



SHIP'S DEPARTURE TIMES TROMSØ - SVALBARD 2011

WEEL:	SHIP	FROM TROMSØ:	TO:
4	"Norbjørn"	Friday 28.01.	Longyearbyen Ekstratur *)
10	"Norbjørn"	Friday 11.03.	Longyearbyen Ekstratur *)
17	"Norbjørn"	Friday 29.04.	Longyearbyen - Ny-Ålesund
18	"Norbjørn"	Friday 06.05.	Longyearbyen
20	"Norbjørn"	Friday 20.05.	Longyearbyen - Ny-Ålesund
22	"Norbjørn"	Friday 03.06.	Longyearbyen
24	"Norbjørn"	Friday 17.06.	Longyearbyen - Ny-Ålesund
26	"Norbjørn"	Friday 01.07.	Longyearbyen
28	"Norbjørn"	Friday 15.07.	Longyearbyen - Ny-Ålesund
30	"Norbjørn"	Friday 29.07.	Longyearbyen
32	"Norbjørn"	Friday 12.08.	Longyearbyen - Ny-Ålesund
34	"Norbjørn"	Friday 26.08.	Longyearbyen
36	"Norbjørn"	Friday 09.09.	Longyearbyen - Ny-Ålesund
38	"Norbjørn"	Friday 23.09.	Longyearbyen
40	"Norbjørn"	Friday 07.10.	Longyearbyen - Ny-Ålesund
42	"Norbjørn"	Friday 21.10.	Longyearbyen
44	"Norbjørn"	Friday 04.11.	Longyearbyen - Ny-Ålesund
46	"Norbjørn"	Wedn. 16.11.	Longyearbyen
47	"Norbjørn"	Friday 25.11.	Longyearbyen - Ny-Ålesund
49	"Norbjørn"	Friday 09.12.	Longyearbyen

***) Winter time increment will be calculated relating to the cargo. With reservation against delays and cancellations due to weather and ice conditions. Necessary assistance by ice breaker can also lead to delays.**

Deadline for delivery: 2 days prior to departure date. Exception for refrigerated/fresh goods.

Deadline for invoicing/customs declaration: 2 days prior to departure date.

Booking of cargo shall be done in writing before each departure. Cargo requiring special equipment for loading/unloading must be booked well before shipment. Additional costs for such equipment will be charged to the consignor. Time consuming loading/unloading involves extra strains.

M/S Norbjørn has high ice class, side gate for break bulk, crane for up to 30 tonnes, large hatches, and good room and deck capacity. Larger shipments can be coordinated or shipped directly from other harbours in Norway.

Reservation is taken with regard to unforeseen events, including ice conditions, which might alter sailing plans and ship's availability. Limitations to Nor-Cargo's responsibility is regulated through the Norwegian Sea Legislation and NSAB.

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