MASTER'S CHECKLIST

Before entering ice-covered waters

- Make sure that the vessel's ISM manual includes instructions for safe navigation in ice.
- Ensure that the vessel's ice classification certificate is available.
- Make sure that there is sufficient supply of fresh water and bunker in case of possible delays caused by ice.
- Start listening to the daily ice reports well in advance.
- Check that your VHF radio is operative, and find out in advance which channel is used by the icebreaker operating in the area.
- Check that the pipes on deck are drained of water.
- Check that the sounding and air pipes of the ballast tanks are emptied of water.
- Check that anchor, mooring and other equipment which may be used in ice conditions are covered by adequate tarpaulins to prevent icing.
- Keep the pilot ladder in a sheltered place and, before use, make sure that it is ice-free.
- Test the searchlights in advance.
- Move the anchors astern or lift them onto deck, if there is even a slight possibility that they may come into contact with the icebreaker's towing notch. Any neglect in this respect will cause assistance to be delayed.
- Ensure that ballast has been loaded to minimum ice class draught and that the propeller is completely submerged.
- Check that cooling water is available when navigating in ice.
- Avoid colliding with loose ice floes at high speed and check your open-water speed.
- Check the waypoints* provided by the icebreaker /ICE INFO/VTS/GOFREP when navigating in ice.

*Waypoints

In ice-covered areas, the coordinating icebreaker provides waypoints, which indicate the assistance route. The waypoints are set in order to help vessels navigate more easily and safely in ice conditions and in order to enable vessels to navigate unassisted for as long as possible. Vessels obtain the waypoints for ice navigation via ICE INFO, VTS/GOFREP or from the icebreakers. Failure to follow the waypoints may lead to delayed icebreaker assistance. Vessels are, however, at all times responsible for their own safe navigation.

The vessel must also meet the following requirements when navigating in an area where icebreaker assistance is provided:

- when navigating in ice, the vessel is always to be loaded to the draught required for its ice class (between the upper and lower ice waterlines);
- the propeller is to be completely submerged and if possible entirely below the ice;
- the cooling-water system is to be designed and used so that the supply of cooling-water is ensured when navigating in ice;
- the vessel has to use the maximum engine power specified for its ice class, if the ice conditions or the icebreaker so require.