



The Maritime SIMULATOR newsletter

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First 360° Full Motion Ship's Bridge Simulator to Asia



The 360° full motion Polaris ship's bridge simulator was officially inaugurated by the President of the Philippines, Gloria Macapagal-Arroyo to the left in the picture, here guided by MAAP President, Eduardo Ma. R. Santos to the right.

A cutting-edge 360° Polaris ship's bridge simulator built on a full motion platform leads an extensive simulator delivery for the brand new campus of the Maritime Academy of Asia and the Pacific - MAAP at Kamaya Point, Mariveles, Bataan Philippines. This unique ship handling simu-

lator configuration was developed by the world's leading maritime simulation supplier, Kongsberg Maritime, and is the heart of a milestone delivery for the new MAAP facility that also includes part task and desktop simulators and integration with a Neptune engine room simulator.

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New CCTV Surveillance Camera Application for Neptune Cargo Handling Simulator!

With the latest addition of CCTV, Neptune Cargo Handling Simulator now offers all of the tools and information that an LNG cargo handling operator would have available during a live operation.

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PHILIPPINES

First 360° Full Motion Ship's Bridge Simulator to Asia

ANNE VOITH, KM NORWAY

Groundbreaking simulator package for the Maritime Academy of Asia and the Pacific

The full package for the new campus, which was delivered and installed prior to the official inauguration on 7th April 2009 consists: One full mission, class A Polaris ship's bridge simulator with 360° visual screen on a pneumatic electric motion platform, three part task, class B Polaris ship's bridge simulators with 120° visual screens, ten Polaris desktop simulators and three instructor systems as well as four Dynamic Positioning desktop simulators. Additionally, a sophisticated full mission Neptune engine room simulator with mimic panels and customised consoles has been integrated with the ship handling simulators. This enables full vessel simulation, where activity in the engine room affects the bridge via the Polaris simulators and the motion platform.

"This is a groundbreaking delivery, not only for the amount of simulators delivered, but also for the amount of technically advanced solutions, such as the motion platform and integration between the ship's bridge and engine room simulator," comments Mark Stuart Treen, Sales & Marketing Manager for Simulation, Kongsberg Maritime.

To train competent Marine Officers & Engineers

According to MAAP, the new training facility is specially designed to ensure the steady supply of competent Marine Officers and Maritime Engineers to exclusively man the expanding Japanese Merchant Marine fleet. The new campus will



The 360° full motion Polaris ship's bridge simulator is one of the most sophisticated of its kind in the world and at 50m2 it features one of, if not the largest simulated ship's bridge in the world

be in full operation by June 2009. "The delivery and installation of the new simulators was one of the biggest and most complex projects I have ever handled as a Project Manager. But no matter how demanding the task was, KONGSBERG remained focused on the quality of service that they had all provided since the beginning," says Engr. Gerardo Ramon Galang, manager of the Management Information and Instructional Technology Department (MIITD) of MAAP. "The latest simulators at the new campus, especially the unique new 360° Polaris ship's bridge simulator, allow us to provide more realistic, even higher quality simulation training.

Not just a simulator supplier

"We consider Kongsberg as one of our partners in the development of our Maritime Education and Training process, not just a simulator supplier. The fact that they have been there for us since the birth of our institution back in 1999, providing tailor-made solutions right

for our needs is very important to us," concludes Galang.



The new academy building at MAAP

About MAAP

The Maritime Academy of Asia and the Pacific - MAAP was established on January 14, 1998 and today covers an 82 hectare site. The new campus consists of a fully equipped, self-sustained academic building in addition to a mess hall and a dormitory that can accommodate 1,000 midshipmen or cadets. The academic building houses in addition to the range of KONGSBERG simulators, 50 air-conditioned classrooms, an audio-visual room, library and study room, language laboratory, machine room with 25 lathe machines, drill presses, grinders, a welding shop, gas and plasma welding equipment.

AUSTRALIA

New Flexible and Cost-Efficient Multiflex Technology Gives AMC New Possibilities!



