

# Ufs

## No 1002

2/14/2024

### Notices to Mariners, SWEDEN Swedish Maritime Administration



#### Areas in Swedish Notices to Mariners



NtM-Editorial office  
Swedish Maritime Administration  
601 78 Norrköping

Sweden  
Tel: 0771 630 605  
E-mail: [ufs@sjofartsverket.se](mailto:ufs@sjofartsverket.se)

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## Affected charts and Notices

Each PDF-file consists of a number of notices also accessible on [www.sjofartsverket.se/ntm](http://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](mailto:swedentraffic@sjofartsverket.se)

[illegible]

# ANNOUNCEMENTS

## \* 18137 (T)

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

See: [2024:1002/18138\(T\)](#)

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](http://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](http://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](http://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*

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## \* 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](mailto: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](mailto:fartyg@skridsko.net). The contents of the e-mail will automatically be published on the website [www.skridsko.net/mail/fartyg/](http://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
Southern Baltic
South-Western Baltic
The Sound
The Belts
Skagerrak
Lake Vänern and Trollhätte Canal
Inshore waters
not area bound

Bay of Bothnia

\* 18276 (T)

Chart: 4, 41, 415, 421

Sweden. Bay of Bothnia. E of Byske. Tåme. Firing exercises. February 19 - March 1, 2024.

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.

Further information on VHF channel 16, call Tåme skjutfält, or phone +46 921 348 405.

Date	Time	Range from shore
February 18	0730 - 1830 LT	9,5 M
February 20	0730 - 2100 LT	9,5 M
February 21	0730 - 1830 LT	9,5 M
February 22	0730 - 1630 LT	9,5 M
February 23	0830 - 1630 LT	9.5 M
February 24 -25	0830 - 1630 LT	1 M
February 26 - 28	0830 - 1630 LT	9,5 M
February 29	0730 - 1630 LT	9,5 M
March 1	0830 - 1630 LT	9,5 M

Position: Approx.	64-55N	021-30E	Tåme Firing practice area
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Not shown in ENC.

Bsp Bottenviken 2018/s37, s38, s39, s40, s41, s42, s44, Bsp Bottenviken 2023/s37, s38, s39, s40, s41, s42, s44

Northern Baltic

\* 18123

Chart: 621, 6212

Sweden. Northern Baltic. Bråviken. Skenäs - Säter. Ferry crossing. Speed limit.

Replace	Note 185 with Note 308	a)	58-38,002N	016-35,376E
Replace	Note 185 with Note 308	b)	58-37,947N	016-37,317E

Bsp Ostkusten 2021/s25, Bsp Ostkusten 2023/s25

Note 308

**SPEED LIMIT**  
Applies to vessels with a length exceeding 24 m.

**FARTBEGRÄNSNING**  
Gäller fartyg med en längd överstigande 24 m.

Note 308

Länsstyrelsen Östergötland. Publ. 14 Feb 2024

\* 18252

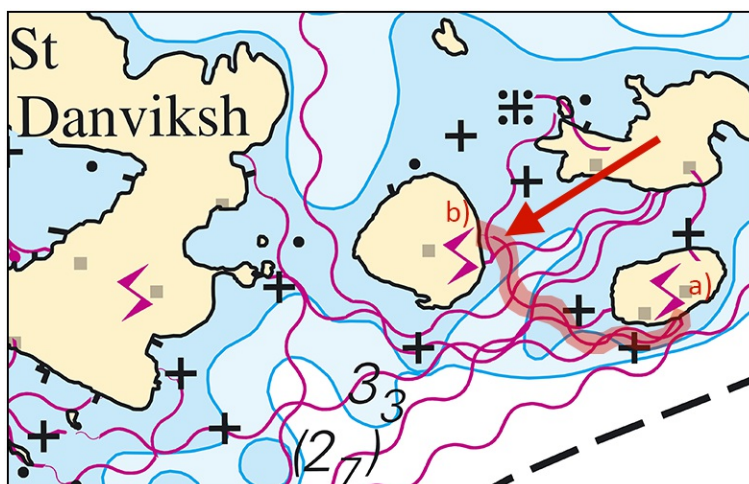
Chart: 6211

Sweden. Northern Baltic. Oxelösund. Stora Danviksholmen. Löshuvud. Myrskär. Submarine power cables.

