

Ufs

No 955

3/22/2023

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



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The Swedish Notices to Mariners (Ufs) booklet is an official Swedish publication regularly published on a weekly basis.

Each PDF-file consists of a number of notices also accessible on www.sjofartsverket.se/ntm

Each booklet contains information on changes made to official Swedish nautical charts, as well as essential information on occurrences that pertain to safe navigation in Swedish waters.

Information available on foreign waters is limited. Ufs is not suitable for the task of keeping BA-charts and other nautical charts updated.

Note: Unintentional page breaks may occur as the PDF-file is generated automatically.

Announcements – General information, e.g. new chart editions, statutes/decrees from national authorities

Notices – Chart corrections and temporary/preliminary notices for a given geographical location

An asterisk (*) in front of the notice number denotes that the notice is based on source material obtained from a Swedish national source and that the details stated therein affect Swedish waters.

When a notice number is followed by a '(P)' this signifies that the information contained therein is of a preliminary nature. An upcoming notice containing a chart correction will replace the former.

Similarly, when the letter '(T)' is used this indicates that the notice is of a temporary nature.

In case no period of validity is stated, such a notice will be invalidated either when a new temporary notice or a chart correction replaces it.

Information in temporary and preliminary notices are generally available as an update to ENC. In case ENC updates are not available, the notice will state 'Not shown in ENC'.

Bearings are true and given clockwise from 000° to 360° and, when describing a light house beam, indicate a direction from seaward towards shore.

Note: Chartlets are intended to simplify chart correction work and are not always true to scale. Generally, these pictorials show the largest charted scale available for respective area.

The respective informant is responsible for factual content.

Please refer to more information on the use of Ufs in the official Swedish publication **Ufs A**.

Reporting dangers and errors

All observations concerning floating aids to navigation, unlit beacons and lights, objects adrift or any other occurrence that may have a detrimental impact on the safety at sea are to be reported to Sweden Traffic at the earliest possible opportunity.

Call: Sweden Traffic

Channel: Appropriate working channel

Phone: +46 771 630 685 (24/7)

E-mail: swedentraffic@sjofartsverket.se

Affected charts and Notices

Affected charts	Notice no
7	17522 (T)
7	17526 (T)
8	17522 (T)
8	17526 (T)
10	17536 (T)
61	17536 (T)
62	17536 (T)
71	17444
74	17522 (T)
74	17526 (T)
83	17444
83	17522 (T)
83	17526 (T)
134	17400
522	17427 (T)
536	17483
611	17459
612	17134
616	17536 (T)
742	17522 (T)
742	17526 (T)
743	17522 (T)
743	17526 (T)
922	17485 (T)
922	17538 (T)
931	17539
937	17506
1331	17401
6162	17536 (T)
6163	17536 (T)
6231	17529
9221	17485 (T)

ANNOUNCEMENTS

* 17271 (T)

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

See: 2023:955/[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 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

Bay of Bothnia
The Quark
Gulf of Finland
Gulf of Riga
Lake Mälaren and Södertälje Canal
South-Western Baltic
The Belts
Kattegat
Inshore waters
not area bound

Sea of Bothnia

*** 17427 (T)**

Chart: 522

Sweden. Sea of Bothnia. Port of Örnköldsvik. Framnäs. Dredging.

Time: March 30 - April 30, 2023.

Dredging operation will take place outside quay 'Framnäs' in Örnköldsviksfjärden. Silt curtains will be deployed.

Mariners are advised to proceed with caution.

Quay 'Framnäs'	63-17,03N	018-43,34E
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Bsp Bottenhavet N 2019/s51

Sjöfartsverket. Publ. 22 Mar 2023

Sea of Åland and Archipelago Sea

*** 17483**

Chart: 536

Sweden. Sea of Åland and Archipelago Sea. NE of Hargshamn. Singö. Lights. Characters.