When Australian Maritime College upgraded their well established simulation facility that had been in operation for almost 25 years, they chose Kongsberg Maritime to supply the full suite.

Dedicated to continuously developing new technology, designed to offer cost, functionality and efficiency improvements, we of-

fered AMC software-based multifunctional touch screen panels as replacement for many of the traditional hardware ship handling instruments. In cooperation with AMC, we finalised the development of the Multiflex panel that can hold up to five different instrument panels representing a major step forward in cost-effective solutions.

The fact that the touch panel is software-driven, now gives AMC the ability to easily re-configure their bridge simulators without needing to invest in new hardware panels. "With Multiflex panels, we can offer many more simulator models and exercises from the same simulator, ensuring that we are in the forefront of maritime training," says Capt. Ian Rodrigues,



Manager of the Maritime Simulations Centre at AMC, and he adds, "AMC is very pleased that it was chosen by Kongsberg Maritime as the pioneer user for the very versatile and flexible ship's bridge simulator product Multiflex, and that it was able to contribute productively in the Multiflex development. It truly is of leading edge material!"

Dear client

Kongsberg Maritime AS would like to inform you that the major part of Polaris ship's bridge simulator's hardware panels, now will be phased out and replaced by software based multifunctional touch panels. The Multiflex panels will have the exact same functionalities as the hardware panels, in addition to giving you significant higher flexibility to configure your bridge.

As modern ships are more and more equipped with touch panels, we see the importance of offering our clients training tools that correspond with the environment students will meet later in real life operations. Our Multiflex panels were therefore introduced to the market last year. Since then, numerous customers have successfully start using Multiflex panels in their training, either integrated with a new simulator installation or as a replacement of existing hardware panels.

We are convinced that you will find our Multiflex panels to be a user friendly and cost-efficient solution, and that you above all will be pleased with the flexibility to configure new training set-ups in only a few minutes, saving time and giving you new possibilities in the training market.

For further information about Multiflex panels, please contact our local sales representative or our sales department. Phone: +47 33 03 20 00 or + 81 57 37 00 E.mail: km.simulation.sales@kongsberg.com

We are looking forward to extend our commitment and continue our collaboration with you!

*Erik Hovland,
Deputy Sales and Marketing Manager
Kongsberg Maritime AS - Simulation & Training*

SWEDEN

A Huge Step Forward in Realistic Engine Room Simulation at Kalmar Maritime Academy

HARALD KLUKEN, KM NORWAY

Kalmar Maritime Academy, Sweden, has recently taken a huge step forward in engine room education, by extending and upgrading its already impressive simulator portfolio with the latest Neptune and K-Chief 500 Engine Room Simulator (ERS), allowing students to operate as onboard a modern vessel and thus providing a highly realistic training experience.

ERS training with real systems

The new contract comprises a system upgrade of the academy's existing Neptune ERS integrated with the real onboard KONGSBERG alarm, monitoring and control system, K-Chief 500, and the main engine remote control system, AutoChief C20. The new ERS system will offer more efficient training methods and provide students with an even better understanding of the processes in the engine room.

The possibility to train students on actual integrated automation systems has taken simulator training a huge step forward. Being in a position to offer training on real alarm monitoring and control systems and main engine remote control systems will put the students in an environment identical to what they will find onboard a real ship. This simulator gives Kalmar Maritime Academy an unique possibility to offer more realistic training to both existing students and shipping companies.

New MultiTouch system presents new opportunities

A part of the delivery includes a new DNV Class A Neptune operational engine room simulator comprising instructor station, engine control room console, main switchboard, and software based interactive mimic panels, Big-View, where all units are config-



Picture: Kongsberg's K-Chief 500, alarm, monitoring and control system, which can be integrated to the Neptune Engine Room Simulator.

ured with the innovative Neptune MultiTouch Technology. The new touch screen system, is based on Kongsberg Maritime's proven Neptune architecture for engine room simulation. This ensures that all models are highly accurate, offering true realism to help students retain what they learn during simulator training. The MultiTouch configurations will give Kalmar Maritime Academy a more flexible solution as more simulation models can be loaded utilising the same hardware.

