



Eisbericht Nr. 112

Amtsblatt des BSH

Jahrgang 96

Nr. 112

Tuesday, 09.05.2023

1

Übersicht

In den Schären der Bottenwiek kommt im Norden bis 60 cm dickes, morsch werdendes Festeis vor. Auf See befindet sich meist offenes Wasser aber von Nahkiainen bis Kalajoki treibt 20–60 cm dickes, lockeres bis sehr dichtes Eis. In Kvarken und entlang der schwedischen Küste der nördlichen Bottensee kommt in einigen Buchten und Schären noch morsches Eis oder Resteis vor.

Overview

In the archipelagos of the Bay of Bothnia, there is up to 60 cm thick rotting fast ice in the north. At sea, there is mostly open water, but from Nahkiainen to Kalajoki, there is 20–60 cm thick, open to very close ice. In the Quark and along the Swedish coast of the northern Sea of Bothnia, there is rotten ice or remnants of ice in some bays and archipelagos.

Bay of Bothnia

In the archipelagos of the northern Bay of Bothnia, there is 30–60 cm thick fast ice and compact ice out to Malören, Lallinmöyly and Oulu-2. The ice is rotten at places. In the archipelagos south of about 65°10'N there is rotten ice. At sea in the north, there is mostly open water with strings of very open ice or floebits at places. From north of Na-

hkiainen to Ulkokalla and Kalajoki, there is 20–60 cm thick, ridged, open to very close ice. The ice field is surrounded by very open ice. Else mostly open water near the coast.

Ice melt continues and the ice will drift to the northeast.

The Quark

In Swedish bays and around Holmöarna there is some rotten ice. In the Vaasa archipelago are remnants of ice at places. At sea it is practically ice

free.

Ice melt continues.

Sea of Bothnia

In the northern part along the Swedish coast and on Ångermanälven, there are remnants of rotten

ice at places. Elsewhere is mostly ice free. Melting will continue.

Gulf of Finland

In Lake Saimaa, there is rotting ice at places in the northern part. The southern part and the Saimaa

Canal are ice free.

Ice melt continues.

Herstellung und Vertrieb

Bundesamt für Seeschifffahrt und Hydrographie (BSH)

www.bsh.de/eis

www.bsh.de/ice

© BSH - Alle Rechte vorbehalten

Nachdruck, auch auszugsweise, verboten

Eisankünfte / Ice Information

Telefon: +49 (0) 381 4563 -780

Telefax: +49 (0) 381 4563 -949

E-Mail: ice@bsh.de

© BSH - All rights reserved

Reproduction in whole or in part prohibited

Dr. W. Aldenhoff

Restrictions to Navigation

	Harbour/District	At least dwt/hp/kW	Ice Class	Begin
Finland	Tornio, Kemi and Oulu	2000 dwt	IA	05.05.
	Raahe	2000 dwt	IB	26.04.
	Kalajoki	2000 dwt	I	08.05.
	Kokkola	2000 dwt	II	08.05.
Sweden	Karlsborg	2000 dwt	IB	08.05.
	Lulea	2000 dwt	IC	08.05.
	Haraholmen	2000 dwt	II	08.05.
	Angermanälven	-	Cancelled	09.05.

Finland/Sweden

The Saimaa Canal has been opened to traffic on 2nd May 2023.

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 have been taken into use on 9th May 2023.

Icebreakers:

POLARIS, KONTIO and ALE assist in the Bay of Bothnia. 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>
--	--

Finland, 09.05.2023

Röyttä – Etukari	8496
Etukari – Ristinmatala	6476
Ajos – Ristinmatala	6476
Ristinmatala – Kemi 2	6476
Kemi 2 – Kemi 1	1706
Sea area SW of Kemi 1	1706
Kemi 2 – Ulkokrunni – Virpiniemi	6476
Oulu harbours – Kattilankalla	8496
Kattilankalla – Oulu 1	7476
Sea area SW of Oulu 1	1706
High Sea N of the latitude of Marjaniemi	2726
Raahe harbour – Heikinkari	1306
Heikinkari – Raahe lighthouse	1306
Raahe lighthouse – Nahkiainen	3876
Latitude Marjaniemi – Ulkokalla, Sea	5476
Rahja harbour – Välimatala	2326
Vaelimatala to line Ulkokalla – Ykskivi	5476
Sea betw. lat. of Ulkokalla – Pietarsaari	1706
Ykspihlaja – Repskär	1705
Repskär – Kokkola lighthouse	1705
Sea area off Kokkola lighthouse	1705
Pietarsaari – Kallan	1702
Sea area off Kallan	1702
Sea lat. Pietarsaari – NE Nordvalen	1702

Sweden, 09.05.2023

Karlsborg – Malören	8546
Sea area off Malören	2426

Luleå – Björnklack	8546
Björnklack – Farstugrunden	2426
E and SE of Farstugrunden	1406
Sandgrönn fairway	8546
Rödkallen – Norströmsgrund	2426
Haraholmen – Nygrån	1406
Sea area off Nygrån	1406
Skelleftehamn – Gåsören	1402
Sea area off Gåsören	1402
Sea area off Bjuröklubb	1402
Western Quark (W of Holmöarna)	1402
Umeå – Väktaren	1402
Ångermanälven north Sandö Bridge	1402
Ångermanälven south Sandö Bridge	1402