

POLAR SEA VOYAGE
FACT SHEET

SHIP

The Polar Sea is 122 metres in length, displaces 13,000 tons and 18,000-60,000 shaft horse power. She is designed to operate in all ice conditions and is deemed to be designed, constructed and equipped to standards substantially equivalent to Arctic Class 6 standards (icebreakers are classified according to the thickness of ice through which they are capable of navigating). The Polar Sea is one of two polar icebreakers in the United States Coast Guard fleet which are the largest and most powerful icebreakers outside of the Russian fleet. The Polar Sea can break two metres of ice at three knots continuously.

ROUTE

The Polar Sea will depart Thule, Greenland on August 1, 1985 and transit Canadian waters through Lancaster Sound and Viscount Melville Sound, and exit Canadian waters through Prince of Wales Strait and Amundsen Gulf. The voyage through Canadian waters will take approximately 12 days.

CANADIAN PARTICIPATION

Two Canadian Coast Guard icebreaker captains, and the Inuvik District Manager of the Department of Indian and Northern Affairs will be on board the vessel during the transit. They will serve as observers and advisors.

CANADIAN SUPPORT

Canadian Hydrographic charts and publications covering navigation through Arctic waters have been made available to the United States Coast Guard for use aboard the Polar Sea.

The Polar Sea will make regular position reports to NORDREG Canada in accordance with Canadian Coast Guard Notice to Mariners. NORDREG (the Canadian Coast Guard's ship reporting system) will provide information concerning ice, weather and traffic. The Canadian Coast Guard will also be providing routing advice, communications and ice reconnaissance services to supplement those provided by the Department of the Environment.

MONITORING

Canadian Forces aircraft will conduct regular flights to monitor the progress of the voyage. Canadian Forces aircrew are trained in ice reconnaissance and pollution protection.