

Notices to Mariners, SWEDEN Swedish Maritime Administration



Areas in Swedish Notices to Mariners



SWEDISH MARITIME
ADMINISTRATION

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ANNOUNCEMENTS

* 18137 (T)

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

See: 2023:990/18138(T)

Time: Until spring of 2024.

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 18138(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BUOYAGE: Buoyage at sea in Bay of Bothnia, Sea of Bothnia and Lake Vänern is generally withdrawn during the ice season. Buoyage may also be withdrawn inside small harbours.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 Lights, Racons, AIS, radar reflectors and top marks may be damaged or withdrawn during the winter.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 aerials.

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 <http://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 <http://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 82 (or tel +46(0)10 492 76 00) 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 2023 - 2024 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.

Ufs A, chapter 6.5

Sjöfartsverket. Publ. 22 Nov 2023

* 18138 (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 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 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.

Ufs A, chapter 6.5

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
Skagerrak
Inshore waters
not area bound

Bay of Bothnia

*** 18118**

Chart: 4101

Sweden. Bay of Bothnia. Luleå. Sandöleden. Svartösundet. Buoyage.

Move	port hand spar buoy about 75 m east to position	a)	65-32,978N	022-13,182E
Move	port hand spar buoy about 75 m west to position	b)	65-32,829N	022-14,043E
Move	port hand spar buoy about 75 m west to position	c)	65-32,469N	022-15,962E

Bsp Bottenviken 2018/s58, s60, Bsp Bottenviken 2023/s58, s60

Sjöfartsverket. Publ. 22 Nov 2023

Northern Baltic

*** 18113 (T)**

Chart: 10, 61, 616, 6162, 6163, 62

Sweden. Northern Baltic. E of Utö. Firing exercises. December 4 - 14, 2023.

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
December 4 - 5	0900 - 1900 (LT)	1.8 M
December 7 - 8	0900 - 1700 (LT)	1.2 M
December 9	0900 - 2100 (LT)	1.2 M
December 10	0900 - 1700 (LT)	1.2 M
December 11	1200 - 1800 (LT)	4.2 M
December 12	0900 - 1800 (LT)	4.2 M
December 13 - 14	0900 - 2100 (LT)	4.2 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. 22 Nov 2023

Lake Mälaren and Södertälje Canal

* 18097

Chart: 113, 1131

**Sweden. Lake Mälaren and Södertälje Canal. Lake Mälaren. W of Kvicksund.
Light Espholmen. Character. Sectors.**

Amended character and sectors at light 'Espholmen'.

Amend	character for light 'Espholmen' to Fl(2) WRG 3s	59-26,76N	016-14,59E
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Sector Bearing

