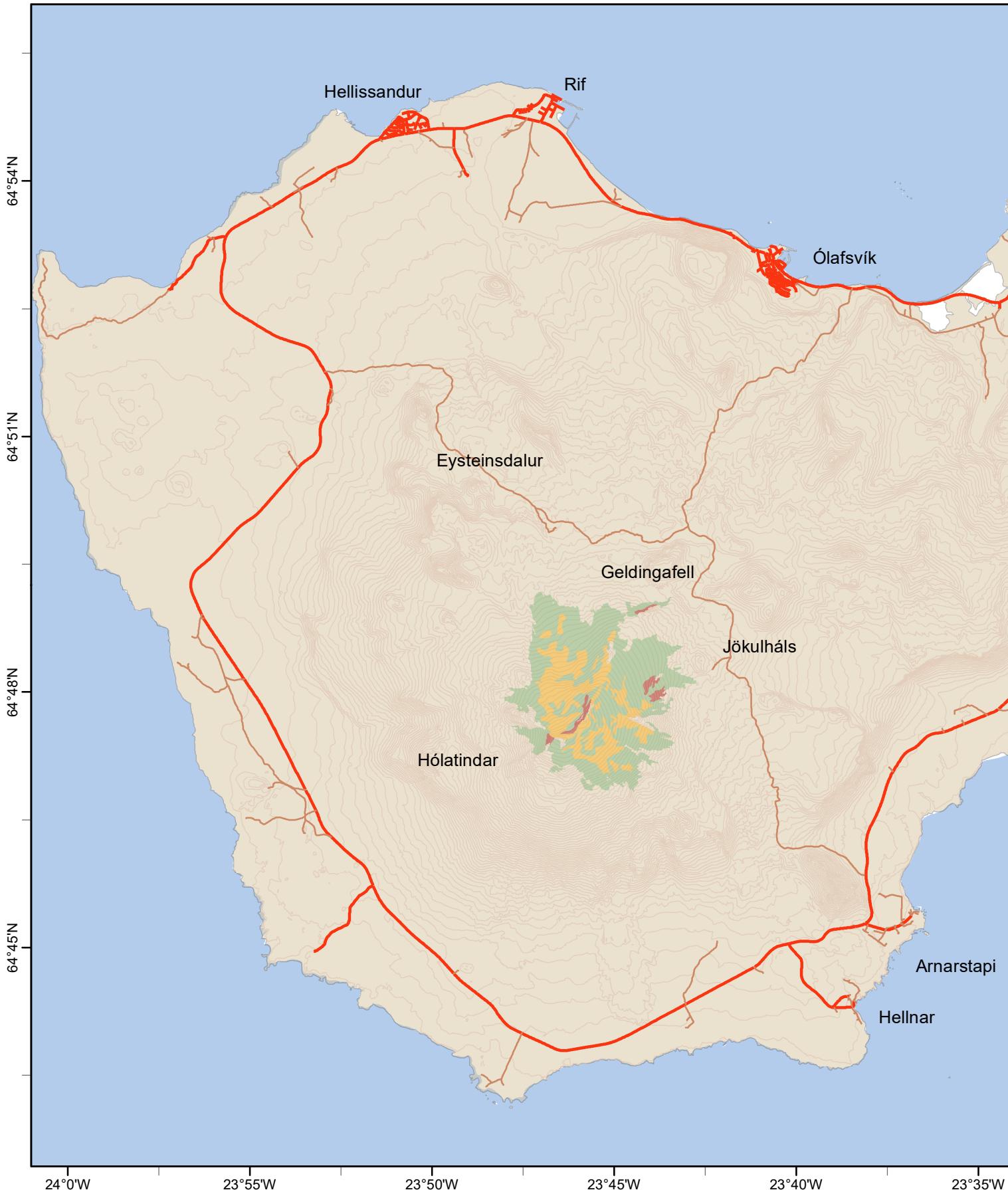
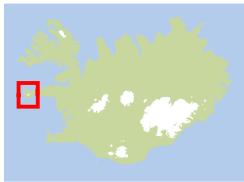
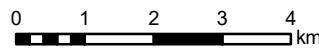


# Snæfellsjökull - Crevasse map – Version 6



Attention: The map is only for reference- crevasses can be outside of marked danger areas.

