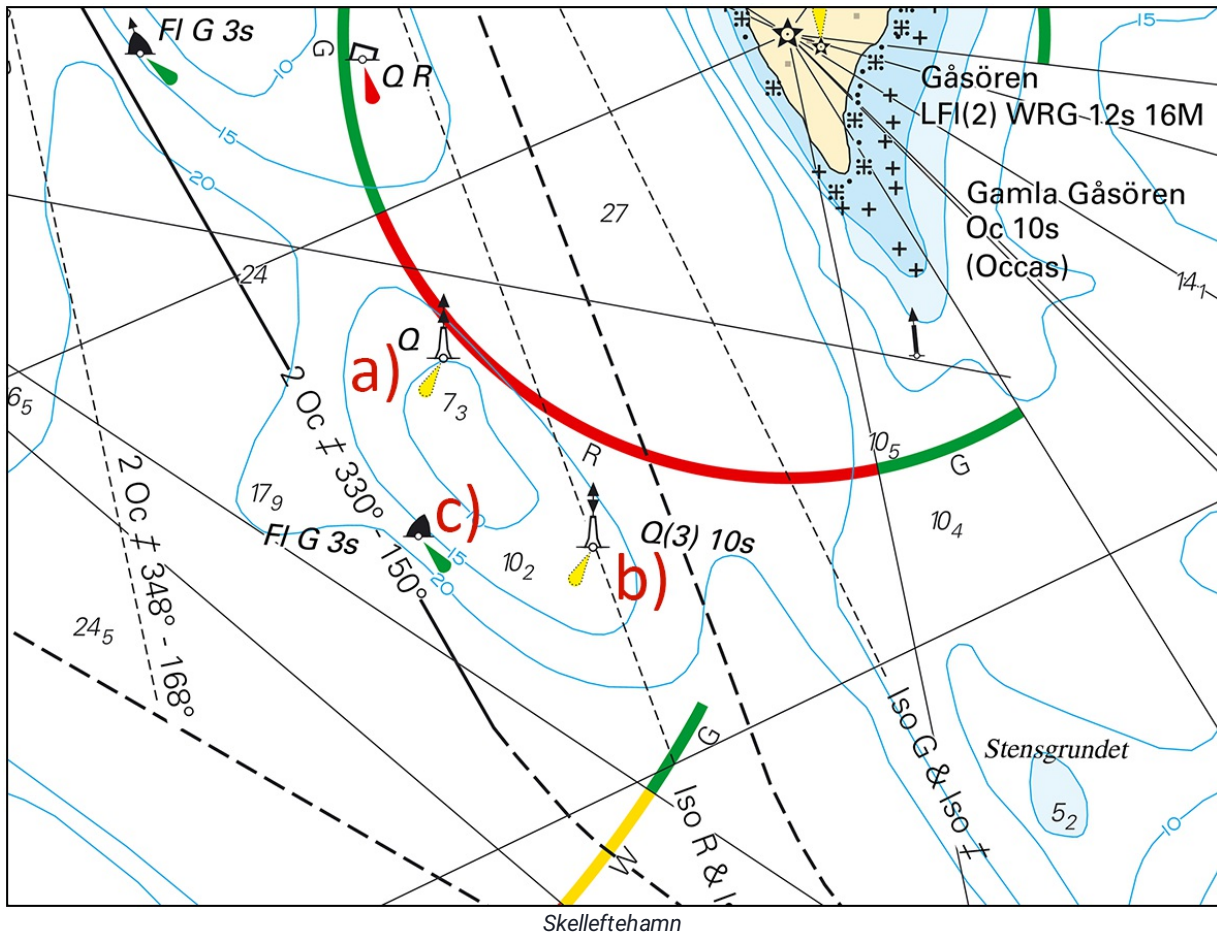
*** 17248**

Chart: 421, 4211

Sweden. Bay of Bothnia. Skellefteå. Skelleftehamn. Buoyage.