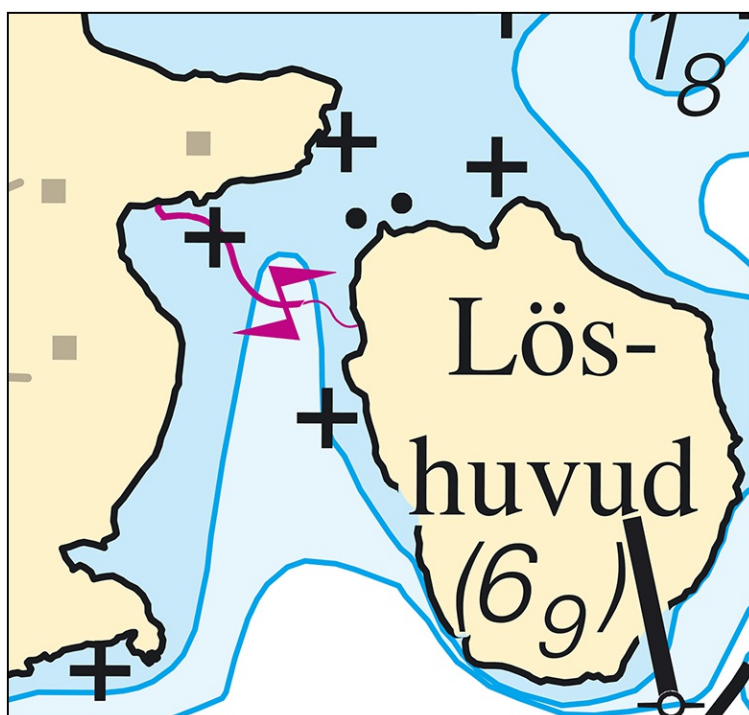
Insert	submarine power cable between a) - b)	a)	58-39,526N	017-09,370E	Stora Danviksholmen
		b)	58-39,566N	017-09,192E	
Insert	submarine power cable between c) - d)	c)	58-39,149N	017-06,792E	Löshuvud
		d)	58-39,178N	017-06,698E	
Insert	submarine power cables between e) - f)	e)	58-39,085N	017-04,153E	Myrskär
		f)	58-39,055N	017-04,115E	
Delete	submarine power cable between g) - h)	g)	58-39,092N	017-04,208E	Myrskär
		h)	58-39,053N	017-04,092E	

Bsp Ostkusten 2021/s20, s21, s27, Bsp Ostkusten 2023/s20, s21, s27





Stora Danviksholmen. Submarine power cable



Löshuvud. Submarine power cable



Myrskär. Submarine power cables

\* 18272 (T)

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

Sweden. Northern Baltic. E of Utö. Firing exercises. February 27 - 29, 2024.

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 extention 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
February 27 - 29	1200 - 2100 LT	2.7 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, Bsp Stockholm S 2024/s04, s05, s13, s17, s18, s19, s34, s35, s37

Försvarmakten. Publ. 14 Feb 2024

Lake Mälaren and Södertälje Canal

\* 18263 (T)

Chart: 111

Sweden. Lake Mälaren and Södertälje Canal. Mariefred. Marielundsfjärden. Works.

