



DET NORSKE VERITAS

STATEMENT OF COMPLIANCE

This Statement consists of 2 pages

This is to confirm that the product
Bridge Operation Simulator

with class notation
**INTEGRATED SIMULATOR SYSTEM, NAUT AW (SIM), DYNPOS -
AUT (SIM), HSC, TUG, ICE**

and type designation
Polaris Ship's Bridge Simulator

Manufactured by
Kongsberg Maritime AS
Horten, Norway

is found to comply with
Class A- Standard for Certification of Maritime Simulators No. 2.14 January 2011

Application
The above Standard is based on requirements in the STCW Convention, Regulation I/12.

This Statement is valid until **2017-01-19**, provided the requirements for the retention of the Statement will be complied with.

Issued at Sandefjord on 2012-01-19

Nils Gunnar Bøe
Head of Department

for Det Norske Veritas AS



Capt. Aksel David Nordholm
Surveyor

This Statement is subject to terms and conditions overleaf. Any significant change in simulation performance may render this Statement invalid.
If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of Det Norske Veritas, then Det Norske Veritas shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million. In this provision "Det Norske Veritas" shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

Application/Limitation

Competencies addressed by the Polaris Ship's Bridge Simulator;

<i>STCW reference</i>	<i>Competence</i>	<i>Class A (NAV)</i>	<i>Class B (NAV)</i>	<i>Class C (NAV)</i>	<i>Class S (NAV)</i>
Table A-II/1.1	Plan and conduct a passage and determine position	A	B		(S)
Table A-II/1.2	Maintain a safe navigational watch	A	B		(S)
Table A-II/1.3	Use of radar and ARPA to maintain safety of navigation	A	B	C	(S)
Table A-II/1.4	Use of ECDIS to maintain the safety of navigation	A	B	C	(S)
Table A-II/1.5	Respond to emergencies	A	B	C	(S)
Table A-II/1.6	Respond to a distress signal at sea	A	B	C	(S)
Table A-II/1.8	Transmit and receive information by visual signalling	A	B	C	(S)
Table A-II/1.9	Manoeuvre the ship	A	B	C	(S)
Table A-II/2.1	Plan a voyage and conduct navigation	A	B		(S)
Table A-II/2.2	Determine position and the accuracy of resultant position fix by any means	A	B		(S)
Table A-II/2.3	Determine and allow for compass errors	A	B		(S)
Table A-II/2.4	Co-ordinate search and rescue operations	A	B		(S)
Table A-II/2.5	Establish watchkeeping arrangements and procedures	A	B		(S)
Table A-II/2.6	Maintain safe navigation through the use of information from navigation equipment and systems to assist command decision-making	A	B	C	(S)
Table A-II/2.7	Maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making	A	B	C	(S)
Table A-II/2.10	Manoeuvre and handle a ship in all conditions	A			(S)
Table A-II/2.11	Operate remote controls of propulsion plant and engineering systems and services	A			(S)
Table A-II/3.1	Plan and conduct a coastal passage and determine position	A	B		(S)
Table A-II/3.2	Maintain a safe navigational watch	A	B		(S)
Table A-II/3.3	Respond to emergencies	A	B	C	(S)
Table A-II/3.4	Respond to a distress signal at sea	A	B	C	(S)
Table A-II/3.5	Manoeuvre the ship and operate small ship power plants	A			
Table A-II/5.2	Contribute to berthing, anchoring and other mooring operations	A	B	C	(S)

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