



The Maritime SIMULATOR newsletter

Publisher: Kongsberg Maritime
 Editor: Simulation & Training Division
 Tel.: +47 33032000
 Fax: +47 85028028
 e-mail:
 km.simulation.sales@kongsberg.com

content

PAGE 2-3

New Release: Polaris 5.5.1.

PAGE 4

Simulator interfaced to Kongsberg real equipment

PAGE 5

Simulation Training for Search & Rescue in 30-40 knots!

PAGE 6

Norwegian Navy has signed up for extended simulator support

Extensive Simulator delivery to AMC

PAGE 7

Kongsberg Maritime DP Simulator chosen for first HiLoad Offshore Loading Terminal

PAGE 8

New Offshore Simulation solutions unveiled at ONS

Bibby Ship Management makes major DP-training investment

PAGE 9

Release of Neptune MultiTouch Engine Room Simulator!

PAGE 10

Latest Neptune Engine Room Simulator delivered to Georgian College

PAGE 11

Exchange of Experience, Trends and Opportunities at the UC in Poland

PAGE 12

New Offshore Simulators approved by the Russian MARSAT Simulation established in India!

Simulator interfaced to real equipment!

Kongsberg Maritime is proud to announce that we of-

fer our Neptune Engine

Room Simulator (ERS) with

interface to the Kongsberg K-Chief®

500 automation system and the AutoChief®

C20 propulsion control system. The new configura-

tion gives Neptune Simulator users knowledge about

how to operate a VLCC engine room with a modern,

highly sophisticated control system.

Read more at page 4



New Release: 5.5.1. - for the Polaris Bridge Simulator



The new 5.5.1. release of the Polaris Software includes several improvements to the Visual System; Seaview R5. Better reflection of ships and objects on the water surface, as well as hemisphere lighting and better cloud layers gives an even more realistic training experience.

The Polaris Ship's Bridge Simulators are used for training in a wide range of scenarios. Our library now exceeds 300 highly accurate ship models capable of meeting most any training requirement.



M/S "Balder Viking" icebreaker

Read more at page 2-3

Product News, SBS

New 5.5.1. Release

- for the Polaris Ship's Bridge Simulator

The new 5.5.1. release of the Polaris Software includes several improvements to the Visual System; Seaview R5. Better reflection of ships and other objects on the water surface, as well as hemisphere lighting and improved cloud layers gives an even more realistic training experience!

Reflection on sea

By utilizing the latest graphics technology, Kongsberg Maritime continuously develops the Seaview R5 to improve the realism in the simulated scenario.

As in real life, the new release has an automatic reflection intensity which varies according to the sea's appearance and the light from either a natural or artificial light source.

The instructor can also easily select to add sea reflections to only certain areas/terrains, ship images and objects, or simply turn the reflection off, if that's convenient for a particular exercise.

Cloud/Sky model

The new 5.5.1. release includes a system with hemisphere lighting and cloud layers embedded to the visual system. The system renders the sky in accordance with the global position, view direction, season and daytime and it automatically calculates the position of the sun, the moon and the stars.

Please contact us if you want further details or an upgrade offer for your Polaris Ship's Bridge Simulator to the latest and greatest visual appearance!



reflection from the sky



reflection on the water surface



light reflections at night

Product News, SBS

New ship models - for the Polaris Ship's Bridge Simulator

The Polaris Ship's Bridge Simulators are used for training in a wide range of scenarios: navigation in all waters, advanced ship maneuvering, bridge team training, naval operations etc. Our library now exceeds 300 highly accurate ship models capable of meeting most any training requirement. These are a few of the latest models available from our library. Please contact our sales department for details.



*M/S "Balder Viking"
- a combined anchor handling, tug
supply and icebreaker vessel*



Three new ferries: a high speed catamaran with CP propellers, the M/S "Ofoten", an ocean going car- and passenger ferry, the M/S "Bodø" and a smaller open car service ferry, the M/S "Hålogaland".

Istanbul, TURKEY

Real equipment and Cargo Handling Simulator interface gives Gungen The Full Picture!

