

BASIC RECOMMENDATIONS REFERENCE TO WINTER NAVIGATION.

1. If you navigate in the areas where sea Ice is expected, during the night it is recommended to have a searchlight (Suez Light) ON continuously pointed forward. From experience you will see small pieces of Ice in sufficient time to reduce speed and safely enter the ice.
2. You may experience Freezing Spray or Severe Freezing spray. It is strongly recommended to avoid Ice buildup aboard the vessel. Sometime it maybe necessary to reduce speed to bare minimum, but remember, you may loose 12 - 18 hours on your ETA, but you'll avoid 2 - 3 days of clearing ICE in the Harbour. Freezing Spray is a very important item. If possible all precautions should be taken to avoid Ice accumulation on the main deck. You should expect Freezing spray when wind is from NE, N, NW, WNW, W and with speed above 15 knots. The best way to avoid it is a course alternation or reduction of speed. Effects of freezing spray are diminishing when wind is more than 45 degrees from the bow. Any Course and speed change to be done in consultation with Owners.
3. During hours of darkness, watch Personnel must maintain frequent watch over the main deck area for the excessive Ice build up, if there is ice then appropriate avoidance action must be taken.
4. IN CASE OF SEVERE FREEZING SPRAY (TEMPERATURES LESS THAN MINUS 15 AND WIND ABOVE 35 KNOTS) VESSEL SHOULD HOVE TO OR WHEN IN PROXIMITY OF SAFE ANCHORAGE SHOULD CONSIDER TO ANCHOR AND AWAIT STORM TO PASS.
5. All pipelines on the open decks must be empty and dry, this should be done prior entering cold weather.
6. Ballast Valves (If not filled with water) should be crack open to avoid freezing and damages, these should be at this position until arrival
7. Fire line, steam line should be empty and dry.
8. Ballast tanks stripped as much as possible. (IF VESSEL IS LOADED)
9. IF in Ballast Condition - Ballast tanks should not be pressed up and it is recommended not to exceed 90PCT. Always consistent with the Minimum Ice draft per Class requirement.
10. Forepeak, Afterpeak and Fresh water tanks should not be filled more than 90 PCT to avoid expansion and damages if frozen.
11. Additional heating should be provided to the Bridge to protect equipment.
12. Mooring lines should be kept inside and taken out only prior arrival at the dock.
13. Mooring winches should be tested and run at least 3 - 4 hour prior arrival.
14. Pilot ladder should be kept in protected area and deployed in last moment and only when Pilot boarding.
15. If vessel operating in slush River Ice or when in Ballast condition, steam hose should be connected to Sea Suction intakes for Main Engine and Generators to avoid black-outs.
16. Draught aft should be maximum as possible. Always consistent with Fwd Draft as per Class requirement.
17. Additional Heating should be provided to the Bridge and Steering Flat.
18. Prior arrival Pilot Station both anchors must be de-iced and moved up and down IN GEAR to make sure they are free.
19. Lifeboat Fresh Water if in containers to be placed in protected area to avoid freezing.
20. Lifeboat Engines and Emergency Fire pump should be run rested and run on daily basis.
21. If prolong stay in Cold Weather, it is recommended to have WINTER DIESEL for lifeboat use.
22. If the vessel is not properly insulated, then accommodations fresh water piping systems should be circulated to avoid freezing.

23. Vessel should be supplied with wooden mallets and salt for Ice removal.
24. Lifeboat Engines, Booster Pumps and exposed generators should be drained of water.
25. When Navigating in Ice soundings of empty tanks must be taken on frequent basis (6 Hours or so).
26. If you require assistance or our advice, please call or send an Email, we are here 24 Hours.

DE-ICING PROCEDURES

If the vessel is able to operate windlass, winches, bollards, lifesaving and fire equipment then small amount of ice in the focs'le area is not an immediate concern.

If the vessel unable to use above equipment or when P/V's are frozen and iced up, then it is strongly recommended to commence de-icing procedures;

Providing water temperature is more than 10 C and air temperature - 5C and above then the best method of de-icing is to use vessel's deck foam applicators monitors and/or fire hoses to apply large amount of water in the affected area to get rid of ice. From experience water will not damage your equipment and been proven the best method to remove ice.

After ice is gone and prevailing conditions are such that equipment is still frozen and difficult to operate, then it is recommended to steam for a final touch up.

After completion of de-icing procedures, all drains and valves on the fire/butherworth lines and drain on the main deck should be open.

P/V's are very important and should not be forced open/close, use water then steam. It is important to check tank atmosphere pressures to make sure they are within the acceptable limits.

For the de-icing of small areas and when in extreme cold weather then use of the wooden mallets to remove ice from valves, manifolds, windlass etc is recommended. Great care must be taken to prevent any damages as a result of striking.