Insert	north cardinal light buoy Q		a)	64-39,529N	021-18,351E
Amend	east cardinal light spar buoy Q(3) 10s to	east cardinal light buoy Q(3) 10s	b)	64-39,373N	021-18,641E
Amend	starboard hand light spar buoy FI G 3s to	starboard hand light buoy FI G 3s	c)	64-39,381N	021-18,304E
Amend	port hand spar buoy to	port hand light buoy FI R 3s	d)	64-40,790N	021-15,314E

Bsp Bottenviken 2018/s43, s45, s64, s65, s67



Northern Baltic

* 17093 (T)

Chart: 6141

Sweden. Northern Baltic. Stockholm. Hammarbyleden. Lock 'Hammarbyslussen'. Fairway temporarily closed.

Time: December 16, 1200 LT - December 17, 0200 LT.

Fairway Hammarbyleden will be closed for all traffic during stated time.

Hammarbyleden	59-18,28N	018-05,16E
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Bsp Mälaren - Hjälmaren 2020/s52, BSP Stockholm M 2022/s06

Sjöfartsverket. Publ. 30 Nov 2022

Lake Mälaren and Södertälje Canal

* 17007

Chart: 113

Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. S of Västerås. Sundbyholmsön. Hummelholmen. Vidskär. Underwater rock.

Insert	underwater rock	59-28,64N	016-39,17E
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Bsp Mälaren - Hjälmaren 2020/s21



Underwater rock by Hummelholmen in Lake Mälaren

Sjöfartsverket. Publ. 30 Nov 2022

Central Baltic

*** 17270 (T)**

Chart: 731

Sweden. Central Baltic. Gotland. Port of Slite. Depth.

Time: Until further notice

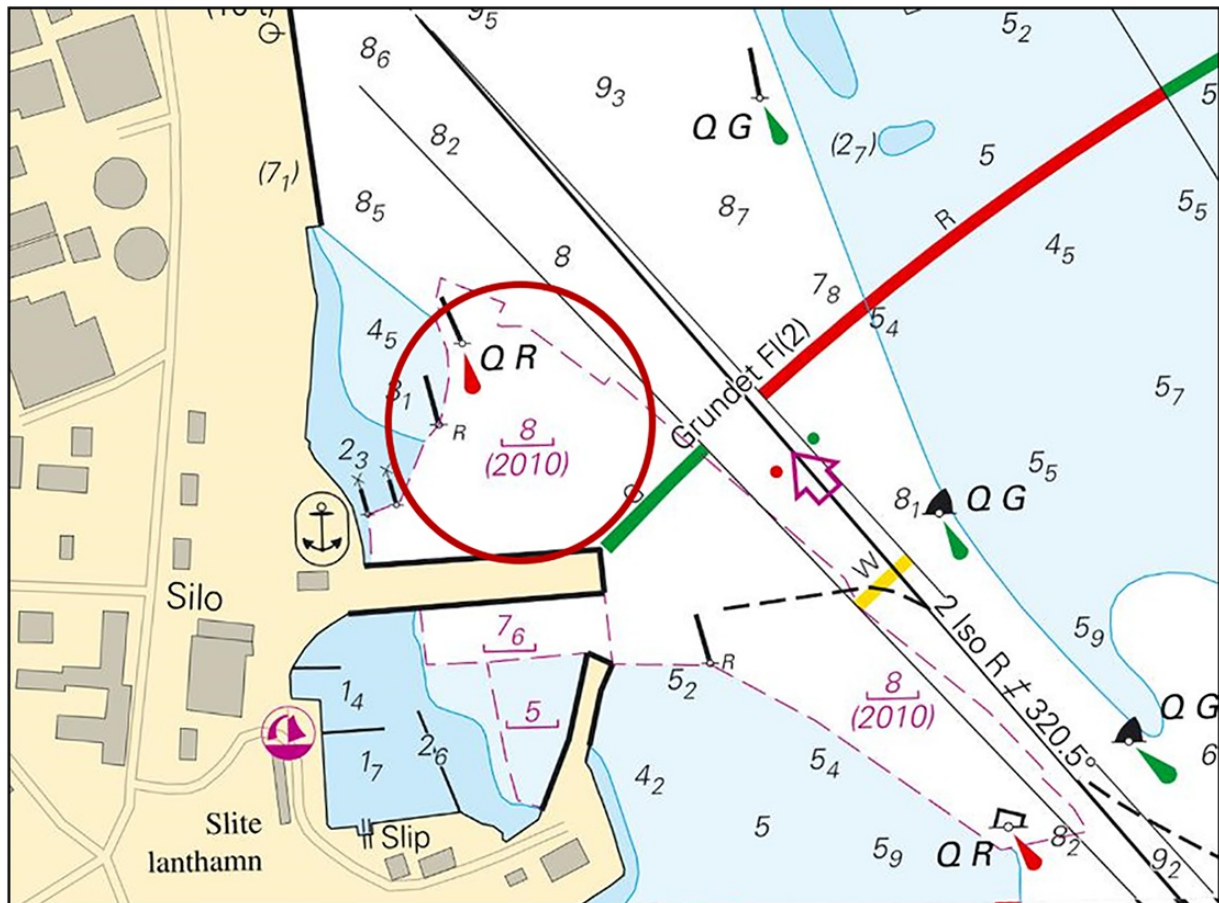
Less depth than charted has been found inside a swept area.