Kongsberg Maritime received on the 13th October an order from the Turkish ship-owner company, Gungen Maritime & Training A/S. The contract includes the new feature of adapting Kongsberg Maritime's cargo handling simulator to the new K-Chief® 500 marine automation system.

By connecting the K-Chief to a KM cargo handling simulator which reflects their real ship, Gungen Maritime & Training will have the capability to train their

Officers and Crew on how to operate the Kongsberg automation system and learn the cargo operation on their new vessel before entering the ship.

The Simulator will have the same number and correct volumes of cargo/ballast tanks, the pumps and pipelines will have the same characteristics as the real vessel, Inert gas and cargo heating will also be included. All this will give the same response to the user as they will experience from the real system when they come onboard.

The Kongsberg Maritime's K-Chief 500, is a part of the delivery to the new building of the Crude Oil Tanker, "Ottoman Equity". The system is designed to meet the challenging demands of shipyards and ship owners. It is configurable from 16 to 20 000 channels. Modular design allows configuration of the system to individual requirements, covering the whole range from low complexity alarm systems to highly integrated alarm and monitoring systems with advanced process control and power management.

Product News, ERS

Simulator interfaced to Kongsberg real equipment!

BY LEIF P. HALVORSEN,
PRODUCT ADVISER IN KM



Kongsberg Maritime is proud to announce that we offer our Neptune Engine Room Simulator (ERS) with interface to the company's K-Chief® 500 automation system and the AutoChief® C20 propulsion control system. The new configuration will give the Neptune Simulator users knowledge about how to operate a VLCC engine room with a modern, highly sophisticated control system.

The shipping industry is continuously building more and more advanced vessels with incredibly sophisticated, high grade automation and control systems. Marine engineers have for decades used Engine Room Simulators (ERS) for training in the understanding of engine room systems. However, a new approach, which integrates the ERS with the systems onboard, can provide even better understanding and more efficient methods for this type of training.

Advanced programming and high fidelity are key words when it comes to the development of a good engine room simulator. Engine room equipment works together, with all systems affecting each other, so by using the interface solution to conduct live simulation training, marine engineers are given a highly realistic scenario,

which provides an invaluable tool for understanding day to day operations and 'what if' situations.

When marine engineers board a new vessel and enter the engine control room, there will often be discussions around the Integrated Automation System (IAS), as well as the main propulsion control system: How does it work? How is it operated? If the engineers have experience from the same automation system onboard another ship it will always be easier for them to become familiar with the systems onboard. They can for instance, bring with them the benefit of how the controllers, menus, power management and remote control operations are working.

Kongsberg believes that interfacing engine room simulators to real life control systems will give simulator users a huge advantage. By interfacing the simulator to a real IAS, the simulator is actually the ships engine room. The supplier of the IAS installs and configures it to work as a control system of the engine room systems onboard. By using the IAS as it is installed onboard, the simulation and real-life operation are one in the same, and this is the pinnacle for simulation training.

The Neptune Engine Room Simulator model, which can be interfaced to Kongsberg real equipment are the MAN B&W 5L90MC-VL-CCL11-V model, simulating a very large crude carrier with a MAN B&W slow speed turbo charged diesel engine. The simulator model will be controlled from the AutoChief® C20 and K-Chief® 500 as on board a real vessel.

About K-Chief® and AutoChief®: The K-Chief® 500 marine automation system complies with the requirements of IMO, local maritime authorities, IACS. The system conforms to all rules and regulations, and all modules are type approved.

The AutoChief® C20 propulsion control system is designed for medium and low speed diesel engines fitted with fixed or variable pitch propellers. It is based on knowledge gained through more than 40 years of cooperation with the main engine manufacturers.

Do you want to learn more about Kongsberg Engine Room Simulators interfaced to K-Chief® and AutoChief®? Please contact us for further details!

Stavern, NORWAY

Simulation Training for Search & Rescue Operations in 30-40 Knots!

The Norwegian Society for Sea Rescue (NSSR) has signed a contract with Kongsberg Maritime for the delivery of a high-speed vessel simulator, to be installed at its new sea rescue school in Stavern. The simulator contract also includes a 5-year agreement for service and support.



