

# International Navigating Conditions (01/11/03)

## Arctic

### ■ Navigating Limits

Unless and to the extent otherwise agreed by the Underwriters, the vessel shall not enter, navigate or remain in the areas specified below at any time or, where applicable, between the dates specified below (both days inclusive):

#### Area 1 – Arctic

(a) North of 70° N. Lat.

(b) Barents Sea

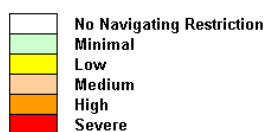
*Except for calls at Kola Bay, Murmansk or any port or place in Norway, provided that the vessel does not enter, navigate or remain north of 72°30' N. Lat. or east of 35° E. Long.*



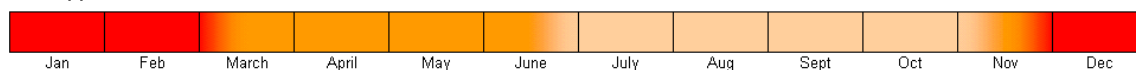
Map courtesy of Lloyd's Marine Intelligence Unit , [www.lloydsmiu.com](http://www.lloydsmiu.com)

Any conditions herein are non-binding and set out by way of guidance only.  
Underwriters are free to offer any conditions they deem appropriate.

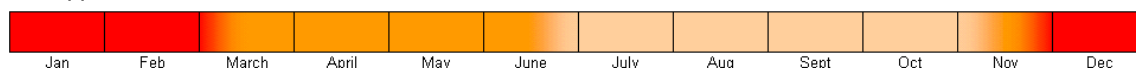
## ■ Perceived Degree of Enhanced Risk



Area 1(a) North of 70° N. Lat.



Area 1(b) Barents Sea



n.b. Above enhanced risk indicators are based on expected seasonal conditions for this region.

## ■ Conditions Precedent to Liability and/or Express Warranties

The following conditions are available for Underwriters' use:-

- *Breach of Navigating Limit Requirements Clause JH132 (31/10/2003).*
- *A weather forecast to be obtained prior to navigation into the restricted area.*
- *The vessel shall have a Russian speaking deck officer on board.*
- *The pilot shall have an unrestricted tonnage licence.*
- *The vessel shall not enter waters with a draught restriction of 7.3 meters or less.*

### Dudinka

- *Vessels calling at Dudinka between 1st December and 31st May to receive ice breaker assistance.*

### If vessel making Transhipments:-

- *Yokohama or equivalent fenders shall be used, and*
- *No hold harmless shall be given, and*
- *The vessel shall comply with all applicable recommended regulations and/or guidelines for transhipment at sea.*

## ■ Underwriting Considerations

Is vessel Ice classed?

Will vessel receive Ice Breaker escort?

## ■ Primary Hazards

Ice (November to March)

Fog (worst June & July)

Reefs (depths of 4m or less)

## ■ Additional Information

### *Svalbard / Spitzbergen*

Svalbard/Spitzbergen Ice floes block the entrance to Bellsund (transit point for Coal export) on the West Coast and occasionally make parts of the North Eastern Coast inaccessible to Maritime Traffic.

Maritime Charting of the area is not extensive and Navigational aids are scarce.

Navigation conditions in Svalbard waters are difficult as depths in some places vary from several hundred metres to almost zero within a relatively small area. Fog, currents & drift Ice also make sailing these waters demanding.

There is also no organised pilot service for the Svalbard area. Local guides may be used but there is no formal certification process

### *Ice Maps*

#### National Ice Centre

<http://www.natice.noaa.gov>

#### East Siberian Sea

[http://140.90.54.35/pub/west\\_arctic/East\\_Siberian\\_Sea](http://140.90.54.35/pub/west_arctic/East_Siberian_Sea)

#### Laptev Sea

[http://140.90.54.35/pub/west\\_arctic/Laptev\\_Sea](http://140.90.54.35/pub/west_arctic/Laptev_Sea)

#### Barents Sea

[http://www.natice.noaa.gov/pub/East\\_Arctic/Barents\\_Sea/Barents\\_Sea\\_North](http://www.natice.noaa.gov/pub/East_Arctic/Barents_Sea/Barents_Sea_North)

[http://www.natice.noaa.gov/pub/East\\_Arctic/Barents\\_Sea/Barents\\_Sea\\_South](http://www.natice.noaa.gov/pub/East_Arctic/Barents_Sea/Barents_Sea_South)

Additional information, including prevailing conditions, for this region is available from members of the Joint Hull Committee – Navigating Limits Working Group
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