Amend	character from ISO WRG 3s 8M	to Fl(3) WRG 6s 8M	a)	60-12,23N	018-50,54E	Light 'Stor-Korssten'
Amend	character ISO WRG 3s	to Fl(2) WRG 6s	b)	60-13,96N	018-45,98E	Light 'Skogsskär'
Amend	character ISO WRG 3s	to VQ(10) WRG 9s	c)	60-14,31N	018-41,69E	Light 'Vässarögrund'

Adm LoL. C6259-6

Adm LoL. C6261

Bsp Stockholm N 2022/s15, s16, s18, s19

Sjöfartsverket. Publ. 22 Mar 2023

Northern Baltic

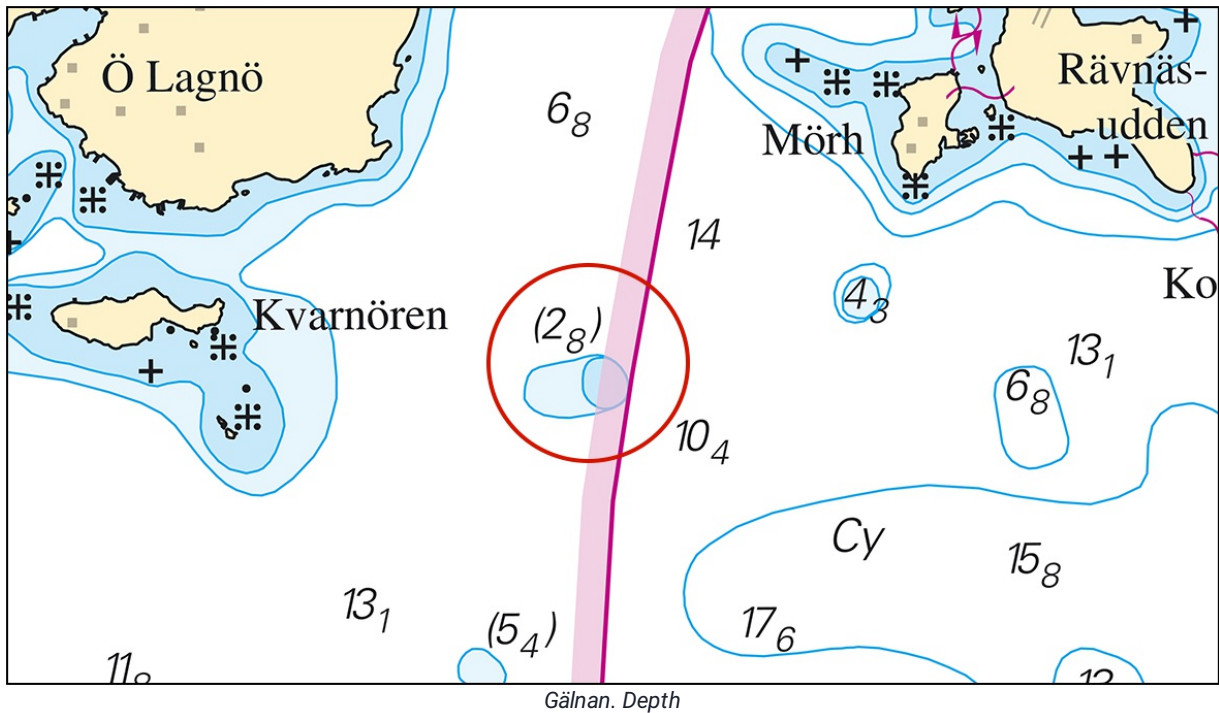
* 17134

Chart: 612

Sweden. Northern Baltic. NE of Stockholm. Gälnan. S of Ö Lagnö. Depth.

Delete	depth 5,6 m and adjust 6 m depth contour according to chartlet	a)	59-31,90N	018-47,02E
Insert	depth 2,8 m encircled by 3 m depth contour	b)	59-31,91N	018-47,15E