Photo courtesy of NSSR

Photo of NSSR's high speed vessel, Simrad Buholmen - in action!

As a humanitarian organization, the NSSR is committed to saving lives and recovering property at sea, by maintaining rescue services along the Norwegian coast and neighboring sea areas. The NSSR also runs an information service and educational program designed to improve safety for boaters.

Training to increase safety

The ordered simulator will be employed for training NSSR's own crew and to build increased awareness about search and rescue operations. Simulator training will contribute towards increased safety by allowing training on accidents and other scenarios that can be too dangerous or too difficult to practice in real life. Additionally, NSSR sees the possibility to offer simulator training for drivers of large, high-speed leisure boats.

Realistic mimic

The simulator will be equipped with a cockpit bridge that replicates the vessels that the NSSR already has at its disposal. Two new hydrodynamic models will be produced for the project that will enable the simulators to realistically mimic the NSSR's newest rescue boats.



Illustration: High-speed vessel simulator installed at Aalesund University College

The new NSSR simulator offers functionality that enables the instructor to control time, location, weather conditions, wind, current and other vessels' movements. It is also possible to enter faults in machinery or equipment, in addition to a range of other functions that allow simulator training in realistic situations.

A good investment

"Our rescue boats have a speed of 30 to 40 knots so the need for simulator training is increasing. The fact that we can also practice situations where helicopters and other vessels are involved, makes this a really good investment," says the secretary-general of NSSR, Øystein Stene. For Kongsberg Maritime the contract is of great value. "We know that the NSSR has unique competence within its field and such professional clients are valuable to us." comments Kongsberg Maritime's Area Sales Manager, Svein Holmøy.

Bergen, NORWAY

Norwegian Navy has signed up for extended Simulator Support

The Norwegian Navy has signed a new Long Term System Support Program (LTSSP) agreement, which represents the most sophisticated simulation support package that Kongsberg Maritime ever has provided to a naval customer.



Photo courtesy of Norwegian Navy

The agreement consolidates the Norwegian navy's numerous simulation systems in order to reduce contractual overhead, providing a more streamlined and cost-efficient solution. It covers full upgrades of software, hardware and spare parts continuously throughout the contract period, ensuring that the Navy

will always benefit from having the latest and most advanced simulation technology, as and when it is released by Kongsberg Maritime.

The LTSSP offers three different levels of support and can be customized to the customer's exact requirements.

Operational benefits include fixed and predictable costs, software and hardware updates and direct connection to system experts and the Kongsberg Maritime Helpdesk.

All LTSSPs are precisely matched to the needs of the customer and Kongsberg Maritime's simulator development, enabling equipment performance to improve over time and ensuring continuity of simulator availability.

The Norwegian Navy LTSSP contract is a result of a long standing business relationship, which has included extensive simulator deliveries and cooperation between Kongsberg Maritime Simulation & Training's sales and customer support division and the Royal Norwegian Navy.

AUSTRALIA

Extensive Simulator delivery to AMC

The Australian Maritime College (AMC) has signed a contract for an Integrated Marine Simulator Upgrade Project. The scope of supply includes delivery of a Polaris 270° Main Bridge, six Ship Operating Console (SOC), Bridges with a 160° visual system, re-configurable cockpit consoles and a 180° Tug Bridge, a portable simulator and significant capacity in web enabled simulations. "Kongsberg Maritime is proud to be awarded such a high-profile bridge simulator contract for the prestigious

AMC Project and we welcome the opportunity to share our vast simulation experience and knowledge with the college," states Henry Tremblay, Kongsberg Maritime Area Sales Manager. "We are highly motivated and excited to be a part of the continuing AMC presence in the maritime training and research environment and we look forward to working together and further developing our relationship." Kongsberg Maritime will utilise its strong links with AAL Australia Pty Ltd. to sup-

port AMC locally through project management, installation and long term maintenance of the simulators. "The selection of Kongsberg Maritime to meet AMC's simulation requirements comes as a result of a careful evaluation of international suppliers. The system being delivered will ensure that AMC remains at the forefront of maritime training and research in the Australian region," states Professor Malek Pourzanjani, Principal of the Australian Maritime College.

