



# Eisbericht Nr. 60

## Amtsblatt des BSH

Jahrgang 92

Nr. 60

Mittwoch, den 06.03.2019

1

### Übersicht

Die Bottenwiek und Norra Kvarken sind fast vollständig mit Neueis, dünnem ebenem Eis, 10-40 cm dickem dichtem bis sehr dichtem Eis und bis zu 65 cm dickem Festeis in den Schären bedeckt. In der Bottensee liegt in den Schären und geschützten Buchten Festeis oder dünnes ebenes Eis. Außerhalb davon kommt an der finnischen Küste Neueis, offenes Wasser und lockeres Eis und an der schwedischen Küste offenes Wasser und etwas Neueis vor. Im östlichen Finnischen Meerbusen ist abseits des 5-45 cm dicken Festeises in den Schären 3-35 cm dickes, dichtes bis sehr dichtes Eis und weiter draußen Neueis und dünnes ebenes Eis und entlang der nördlichen Küste offenes Wasser zu finden. Im Rigaischen Meerbusen liegt entlang der nordöstlichen Küste und zwischen den Inseln Eis unterschiedlicher Konzentration.

### Overview

The Bay of Bothnia and Norra Kvarken are covered by new ice, thin level ice, 10-40 cm thick close and very close ice and up to 65 cm thick fast ice in the archipelagos. In the Sea of Bothnia, there is fast ice and thin level ice in the archipelagos and in sheltered bays. Further out, new ice, open water and open ice occur at the Finnish and open water and some new ice at the Swedish coast. In the eastern Gulf of Finland, off the 5-45 cm thick fast ice in the archipelagos, there is mostly 3-35 cm thick, close and very close ice, and further out thin level ice and new ice as well as open water in the north. In the Gulf of Riga, ice with varying concentration can be found at the northeasterly coast and between the islands.

### Bay of Bothnia

In the northern inner archipelagos, 20-65 cm thick fast ice occurs. Off the fast ice, a lead covered by thin ice is running from Bothnia Buoy to Merikallat. Further south, 20-40 cm thick close and very close ice, in places heavily ridged, can be found. West of the line from about 4 nm east of Falkensgrund over 22 nm west of Nahkiainen to about 18 nm west of Ulkokalla mostly thin level ice exists. About 12 nm east of Nordströmsgrund and 13 nm northeast of Bjurröklubb there is an area of 10-40 cm thick close ice. In the southern archipelagos, there is 20-

40 cm thick fast ice. At the fast ice edge, a narrow lead has opened, which is covered by thin ice. Further out, there is 10-40 cm thick close and very close and partly heavily ridged ice at the Finnish coast. West of the line from about 20 nm northwest of Kokkola lighthouse to Helsingkallan, thin level ice occurs. Light to strong frost will cause new ice formation and ice growth. Ice drift is mostly to northeasterly directions and later tomorrow to the southwest or west.

### Herstellung und Vertrieb

Bundesamt für Seeschifffahrt und Hydrographie (BSH)  
[www.bsh.de/de/Meeresdaten/Beobachtungen/Eis/](http://www.bsh.de/de/Meeresdaten/Beobachtungen/Eis/)  
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### Eisauskünfte / Ice Information

Telefon: +49 (0) 381 4563 -780  
Telefax: +49 (0) 381 4563 -949  
E-Mail: [ice@bsh.de](mailto:ice@bsh.de)

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### **Norra Kvarken**

In the Vaasa archipelago, 25-40 cm thick fast ice occurs up to Ensten, followed by 10-30 cm thick very close ice to south of Vaasa lighthouse. At sea, 10-30 cm thick open to close ice and level ice occur. Along the western coast and west of Holmöar-

na 20-35 cm fast ice and thin level ice are present. Light to very strong frost will cause new ice formation and ice growth. Ice drift changes from northwestward to eastward directions tomorrow.

