



SHIP'S DEPARTURE TIMES TROMSØ - SVALBARD 2010

WEEK:	SHIP:	FROM TROMSØ:	TO:
3	"Norbjørn"	Friday 22.01.	Longyearbyen Extra trip *)
7	"Norbjørn"	Friday 19.02.	Longyearbyen Extra trip *)
16	"Norbjørn"	Friday 23.04.	Longyearbyen - Ny-Ålesund
18	"Norbjørn"	Friday 07.05.	Longyearbyen
20	"Norbjørn"	Friday 21.05.	Longyearbyen - Ny-Ålesund
22	"Norbjørn"	Friday 04.06.	Longyearbyen
24	"Norbjørn"	Friday 18.06.	Longyearbyen - Ny-Ålesund
26	"Norbjørn"	Friday 02.07.	Longyearbyen
28	"Norbjørn"	Friday 16.07.	Longyearbyen - Ny-Ålesund
30	"Norbjørn"	Friday 30.07.	Longyearbyen
32	"Norbjørn"	Friday 13.08.	Longyearbyen - Ny-Ålesund
34	"Norbjørn"	Friday 27.08.	Longyearbyen
36	"Norbjørn"	Friday 10.09.	Longyearbyen - Ny-Ålesund
38	"Norbjørn"	Friday 24.09.	Longyearbyen
40	"Norbjørn"	Friday 08.10.	Longyearbyen - Ny-Ålesund
42	"Norbjørn"	Friday 22.10.	Longyearbyen
44	"Norbjørn"	Friday 05.11.	Longyearbyen - Ny-Ålesund
46	"Norbjørn"	Friday 19.11.	Longyearbyen
48	"Norbjørn"	Friday 03.12.	Longyearbyen - Ny-Ålesund

***) 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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