

Ufs

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Notices to Mariners, SWEDEN



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**SWEDISH MARITIME
ADMINISTRATION**

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
53	19367 (T)
61	19367 (T)
62	19335
71	19323
71	19335
121	19316
611	19341
612	19317
612	19334
619	19367 (T)
621	19342
622	19342
624	19335
711	19335
713	19323
931	19310
4101	19346
4101	19350
4101	19355
6141	19360 (T)
6142	19317
6142	19360 (T)
6143	19334
6212	19336
6212	19353
6241	19335
7421	19268
9312	19310
9313	19310
	19365

ANNOUNCEMENTS

* 19366 (T)

Sweden. not area bound. Reports of disturbances in satellite positioning systems.

Time: Unil further notice

Vessels in the Baltic Sea area has reported recurring disruptions in satellite positioning systems, GNSS. This applies to GPS, for example.

The Swedish Maritime Administration advices mariners who navigate with electronic chart systems to be aware that the interference can cause several different problems.

For example can the vessel appear to be in the wrong position. The positional error may be small, but can have major consequences when navigating in narrow waters.

Other vessels may display incorrect AIS transponder information. Incorrect AIS information may create the illusion of being on a collision course with other vessels, or otherwise mislead a navigator about the vessel's current situation.

The GNSS-disruptions can occur for both short and long periods of time. The disruptions can be difficult to detect.

The Swedish Maritime Administration recommends that you always have at least two independent ways of determining the vessels position. This to ensure that the vessel keeps safe distance from shallow areas. It is important not to rely solely on the position indication of the navigation system. For example, passing distance using radar can be used. Visual position determination using landmarks and compass heading can also be used.

Navigation in unknown waters should be done in fairways. In fairways, navigation is assisted with aids to navigation. Paper charts should always be on board.

When navigating at night, sector lights from lighthouses should be used if possible.

Appropriate preparations onboard

Be aware of the risk: GNSS-disruptions can occur anytime and anywhere	
Monitor navigational warnings and Notice to mariners	https://navvarn.sjofartsverket.se/en/ and https://ufs.sjofartsverket.se/en/
Know which onboard systems rely on GNSS data	
Regularly use navigation methods that don't depend on GNSS	
Study different types of GNSS-disruptions	Spoofing, jamming and natural causes
Know where you can get support along the way. (VTS)	https://www.sjofartsverket.se/sv/tjanster/sjotrafiktjanster/
Be aware. Nearby vessels may experience interference even if you do not	

NOTICES

Areas without notices in this booklet

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

Bay of Bothnia

* 19346

Chart: 4101

Sweden. Bay of Bothnia. Luleå. Sandöfjärden. Björnöhällan. Finnklipporna.
Buoyage.

Replace	port-hand spar buoy with	port-hand light spar buoy FI R 3s	a)	65-31,353N	022-20,190E
Replace	starboard-hand spar buoy with	starboard-hand light spar buoy FI G 3s	b)	65-32,227N	022-18,806E

Bsp Bottenviken 2023/s60, s61

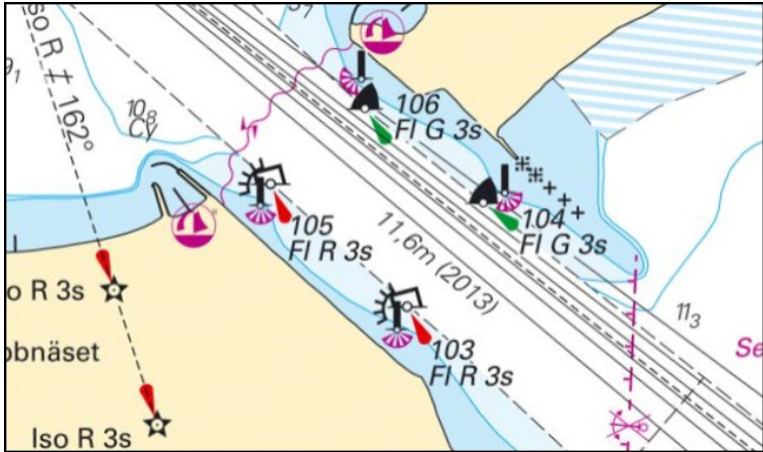
* 19350

Chart: 4101

Sweden. Bay of Bothnia. Luleå. N of Sandöklubben. Buoyage.