Mariners are advised to exercise caution and to adhere to current restrictions and guidelines issued by Pilotage Area Kalmar for the port of Slite.

Refer to: <https://www.sjofartsverket.se/en/services/pilotage/Pilot-area-Kalmar/Guideline-values-and-restrictions/>

Port of Slite			
shoaling in swept area 8 m	57-42,513N	018-48,620E	actual depth about 7.5 m

Bsp Kalmarsund 2019/s06, s07



Shoaling Port of Slite

Sjöfartsverket. Publ. 30 Nov 2022

Southern Baltic

*** 17101**

Chart: 7411

Sweden. Southern Baltic. Karlskrona. Hydrographic survey. Less depth.

A hydrographic survey in Karlskrona has shown other depths than charted.

Important amendments are presented in the table below, and will be published in the next print of the affected chart.

The changes are available as an ENC update.

Amend	Extend 6-m depth contour to pos a)	a)	56-09,577N	015-33,977E
Insert	depth 6,7	b)	56-09,516N	015-34,003E
Insert	depth 6,3	c)	56-09,565N	015-34,063E
Amend	depth 7 to 6,1	d)	56-09,501N	015-34,471E
Insert	depth 5,9 encircled by 6-m depth contour	e)	56-09,481N	015-34,475E
Amend	Extend 6-m depth contour to pos f)	f)	56-09,444N	015-34,397E
Amend	depth 7,9 to 6,7	g)	56-08,792N	015-33,845E
Insert	depth 4,4	h)	56-09,04N	015-34,94E
Insert	depth 6,1	i)	56-08,956N	015-35,076E