Stavanger, NORWAY

Kongsberg Maritime DP Simulator chosen for first HiLoad Offshore Loading Terminal



Photo courtesy of Remora ASA

Remora ASA has awarded Kongsberg Maritime a contract for the delivery of a Ship's Bridge DP Simulator for the unique HiLoad DP Offshore Loading Terminal.

The first version – a desktop simulator was delivered in August 2008. It was successfully demonstrated on the Remora stand at the ONS 2008 exhibition in Stavanger, where Remora achieved to be shortlisted as one of five finalists for the ONS 2008 SME (Small and Medium-sized Enterprises) Innovation Award with their new unique HiLoad technology.

Realistic training to ensure efficient loading

The visual training simulator features a high degree of realism and will be used to train operators in Dynamic Positioning (DP) and operational sequences for the HiLoad DP unit. The familiarization and training issues are very important in order to ensure the safe and efficient operation of HiLoad No. 1. The HiLoad DP simulator solution is based on the Polaris Ships Bridge simulator platform, which is successfully installed at a large number of maritime and navy training centres worldwide.

HiLoad technology built on long experience

Remora ASA was incorporated in 2002 as a continuation of Hitec's more than 20 years experience within the oil service sector and marine offloading technology. The company has since its origin focused its business on development of the next generation of technology for offshore loading of crude oil, external, detachable turret mooring systems for FSOs and FPSOs as well as add-on propulsion for semis, barges and ship shape hulls. Remora's business strategy is to own and operate HiLoad units within a ship owning structure. These units will be offered on a time charter basis world wide.



Same supplier

In addition to being a major supplier to the HiLoad DP project, through delivery of systems for navigation, automation, thruster control and dynamic positioning, Kongsberg Maritime has committed to deliver a simulation solution, where the customer will benefit from buying simulators and real systems from the same supplier.



Jon Gjedebo, Remora's Chairman, tries out the HiLoad DP simulator, assisted by Fred Høifødt, Technical Superintendent . Photo courtesy of Remora



Remora's operation crew for the HiLoad DP no. 1 proudly demonstrated the simulator at the ONS 2008. From left: Kjetil Tollefsen, Chief Officer; Frode Olsen, Operation Manager; and Fred Høifødt, Technical Superintendent. Photo courtesy of Remora

Stavanger, NORWAY

New Offshore Simulation solutions unveiled at ONS



Photo from Kongsberg Maritime's stand at this year's ONS in Stavanger

A new strategy towards Maritime Offshore Simulation, which is dedicated to exploring, developing and fulfilling the simulation needs of the offshore industry was a strong focus for Kongsberg Maritime (KM) during ONS 2008. The focus included the introduction of a new generation Anchor Handling Simulator and an increased focus on Dynamic Positioning simulation solutions during a special event being held on Kongsberg Maritime's stand on 26th August.

As an innovator in the world of maritime simulation, Kongsberg Maritime is a major player in offshore simulation, delivering sophisticated training solutions for Ship Handling, Dynamic Positioning, Anchor Handling, Liquid Cargo Handling including LNG, Tug-ging, Crisis Management, Power Management and Propulsion, and more recently Cranes, through the acquisition of world leading Crane Simulator developer GlobalSim of the US.

The Maritime Offshore Simulation portfolio will offer a coherent simulation package to the company's existing and potential offshore simulation customers. It will also further improve collaboration with KM real equipment customers, ensuring that simulator development moves in the direction required by the offshore industry, whilst providing further value by utilising core technology and knowledge across different simulator applications.

"We place real value on collaborating with our customers. The implementation of our Maritime Offshore Simulation strategy will enable us to concentrate solely on the often specialised training requirements of the offshore industry," said Lars Erik Hilsen, Vice President, Simulation and Training, Kongsberg Maritime. He also concluded: "Feedback so far has been very positive and we're looking forward to continue developing and providing the industry realistic simulators that makes it possible to carry out safe and cost-efficient training for all possible scenarios".