Replace	port-hand spar buoy with	103 port-hand light buoy FI R 3s	a	65-30,293N	022-21,843E
Replace	starboard-hand spar buoy with	104 starboard-hand light buoy FI G 3s	b)	65-30,409N	022-22,050E
Replace	port-hand spar buoy with	105 port-hand light buoy FI R 3s	c)	65-30,431N	022-21,475E
Replace	starboard-hand spar buoy with	106 starboard-hand light buoy FI G 3s	d)	65-30,515N	022-21,731E

Bsp Bottenviken 2023/s61



New Buoys.

Sjöfartsverket. Publ. 18 Jun 2025

* 19355

Chart: 4101

Sweden. Bay of Bothnia. Luleå. Sandön. Sandöfjärden. Spar-buoys.

Expired notices: [2024:1026/18587\(T\)](#)

Delete	port-hand spar buoy	a)	65-32,856N	022-13,600E
Insert	port-hand spar buoy	b)	65-31,525N	022-19,388E
Insert	port-hand spar buoy	c)	65-31,870N	022-17,277E

Bsp Bottenviken 2023/s58, s60, s61

Sjöfartsverket. Publ. 18 Jun 2025

Sea of Bothnia

* 19367 (T)

Chart: 53, 61, 619

Sweden. Sea of Bothnia. Södra Kvarken. NE of Grundkallen. Works on wreck 'Mundogas'.

Time: July 9 - 25, 2025.

Decontamination of wreck and diving operations by vessel 'M/V VINA'/OVJJ2 in vicinity of position below. Work area marked with reflective buoys, radar reflectors and light buoys. Wide berth requested. Safety distance 0,5 M.

Contact via VHF Ch 16 or telephone +45-24 616 611 (M/V VINA).

Wreck 'Mundogas'	60-33,05N	019-07,9E
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Bsp Stockholm N 2024/s04

JD-Contractor A/S. Publ. 18 Jun 2025

Northern Baltic

* 19317

Chart: 612, 6142

Sweden. Northern Baltic. N of Vaxholm. E of Resarö. Lilla Rönholmen. Light 'Västra Rönholmen'. Sectors.

Amended sectors at light "Västra Rönholmen". See table below.

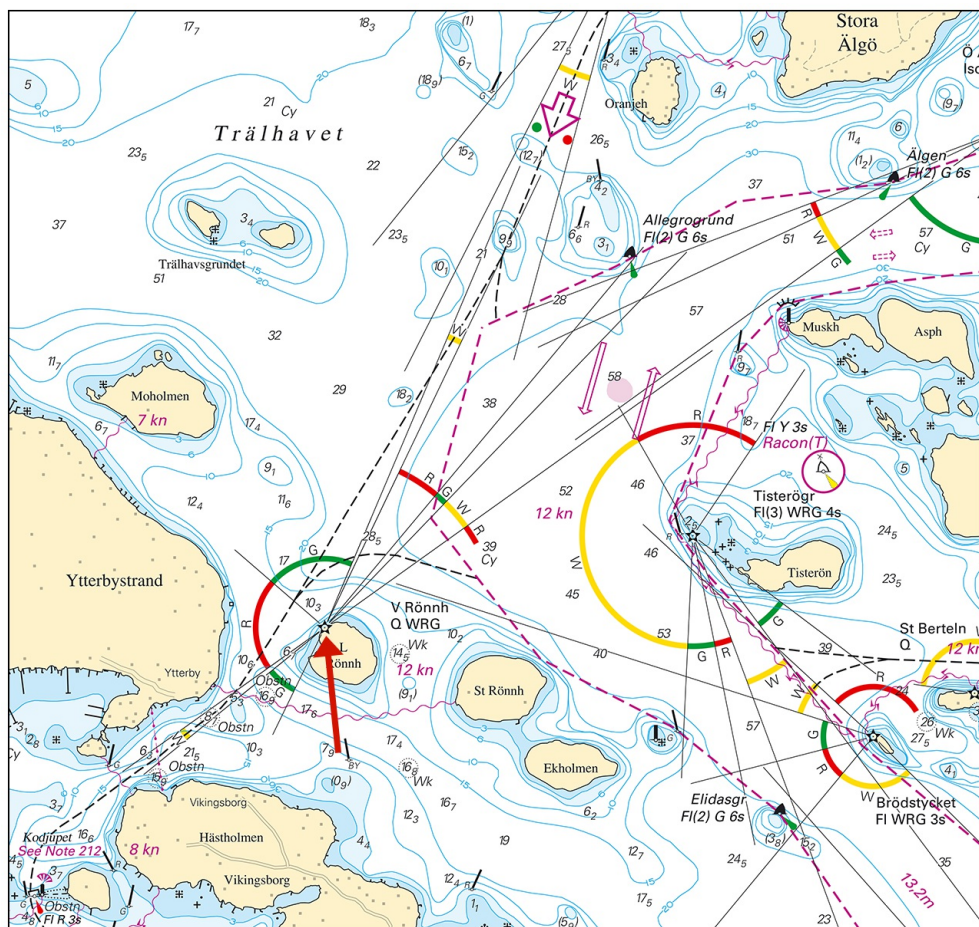
V Rönnh Q WRG	59-25,663N	018-21,946E
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Bearing (seen from the sea) Color