R	067,0° - 098,0°
G	098,0° - 127,9°
W	127,9° - 130,3°
R	130,3° - 183,0°
Dk	183,0° - 067,0°

Adm LoL. C6693

Bsp Mälaren - Hjälmarén 2020/s18, s19

Sjöfartsverket. Publ. 22 Nov 2023

*** 18114 (T)**

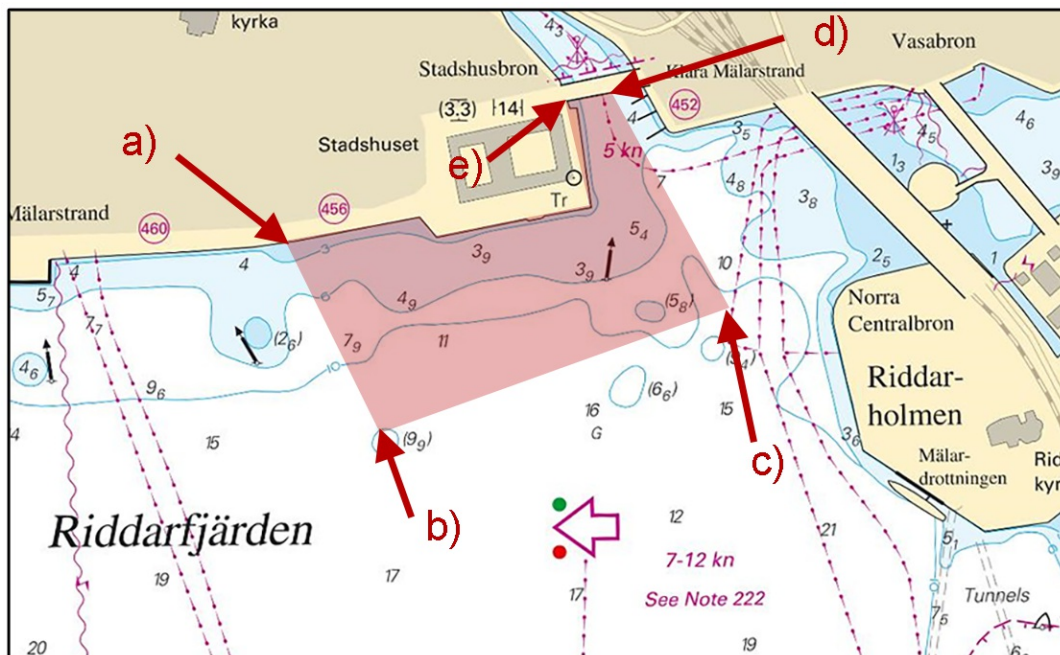
Chart: 6141, 6142

Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Riddarfjärden. Entry prohibited area.

Entry will be prohibited in the marked area December 10, 1600 LT - December 11, 0100 LT.

Insert	Entry prohibited area a) -e)	a)	59-19,602N	018-03,076E
		b)	59-19,501N	018-03,143E
		c)	59-19,554N	018-03,550E
		d)	59-19,685N	018-03,410E
		e)	59-19,679N	018-03,356E

Bsp Mälaren - Hjälmarén 2020/s51, BSP Stockholm M 2022/s10



Entry prohibited area Riddarfjärden December 10th -11th.

Central Baltic

*** 18131 (T)**

Chart: 62, 71, 731

**Sweden. Central Baltic. Gotland. SW of Visby. Tofta. Firing exercises.
November 22 - 30, 2023.**

Firing exercises will be carried out within Tofta firing range (R28) during stated times.

The area is monitored. Firing will be discontinued when vessels pass through the area.

Further information during firing: tel. +46 10-829 57 17.

Signal ammunition is used during hours of darkness.

Tofta firing range	57-35N	018-00E
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Date	Time	Range from shore
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November 22 - 30	0900 - 1600 LT	4.3 M
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Not shown in ENC.

Bsp Kalmarsund 2019/s07, Bsp Kalmarsund 2023/s07, Bsp Ostkusten 2021/s07, Bsp Ostkusten 2023/s07

Försvarmakten. Publ. 22 Nov 2023

Southern Baltic

* 18072 (T)

Chart: 74, 742, 743, 83

**Sweden. Southern Baltic. Approach to Åhus. Rinkaby. Firing exercises.
December 5 - 9, 2023.**

Position: Approx.	55-56N	014-22E	Firing restriction area R38A RINKABY
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The restriction area R38A will be closed for vessels during times given in the table.

During exercise yellow quick light, VQ Y, is shown from shore.

For further information call: "Rinkaby skjutfält" on VHF Ch 16/18 or call +46 702-95 17 06 (only during firings).

Date	Hours	Range
December 5 - 8	1300 - 1700 LT	4.3 M
December 9	1300 - 2200 LT	4.3 M

Not shown in ENC.