Bsp Stockholm N 2022/s29



Sjöfartsverket. Publ. 22 Mar 2023

* 17459

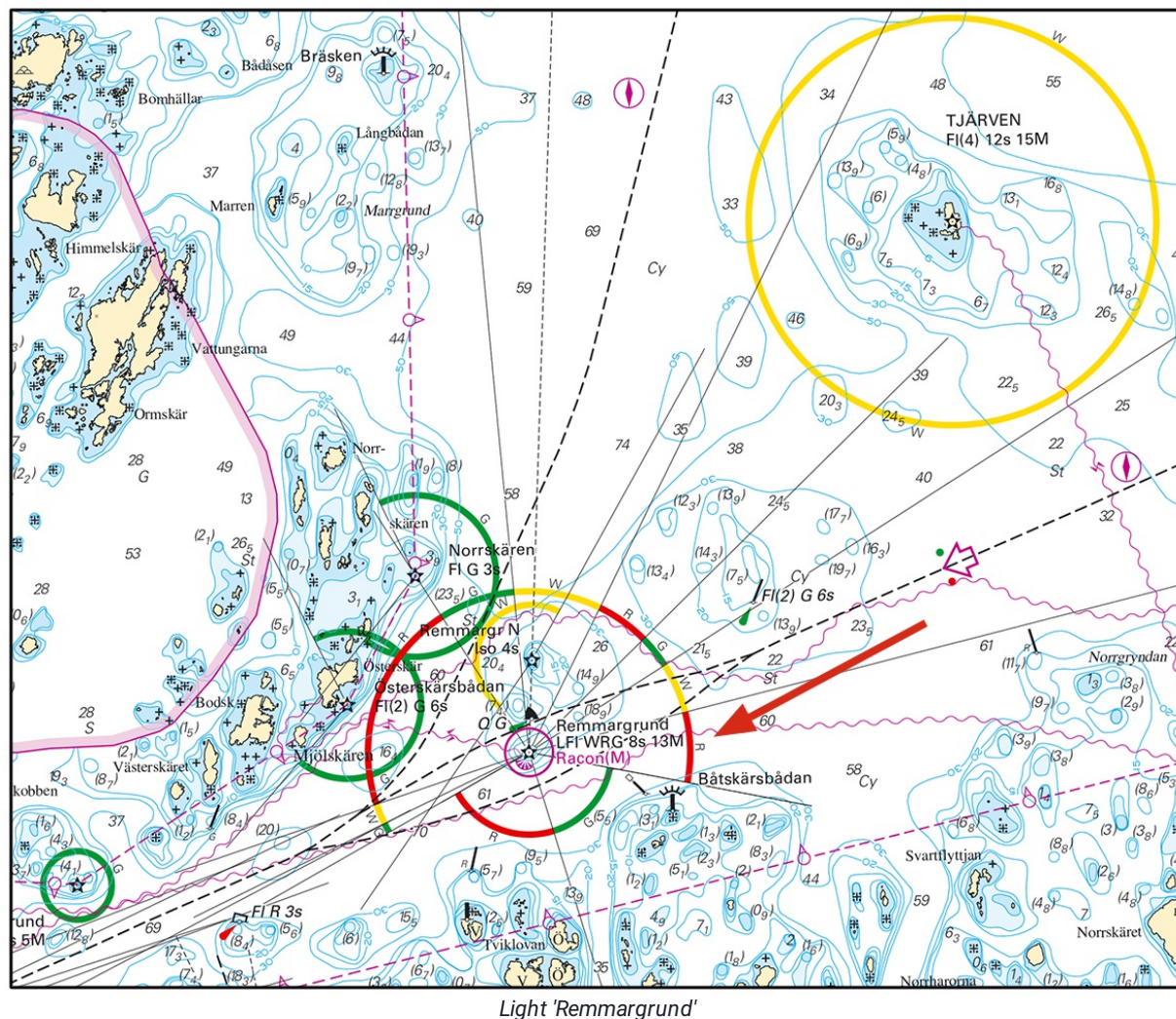
Chart: 611

Sweden. Northern Baltic. Stockholm archipelago. Kapellskär. Light 'Remmargrund'.

Insert	flood light at light in pos a)	a)	59-45,52N	019-19,00E	light 'Remmargrund'
Insert	text 'Racon (M)' at light in pos a)				

Adm. LoL C6387

Bsp Stockholm N 2022/s25, s27



Light 'Remmargrund'

Sjöfartsverket. Publ. 22 Mar 2023

*** 17536 (T)****Chart: 10, 61, 616, 6162, 6163, 62****Sweden. Northern Baltic. E of Utö. Firing exercises. March 28 - 29, 2023.**

Expired notices: 17521(T)

Position: Approx.	58-54N	018-20E	Utö firing exercise area
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Firing exercises will be carried out within Utö firing range during stated times. The current extension of the closed area is given in the table.

Signal ammunition is used during hours of darkness.

Firing will be performed with laser. Seafarers shall not use binoculars/optical instruments towards the area.