026.0 - 051.0	G
051.0 - 054.6	W
054.6 - 131.0	R
131.0 - 203.0	G
203.0 - 205.6	W
205.6 - 220.0	R
220.0 - 224.0	G
224.0 - 234.5	W
234.5 - 241.0	R
241.0 - 026.0	Dk

Adm. LoL vol. C 6525

Bsp Stockholm M 2024/s14, s15, Bsp Stockholm N 2024/s38, s42



Amended sectors at light 'Västra Rönneholmen'

Sjöfartsverket. Publ. 18 Jun 2025

* 19334

Chart: 612, 6143

Sweden. Northern Baltic. "Stockholm archipelago" N of Grinda. Örsöfjärd. Kålholmen. Submarine cable.

Insert	submarine cable between a) - c)	a)	59-25,754N	018-34,630E
		b)	59-25,788N	018-34,742E
		c)	59-25,841N	018-34,802E

Bsp Stockholm M 2024/s16, Bsp Stockholm N 2024/s39, s43

BRS Networks AB. Publ. 18 Jun 2025

* 19336

Chart: 6212

Sweden. Northern Baltic. Norrköping. Pampushammen. Quay 8. Buoyage.

Delete	special purpose spar buoy	a)	58-37,441N	016-14,482E
Delete	special purpose spar buoy	b)	58-37,412N	016-14,582E
Delete	"Works in Progress" and attatched area	c)	58-37,413N	016-14,202E

Bsp Ostkusten 2023/s26, s58, s59, Bsp Ostkusten 2025/s26, s58, s59

Norrköpings hamn AB. Publ. 18 Jun 2025

* 19341

Chart: 611

Sweden. Northern Baltic. E of Norrtälje. Tjocköfjärden. Light Tjockö. Sectors.

Amended sectors at light "Tjockö ". See table below.

light "Tjockö" Q WRG	a)	59-45,327N	019-06,175E
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* 19353

Chart: 6212

Sweden. Northern Baltic. Port of Norrköping. Motala ström. Quay 'Ramshällskajen'. Wreck. Buoyage.

Delete	wreck showing any portion of hull or superstructure at level of Chart datum	a)	58-36,749N	016-11,788E
Delete	port hand light spar buoy FI R 3s	b)	58-36,756N	016-11,790E

Bsp Ostkusten 2023/s58, Bsp Ostkusten 2025/s58

Norrköpings hamn. Publ. 18 Jun 2025

Lake Mälaren and Södertälje Canal

* 19360 (T)

Chart: 6141, 6142

Sweden. Lake Mälaren and Södertälje Canal. Stockholm. Riddarfjärden. South of Riddarholmen. Works.

Work is in progress in the area south of Riddarholmen. Vessels are requested to adjust their speed to avoid wake formation.

Contact the site management at phone: +46 725 33 34 37.

Work-Vessels can be reached on VHF channel 16 or 68. Triton SFE-2784 or alternatively Örjan SFE-2659.

Bay south of Riddarholmen.	59-19,36N	018-03,77E
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Bsp Mälaren - Hjälmaren 2024/s51, s52, Bsp Stockholm M 2024/s06, s10

PEAB. Publ. 16 Jun 2025

Central Baltic

* 19335

Chart: 62, 624, 6241, 71, 711

Sweden. Central Baltic. E of Oskarshamn. S of Furö. Buoyage.

Amend	port-hand spar buoy with topmark to	port-hand light spar buoy FI R 2s	57-15,755N	016-36,941E
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Bsp Kalmarsund 2023/s04, s16, s41

Sjöfartsverket. Publ. 18 Jun 2025

* 19342

Chart: 621, 622

Sweden. Central Baltic. SW of Arkösund. Yxnö. Northern part of 'Lagnöströmmen'. Sundhaken. Maximum speed 5 kn.