### **Sea of Bothnia**

At the Finnish coast, there is 10-30 cm thick fast ice in the archipelagos followed by an about 10-20 nm wide belt of new ice and 10-30 cm thick close ice. Along the Swedish coast, there is 10-40 cm thick fast ice in the archipelagos of the northern part. On the Ångermanälven the fast ice or very

close ice is 20-40 cm thick. In the southern Sea of Bothnia, there is 5-20 cm thick fast ice in sheltered bays and the archipelagos. At light frost at the Finnish and light to very strong frost at the Swedish coast, some new ice will form. Ice drift changes from northeast to northwest- and southwestwards.

### **Archipelago/Åland Sea**

In the Archipelago Sea, 10-25 cm thick fast ice and thin level ice can be found in the inner archipelago. Along the fairways, open water and in places new ice occur. In the Åland Sea, there is 5-10 cm thick

rotten level ice or fast ice in sheltered areas. With temperatures varying around 0°C, no major changes are expected.

### **Gulf of Finland**

In the eastern part of the Gulf of Finland, 30-35 cm thick fast ice occurs from St. Petersburg to the lighthouse Tolbuchin. Up to the lighthouse Šepelevskij, there is very close new ice. Further on, there is very close 20-35 cm thick ice up to the island Seskar followed by new ice. In the Vyborg Bay, there is 35-45 cm thick fast ice followed by very close new ice in its entrance. In the Bjerkesund and its entrance, very close new ice occurs. In the Luga bay, 20-35 cm thick very close ice and in its entrance 5-10 cm thick very close ice can be

found. Along the northern coast, there is 10-20 cm thick fast ice in the western and 20-35 cm thick fast ice in the eastern inner archipelagos. Further out, in the east, open water and in places new ice formation is present. At the southern coast, there is very close drift ice near the coast of the Narva Bay and further out, close drift ice and new ice occur. In the Kunda, Muuga and Tallinn Bays, new ice has formed near the coast. At light to moderate frost some new ice will form. The ice is mostly drifting in northeasterly to northerly directions.

### **Gulf of Riga**

In the Pärnu Bay, there is a rotten fast ice belt near the coast, followed new ice and open water to the line Lindi-Uulu. Further on, 5-40 cm thick ridged very close and close ice and in places new ice occur up to Kihnu-Ikla. Up to Kihnu-Shoal Salacgriva, very open drift ice and new ice can be found.

Near the coast and in shallow bays of Väinameri there is 5-20 cm thick rotten fast ice. Further on very open drift ice and new ice occur. Locally, there are areas with close and open ice. Temperatures vary around the freezing point. No major changes are expected. Ice drift is to the north.

### **Northern Baltic**

On the lake Mälaren, there is rotten fast ice with some cracks and open areas. Thin rotten ice or open ice occurs in sheltered regions along the

Swedish coast of the northern Baltic Sea. Temperatures are mostly above the freezing point. Therefore, some of the remaining ice will melt.

### **Skagerrak, Kattegat, Belts and Sound**

On Lake Vänern, there is rotten ice in the northern archipelagos. Temperatures are mostly above the

freezing point. Therefore, some of the remaining ice will melt.

Dr. S. Schwegmann

## Restrictions to Navigation

|                | Harbour/District                                                                  | At least<br>dwt/hp/kW | Ice Class    | Begin         |
|----------------|-----------------------------------------------------------------------------------|-----------------------|--------------|---------------|
| <b>Estonia</b> | Pärnu                                                                             | 1600 kw               | IC           | 19.01.        |
| <b>Finland</b> | Tornio, Kemi and Oulu                                                             | 4000 dwt              | IA           | 30.01.        |
|                | Raahe and Kalajoki                                                                | 2000 dwt              | IA           | 30.01.        |
|                | Kokkola and Pietarsaari                                                           | 2000 dwt              | IA           | 02.02.        |
|                | Vaasa                                                                             | 2000 dwt              | IC           | 28.01.        |
|                | Kaskinen                                                                          | 2000 dwt              | IC           | 02.02.        |
|                | Uusikaupunki                                                                      | 2000 dwt              | II           | 26.02.        |
|                | Kristiinankaupunki, Taalintehdas, Förby,<br>Koverhar, Lappohja, Inkoo and Kantvik | 2000 dwt              | II           | 26.01.        |
|                | Kotka and Hamina                                                                  | 2000 dwt              | II           | 26.02.        |
|                | Loviisa and Mussalo                                                               | 2000 dwt              | II           | 22.02.        |
|                | Pori, Rauma, Helsinki and Sköldvik                                                | 2000 dwt              | II           | 30.01.        |
| <b>Russia</b>  | Vyborg                                                                            | -                     | Ice 1        | 06.02.        |
|                | <b>Primorsk</b>                                                                   | -                     | <b>Ice 1</b> | <b>12.03.</b> |
| <b>Sweden</b>  | Karlsborg - Skelleftehamn                                                         | 4000 dwt              | IA           | 06.02.        |
|                | Holmsund - Örnsköldsvik                                                           | 2000 dwt              | IB           | 06.02.        |
|                | Ångermanälven                                                                     | 2000 dwt              | IB           | 21.01.        |
|                | Härnösand                                                                         | 2000/4000 dwt         | IC/II        | 31.01.        |
|                | Söraker – Öregrund                                                                | 2000 dwt              | II           | 18.02.        |
|                | Lake Mälaren                                                                      | 1300/2000 dwt         | IC/II        | 15.02.        |