Information during practice times VHF channel 16, call Utö skjutfält, or phone +46 8 501 570 45. Information about upcoming practice times, phone: +46 10 823 18 23, Muskö Sjöcentral.

Date	Time	Range from shore
March 28	1700 - 2400 LT	2.6 M
March 29	0000 - 0200 LT	2.6 M

Not shown in ENC.

Bsp Mälaren - Hjälmaren 2020/s07, Bsp Ostkusten 2021/s05, Bsp Ostkusten 2023/s05, BSP Stockholm S 2022/s04, s05, s13, s17, s18, s19, s34, s35, s37

Försvarmakten. Publ. 21 Mar 2023

South-Eastern Baltic

*** 17444**

Chart: 71, 83

Sweden. South-Eastern Baltic. Southern Baltic. Södra Midsjöbanken. Foul ground.

Insert	foul ground	a)	55-34,22N	016-57,94E
		b)	55-45,77N	017-02,60E
		c)	55-53,37N	017-19,38E
		d)	55-55,63N	017-35,82E
		e)	55-47,66N	017-49,43E
		f)	55-54,72N	017-54,96E
		g)	55-53,24N	017-33,25E
		h)	55-53,37N	017-19,38E

MEWO Subsea Solutions. Publ. 21 Mar 2023

Southern Baltic

*** 17444**

Chart: 71, 83

Sweden. South-Eastern Baltic. Southern Baltic. Södra Midsjöbanken. Foul ground.

The notice is displayed in its entirety under the area South-Eastern Baltic in the booklet.

*** 17522 (T)**

Chart: 7, 74, 742, 743, 8, 83

Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. March 27 - 31, 2023.

Expired notices: [2023:951/17452\(T\)](#)

Position: Approx.	55-46N	014-20E	Firing restriction area R34 RAVLUNDA
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Restricted area R34 will be closed for traffic during stated times.

During exercise orange quick light, Q Or, is shown from shore.

For further information call "Ravlunda skjutfält" on VHF Ch 16/68 or call +46 734-22 24 90.

Date	Hours	Range
March 27	0900 - 2400 LT	1.1 M
March 28 - 31	0000 - 2400 LT	1.1 M

Not shown in ENC.

Bsp Hanöbukten 2022/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Sydkusten 2020/s06, s07, s29

Försvarmakten. Publ. 20 Mar 2023

*** 17526 (T)****Chart: 7, 74, 742, 743, 8, 83****Sweden. Southern Baltic. S of Åhus. Ravlunda. Firing exercises. April 1 - 30, 2023.**

Position: Approx.	55-46N	014-20E	Firing restriction area R34 RAVLUNDA
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Restricted area R34 will be closed for traffic during stated times.

During exercise orange quick light, Q Or, is shown from shore.

For further information call "Ravlunda skjutfält" on VHF Ch 16/68 or call +46 734-22 24 90.

Date	Hours	Range
April 1 - 11	0000 - 2400 LT	1.1 M
April 12 - 23	0000 - 0900 LT	1.1 M
April 12 - 23	0900 - 2400 LT	6.8 M
April 24 - 26	0000 - 0900 LT	1.1 M
April 24 - 26	0900 - 2400 LT	9.8 M
April 27 - 30	0000 - 2400 LT	1.1 M

Not shown in ENC.

Bsp Hanöbukten 2022/s06, s07, s24, s25, s26, s27, s28, s29, s30, s31, s32, s33, Bsp Sydkusten 2020/s06, s07, s29

Försvarmakten. Publ. 22 Mar 2023

The Sound

*** 17485 (T)****Chart: 922, 9221****Sweden. The Sound. Helsingborg. Noise measurment.**

Time: 27 March - 6 April.

During the above stated time a measurment of underwater noise is planned in positions below. The work is weather dependent and an exact time for the measurment is not set.

Contact work boat on VHF Ch 6.

The raft 'SILENTRAFT' is equipped with AIS-transponder and light.

For further information contact project manager, tel +46 (0)730 95 77 26.

Work boat anchored in pos a)	a)	56-01,900N	012-41,100E
Raft anchored in position b)	b)	56-01,950N	012-41,033E

Not shown in ENC.

