



Eisbericht Nr. 102

Amtsblatt des BSH

Jahrgang 96

Nr. 102

Monday, 24.04.2023

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Übersicht

In den Schären der Bottenwiek befindet sich im Norden bis 70 cm dickes Festeis und im Süden bis 40 cm dickes, teilweise morsches Festeis. Im Nordosten befindet sich eine breite Rinne mit zumeist offenem Wasser und örtlich dickeren Schollen. Auf See treibt dichtes bis sehr dichtes, aufgeschobenes und aufgedichtetes Eis, welches im Norden bis 60 cm dick und im Süden bis 30 cm dick ist. Es kommen viele Rinnen mit sehr lockerem Eis vor. In Kvarnen liegt bis 50 cm dickes, teilweise morsches Festeis in den Schären und Buchten. Auf See kommt im Norden bis 30 cm dickes, sehr dichtes Eis und ansonsten zumeist offenes Wasser mit örtlichem Treibeis vor. In der Bottensee liegt im Norden morsches Eis in den Schären und Buchten und im Süden sowie dem Schärenmeer und der Ålandsee kommt größtenteils offenes Wasser vor. In den nordöstlichen Schären und Buchten des Finnischen Meerbusens liegt vereinzelt morsches Eis und offenes Wasser.

Overview

In the archipelagos of the Bay of Bothnia, there is up to 70 cm thick fast ice in the north and up to 40 cm thick, partly rotten fast ice in the south. In the northeast is a large lead with open water and some thicker floes at places. At sea, there is mostly ridged and rafted, close to very close ice, which is up to 60 cm thick in the north and up to 30 cm thick in the south. Several leads with very open ice occur. In the Quark, there is up to 50 cm thick, partly rotten fast ice in the archipelagos and bays. At sea in the northern part, there is very close, up to 30 cm thick ice and else mostly open water with some drifting floes. In the Sea of Bothnia, there is rotten ice along the coast in the north and in the south as well as in the Archipelago and Åland Sea is mostly open water. In the northeastern inner archipelagos and bays of the Gulf of Finland, there is rotten ice at places and open water further out.

Bay of Bothnia

In the archipelagos of the northern Bay of Bothnia, there is 40–70 cm thick fast ice and compact ice, out to Malören, Lallinmöyly and Oulu-2. The fast ice in the south eastern archipelagos is 20–40 cm thick and partly rotten. Off the fast ice in the north and northeast, there is wide lead with open water and some single drifting floes to Nahkiainen. West

of about the line Farstugrunden – Nahkiainen, there is close to very close, 30–60 cm thick and ridged ice. Else at sea, there is close to very close, 10–30 cm thick drift ice with larger leads of very open ice.

Slow ice melt will continue the coming day. The ice will drift to the southwest.

Herstellung und Vertrieb

Bundesamt für Seeschifffahrt und Hydrographie (BSH)

www.bsh.de/eis

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The Quark

There is 25–45 cm thick, rotting fast ice in the Vaasa archipelago out to Ensten. On the Swedish side, there is 25–50 cm thick fast or partly rotten ice in inner bays and 10–30 cm fast ice around Holmöarna. At sea north and east of Nordvalen, there is

10–30 cm thick, very close ice. Else at sea, there is mostly open water.

Slow ice melt continues the coming day. The ice will drift to the south/southwest.

Sea of Bothnia

In the southern part, rotten ice is present at some places in the inner archipelago in the west. Else is open water. In the northern part, there is 10–30 cm thick, rotten fast ice in the inner archipelagos in the

east. In the west, there is 20–50 cm fast ice or rotten ice in bays and on Ångermanälven. Else is open water.

Melting will continue the coming day.

Archipelago Sea and Åland Sea

There is open water in the inner archipelagos and else it is ice free.

Melting will continue the coming day.

