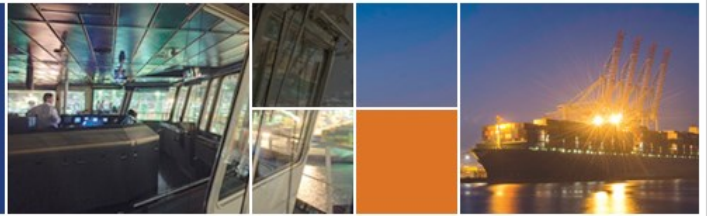




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Azov Sea - Ice Navigation

November 2009

In preparation for the approaching winter navigation in ice conditions* in the Azov sea, Azovloyd have circulated a report detailing the most characteristic features of such navigation.

The report, which has been made available on the Steamship Mutual website with the kind permission of Azovloyd, can be viewed and downloaded below.

*At the time of publishing this article ice navigation for the 2009/10 season had not yet been formally declared.



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Winter navigation of Azov sea in ice conditions - Winter 2009/2010

Azov sea is a marine corridor area whose navigation has great an important role in navigation. The area with freezing winds and the ice masses leads up to 100 nautical miles from Mariupol to Russia.

A primary number of accidents and casualties have specifically been occurred during navigation of Azov sea in ice conditions in the recent years (from a substantial fuel damage at a distribution facilities in the area up to the approaching winter navigation) (2008/2009) in Azov sea in ice conditions are usually due to preparation on the most characteristic features of such navigation:

- The sea water freezing point of the brackish water of Azov sea is about -2.4°C. The ice thickness is about 0.5-1.0 m in an average winter. The biggest experience in winter navigation are values which are normally higher than the level ice and are difficult to penetrate. Chertomlyk with thick and rugged ice fields is very dangerous for the vessels and formed under the sea level in the Bering to Kara Sea in winter. The sea with high water pressure of other regions very difficult.
- The navigation in the area of ice navigation in conditions that poses a danger to the vessel under the ICW (the Maritime Rules of Azov) - The sea Operators' responsibility limited by the Maritime Rules of Azov should be considered.
- The navigation is permitted for the vessels equipped at least with the combination of Classification society in compliance with conditions in each particular case.
- The icebreaker service is a compulsory requirement for navigation in ice conditions of Azov Sea. The vessels to which the access to the navigation in the ice thinner permits, in order to use of facilities of such a particular. For technical characteristics and the current ice conditions. The waiting time for formation of the greater service is about 10-20 days.
- If a vessel in the conditions to be included in the icebreaker service who will not be allowed to proceed to the port of destination. Therefore the number of days of navigation for which vessel to be put before the arrival of the icebreaker. On 10-15 vessels each year come to the port of Mariupol port area in winter condition of ice navigation to sea.
- There is an unknown elements requirement for a ship to be weather report when navigating in Azov Sea in ice conditions. But the Shipper may check and receive the weather reports from

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