Bibby Ship Management makes major DP-training investment

Bibby Ship Management has further expanded its global operations with the acquisition of two state-of-the-art DP simulators from Kongsberg. The group, which provides bespoke specialist crew and technical management services, has purchased the equipment in a bid to meet the growing demand for qualified Dynamic Positioning Operators & Maintainers in those regions.

The simulators have been installed at the group's training cen-

ters in Mumbai, India and Sevastopol, Ukraine as the company seeks to expand its global network of crew and technical management offices and increase the number of courses on offer.

Martyn Howard, Bibby Ship Management Group Operations & Personnel Director, says: "Our focus is to ensure that we can provide the global solutions demanded by our rapidly expanding client base. We anticipate the coming years will see increased demand

for seafarers who are competent in all aspect of DP operations and we have positioned ourselves to meet those needs."

Adrian Ashley, Training Development Manager, adds: "It was critical that we chose a simulator that could stand up to our exacting training standards, and I'm confident that we've achieved our aim. Kongsberg's industry prevalence and our own reputation for providing quality of service led to a natural partnership."

Product News, ERS

Release of Neptune MultiTouch Engine Room Simulator!



Kongsberg Maritime has developed a new touch screen based Engine Room Simulator configuration, which has been designed to offer realism to students whilst providing colleges and training institutes with a new opportunity to broaden the range of courses to be offered without investing in new hardware. Called Neptune MultiTouch, the system, which is part of Kongsberg Maritime's market leading Neptune ERS portfolio, is already in use at Georgian College, Ontario and has also been chosen by the Åland University of Applied Science.

Easy to change models

Neptune MultiTouch, which uses multiple touchscreens integrated with real-life engine room consoles and panels, enables a college to quickly and easily select between simulation models. The system allows instructors to change from a VLCC to a Cruise vessel, or a Ferry within seconds. "MultiTouch is an innovative and flexible configuration that offers several

benefits because of its ability to run various simulation models on the same HW configuration," says Harald Klucken, Product Advisor – Engine Room Simulators, Kongsberg Maritime. "It loads a new set of MultiTouch Mimic Diagrams as a different engine room simulation model is loaded, allowing for different courses to be offered on the same hardware solution. This provides immediate cost saving whilst at the same time enables training institutes to offer a more comprehensive suite of courses, therefore attracting a greater number of students and customers."

The MultiTouch technology already enables training on a number of well known engine and machinery systems, such as ME Remote Console, Power Management console and engine room stations with Neptune ERS MAN B&W 5L90MC VLCC, ERS Pielstick 10PC4 Ferry M22 and ERS Diesel Electric AC Cruise Vessel DE22. Associated subsystems can

be accessed from Engine Room MultiTouch Stations presenting for instance Start & Service Air Systems, HFO Purifiers, LO Purifier, DO Purifier and Bilge-Sludge Systems. Also, Main Switchboard can be delivered with MultiTouch functionality.

The new MultiTouch system is based around Kongsberg Maritime's well proven and tested Neptune architecture for engine room simulation, ensuring that all models are highly accurate, whilst offering true realism to help ensure students retain what they learn during simulator training.

The Georgian College MultiTouch installation is part of a large Neptune ERS delivery that was completed in October 2008. The delivery included a range of marine engine models installed in both full mission and desktop configurations. The low speed ERS MAN B&W 5L90MC VLCC and the medium speed ERS Pielstick 10PC4 Ferry were delivered in both full mission and desktop, with additional desktop models for the ERS Sulzer 12RTA84 Container and the ERS MaK 8M32C Trawler engine.

Kongsberg Maritime is the only engine room simulation provider that has received a DNV Statement of Compliance with Class A Standard for Certification of Maritime Simulators No. 2.14 October 2007 for the complete library of high fidelity simulation models.