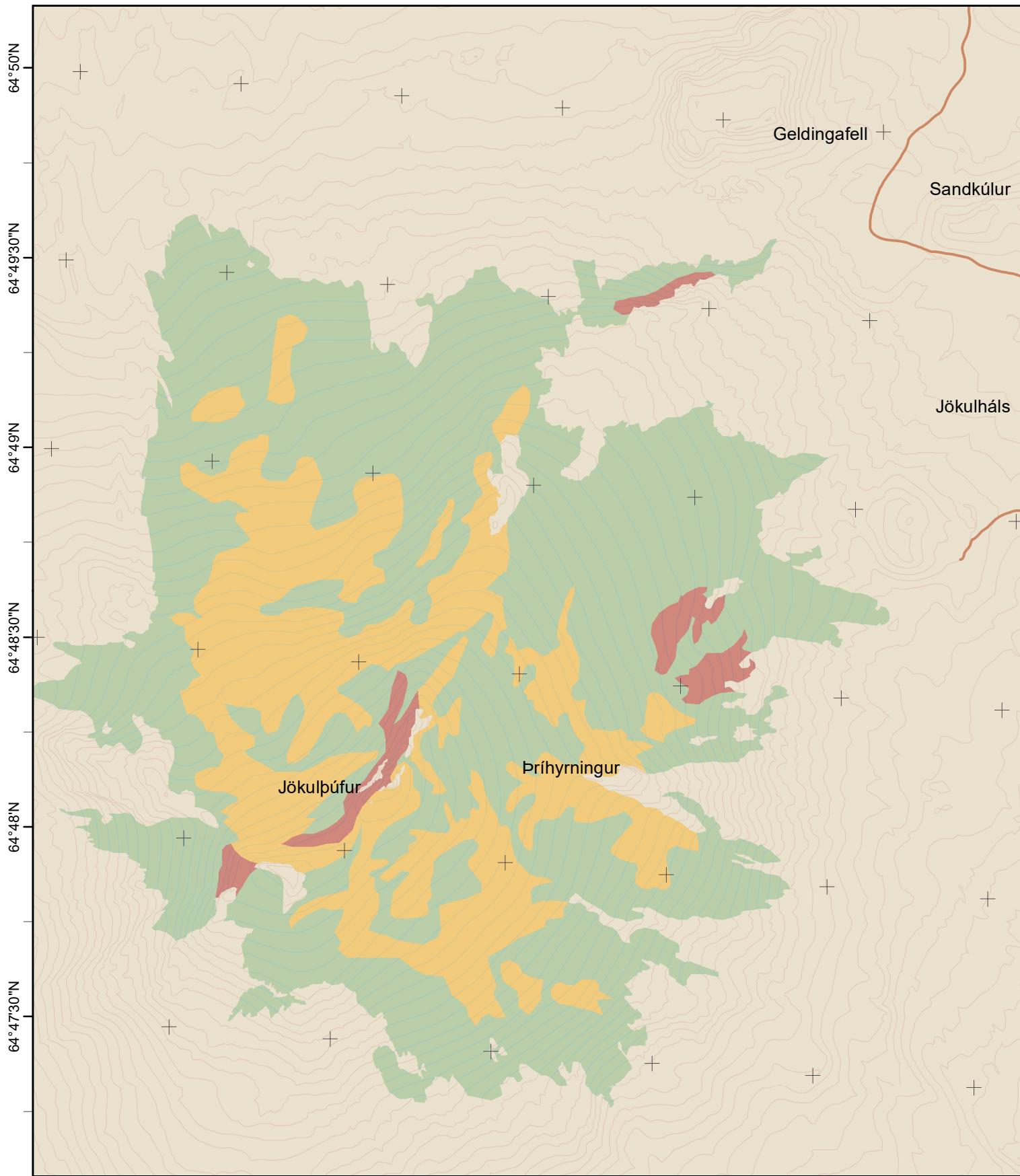


## Hættustig sprungusvæða Level of risk

- 1. Lítið sprunginn jökkull (Small crevasses)
- 2. Mjög sprunginn jökkull (Very crevassed)
- 3. Breiðar sprungur og mjög hættuleg svæði (Hazardous)

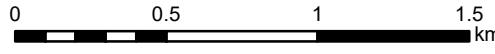
The map is for reference when traveling on glaciers. Glacier moulins that form on ablation areas low on the glacier are not marked on the map. The authors take no responsibility of the actions of those who use the maps. Always look for the newest version of the maps at [www.safetravel.is](http://www.safetravel.is). Reference data provided by Loftmyndir ehf, SPOT 5 satellite images (2002-2008), LiDAR map from the Glaciology group at the Institute of Earth Sciences, University of Iceland and the Icelandic Met Office (2010-2012). Photographs from airplanes from the summers 2010-2012. Satellite imagery from Landsat and EO-1. Data on roads and elevation contours from the National Land Survey of Iceland. Copyrighted: Snævarr Guðmundsson

# Snæfellsjökull - Sprungusvæðakort - Version 6



1:25,000

Attention: The map is only for reference- crevasses can be outside of marked danger areas.



## Hættustig sprungusvæða Level of risk

- 1. Lítið sprunginn jökkull (Small crevasses)
- 2. Mjög sprunginn jökkull (Very crevassed)
- 3. Breiðar sprungur og mjög hættuleg svæði (Hazardous)

The map is for reference when traveling on glaciers. Glacier moulins that form on ablation areas low on the glacier are not marked on the map. The authors take no responsibility of the actions of those who use the maps. Always look for the newest version of the maps at [www.safetravel.is](http://www.safetravel.is). Reference data provided by Loftmyndir ehf, SPOT 5 satellite images (2002-2008), LiDAR map from the Glaciology group at the Institute of Earth Sciences, University of Iceland and the Icelandic Met Office (2010-2012). Photographs from airplanes from the summers 2010-2012. Satellite imagery from Landsat and EO-1. Data on roads and elevation contours from the National Land Survey of Iceland. Copyrighted: Snævarr Guðmundsson