**Estonia**

**Icebreaker:** EVA-316 assists to the port of Pärnu.

**Finland**

**The Saimaa Canal is closed for traffic.**

**The traffic separation scheme in the Quark is temporarily out of use from 1<sup>st</sup> February.**

Vessels bound for Gulf of Bothnia ports in which traffic restrictions apply shall, when passing the latitude 60 N, report their nationality, name, port of destination, ETA and speed to ICE INFO on VHF channel 78. This report can also be given directly by phone +46 10 492 7600.

Vessels bound for ports in the Bay of Bothnia shall report to Bothnia VTS 20 nautical miles before Nordvalen lighthouse on VHF channel 67.

**Icebreaker:** KONTIO, OTSO, POLARIS, URHO and SISU assist in the Bay of Bothnia. THETIS assists in the Quark. ZEUS assists in the Sea of Bothnia.

**Russia**

From **17<sup>th</sup> of December** tow boat-barges will not be assisted to **St. Petersburg**. From **25<sup>th</sup> of January** vessels without ice class may navigate with icebreaker assistance only.

From **10<sup>th</sup> of January** tow boat-barges will not be assisted to **Vyborg**. Vessels without ice class may navigate with icebreaker assistance only.

From **21<sup>st</sup> of January** tow boat-barges will not be assisted to **Vysotsk**. Vessels without ice class may navigate with icebreaker assistance only.

From **25<sup>th</sup> of January** tow boat-barges will not be assisted to **Primorsk**. Vessels without ice class may navigate with icebreaker assistance only.

From **12<sup>th</sup> of March** tow boat-barges will not be assisted to **Ust'-Luga**. Vessels without ice class may navigate with icebreaker assistance only.

**Icebreaker:** Several icebreakers assist vessels to the port of Primorsk, Vyborg, Vysotsk, Ust'-Luga and St. Petersburg.

**Sweden****The transit traffic west of Holmöarna is prohibited from 23<sup>th</sup> of January.**

Vessels bound for ports with traffic restrictions in Gulf of Bothnia shall when passing Aland Sea, latitude N 60 degrees, report to ICEINFO on VHF channel 78: Stating ATP, destination and ETA.

Request for dirways can be sent to [iceinfo@sjofartsverket.se](mailto:iceinfo@sjofartsverket.se). Arrival report is to be made to ICEINFO on VHF channel 16: Stating ATA, ETD and next port of call. If ETD has changed, notify ICEINFO immediately.

Departure report is to be made to ICEINFO on VHF channel 16: Stating ATD, next port of call and ETA.