DNV certified

All Kongsberg engine room simulator models are compliant with the Regulation I/12 of the STCW'95 Convention and certified according to Det Norske Veritas (DNV) classification requirements 2.14,

2007. The model delivered is no exception and holds a DNV Class A Statement of Compliance.

Kalmar Maritime Academy

Kalmar Maritime Academy has been training deck and engine officers for the merchant fleet since 1842. At present some 600 regular students attends the academy's main programmes: the Master Mariner Programme, the Marine Engineer Programme and the Energy Technology Study Programme. In addition approximately the same number of officers attend its in-service courses. The academy comprises state of the art Kongsberg simulator equipment, continuously upgraded and extended, with the aim of being a world class maritime academy.

Product News, CHS

New CCTV surveillance camera application for Neptune Cargo Handling Simulator

Kongsberg Maritime has introduced new CCTV (Closed Circuit Television) Surveillance Camera functionality into the highly regarded Neptune Liquid Cargo Handling Simulator (CHS). This advanced new application is available now, and may be easily integrated with existing Neptune Liquid CHS installations.



Actual weather conditions

To represent live cargo handling operations as closely as possible, the new CCTV mode in the Neptune CHS gives the student/operator the ability to see exactly what is happening at the manifold. The images from the CCTV enable the operator to check e.g. if the loading arm is connected or if there is an oil or gas leakage. In total three camera angles can be displayed on a visual monitor, one on the starboard side, one on the portside and one e.g. from the loading quay area. The simulated CCTV shows actual weather conditions and frost mist and icing at the loading arms when loading natural liquid gas, to a high degree of realism.

Close to real-life operation

"The majority of cargo handling operations provide CCTV functionality as a real time visual aid to the operator, so by simulating this,

the Neptune CHS is able to provide as close to real-life operation as possible," says Steffen Haarstad Jensen, Product Advisor – Cargo Handling Simulators, Kongsberg Maritime. "The Neptune CHS is a high-fidelity simulation for liquid cargo handling operations. It's a highly flexible solution offering different simulator configurations for individually laid out control rooms to meet exact customer requirements."

Upgrade or expand at any time

The Neptune CHS cargo control room may be represented by any combination of interactive mimic panels, operational panels/consols or desk-top stations in addition to the new CCTV display. The system can be upgraded or expanded at any time during its life span, and is based on a 'flow down' principle, using the same core software for all configurations.

Complete and realistic training

Fulfilling the latest DNV standards for cargo handling simulators, class A, the CCTV application allows students at the many facilities already using the Neptune Cargo Handling Simulator to receive an even more complete and realistic training scenario for cargo operations than before.



Starboard CCTV camera on LPG tanker showing surveillance of waterspray



Starboard CCTV camera showing loading from one LPG tanker to another



Jetty CCTV camera on VLCC tanker showing the manifold with connection of loading arms.

DENMARK

Simulator Qualifies Best Practice to Handle Piracy-Attack!

ANNE VOITH, KM NORWAY

In Denmark, Marstal Navigation School is setting up an anti piracy training scenario using the POLARIS Ship's Bridge Simulator. The objective of the course is to show the generic characteristics of piracy to give ship-owners, captains and crews tools for a tactical approach to sailing through piracy waters.

The anti piracy training is based on research and knowledge of the company Risk Intelligence, providing intelligence on pirates' behaviour, strengths and weaknesses, risk analyses and recommended lines of defence/actions.

"Once the crew know how to react the simulator is an excellent tool to practice drills to secure the crew's safety, communicate with the international naval forces and other evasive and defensive measures" says Bjorn Kay at Marstal Navigation School.

70 methods to avoid pirate attacks

According to Bjorn Kay there are up to 70 different methods to avoid pirates from boarding the vessel, none of which involve armed security staff on board. "Our opinion is that simulators can be used for research to qualify standards and best practices," he says.

The use of simulators

The simulator training is set up with merchant ships as 'own ships' and attack vessels (skiffs, dhows, etc) as 'target ships', using the facilities of the Kongsberg Ship's Bridge Simulator to define parameters such as weather, wind conditions, sea state and different attack patterns.

