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BUNDESAMT FÜR SEESCHIFFFAHRT UND HYDROGRAPHIE

Eisbericht Nr. 85

Amtsblatt des BSH

Jahrgang 98	Nr. 85	Tuesday, 08.04.2025	1

Übersicht

In der Bottenwiek liegt in den nördlichen Schären 20–80 cm dickes Festeis und in den südlichen Schären bis 40 cm dickes, teilweise morsches Festeis. Auf See treibt im Nordosten bis 60 cm dickes, sehr dichtes, teilweise aufgeschobenes oder aufgepresstes Eis. Das Eis ist örtlich schwer zu passieren. Ansonsten ist es auf See meist eisfrei. In Norra Kvarken liegt morsches Eis in den Schären. Auf See ist es eisfrei. In der nördlichen Bottensee kommt entlang der schwedischen Küste örtlich morsches Eis in Buchten vor. Im Süden ist es eisfrei. Der Finnische Meerbusen ist eisfrei.

Overview

In the Bay of Bothnia, there is 20–80 cm thick fast ice in the northern archipelagos and up to 40 cm thick, partly rotten fast ice in the southern archipelagos. At sea in the northeast, there is up to 60 cm thick, very close and partly ridged and rafted ice. The ice field is at places difficult to force. Else at sea it is mostly ice-free. In the Quark, there is rotten ice in the inner archipelagos. The sea is ice-free. Along the Swedish coast of the northern Sea of Bothnia there is rotten ice at places in inner bays. Along the southern coast it is ice-free. The Gulf of Finland is ice-free.

Bay of Bothnia

In the northern Bay of Bothnia, there is 20–80 cm thick fast ice to Kemi 3 and Oulu 3 in the east. At sea east of about the line Malören – Nahkiainen, there is 20–60 cm thick, ridged and rafted, very close ice. Further west to about the line Farstugrund – Kalajoki, there is very close, 15–40 cm thick ice. The ice field is in places difficult to force. A lead of open water runs from about Kemi-1 to the west. Off the fast ice in the northwest is open water. In the southern Bay of Bothnia, there is up to 40 cm thick, partly rotten fast ice in the archipelagos. The sea is ice-free.

With temperatures mostly above 0 °C along the coasts some ice melt is expected but overall no larger changes. The wind is veering from south-west to north-west, so that the ice will drift first to north-east and later to south-east.

The Quark

In the Vaasa archipelago, there is rotten ice at places. The Vaasa fairway is ice-free. In Swedish inner bays is rotten ice. The sea is ice-free.

With temperatures mostly above 0 °C ice melt will continue the coming day.

Herstellung und Vertrieb
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Sea of Bothnia
In the east it is ice-free. In the west, there are remnants of rotten ice in inner bays north of about Sundsvall and in Ångermanälven. In the south, it is ice-free.
With temperatures mostly above 0 °C slow ice melt will continue the coming day.

Gulf of Finland
The Gulf of Finland is ice-free. In southern Lake Saimaa, there is rotten ice with areas of open water due to currents. In northern Lake Saimaa 10–40 cm thick rotting ice.
With temperatures around 0 °C slow ice melt will continue the coming day.

W. Aldenhoff

Restrictions to Navigation

	Harbour/District	At least dwt/hp/kW	Ice Class	Begin
Finland	Tornio, Kemi and Oulu	2000 dwt	IA	12.02.
	Raahe	2000 dwt	IA	02.03.
	Kalajoki	2000 dwt	I	07.01.
	Kokkola and Pietarsaari	**2000 dwt**	**II**	**08.04.**
	Lake Saimaa and Saimaa Canal	2000 dwt	I	05.04.
	Lake Saimaa and Saimaa Canal	**2000 dwt**	**II**	**10.04.**
Sweden	**Karlsborg**	**2000 dwt**	**IA**	**08.04.**
	Luleå	2000 dwt	IA	12.02.
	Haraholmen and Skelleftehamn	**2000 dwt**	**IC**	**08.04.**
	Ångermanälven	**1300/2000 dwt**	**IC/II**	**08.04.**

Finland/Sweden
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.