Gulf of Finland

In the north-eastern inner archipelagos and bays, there is rotten ice at places and else open water. In Lake Saimaa, there is 20–50 cm thick ice in the

northern part and 10–40 cm thick, rotting ice with openings in the southern part.

Ice melt continues the coming day.

Dr. W. Aldenhoff

Restrictions to Navigation

	Harbour/District	At least dwt/hp/kW	Ice Class	Begin
Finland	Tornio, Kemi and Oulu	4000 dwt	IA	22.02.
	Raahe	4000 dwt	IA	08.03.
	Kalajoki, Kokkola and Pietarsaari	2000 dwt	IA	08.03.
	Vaasa	2000 dwt	I	17.04.
	Lake Saimaa	2000 dwt	IB	01.04.
Sweden	Karlsborg	4000 dwt (2000 t)	IA	28.02.
	Lulea	4000 dwt	IA	28.02.
	Haraholmen and Skelleftehamn	4000 dwt	IA	04.03.
	Holmsund	2000 dwt	IC	07.02.
	Rundvik and Husum	2000 dwt	IC	04.03.
	Örnsköldsvik	2000 dwt	II	18.04.
	Ångermanälven	2000 dwt	IC	18.04.

Finland/Sweden

The Saimaa Canal is closed for traffic since 9th January.

Vessels bound for Gulf of Bothnia ports in which assistance restrictions apply, shall when passing latitude 60° 00' N report their nationality, name, destination, ETA and speed to ICE INFO on VHF channel 82. This report can also be given directly by telephone to +46 10 492 7600.

Vessels bound for Finnish or Swedish ports with assistance restrictions in the Quark or the Bay of Bothnia shall, 20 nautical miles before Nordvalen Lighthouse (63° 32.15' N 20° 46.60' E), report in accordance with the instructions for winter navigation to Bothnia VTS on VHF channel 67.

The traffic separation schemes in the Quark are temporarily out of use from 7 February due to ice conditions.

Icebreakers:

POLARIS, KONTIO, SISU, ATLE, YMER and FREJ assist in the Bay of Bothnia. OTSO and ZEUS assist in

the southern Bay of Bothnia and in the Quark. ALE assists in the Quark. TYRSKY assists in the Lake Saimaa.

Baltic Sea Ice Code

<p>First number:</p> <p>A_B Amount and arrangements of sea ice</p> <p>0 Ice free</p> <p>1 Open water – concentration less than 1/10</p> <p>2 Very open ice - concentration 1/10 to 3/10</p> <p>3 Open ice – concentration 4/10 to 6/10</p> <p>4 Close ice – concentration 7/10 to 8/10</p> <p>5 Very close ice – concentration 9/10 to 9+/10</p> <p>6 Compact ice, including consolidated ice – concentration 10/10</p> <p>7 Fast ice with drift ice outside</p> <p>8 Fast ice</p> <p>9 Lead in very close or compact drift ice or along the fast ice edge</p> <p>/ Unable to report</p> <p>Third number:</p> <p>T_B Topography or form of ice</p> <p>0 Pancake ice, ice cakes, brash ice – less than 20 m across</p> <p>1 Small ice floes – 20 to 100 m across</p> <p>2 Medium ice floes – 100 to 500 m</p> <p>3 Big ice floes – 500 to 2000 m across</p> <p>4 Vast or giant ice floes – more than 2000 m across – or level ice</p> <p>5 Rafted ice</p> <p>6 Compact slush or shuga, or compacted brash ice</p> <p>7 Hummocked or ridged ice</p> <p>8 Thaw holes or many puddles on the ice</p> <p>9 Rotten ice</p> <p>/ No information or unable to report</p>	<p>Second number:</p> <p>S_B Stage of ice development</p> <p>0 New ice or dark nilas (less than 5 cm thick)</p> <p>1 Light nilas (5 - 10 cm thick) or ice rind</p> <p>2 Grey ice (10 - 15 cm thick)</p> <p>3 Grey-white ice (15 - 30 cm thick)</p> <p>4 White ice, first stage (30 - 50 cm thick)</p> <p>5 White ice, second stage (50 - 70 cm thick)</p> <p>6 Medium first year ice (70 - 120 cm thick)</p> <p>7 Ice predominantly thinner than 15 cm with some thicker ice</p> <p>8 Ice predominantly grey-white ice (15 – 30 cm) with some thicker ice</p> <p>9 Ice predominantly thicker than 30 cm with some thinner ice</p> <p>/ No information or unable to report</p> <p>Fourth number:</p> <p>K_B Navigation conditions in ice</p> <p>0 Navigation unobscured</p> <p>1 Navigation difficult or dangerous for wooden vessels without ice sheathing</p> <p>2 Navigation difficult for unstrengthened or low-powered vessels built of iron or steel. Navigation for wooden vessels even with ice sheathing not advisable</p> <p>3 Navigation without icebreaker assistance possible only for high-powered vessels of strong construction and suitable for navigation in ice</p> <p>4 Navigation proceeds in lead or broken ice-channel without the assistance of an icebreaker</p> <p>5 Icebreaker assistance can only be given to vessels suitable for navigation in ice and of special size</p> <p>6 Icebreaker assistance can only be given to vessels of special ice class and of special size</p> <p>7 Icebreaker assistance can only be given to vessels after special permission</p> <p>8 Navigation temporarily closed</p> <p>9 Navigation has ceased</p> <p>/ Unknown</p>
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Finland, 24.04.2023