The use of functionalities in the simulator like AIS/ECDIS and communication systems are essential to perform a good training scenario.



Somali pirates in small boats were able to hijack the MV Faina, a Belize-flagged cargo ship owned and operated by 'Kaalbye Shipping Ukraine.' The ship is carrying a cargo of Ukrainian T-72 tanks and related equipment. It had no on board security when it was attacked on Sept. 28 and was forced to proceed to an anchorage off the Somali Coast.

Photo Courtesy of U.S. Navy

Identifying suspect vessels

The Bridge watch/crew/lookout and procedures are included in the training course, with particular emphasis on differentiating between normal and suspect activities typical for the sailing area. "The lookout has access to systems like AIS, ECDIS/maps, radar and news and information provided by the international naval coalition, but the visual bridge watch is equally important" claims Kay. "In Somalia for example, suspect vessels to pay attention to are small fast craft, fishing vessels, and dhows with a lot of crew or towing 2-3 smaller vessels. Here vessels to be monitored closely on the radar are e.g. ships that behave in an irregular fashion, laying still close to transit corridors, where there is no reason to anchor or fish and one should

also keep a close watch on vessels not sending AIS signals".

Psychological focus

Another important part of the training at Marstal will be the psychological aspects before and after the attack. In the end of a training session, the school will put emphasis on analysing the exercise in a debrief session.

Transferable knowledge

"The principles behind the training can also be used to train navy vessels patrolling the waters by offering structured information about pirate modus operandi and behavior from the area, thereby making the military presence more efficient and offering better protections for the merchant fleet" concludes Bjorn Kay. *Continue at page 7*

CANADA

Repair and Overhaul Support Contract Signed with Canadian Navy

CLAYTON BURRY, ASM, KM CANADA

Kongsberg Maritime has signed a five-year repair and overhaul support contract with Public Works and Government Services Canada (PWGSC) on behalf of the Department of National Defence to upgrade and support the Canadian Navy's full suite of Kongsberg Maritime navigation simulators, stretching from Esquimalt on Vancouver Island to St. John's, Newfoundland and numerous installations in between.

Part delivery over 5 years

The \$7.0 Million contract, more fully described as the Simulator Support Program for the Navigation Bridge Simulator (NABS), Navigation Simulator (NavSim), Ship's Helm Trainer (SHT) and the Navigational Part-Task Trainers (NPPT), will be delivered in phases over the next five years, with a number of items scheduled for delivery in the near term.

Encouraging activity in Canada

Kongsberg Maritime Simulation will provide support for Department of National Defence installations, including the Naval Officers Training Centre (NOTC) at Cana-



Photo Caption: Naval Officer Training at VENTURE, the Naval Officers Training Centre at CFB Esquimalt, British Columbia, Canada.

Photo Credit: Clayton Burry.

dian Forces Base (CFB) Esquimalt, Victoria, British Columbia, the Canadian Forces Naval Operations School (CFNOS) at CFB Halifax and at various Naval Reserve Units located across the country, to train naval personnel.

Henry Tremblay, VP Sales KM Americas, commented, "We are extremely pleased with this contract award and are looking forward to working with the Canadian Navy, one of our long-standing customers." He added, "The level of simulation activity in Canada

is very encouraging. We are seeing a country-wide movement to upgrade simulation capabilities across our customer base, with signed orders from many customers and several new projects in the wings. This is testament to the solid performance record of Kongsberg Maritime Simulation in maintaining long-standing relationships. We look forward to working even more closely with our customers to ensure they can benefit from the latest available technology and support services in the marketplace."

Continue from page 6: Simulator Qualifies Best Practice to Handle Piracy-Attack!