Bsp Sydkusten 2020/s33

IVL Svenska Miljöinstitutet. Publ. 22 Mar 2023

Lake Vänern and Trollhätte Canal

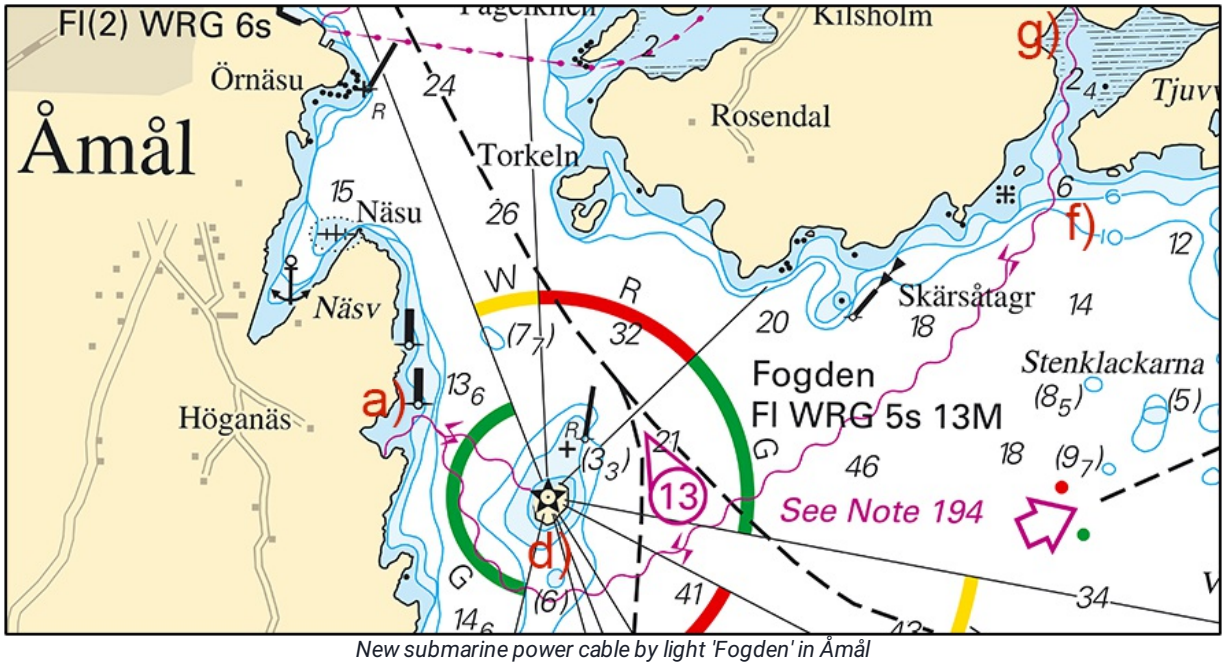
* 17400

Chart: 134

Sweden. Lake Vänern and Trollhätte Canal. Vänern. Åmål. Fogden. Submarine power cable.

Insert	submarine power cable between positions a) and g) according to chartlet	a)	59-01,997N	012-43,682E
		b)	59-02,031N	012-43,791E
		c)	59-01,712N	012-44,086E
		d)	59-01,659N	012-44,283E
		e)	59-02,175N	012-45,885E
		f)	59-02,583N	012-46,357E
		g)	59-02,820N	012-46,427E