Insert	text '5 kn 1May-30Sep'	58-23N	016-47E
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Bsp Ostkusten 2023/s36, Bsp Ostkusten 2025/s36

Länsstyrelsen i Östergötland. Publ. 18 Jun 2025

Southern Baltic

* 19268

Chart: 7421

Sweden. Southern Baltic. S of Karlshamn. Stärnö. Sternö vindhamn. Spar buoys withdrawn.

Delete	port-hand spar buoy	a)	56-08,817N	014-51,250E
Delete	port-hand spar buoy	b)	56-08,765N	014-51,104E

Bsp Hanöbukten 2022/s46, s47

Transportstyrelsen. Publ. 18 Jun 2025

* 19323

Chart: 71, 713

Sweden. Southern Baltic. Kalmarsund. W of Degerhamn. SW of light 'Utgrunden'. Wreck.

Insert	Wreck, least depth unknown,	considered to be potentially dangerous to some surface vessels	56-20,493N	016-12,586E
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Bsp Hanöbukten 2022/s05, s08, s09, Bsp Kalmarsund 2023/s05, s28, s29

Sjöfartsverket. Publ. 18 Jun 2025

The Sound

*** 19365**

Sweden. The Sound. Port of Copenhagen. Lynetten. Note withdrawn.

The information in note 248 is no longer valid.

Delete	note 248
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Bsp Sydkusten 2020/s48, s49, BSP Sydkusten 2025/s48, s49

Sjöfartsverket. Publ. 18 Jun 2025

Kattegat

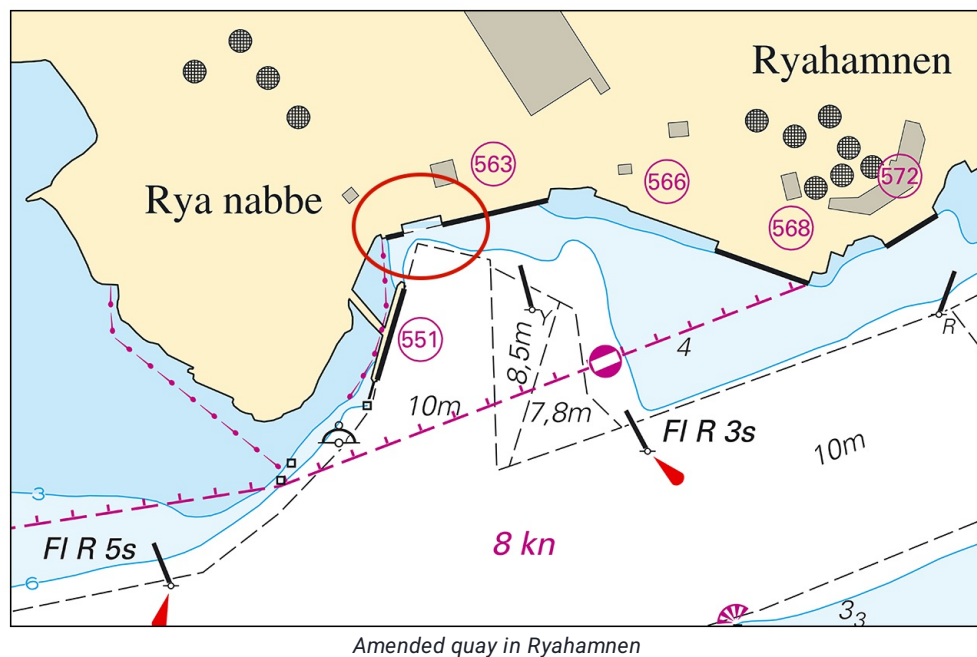
* 19310

Chart: 931, 9312, 9313

Sweden. Kattegat. Port of Gothenburg. Hisingen. Rya nabbe. Ryahamnen.
Quay 562.