**Icebreaker:** ALE, ATLE and YMER assist in the Bay of Bothnia.

**Schlüssel für die Meldungen der Eis- und Schifffahrtsverhältnisse**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Erste Zahl:</p> <p><b>A<sub>B</sub> Menge und Anordnung des Meereises</b></p> <p>0 Eisfrei</p> <p>1 Offenes Wasser– Bedeckungsgrad kleiner 1/10</p> <p>2 Sehr lockeres Eis– Bedeckungsgrad 1/10 bis 3/10</p> <p>3 Lockeres Eis– Bedeckungsgrad 4/10 bis 6/10</p> <p>4 Dichtes Eis– Bedeckungsgrad 7/10 bis 8/10</p> <p>5 Sehr dichtes Eis– Bedeckungsgrad 9/10 bis 9+10</p> <p>6 Zusammengeschobenes oder zusammenhängendes Eis– Bedeckungsgrad 10/10</p> <p>7 Eis außerhalb der Festeiskante</p> <p>8 Festeis</p> <p>9 Rinne in sehr dichtem oder zusammengeschobenem Eis oder entlang der Festeiskante</p> <p>/ Außerstande zu melden</p> <p>Dritte Zahl:</p> <p><b>T<sub>B</sub> Topographie oder Form des Eises</b></p> <p>0 Pfannkucheneis, Eisbruchstücke, Trümmereis – Durchmesser unter 20 m</p> <p>1 Kleine Eisschollen – Durchmesser 20 bis 100 m</p> <p>2 Mitteltgroße Eisschollen – Durchmesser 100 bis 500 m</p> <p>3 Große Eisschollen – Durchmesser 500 bis 2000 m</p> <p>4 Sehr große oder riesig große Eisschollen – Durchmesser über 2000 m oder ebenes Eis</p> <p>5 Übereinandergeschobenes Eis</p> <p>6 Kompakter Schnee- oder Eiseisbreiklumpchen oder kompaktes Trümmereis</p> <p>7 Aufgedrücktes Eis (in Form von Hügeln oder Wällen)</p> <p>8 Schmelzwasserlöcher oder viele Pfützen auf dem Eis</p> <p>9 Morsches Eis</p> <p>/ Keine Information oder außerstande zu melden</p> | <p>Zweite Zahl:</p> <p><b>S<sub>B</sub> Entwicklungszustand des Eises</b></p> <p>0 Neueis oder dunkler Nilas (weniger als 5 cm dick)</p> <p>1 Heller Nilas(5 bis 10 cm dick) oder Eishaut</p> <p>2 Graues Eis(10 bis 15 cm dick)</p> <p>3 Grauweißes Eis(15 bis 30 cm dick)</p> <p>4 Weißes Eis, 1. Stadium(30 bis 50 cm dick)</p> <p>5 Weißes Eis, 2. Stadium(50 bis 70 cm dick)</p> <p>6 Mitteldickes erstjähriges Eis(70 bis 120 cm dick)</p> <p>7 Eis, das überwiegend dünner als 15 cm ist, mit etwas dickerem Eis</p> <p>8 Eis, das überwiegend 15 bis 30 cm dick ist, mit etwas dickerem Eis</p> <p>9 Eis, überwiegend dicker als 30 cm, mit etwas dünnerem Eis</p> <p>/ Keine Information oder außerstande zu melden</p> <p>Vierte Zahl:</p> <p><b>K<sub>B</sub> Schifffahrtsverhältnisse im Eis</b></p> <p>0 Schifffahrt unbehindert</p> <p>1 Für Holzschiffe ohne Eisschutz schwierig oder gefährlich.</p> <p>2 Schifffahrt für nichteisverstärkte Schiffe oder für Stahlschiffe mit niedriger Maschinenleistung schwierig, für Holzschiffe sogar mit Eisschutz nicht ratsam.</p> <p>3 Ohne Eisbrecherhilfe nur für stark gebaute und für die Eisfahrt geeignete Schiffe mit hoher Maschinenleistung möglich.</p> <p>4 Schifffahrt verläuft in einer Rinne oder in einem aufgebrochenen Fahrwasser ohne Eisbrecherunterstützung.</p> <p>5 Eisbrecherunterstützung kann nur für die Eisfahrt geeigneten Schiffen von bestimmter Größe (tdw) gegeben werden.</p> <p>6 Eisbrecherunterstützung kann nur für die Eisfahrt verstärkten Schiffen von bestimmter Größe (tdw) gegeben werden.</p> <p>7 Eisbrecherunterstützung nur nach Sondergenehmigung</p> <p>8 Schifffahrt vorübergehend eingestellt.</p> <p>9 Schifffahrt hat aufgehört.</p> <p>/ Unbekannt</p> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Estland , 06.03.2019**