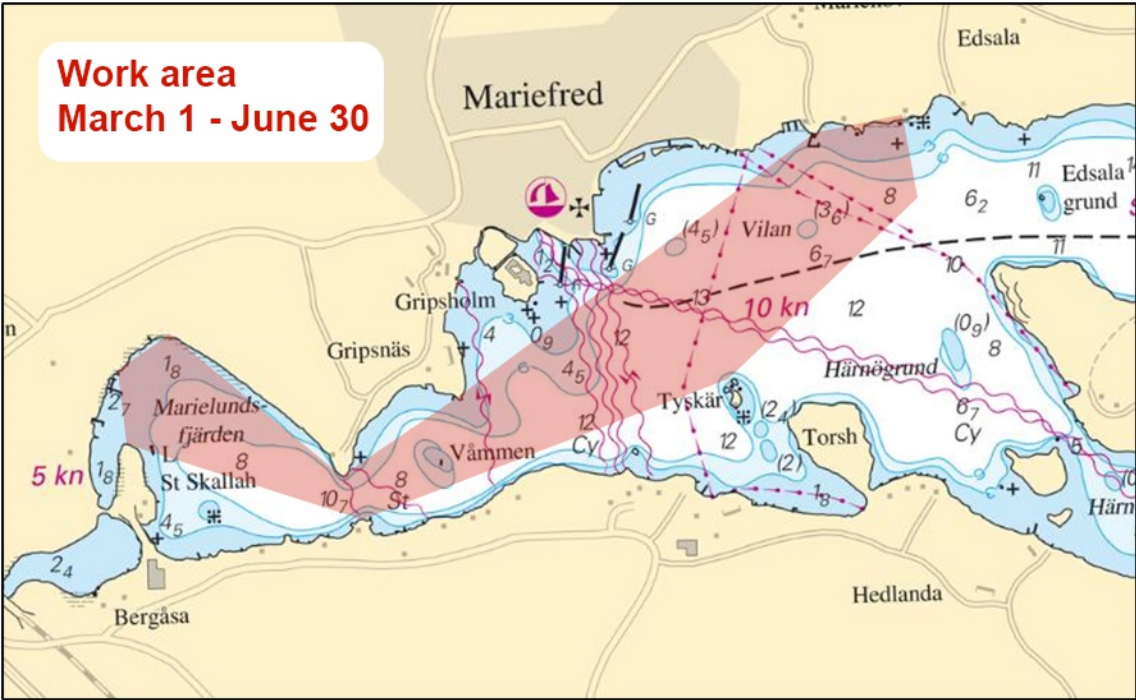
Time: March 1 - June 30, 2024.

Pipelaying works is ongoing in an area from Marielundsfjärden to east of Mariefred, see chartlet.

Seafarers are requested to pass without causing swell.

Work area a) - b)	a)	59-15,20N	017-11,32E
	b)	59-15,68N	017-15,45E

Bsp Mälaren - Hjälmaren 2020/s27



Pipelaying work Mariefred

**\* 18269 (T)****Chart: 111****Sweden. Lake Mälaren and Södertälje Canal. Mälaren. Järfälla. Stäket. Closed fairway.**Expired notices: [2023:994/18126\(T\)](#)

Time: February 9 - March 1, 2024

A new bridge across the fairway at 'Stäket' is under construction and during stated time period fairway will be closed for all traffic.

Bridge 'Stäket'	59-28,35N	017-47,50E
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Bsp Mälaren - Hjälmarén 2020/s47, s59