Bsp Hanöbukten 2022/s40, s41, s42, s43

Sjöfartsverket. Publ. 30 Nov 2022

Kattegat

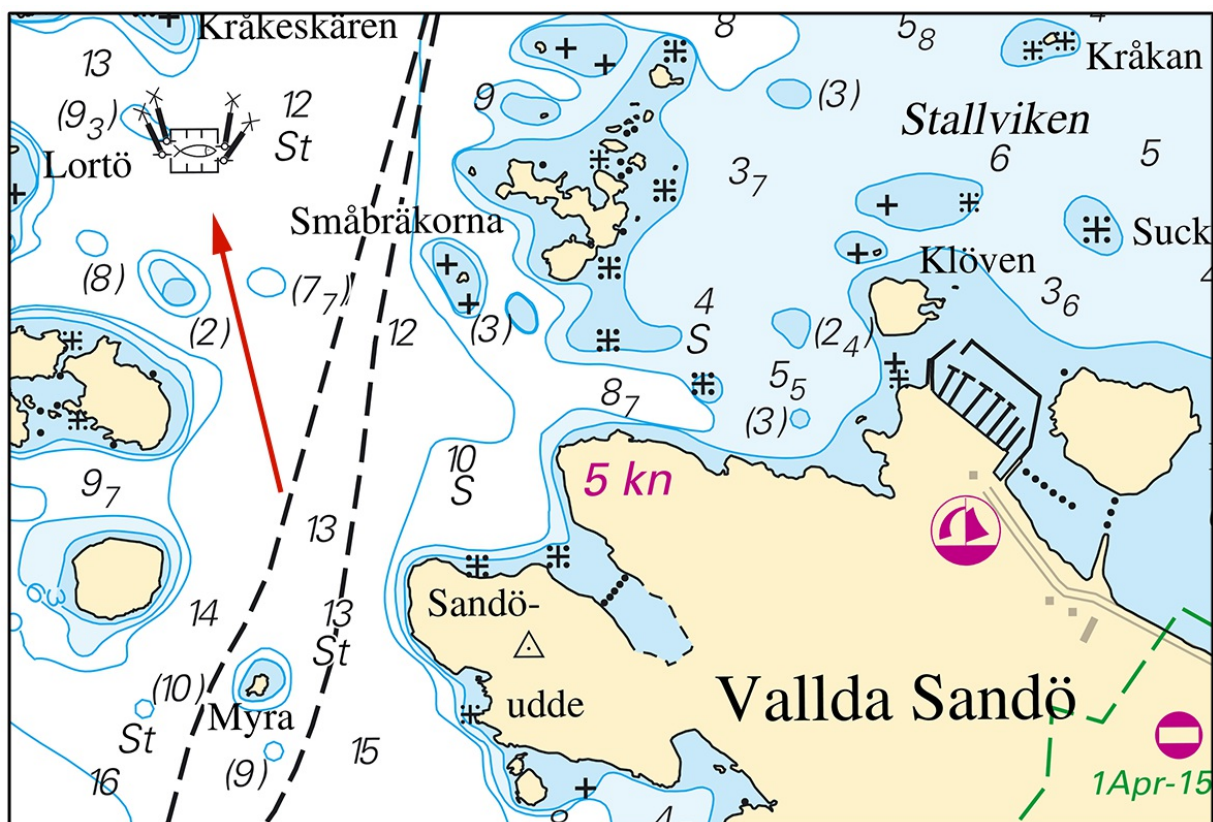
* 17199

Chart: 925, 931

Sweden. Kattegat. W of Kungsbacka. W of Särö and Vallda Sandö. Småbräkorna. Marine farm.

Insert	marine farm in pos	a)	57-29,78N	011-53,77E
Insert	special purpose spar buoys with top mark in pos b) - e)	b)	57-29,78N	011-53,85E
		c)	57-29,76N	011-53,85E
		d)	57-29,77N	011-53,69E
		e)	57-29,79N	011-53,70E

Bsp Västkusten S 2021/s20



Småbräkorna. Marine farm

Transportstyrelsen. Publ. 30 Nov 2022

* 17276 (T)

Chart: 931, 9313

Sweden. Kattegat. W of Gothenburg. S of Björkö. Light 'Juthuvudets grund' temporary unlit.

Time: until further notice

Light 'Juthuvudets grund' FIG 3s	57-42,225N	011-41,120E
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Bsp Västkusten S 2021/s17, s45