For further information, visit:

Marstal Navigation School: www.marnav.dk
and
Risk Intelligence: www.marisk.dk

Our client STAR Center in the US also provides training on how to handle piracy attack, see article in Palm Beach Post: http://www.palmbeachpost.com/localnews/content/local_news/epaper/2009/04/18/0418pirates.html

SPAIN

Official Simulator Opening at Centro de Seguridad Marítima Integral Jovellanos

ABSTRACT FROM, A FONDO, THE MAGAZINE OF SIMRAD SPAIN - TRANSLATED BY GLORIA LARSEN, KM NORWAY

On Friday February 13th was the official inauguration of the Polaris Navigation Simulator which was installed at the Centro de Seguridad Marítima Integral Jovellanos. A reception held in Gijón, was attended by the responsible for the project on behalf of the Sociedad de Salvamento y Seguridad Marítima (SASEMAR) as well as Simrad Spain, S.L.

The Polaris ship's bridge simulator installed at the Center will be used for training students and exceeds the requirements specified by the international training standards, SCTW'95. In addition, the simulator will provide the possibility to study the feasibility of maneuvering in ports via the use of Kongsberg's high precision hydrodynamic ship's models as well as scenarios generated by the ports, which are to be studied.

The installation, which is to date, the largest installed in Spain, consists of an instructor's room, from which to plan and monitor exercises, a main bridge with 360° projection, a bridge for high-speed vessels, two bridges for tugs with hydraulic winch control instrumentation, as well as two desktop bridges.

Multi-purpose simulator

The Polaris system offers the user the chance to simulate a variety of real situations. For example, the simulation of entry into port of a great ship assisted by tugs. The main bridge of this simulator provides an excellent environment for the exercises of this type.



Left to right: Capt. Jaime Ballester, Head of Safety Division of the Center Jovellanos, Fernando Bregón, director of telecommunications and informatics SASEMAR, Teresa Barrio, head of recruiting SASEMAR and Agustín Mayans, CEO of Simrad Spain SL representing Kongsberg Maritime, Simulation

Equipped with a real echo sounder, dual ARPA RADAR, an ECDIS, panel to communicate with VHF, MF / HF and Inmarsat in addition to all the instruments for maneuvering and monitoring the behavior of a vessel, the user can enter in to the simulator as if it was a real ship. In addition the simulator has a visual system with projection onto a more than 4 metres high screen with 360° angle of view. The vivid experience is a practical maneuver based on a maximum degree of realism, without the high costs of a real on-board training.

Parallel exercises

Maneuvering exercises can be performed simultaneously by several students at different bridges. The tug bridges are particularly important in the exercises, allowing students to be located at both ends of the cable. The six bridges located at the Center can then work in parallel, simultaneously in the same

exercise. When applying such capability to the simulator, the realism of the hydrodynamic models is complemented by the interaction between the students in the same exercise.

All the instruments needed

The bridges are respectively equipped with Voith Schneider and Schottel controls in addition to hydraulic winch control for maximum maneuvering realism. The information of the status of a ship is also presented in panels DGPS, repeater Gyro, Doppler Log and the versatile Conning which displays all the information of the ship model used in the simulation en route.

The visual system of the tug bridges also shows a scene with 360° and allows the student, by changing the image on the screen, to switch to simulate an aft bridge when he needs to control the cable.

The high-speed bridge allows rapid handling of vessels carrying passengers and provides the opportunity to emulate a real bridge to handle high performance ship models. In addition, it also has a 23-inch TFT screen for displaying information concerning the ARPA RADAR and ECDIS. On this bridge the visual display shows a 120° visualization wherein the user has all the elements needed for control of the vessel in hand.

The presence of a complete set of communication-related panels on all the bridges allows the realization of practical exercises in the training of GMDSS or search and rescue. The availability of real ECDIS equipment connected to the simulator also provides students with the opportunity to practice with electronic charts.

The instructor's possibilities

The instructor room has four work stations from which each of them can simultaneously or independently control an exercise. This gives the Centro Jovellanos the possibility to perform two different courses at the same time. The room is equipped with visual slave-back screens that allow the instructor to see at all times what the students

are actually viewing. In addition, it has two extra instructor stations located in the debriefing rooms. At the end of the exercise, the maneuvering can be reproduced by the instructor to analyze faults or correct errors done by the students. All communication for the exercise is recorded and can be re-played for analysis and review. The instructor room also includes two desktop bridges with software maneuvering panels on a PC monitor that allow instructors to participate interactively in an exercise e.g. in a suitable scenario to give a more realistic simulation.