Bsp Hanöbukten 2022/s24, s25, s26, s28

Försvarmakten. Publ. 22 Nov 2023

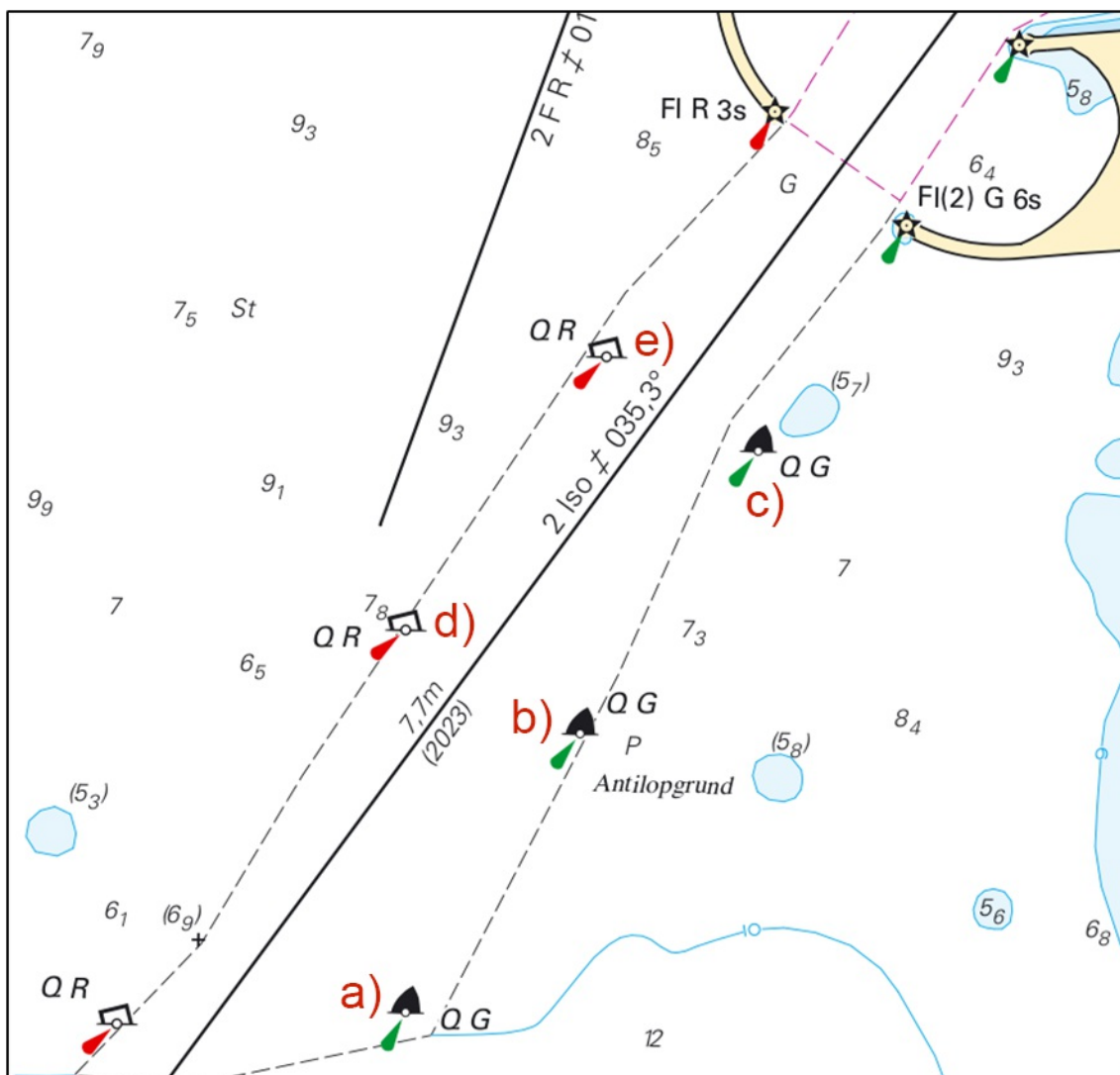
* 18100

Chart: 839

Sweden. Southern Baltic. Ystad. Buoyage in new positions.

Move	starboard-hand light buoy Q G approx. 120 m SSW to position a)	a)	55-24,491N	013-48,547E
Move	starboard-hand light buoy Q G approx. 60 m SSE to position b)	b)	55-24,640N	013-48,705E
Move	starboard-hand light buoy Q G approx. 40 m SSE to position c)	c)	55-24,791N	013-48,866E
Move	port-hand light buoy Q R approx. 160 m NE to position d)	d)	55-24,694N	013-48,541E
Move	port-hand light buoy Q R approx. 60 m SSW to position e)	e)	55-24,840N	013-48,724E