|                                 |      |
|---------------------------------|------|
| Narva-Jõesuu, Fahrwasser        | 4//1 |
| Kunda, Hafen und Bucht          | 10/1 |
| Muuga, Hafen und Bucht          | 10/1 |
| Tallinn, Hafen und Bucht        | 10/1 |
| Pärnu, Hafen und Bucht          | 7375 |
| Pärnu – Irbenstraße, Fahrwasser | 22/1 |
| Moonsund                        | 3272 |

**Finnland , 06.03.2019**

|                                  |      |
|----------------------------------|------|
| Röyttä – Etukari                 | 8446 |
| Etukari – Ristinmatala           | 6846 |
| Ajos – Ristinmatala              | 6846 |
| Ristinmatala – Kemi 2            | 5346 |
| Kemi 2 – Kemi 1                  | 5146 |
| Kemi 1, Seegebiet im SW          | 5146 |
| Kemi 2 – Ulkokrunni – Virpiniemi | 8446 |
| Oulu, Hafen – Kattilankalla      | 8446 |

|                                          |      |
|------------------------------------------|------|
| Kattilankalla – Oulu 1                   | 8876 |
| Oulu 1, Seegebiet im SW                  | 5146 |
| Offene See N-lich Breite Marjaniemi      | 5376 |
| Raahe, Hafen – Heikinkari                | 8946 |
| Heikinkari – Raahe Leuchtturm            | 6946 |
| Raahe Leuchtturm – Nahkiainen            | 5876 |
| Breitengrad Marjaniemi – Ulkokalla, See  | 5846 |
| Rahja, Hafen – Välimatala                | 7876 |
| Välimatala bis Linie Ulkokalla – Ykskivi | 6876 |
| Breitengrad Ulkokalla – Pietarsaari, See | 5346 |
| Ykspihlaja – Repskär                     | 8846 |
| Repskär – Kokkola Leuchtturm             | 6876 |
| Kokkola Leuchtturm, See außerhalb        | 5876 |
| Pietarsaari – Kallan                     | 8846 |
| Kallan, Seegebiet außerhalb              | 6876 |
| Breite Pietarsaari – Nordvalen im NE     | 4346 |
| Nordvalen, Seegebiet im ENE              | 4746 |
| Nordvalen – Norrskär, See im W           | 4746 |

|                                      |      |
|--------------------------------------|------|
| Vaskiluoto – Ensten                  | 8866 |
| Ensten – Vaasa Leuchtturm            | 5366 |
| Vaasa Leuchtturm – Norrskär          | 4746 |
| Norrskär, Seegebiet im SW            | 3026 |
| Kaskinen – Sälgrund                  | 4046 |
| Sälgrund, Seegebiet außerhalb        | 4046 |
| Offene See N-lich Breite Yttergrund  | 3716 |
| Pori – Linie Pori Leuchtturm – Säppi | 4046 |
| Linie Pori Lt. – Säppi – See im W    | 1106 |
| Hohe See Länge Yttergrund u. Rauma   | 3716 |
| Rauma, Hafen – Kylmäpihlaja          | 7365 |
| Kylmäpihlaja – Rauma Leuchtturm      | 1105 |
| Rauma Leuchtturm, See im W           | 1105 |
| Uusikaupunki, Hafen – Kirsta         | 8345 |
| Kirsta – Isokari                     | 1005 |
| Naantali und Turku – Rajakari        | 4142 |
| Rajakari – Lövskär                   | 2001 |
| Lövskär – Korra                      | 1001 |
| Korra – Isokari                      | 2001 |
| Lövskär – Berghamn                   | 1001 |
| Lövskär – Grisselborg                | 1101 |
| Hanko – Vitgrund                     | 1000 |
| Koverhar – Hästö Busö                | 1115 |
| Inkoo u. Kantvik – Porkkala See      | 7745 |
| Helsinki, Hafen – Harmaja            | 1205 |
| Vuosaari Hafen – Eestiluoto          | 1205 |
| Porvoo, Hafen – Varlax               | 1315 |
| Valko, Hafen – Täktarn               | 7315 |
| Kotka – Viikari                      | 2325 |
| Hamina – Suurmusta                   | 7325 |
| Suurmusta – Merikari                 | 1305 |

