



# BERMUDA MERCHANT SHIPPING INFORMATION NOTICE

Port State Control Concentrated Inspection Campaigns  
Polar Code 2022-02

## Application

Ship Owners, Managers, Masters and Officers of Bermuda Registered ships

## Summary

This notice is to guide Owners, Managers and Masters of Bermuda registered ships about the Inspection Campaign (IC) on Polar Code which will be carried out by the member states of the Paris MoU on Port State Control. The CIC questionnaire has been published in the press release issued by the PMOU secretariat and is available on the PMOU website ([www.parismou.org](http://www.parismou.org)). The CIC will run from 13-June-2022 until 01-July-2022 and from 01-August-2022 until 19-August-2022. Given below is our guidance for each question which would help Owners, Managers and Masters of Bermuda registered ships in preparing for this CIC.

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### 1. Is the ship's Polar Ship Certificate valid?

Ships intending to operate in polar waters should ensure that a valid Polar Ship Certificate is held on board. For Bermuda flagged Passenger Ships, the Polar Ship Certificate is issued by the Bermuda Shipping and Maritime Authority. For Bermuda flagged cargo ships, the issuance of the Polar Ship Certificate is delegated to our Recognised Organisations. (ABS, BV, DNV, RINA, LR & Class NK)

### 2. Is the Polar Water Operational Manual (PWOM) readily available on board?

Ships intending to operate in polar waters should hold a Polar Water Operational Manual detailing all applicable aspects of operations addressed by Chapter 2 of Part I-A in the Polar Code.

### 3. Can exposed sections of the fire main be isolated and are the sections provided with means for draining of the sections?

Considering the cold temperatures expected to be encountered in polar waters,

ships intending to operate in polar waters should ensure that exposed sections of the fire mains on deck can be suitably isolated and that they are equipped with drain cocks for draining the exposed sections.

#### **4. Are there means of receiving and displaying current information on ice conditions on board?**

Ships intending to operate in polar waters should ensure that up to date information on ice conditions are available on board. Ships should consider signing up to receiving ice information from BIMCO, Baltic Sea Ice Service, Japan Meteorological Agency, Canadian Ice Service, US National Weather Service etc depending on the polar regions that they intend to operate. Ships should comply with the requirements of Chapter 9 of the Polar Code while navigating in ice.

#### **5. Are there measures on board to prevent ice accretion?**

Special equipment for ice removal such as electrical and pneumatic devices and special tools such as axes or wooden clubs for removal of ice should be available on board. Means to clear melted ice, freezing rain, snow, mist, spray, and condensation should be available on the bridge windows.

#### **6. Does the vessel carry proper lifesaving equipment on board?**

On passenger ships, a thermally insulated immersion suit or a thermal protective aid should be available for each person on board. All lifeboats should be partially or totally enclosed type. Life Saving Appliances in accordance with Part I-A, Chapter 8, Regulation 8.3 of the Polar Code must be available on board.

#### **7. Do Master, Chief mate and other officers in charge of a navigational watch have the required certificates in accordance with STCW, Chapter V and the Polar Code for the polar waters the ship is certified to operate in?**

Masters, Chief Mates and Officers in charge of a navigational watch should hold appropriate STCW Certificates of Proficiency for operating in polar waters.

#### **8. Is the ship's crew responsible for sewage discharge, well aware of the requirements if discharge of sewage in polar waters should be considered?**

Ship staff responsible for sewage discharge should be aware of chapter 4 of Part II-A of the Polar Code relating to discharge of sewage in polar waters.