Latest generation components

The server room has an air conditioning system which houses 44 latest-generation computers required to operate the simulation system. The server room holds all the necessary equipment needed for high speed network connections. In addition to the file server, there are 43 visual channels installed on computers equipped with high-performance graphic cards of the, which ensures exceptional visual graphics.

Real-life experience

The testing of the high-speed bridge gave the attendees at the in-

auguration a chance to see how the simulator provides a high degree of realism. Some of the attendees were surprised to find themselves swaying to the rhythm of the waves while others dared to maneuver a ship model which was configured by the instructor on an exercise with considerable stormy weather conditions.

Compromisatión and professionalism

The responsible for the Centro Jovellanos expressed their complete satisfaction with the way that Kongsberg Maritime and Simrad Spain SL executed the project. They also praised the commitment and the seriousness of the firm in dealing with the problems and adjustments required that were encountered during installation as well as the willingness of those responsible for it to reach compromises and agreements that would work well for both parties.

Simrad Spain SL expressed their thanks to the Centro Jovellanos as well as those responsible for the contracting of Salvamento Marítimo and appreciated the goodwill and assistance provided at all times by the technicians during the process.



Two bridges interacting in the same exercise, while from the tugging bridge maneuvering is performed, all actions can be monitored by the pilot from the main bridge. With the interaction of several students in the same exercise, great realism was achieved.

SWEDEN

New Ice-Navigation Training Centre

The Transatlantic Ice Academy Established in Kalmar, Sweden

BY JAN PERSSON, MASTER/TRANSATLANTIC ICE ACADEMY COORDINATOR

The Ice Academy is a partnership between Transatlantic and Kalmar Maritime Academy in cooperation with Kongsberg and the Swedish Maritime Administration. By using Kongsberg simulators the students can experience extreme ice conditions and learn how to master this very special force of nature.

The Ice Academy's courses

Offering training to both Transatlantic employees and external customers, the Ice Academy courses consist of both theoretical and simulator exercises together with onboard practice.

The courses offered today are:

- Cold climate ship handling
- Artic education for AHTS officers and crew
- Artic education for Icebreaker officer and crew
- DP operation in Artic waters

Simulator utilisation

The simulator part of the ice course includes all kind of icebreaking duties for a normal winter in the Baltic sea. The Transatlantic Ice Academy also offers simulation of planned operations in Arctic waters.



Simulation in Arctic waters, mission to keep installation free from ice pressure.



The opening ceremony in Kalmar on the 2nd of December 2008. Left, Transatlantic's Vice Director Anders Källström and head of Kalmar Maritime Academy Jan Snöberg to the right. Photo Courtesy of Transatlantic.

“With our experience and technology we are able to simulate specific scenarios and situations that will be faced on expeditions in Arctic environment. This gives the opportunity to set up a whole operation before commencing work at sea” says Johan Rafstedt, Operation Manager at Transatlantic AB.

The Ice Academy also offers simulator exercises for work in Arctic waters regarding anchor handling, supply, DP operations as well as towing rigs, towing iceberg and keeping installation free from ice-pressure and to plan Ice management.

Need for ice-navigation skills

According to 6732 vessel received assistance from icebreakers in Baltic sea 2005-06, in 2006-07 the number was 4327 and 2007-08 classified as an extremely mild

winter the numbers of ships was 1368. This shows that it's a lot of ships that need assistance every year in this geographical area, so the simulator exercise are very important for new officers onboard Swedish icebreakers as well as training bridge team/BRM.

For more info about the Transatlantic Ice Academy and it's courses, visit: www.iceacademy.se

New Ice-Navigation Features in The New Polaris Release 5.6.0

The future Polaris Ship's Bridge Simulator release, 5.6.0., will have improved hydrodynamic and ship-ice interaction including new ice conditions and the possibility of towing ice-bergs. The visual system will also have improvements e.g. showing accretion. A weather fax feature will include equipment capable of receiving ice, icing warning and weather information charts.