Replace	quay between a) - b) with	coastline between c) - d)	a)	57-41,454N	011-53,354E	See chartlet
			b)	57-41,458N	011-53,383E	
			c)	57-41,458N	011-53,352E	
			d)	57-41,462N	011-53,382E	
Delete	designation of berth 562		e)	57-41,474N	011-53,351E	

Bsp Västakusten S 2025/s19, s47, s58



Göteborgs hamn. Publ. 18 Jun 2025

Inshore waters

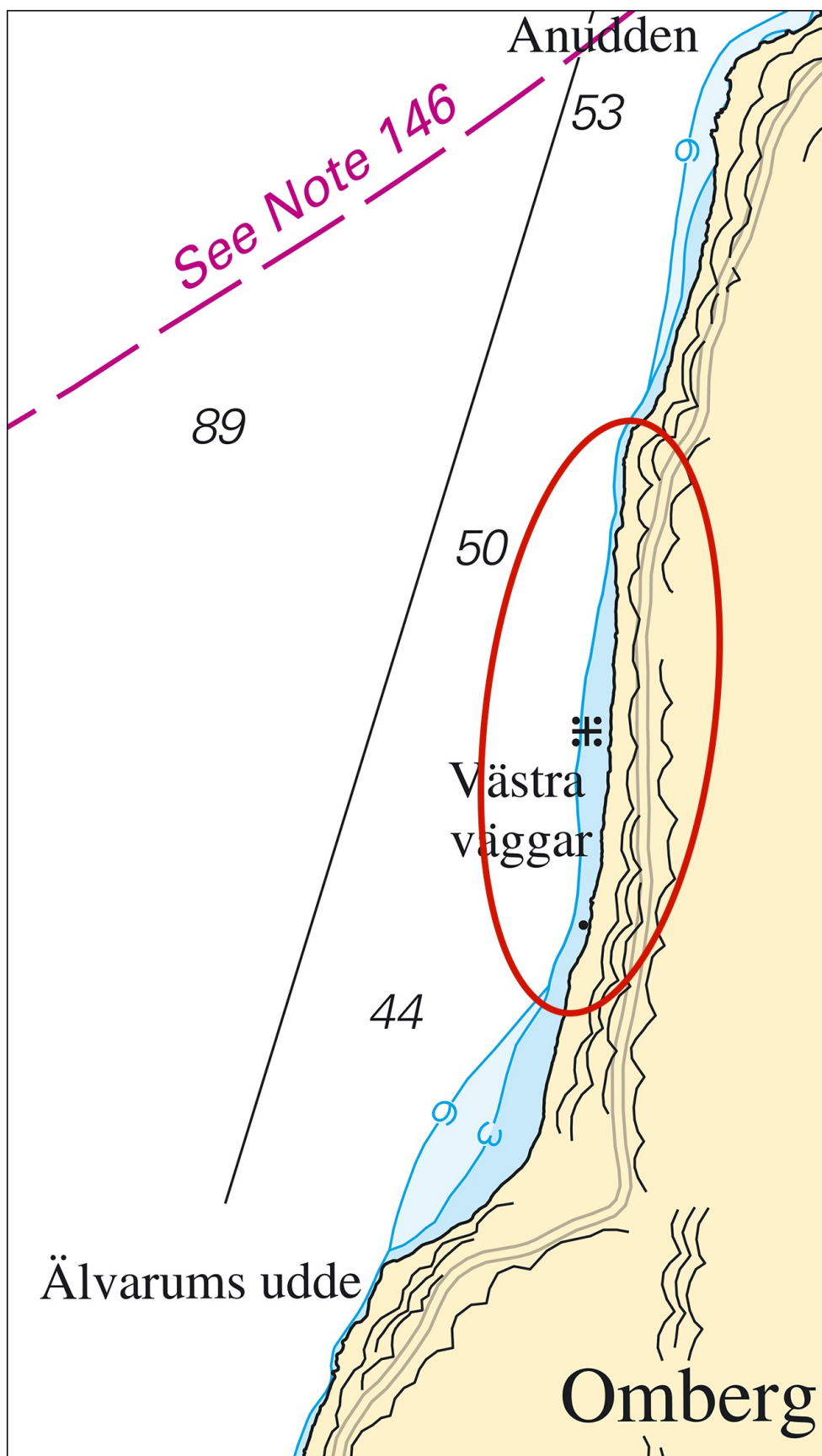
* 19316

Chart: 121

Sweden. Inshore waters. Lake 'Vättern'. SW of Borghamn. Omberg. Västra väggar. Rock awash.

Insert	rock awash	a)	58-21,104N	014-39,160E	
Amend	3 meter depth contour, so that position a), b) and c) are encircled	b)	58-20,766N	014-39,150E	See chartlet
		c)	58-21,408N	014-39,227E	
Amend	6 meter depth contour so that it follows the 3 meter depth contour				

Bsp Göta Kanal 2022/s09, s14



Rock awash and amended depth contours at Västra väggar