Icebreakers: YMER, IDUN, KONTIO, OTSO, SISU and POLARIS assist in the Bay of Bothnia. TYRSKY assists in the Lake Saimaa.

Baltic Sea Ice Code

First number:
A_B Amount and arrangements of sea ice
0 Ice free
1 Open water – concentration less than 1/10
2 Very open ice - concentration 1/10 to 3/10
3 Open ice – concentration 4/10 to 6/10
4 Close ice – concentration 7/10 to 8/10
5 Very close ice – concentration 9/10 to 9+/10
6 Compact ice, including consolidated ice – concentration 10/10
7 Fast ice with drift ice outside
8 Fast ice
9 Lead in very close or compact drift ice or along the fast Ice edge
/ Unable to report

Second number:
S_B Stage of ice development
0 New ice or dark nilas (less than 5 cm thick)
1 Light nilas (5 - 10 cm thick) or ice rind
2 Grey ice (10 - 15 cm thick)
3 Grey-white ice (15 - 30 cm thick)
4 White ice, first stage (30 - 50 cm thick)
5 White ice, second stage (50 - 70 cm thick)
6 Medium first year ice (70 - 120 cm thick)
7 Ice predominantly thinner than 15 cm with some thicker ice
8 Ice predominantly grey-white ice (15 – 30 cm) with some thicker ice
9 Ice predominantly thicker than 30 cm with some thinner ice
/ No information or unable to report

Third number:
T_B Topography or form of ice
0 Pancake ice, ice cakes, brash ice – less than 20 m across
1 Small ice floes – 20 to 100 m across
2 Medium ice floes – 100 to 500 m
3 Big ice foes – 500 to 2000 m across
4 Vast or giant ice floes – more than 2000 m across – or level ice
5 Rafted ice
6 Compact slush or shuga, or compacted brash ice
7 Hummocked or ridged ice
8 Thaw holes or many puddles on the ice
9 Rotten ice
/ No information or unable to report

Fourth number:
K_B Navigation conditions in ice
0 Navigation unobscured
1 Navigation difficult or dangerous for wooden vessels without ice sheathing
2 Navigation difficult for unstrengthened or low-powered vessels built of iron or steel. Navigation for wooden vessels even with ice sheathing not advisable
3 Navigation without icebreaker assistance possible only for high-powered vessels of strong construction and suitable for navigation in ice
4 Navigation proceeds in lead or broken ice-channel without the assistance of an icebreaker
5 Icebreaker assistance can only be given to vessels suitable for navigation in ice and of special size
6 Icebreaker assistance can only be given to vessels of special ice class and of special size
7 Icebreaker assistance can only be given to vessels after after special permission
8 Navigation temporarily closed
9 Navigation has ceased
/ Unknown

Finland, 08.04.2025

Röyttä – Etukari	8546
Etukari – Ristinmatala	6456
Ajos – Ristinmatala	6456
Ristinmatala – Kemi 2	6456
Kemi 2 – Kemi 1	5476
Sea area SW of Kemi 1	5476
Kemi 2 – Ulkokrunni – Virpiniemi	6456
Oulu harbours – Kattilankalla	8546
Kattilankalla – Oulu 1	6456
Sea area SW of Oulu 1	5476
High Sea N of the latitude of Marjaniemi	5476
Raahe harbour – Heikinkari	8846
Heikinkari – Raahe lighthouse	7476
Raahe lighthouse – Nahkiainen	5476
Latitude Marjaniemi – Ulkokalla, Sea	5476
Rahja harbour – Välimatala	1706
Ykspihlaja – Repskär	0//5
Repskär – Kokkola lighthouse	0//5
Pietarsaari – Kallan	0//5

Sweden, 08.04.2025

Karlsborg – Malören	8646
Sea area off Malören	1406
Luleå – Björnklack	8546
Björnklack – Farstugrunden	1406
Sandgrönn fairway	1406
Rödkallen – Norströmsgrund	1406
Haraholmen – Nygrån	1406
Ångermanälven north Sandö Bridge	1204
Ångermanälven south Sandö Bridge	1204