Sjöfartsverket. Publ. 30 Nov 2022

Skagerrak

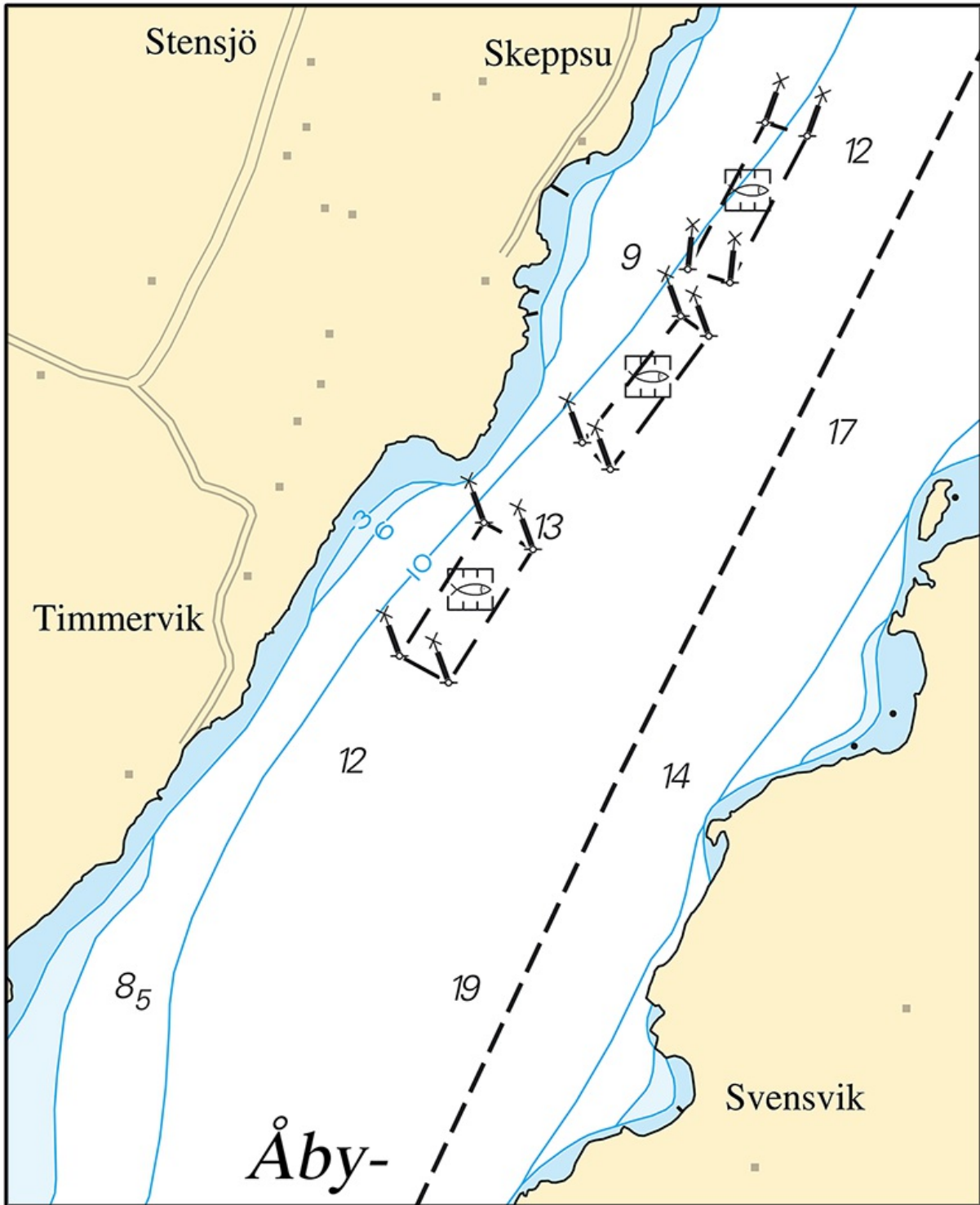
* 17033

Chart: 933, 9331

Sweden. Skagerrak. Sotenäset. Åbyfjorden. Skeppsudden. Marine farms. Buoyage.

Insert	marine farm in pos a)	a)	58-23,88N	011-23,83E
Insert	special purpose spar buoys with top mark in pos b) - m)	b)	58-24,07N	011-23,99E
		c)	58-24,06N	011-24,05E
		d)	58-23,96N	011-23,88E
		e)	58-23,95N	011-23,94E
		f)	58-23,92N	011-23,87E
		g)	58-23,91N	011-23,91E
		h)	58-23,81N	011-23,77E
		i)	58-23,83N	011-23,73E
		j)	58-23,77N	011-23,59E
		k)	58-23,75N	011-23,66E
		l)	58-23,67N	011-23,47E
		m)	58-23,65N	011-23,54E

Bsp Västskusten N 2021/s15, s16, s28



Skeppsudden. Marine farms

Länsstyrelsen Västra Götaland. Publ. 30 Nov 2022

* 17251

Chart: 93

Sweden. Skagerrak. NE of Lysekil. Gullmarn. Gullmarsvik. Mooring buoy withdrawn.

Delete	spherical bouy	58-23,455N	011-37,933E
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Bsp Västkusten N 2021/s17

Transportstyrelsen. Publ. 30 Nov 2022