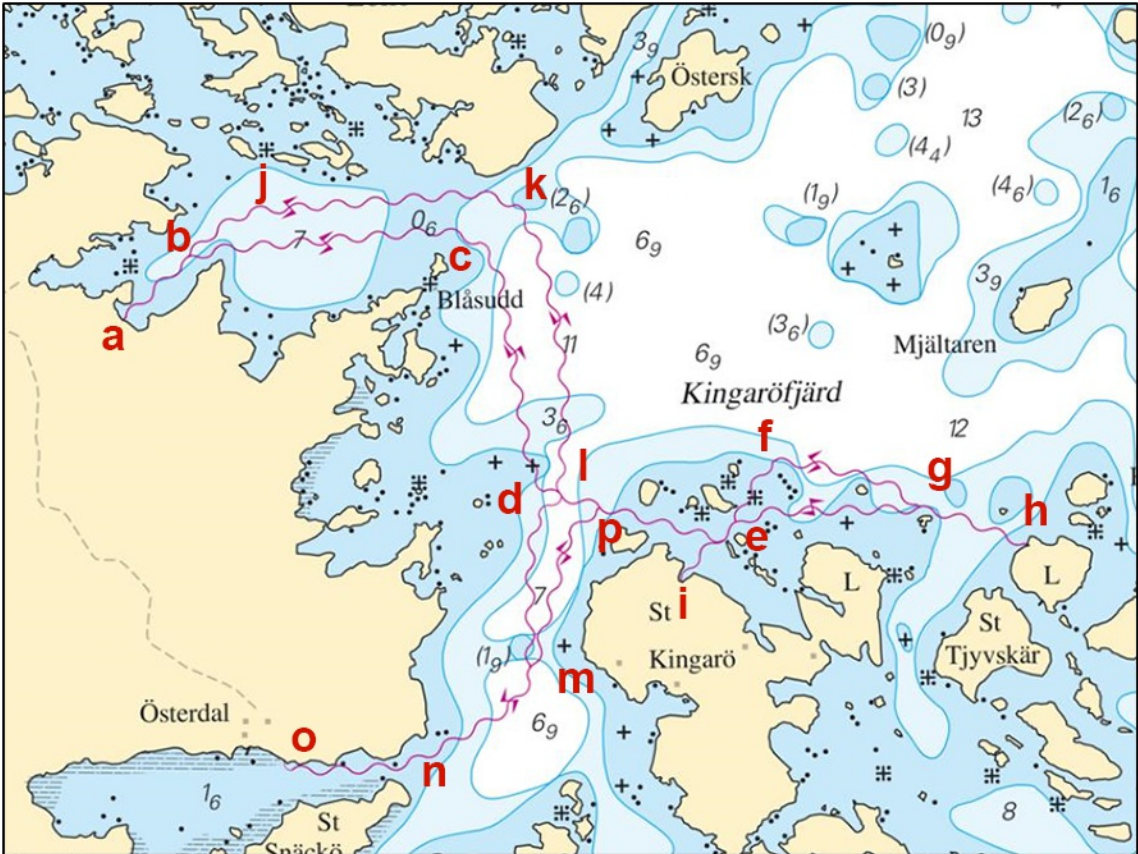
*Sjöfartsverket. Publ. 09 Feb 2024*

## Central Baltic

**\* 18073****Chart: 6241****Sweden. Central Baltic. N of Oskarshamn. Stora Kingarö. Kingaröfjärd. Submarine cable.**

Insert	submarine cable, power a) - h)	a)	57-20,664N	016-33,780E
		b)	57-20,733N	016-33,915E
		c)	57-20,751N	016-34,455E
		d)	57-20,476N	016-34,597E
		e)	57-20,420N	016-34,952E
		f)	57-20,510N	016-35,060E
		g)	57-20,455N	016-35,347E
		h)	57-20,411N	016-35,560E
Insert	submarine cable, power i) - e) - g)	i)	57-20,379N	016-34,874E
	submarine cable, power b) to j) - o)	j)	57-20,785N	016-34,040E
		k)	57-20,795N	016-34,530E
		l)	57-20,480N	016-34,630E
		m)	57-20,290N	016-34,564E
		n)	57-20,196N	016-34,364E
		o)	57-20,192N	016-34,080E
Insert	submarine cable, power between p) - m)	p)	57-20,459N	016-34,703E

Bsp Kalmarsund 2019/s40, Bsp Kalmarsund 2023/s40



Submarine cables

\* 18219

Chart: 623

Sweden. Central Baltic. S of Västervik. Stora Järö. Flatholmen. Skavdö.  
Hamnö. Submarine cables.

Insert	submarine cable a) - e)	a)	57-36,70N	016-38,02E
		b)	57-36,73N	016-38,7E
		c)	57-36,85N	016-39,10E
		d)	57-37,00N	016-40,10E
		e)	57-37,00N	016-40,60E
Insert	submarine cable f) - h)	f)	57-33,96N	016-39,05E
		g)	57-34,10N	016-39,45E
		h)	57-33,87N	016-39,97E

Bsp Kalmarsund 2019/s08, s09, s10, s12, Bsp Kalmarsund 2023/s08, s09, s10, s12, Bsp Ostkusten 2021/s52, Bsp Ostkusten 2023/s52

\* 18225

Chart: 623

Sweden. Central Baltic. S of Västervik. Långviken. Drängsundet. Submarine  
cable.