Bsp Vänern 2022/s16



New submarine power cable by light 'Fogden' in Åmål

Vattenfall. Publ. 22 Mar 2023

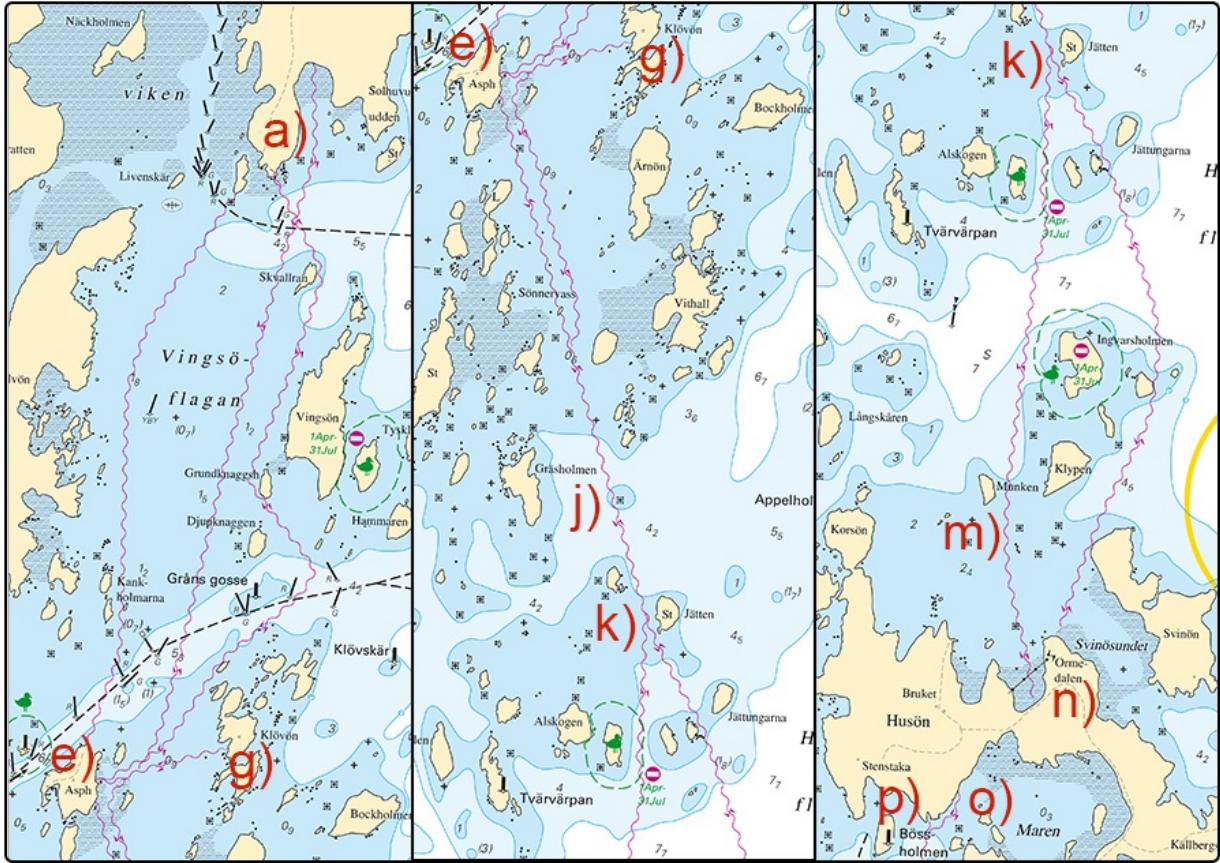
* 17401

Chart: 1331

Sweden. Lake Vänern and Trollhätte Canal. Vänern. Lurö skärgård. Submarine power cables.

Insert	submarine power cable between positions a) and e) according to chartlet	a)	58-53,195N	013-14,312E
		b)	58-51,902N	013-13,704E
		c)	58-51,538N	013-13,508E
		d)	58-51,491N	013-13,397E
		e)	58-51,488N	013-13,277E
Insert	submarine power cable between positions d) and g) according to chartlet	f)	58-51,537N	013-13,602E
		g)	58-51,583N	013-13,912E
Insert	submarine power cable betw. pos. e) and h) on to pos. n) acc. to chartlet	h)	58-51,222N	013-13,486E
		i)	58-50,799N	013-13,699E
		j)	58-50,360N	013-13,870E
		k)	58-50,040N	013-14,076E
		l)	58-49,564N	013-14,107E
		m)	58-48,754N	013-13,926E
		n)	58-48,439N	013-14,034E
Insert	submarine power cable between positions o) and p) according to chartlet	o)	58-48,016N	013-13,724E
		p)	58-47,917N	013-13,585E

Bsp Vänern 2022/s40, s41



Submarine power cable in archipelago 'Lurö skärgård'

*** 17539****Chart: 931****Sweden. Lake Vänern and Trollhätte Canal. Nordre Älv. Cable ferry crossing at Kornhall.
Fairway open.**Expired notices: [2022:936](#)/17196(T)

The rope across river 'Nordre Älv', upstream from the ferry landing point at Kornhall, has now been removed.

The fairway is open.

Kornhall	57-49,13N	011-52,77E
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Bsp Västkusten S 2021/s62, Bsp Västkusten S 2023/s62

Trafikverket Färjerederiet. Publ. 22 Mar 2023