Röyttä – Etukari	8546
Etukari – Ristinmatala	6476
Ajos – Ristinmatala	6476
Ristinmatala – Kemi 2	6476
Kemi 2 – Kemi 1	9906
Sea area SW of Kemi 1	1706
Kemi 2 – Ulkokrunni – Virpiniemi	6476
Oulu harbours – Kattilankalla	8546
Kattilankalla – Oulu 1	6476
Sea area SW of Oulu 1	9906
High Sea N of the latitude of Marjaniemi	5476
Raahe harbour – Heikinkari	8446
Heikinkari – Raahe lighthouse	7816
Raahe lighthouse – Nahkiainen	2356
Latitude Marjaniemi – Ulkokalla, Sea	5976
Rahja harbour – Välimatala	7856
Vaelimatala to line Ulkokalla – Ykskivi	5356
Sea betw. lat. of Ulkokalla – Pietarsaari	5856
Ykspihlaja – Repskär	7356
Repskär – Kokkola lighthouse	5356
Sea area off Kokkola lighthouse	2356
Pietarsaari – Kallan	8896
Sea area off Kallan	2726
Sea lat. Pietarsaari – NE Nordvalen	5356

Sea area ENE of Nordvalen	5356
Sea area Nordvalen to W of Norrskär	4356
Vaskiluoto – Ensten	7756
Ensten – Vaasa lighthouse	1106
Vaasa lighthouse – Norrskär	1106

Russian Federation, 24.04.2023

Vyborg, port and bay	1/0
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Sweden, 24.04.2023

Karlsborg – Malören	8546
Sea area off Malören	8546
Luleå – Björnklack	6356
Björnklack – Farstugrunden	5356
E and SE of Farstugrunden	5356
Sandgrönn fairway	6356
Rödskallen – Norströmsgrund	2326
Haraholmen – Nygrån	6356
Sea area off Nygrån	6356
Skelleftehamn – Gåsören	1356
Sea area off Gåsören	6356
Sea area off Bjuröklubb	6356
NE of Nordvalen	1306
SW of Nordvalen	1306
Western Quark (W of Holmöarna)	1306

Umeå – Väktaren	1306
SE of Väktaren	1306
Örnsköldsvik – Hörnskatan	1306
Hörnskatan – Skagsudde	1306
Ångermanälven north Sandö Bridge	8444
Hudiksvallfjärden	8392