#### **Russische Föderation , 06.03.2019**

|                                          |      |
|------------------------------------------|------|
| St. Petersburg, Hafen                    | 84/5 |
| St. Petersburg – Ostspitze Kotlin        | 84/5 |
| Ostspitze Kotlin – Länge Lt. Tolbuchin   | 84/5 |
| Lt. Tolbuchin – Lt. Šepelevskij          | 5000 |
| Lt. Šepelevskij – Seskar                 | 5333 |
| Seskar – Sommers                         | 5000 |
| Sommers – Südspitze Gogland              | 5000 |
| Vyborg Hafen und Bucht                   | 84/5 |
| Vichrevoj – Sommers                      | 5000 |
| Bjerkessund                              | 5000 |
| E-Spitze Bol'soj Ber'ozovy – Šepelevskij | 5000 |
| Luga Bucht                               | 5333 |
| Zuf. Luga B. – Linie Mošcnyj-Šepel.      | 5101 |

#### **Schweden , 06.03.2019**

|                                 |      |
|---------------------------------|------|
| Karlsborg – Malören             | 8546 |
| Malören, Seegebiet außerhalb    | 4146 |
| Luleå – Björnklack              | 8546 |
| Björnklack – Farstugrunden      | 5146 |
| Farstugrunden, See im E und SE  | 5146 |
| Sandgrönn Fahrwasser            | 8546 |
| Rödkallen – Norströmsgrund      | 5146 |
| Haraholmen – Nygrån             | 8446 |
| Nygrån, Seegebiet außerhalb     | 5146 |
| Skelleftehamn – Gåsören         | 8446 |
| Gåsören, Seegebiet außerhalb    | 5146 |
| Bjuröklubb, Seegebiet außerhalb | 5146 |
| Nordvalen, See im NE            | 4336 |

|                                    |      |
|------------------------------------|------|
| Nordvalen, See im SW               | 5146 |
| Västra Kvarken W-lich Holmöarna    | 5146 |
| Umeå – Väktaren                    | 5146 |
| Väktaren, See im SE                | 5146 |
| Sydostbrotten, See im NE u. SE     | 4336 |
| Husum, Fahrwasser nach             | 1206 |
| Örnsköldsvik – Hörnskatan          | 8346 |
| Hörnskatan – Skagsudde             | 5336 |
| Skagsudde, Seegebiet außerhalb     | 1206 |
| Ulvöarna, Fahrwasser im W          | 1206 |
| Ulvöarna, Seegebiet im E           | 1206 |
| Ångermanälv oberhalb Sandöbrücke   | 5434 |
| Ångermanälv unterhalb Sandöbrücke  | 5434 |
| Härnösand – Härnön                 | 4046 |
| Sundsvall – Draghällan             | 3326 |
| Draghällan – Åstholmsudde          | 1206 |
| Åstholmsudde/Brämön, außerhalb     | 1206 |
| Hudiksvallfjärden                  | 3326 |
| Iggesund – Agö                     | 8346 |
| Sandarne – Hällgrund               | 8246 |
| Ljusnefjärden – Störjungfrun       | 8246 |
| Gävle – Eggegrund                  | 8246 |
| Öregrundsgrepen                    | 1206 |
| Hallstavik – Svartklubben          | 8292 |
| Trälhavet – Furusund – Kapellskär  | 1102 |
| Stockholm – Trälhavet – Klövholmen | 1102 |
| Köping – Kviksund                  | 8394 |
| Västerås – Grönsö                  | 8394 |
| Grönsö – Södertälje                | 8394 |
| Stockholm – Södertälje             | 8394 |
| Södertälje – Fifong                | 2192 |
| Karlstad, Fahrwasser nach          | 8292 |
| Kristinehamn, Fahrwasser nach      | 8292 |