WHAT DOES THE POLAR CODE MEAN FOR SHIP SAFETY?

EQUIPMENT
- WINDOWS ON BRIDGE: Means to clear melted ice, freezing rain, snow, mist, spray and condensation.
- LIFEBOATS: All lifeboats to be partially or totally enclosed type.
- CLOTHING I: Adequate thermal protection for all persons on board.
- CLOTHING II: On passenger ships, an immersion suit or a thermal protective aid for each person on board.

ICE REMOVAL: Special equipment for ice removal; such as electrical and pneumatic devices, special tools such as axes or wooden clubs.

FIRE SAFETY: Extinguishing equipment operable in cold temperatures; protect from ice; suitable for persons wearing bulky and cumbersome cold weather gear.

OPERATIONS & MANNING
- NAVIGATION: Receive information about ice conditions.
- CERTIFICATE & MANUAL: Required to have on board a Polar Ship Certificate and the ship’s Polar Water Operational Manual.
- TRAINING: Masters, chief mates and officers in charge of a navigational watch must have completed appropriate basic training (for open-water operations), and advanced training for other waters, including ice.

DESIGN & CONSTRUCTION

SHIP CATEGORIES: Three categories of ship which may operate in Polar Waters, based on:
- A: medium first-year ice
- B: thin first-year ice
- C: open waters/ice conditions less severe than A and B

MATERIALS: Ships intended to operate in low air temperature must be constructed with materials suitable for operation at the ships polar service temperature.

INTACT STABILITY: Sufficient stability in intact condition when subject to ice accretion and the stability calculations must take into account the icing allowance.

STRUCTURE: In ice strengthened ships, the structure of the ship must be able to resist both global and local structural loads.

BACKGROUND INFO
- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WAS ADOPTED NOVEMBER 2014 BY THE IMO MARITIME SAFETY COMMITTEE.
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS.
- THE AIM IS TO PROVIDE FOR SAFE SHIP OPERATION AND THE PROTECTION OF THE POLAR ENVIRONMENT BY ADDRESSING RISKS PRESENT IN POLAR WATERS AND NOT ADEQUATELY MITIGATED BY OTHER INSTRUMENTS.