You'll get more information about the 5.6.0. release in our next newsletter...

Norway

Exciting SAR workshop at SommerSim

The Norwegian User Conference SommerSim 2009, was successfully arranged in cooperation with the Training Centre of the Norwegian Society for Sea Rescue (NSSR) 19th to 20th of May in Stavern, Norway.

ANNE VOITH, KM, NORWAY



The High Speed Vessel Simulator at the Norwegian Society for Sea Rescue (NSSR) operated by Terje

Despite a busy exam period at the Maritime Academies, customers from all over the country had prioritised to join the 2-day conference, which took place at the training centre of the Norwegian Society for Sea Rescue in Stavern, Norway.

sign, execute and evaluate a SAR exercise. The delegates were split into several teams at different simulator vessels intensively searching for a shipwrecked seaman during the execution of the exercise. The instructors' competencies on navigation, communication etc. were really needed and luckily "Ola Norman" was found in the end!

an interesting presentation about the Academy's process of extending their training simulator portfolio and the successful cooperation they have had with external organisations to develop and provide courses. Jan Snøberg also stressed the importance of joining such user forums and conferences to exchange experiences and network with other simulator users.

We are glad to notice from the top scores of the evaluation survey, that the SommerSim delegates were very satisfied with the conference and that they thought there were a perfect balance between professional topics, workshops and social program for networking. In total 75% said they had achieved new knowledge and new ideas for their training activities during the conference days.



Anton Iversen from Kristiansund Secondary School, using his navigation skills during the SAR workshop.

In addition to product and service updates from Kongsberg, Jan Snøberg, Head of the Maritime Academy in Kalmar, Sweden, held

Location and time for the next year's event is not decided yet, but we will for sure continue the now 2 year old tradition!



Terje Heierstad, Product and Technology Manager in KM, presenting product news and coming releases to the SommerSim '09 audience.

One of the conference highlights, was a Search and Rescue (SAR) workshop with the purpose to de-

Exhibitions & Conferences

Don't miss UC2009 Lisbon in October!

Our annual Simulator User Conference 2009 for customers from Europe, Asia and Pacific, will take place in Lisbon 14th to 16th of October. The theme for this year's conference is "Explore the Simulation Possibilities!", and facilitates the sharing of new ideas as well as enhances the collective knowledge of the international simulation community.

The program including parallel sessions and workshops, might be one of the best we ever have put together, so don't hesitate to register for this event!

To see the program and to register:
www.viaregi.no/uc2009

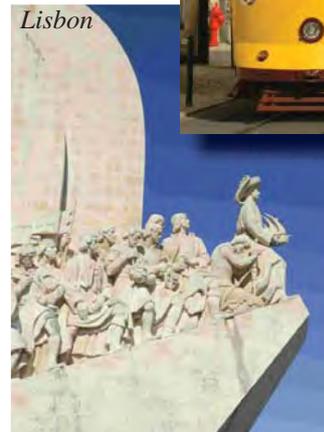
The registration deadline is the 1st of July!

10 good reasons to join this conference:

1. Explore and get ideas for new training opportunities
2. Learn about updates and new releases of Kongsberg simulator products
3. Receive information about future simulator development
4. Explore new possibilities of using your simulator
5. Join parallel sessions & workshops and dive deeper into topics of interest
6. Exchange simulator experience with colleagues from Europe, Asia and the Pacific
7. Relationship-building with KM's sales, product and service support team
8. Enhance the collective knowledge of the international simulation community
9. Provide your feedback and be a part in shaping tomorrow's simulation technology
10. And finally: Lisbon is a beautiful city - worthwhile to explore as well!



Pictures from previous User Conferences in China and Poland



Meet us at the following events!

MARSIM '09 MARSIM '09
Panama City, Panama, August 17-20

NORSIM '09
Gothenburg, Sweden, August 18-20

 Offshore Europe '09
Aberdeen, Scotland, September 8-11

 ICERS 9
New York, USA, November 2-5



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