Ontario, CANADA

Latest Neptune Engine Room Simulator delivered to Georgian College

BY CLAYTON BURRY, ASM, CANADA



Bryan Gelyk, Senior Engineering Instructor at GLIMTC, runs through some procedures with students on the M22PC-IV model in the new Kongsberg Engine Room Simulator at the Owen Sound Campus. Photo courtesy of Håkon Dyrvik

On October 16, Kongsberg Maritime completed installation and commissioning of its latest Neptune Engine Room Simulator (ERS) delivery to the Great Lakes International Marine Training Centre (GLIMTC) at the Owen Sound campus of Ontario's Georgian College. Following a competitive bid process and extensive due diligence on part of the customer, Kongsberg's engine room simulator was selected as the preferred training system.

The new installation represents an upgrade from the earlier generation Kongsberg PPT-2000 UNIX platform ERS to a Windows® environment, and the second major purchase by Georgian College of Kongsberg simulation equipment. In addition to meeting all Transport Canada requirements for full mission engine room training, Kongsberg brought additional value to the customer in several areas.

As part of the upgrade, Kongs-

berg was able to re-use many of the original ERS panels and consoles, translating into cost savings by the customer. This is testimony to the high quality of Kongsberg equipment, most of which had remained unchanged and fully-functional from its original installation in the early 1990s. Kongsberg also worked closely with the facilities managers and architects, resulting in a design that enables instructors to visually monitor all ERS activities from a central vantage point.

The delivery included a range of marine engine models installed in both full mission and desktop configurations. The low speed L11 MAN B&W 5L90MC (VLCC) and the medium speed M22 Pielstick 10-PC-IV (Ferry) were delivered in both full mission and desktop, with additional desktop models for the Sulzer 12RTA84 L11 and the M11 MAK 32 engine. To ensure long term peak performance of the engine room simulator, Kongsberg Maritime will also provide Geor-

gian College with an extended warranty which will cover all hardware and software for five years.

Kongsberg's Big View®, displayed on four wall mounted 65" plasma monitors, is a software based large scale mimic system representing both of GLIMTC's full mission engine room simulation models. With it, students can monitor and control the entire inventory of full mission engine room machinery.



Kongsberg's Big View® has replaced the company's older mimic panels, and offers reconfiguration flexibility for different engine models, as well as other visualization applications. The GLIMTC configuration uses four 65" Panasonic plasmas. Photo courtesy of Håkon Dyrvik

Installation of the engine room simulator took place in late September, culminating in a site acceptance test and final approval by Georgian College on October 16. Project Manager Håkon Dyrvik led the Kongsberg team onsite and completed the installation according to schedule. Area Vice President, Henry Tremblay, said, "Kongsberg Maritime is pleased to have secured this contract with Georgian College and to reinforce our long-standing relationship with this highly successful training institution. As a result of this purchase, GLIMTC is now equipped with the most advanced engine room simulation available. We are delighted to be a part of their success story."

Szczecin, Poland

Exchange of Experience, Trends & Opportunities at the UC in Poland!

BY ANNE VOITH, MARKETING COORDINATOR, KM



Participants at the Kongsberg Maritime Simulation's European User Conference 2008

Kongsberg Maritime's European Simulator User Conference (UC) 2008 took place in Szczecin in Poland from 23rd to 26th September. Approximately 75 delegates attended sharing experiences, trends and opportunities within the simulator training business.

The Conference was opened by Kongsberg Maritime's new Deputy Sales and Marketing Manager, Erik Hovland. He was followed by Gucma Stanislaw, Head of Maritime University of Szczecin and Jan Kubiak, Honorary Consul of Norway, who both expressed the honour in hosting the UC 2008 in Poland.

Kongsberg Maritime's Product Group presented key recent product innovations on the first conference day. Attention was also drawn to the possibilities within training for the offshore industry with the new product range of Anchor Handling Simulator, Dynamic Positioning Simu-

lators etc. A presentation of Crane Simulators by Clyde Stauffer, Vice President in the recently acquired company GlobalSim also represented a new simulator training opportunity that was illuminated to the delegates. In the afternoon there was emphasis on the workshops where customers with a particular product interest, such as Engine Room Simulator, Cargo Handling Simulator, Dynamic Positioning Simulator and Ice-Navigation could discuss features and the use of the product together with colleagues from all over Europe.