Insert	submarine cable between a) - c)	a)	57-41,17N	016-36,23E
		b)	57-41,04N	016-36,05E
		c)	57-40,82N	016-36,28E

Bsp Kalmarsund 2019/s08, Bsp Kalmarsund 2023/s08, Bsp Ostkusten 2021/s52, Bsp Ostkusten 2023/s52



# Kattegat

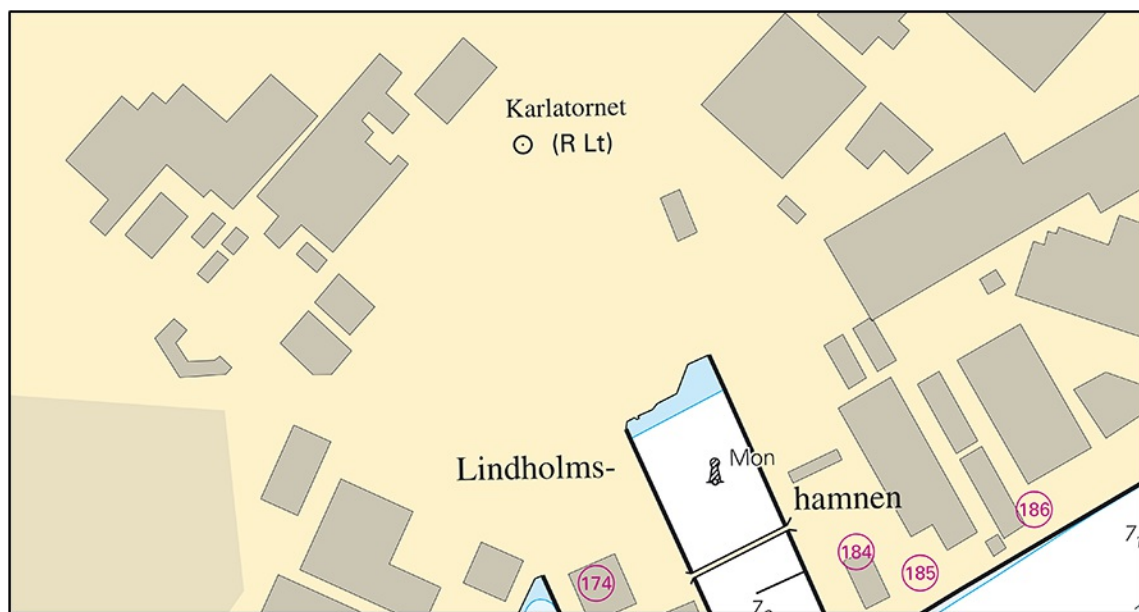
\* 17729

Chart: 8, 92, 93, 931, 9312

**Sweden. Kattegat. Göteborg. Building 'Karlatornet'. Landmark.**

Insert	landmark with text 'Karlatornet (R Lt)', refer to chartlet	57-42,57N	011-56,36E
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Bsp Västkusten S 2021/s03, s05, s07, s59, Bsp Västkusten S 2023/s03, s05, s07, s59, Trollhätte kanal - Dalslands kanal 2020/s04



Building 'Karlatornet', new landmark in Gothenburg

Sjöfartsverket. Publ. 14 Feb 2024

\* 18267

Chart: 9312

Sweden. Kattegat. Port of Gothenburg. Älvsborgshamnen. Berth 710. Works.

Insert	area with works in progress a) - d)	a)	57-41,369N	011-50,521E	Berth 710
		b)	57-41,372N	011-50,430E	
		c)	57-41,416N	011-50,439E	
		d)	57-41,412N	011-50,527E	
Insert	text "Works in progress (2024)"	e)	57-41,381N	011-50,476E	

Bsp Västkusten S 2021/s56, Bsp Västkusten S 2023/s56

Göteborgs hamn. Publ. 14 Feb 2024

\* 18268

Chart: 9312

Sweden. Kattegat. Port of Gothenburg. Skandiahamnen. Works.

Insert	area works in progress a) - d)	a)	57-41,290N	011-51,437E	Berth 612
		b)	57-41,294N	011-50,705E	Berth 615
		c)	57-41,334N	011-50,714E	Berth 640
		d)	57-41,331N	011-51,437E	
Insert	text "Works in progress (2024)"	e)	57-41,300N	011-50,990E	

<https://www.portofgothenburg.com/>

Bsp Västkusten S 2021/s56, Bsp Västkusten S 2023/s56

Göteborgs hamn. Publ. 14 Feb 2024