Bsp Sydkusten 2020/s27, s52



Ystad approach, buoyage in new positions

*** 18121****Chart: 741, 7411, 7413****Sweden. Southern Baltic. Karlskrona. Saltösund. Buoyage.**

Delete	special purpose light spar buoy FI Y 3s	56-09,753N	015-34,165E
Delete	special purpose light spar buoy FI Y 3s	56-09,704N	015-34,146E
Delete	special purpose spar buoy	56-09,716N	015-34,104E
Delete	special purpose spar buoy	56-09,762N	015-34,139E

Bsp Hanöbukten 2022/s40, s41, s42, s43

Karlskrona kommun. Publ. 22 Nov 2023

Kattegat

*** 17993****Chart: 931****Sweden. Kattegat. N of Öckerö. W of Hälsö. Burö. Buoyage.**

Delete	special purpose spar buoy	a)	57-44,421N	011-37,617E
Delete	special pupose spar buoy	b)	57-44,393N	011-37,736E
Delete	special purpose spar buoy	c)	57-44,441N	011-37,635E
Delete	special purpose spar buoy	d)	57-44,415N	011-37,754E

Bsp Västkusten S 2021/s16, s17, Bsp Västkusten S 2023/s16, s17

Transportstyrelsen. Publ. 22 Nov 2023

Lake Vänern and Trollhätte Canal

* 18117

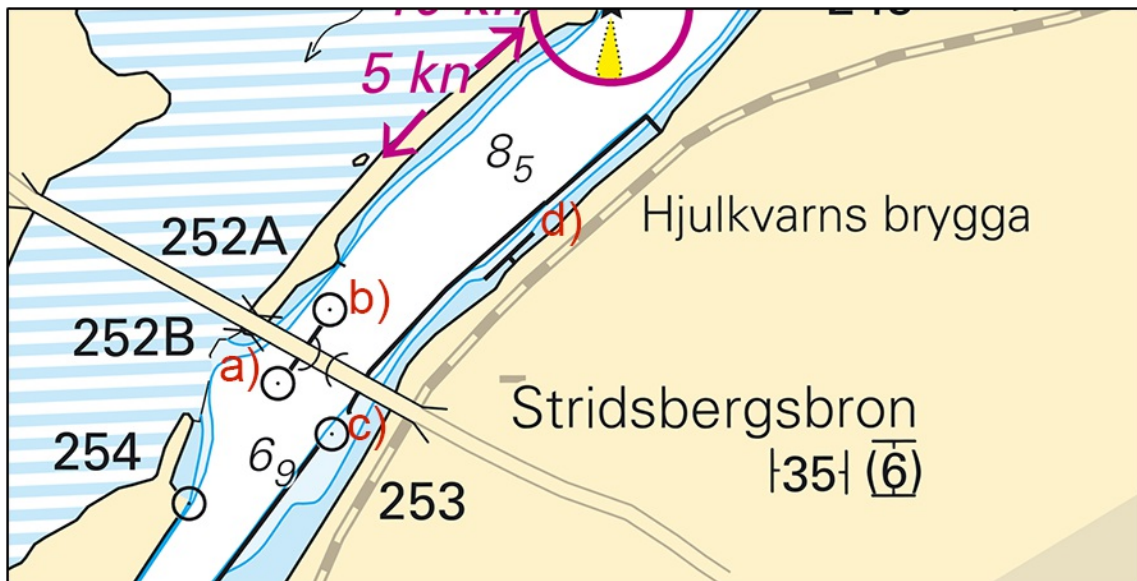
Chart: 1353

Sweden. Lake Vänern and Trollhätte Canal. Trollhättan. Canal 'Trollhätte kanal'.
Bridge 'Stridsbergsbron'. Pile fendering.

Insert	pile fendering between positions a) - b) according to chartlet	a)	58-17,608N	012-17,647E
		b)	58-17,623N	012-17,667E
Insert	pile fendering between positions c) - d) according to chartlet	c)	58-17,597N	012-17,681E
		d)	58-17,657N	012-17,789E

www.trollhattan.se
www.sjofartsverket.se

Trollhätte kanal - Dalslands kanal 2020/s21



Pile fenderings by bridge 'Stridsbergsbron' in Trollhättan

PEAB. Publ. 22 Nov 2023