The excellent co-host for the conference this year was the Maritime University of Szczecin (Akademia Morska). The following day was spent at the University's facilities, comprising workshops, a guided-tour and the University telling about their simulator-user history and application of KM simulators in STCW training and research. The

day was rounded off with the President of Lantec, Garland Hardy's presentation of Port Development – From desk top to fully interactive tug and pilot simulations.

On the last conference day, several customers presented interesting topics to the delegates. Kevin Lund, Head of Dep. South Tynside College explained how they use the Neptune Instructor System in Crew Resource Management courses, while Werner Jacobs, Lecturer at Hogere Zeevaartschool Antwerp informed about their experience with Cargo Handling Simulation. This presentation was followed by an update from Kongsberg Maritime's Customer Support. Erik Hovland rounded off the conference with a sum-up of the days and an invitation to join the next European UC, which will take place in Lisbon Portugal September 2009.

THANK YOU FOR VALUABLE FEEDBACK!

We will use the opportunity to thank all the delegates for giving us valuable feedback from the UC by answering our questionnaire. We will take your input into consideration when planning our next UC.

Our theme this year was "Trends and Opportunities", and we asked the delegates if they picked up any new opportunities or ideas for their training activities during the UC. We are pleased to announce that more than 75% said that they did, which shows us that the UC is to a great value to our simulator users.

New Certifications

Simulators Approved by the Russian Morsviazsputnik (Marsat)

Kongsberg Maritime are pleased to announce that the Polaris Full Mission Ship's Bridge Simulator and the Polaris Radar/ARPA-ECDIS have received certification approvals from the Federal Service for Supervision of Transport, Morsviazsputnik (MARSAT).

The Certificate is given in accordance with the SOLAS-74 convention and states that the equipment complies with the Ministry of Transport of the Russian Federation Standards, and can be used for training of navigators in accordance with the programs: "Radar observation and Plotting", "Automatic Radar Plotting Aids" and "Electronic Charts". The new approvals, which were awarded the 10th September this year, are valid until 10th September 2011.

The certification-process was performed by Gennadiy T. Suits, Chief Expert in Morsviazsputnik assisted by Kongsberg Maritime's Product Advisors, Amer Walayet and Paul Snellingen.

"The certification of the simulators is an important part of our policy of ensuring that the products offer the highest level of performance" comments Kongsberg Maritime's Product & Technology Manager, Terje Heierstad.

Mumbai, INDIA

Simulation established in India!



Kongsberg Process Simulation Pvt. Ltd., situated in Mumbai in India, has extended its business areas to also provide sales and service for Kongsberg Maritime's maritime offshore, engine room, cargo handling and ship handling simulators.

India is a major source of manpower to the marine and offshore industries and there is a tremendous shortage of skilled personnel in these sectors today. So, efficient and realistic training simulators are required to provide competence and the necessary certification to seafarers and operators.

Kongsberg Maritime will provide the Indian market with its entire range of Polaris SBS, Neptune ERS and CHS, from desktop solutions to full mission simulators – all based on the very same modular principles and high-quality software.

"Kongsberg Process Simulation is geared to meet the needs of the Indian market and is in a position to provide solutions that meet market expectations!" says Sanjiv Wagh, KM Simulation & Trainings sales representative at the subsidiary in Mumbai.

Contact details:

Kongsberg Process Simulation Pvt. Ltd
Aianta Executive Centre 8 Juhu, Tara Road, 400 049 Mumbai, INDIA

Managing Director:

Capt. Kishore Sundaresan

KM Simulation & Trainings sales repr:

Capt. Sanjiv Wagh

Email: sanjiv.wagh@kongsberg.com

Phone: +91 22 2660 3666

Fax: +91 22 2660 5095

Web: www.km.kongsberg/processsimulation



KONGSBERG

KONGSBERG MARITIME AS

Simulation & Training Division

P.O.Box 1009 N-3194 Horten, NORWAY

Telephone: +47 33 03 20 00

Email: km.simulation.sales@kongsberg.com