

## ICE CONDITIONS AT MARIUPOL, AZOV SEA, UKRAINE

The Insured is advised that Harbor Master of Mariupol Port has issued Order No. 1088 dated December 22, 2008, an "ice campaign" has been declared at Mariupol, Ukraine with effect from 00.00 local time, December 23, 2008.

Accordingly, ice navigation in the Azov Sea is governed by Article 4.2 "Ships Sailing in Ice Covered Waters" of the Compulsory Regulations of the Mariupol Commercial Port.

In accordance with the above regulations, all ships proceeding to and from Mariupol port must comply with Articles 4.24 to 4.28 of the regulations which contain the following provisions:

- The decision to admit a vessel to navigation in ice is taken by the port's Ice Operations Committee in respect of each individual vessel on the basis of factors such as the vessel's particulars, her technical characteristics and current ice conditions.
- The Master must submit a written application for an ice-breaker convoy to the Harbor Master and Chief Operator of Mariupol port. In the application the Master should state the vessel's documents allowing navigation in ice conditions (Ice Class or Ice Strengthening), her seaworthiness, scantling details, propeller construction, kind and quantity of cargo on board, actual draft, main engine power, speed in open waters, radar and VHF status, fuel oil, fresh water and provisions on board.
- Applications for all kinds of ice-breaker services should be filled within 48 hours before approaching the (luminous) Buoy No.1 of Kerch Strait, or within 24 hours before leaving the port.
- Vessel convoy formations on leaving the port are made in the harbor port area in accordance with a plan drawn up by the Ice Operations Committee.
- Vessel convoy formations for port entry are made at the ice edge of the Azov Sea as per instructions given by the Master of the ice-breaker and in accordance with the Ice Operations Committee plan.

### Additional Requirements

1. During this "ice campaign" in the Azov Sea, pilot assistance from the Kerch Strait to the port of Mariupol is compulsory for all the vessels regardless of their scantling details and draft.
2. Non-ice classed vessels bound for the port of Mariupol planning to navigate in current ice conditions in the Azov Sea, must submit the Class Society permission to navigate in ice convoy in this particular case.
3. For each vessel provided with the Mariupol Ice Operations Committee's permission to enter into the Azov Sea, the shipowner must submit a written confirmation that the master had

been acquainted with ice conditions and his agreement to follow the ice-breaker at master's own risk.

Once weather conditions have improved, the ice campaign will be cancelled.

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