

From: woody [mailto:wwiest@gmail.com]

Sent: Wednesday, November 11, 2015 10:31 AM

To: Bobal, Mark D CIV

Cc: Lisa Johansson; Björn Ahlander

Subject: [Non-DoD Source] Norwegian Viking ship exploring the Great Lakes 2016

Hello Mark,

My name is Woodrow Wiest. I am the representative of our captain and crew of the modern viking ship Draken Harald Hårfagre here in Haugesund, Norway.

We have some large plans in store for the spring|summer 2016, which involves sailing across the North Atlantic via Iceland, Greenland, Newfoundland, down the St. Lawrence, to join Tall Ships Great Lakes, continuing on to New York City through the Erie Canal and Hudson river, and if all is in place, finishing our summer wintering in Mystic Seaport, Mystic, Connecticut.

Stop! Don't worry, and do please take that hand off the red phone! We are friendly vikings representing exploration and entrepreneurship. This will be our first time visiting the United states with our young vessel so we have a lot of questions to bring to clarity.

I have Cc'd our expedition leader Lisa Johansson and captain Björn Ahlander to keep everyone in the loop. Is there anyone else you think should be involved in this communication circle?

A little bit about our Draken: We are a modern 88 ton Viking ship (open ship), 35 meters long, 8 at the beam, 1.88 draft, and 25 over the mast when she's rigged. She has around thirty oarsmen, 260 square meters of canvas, and two auxiliary diesels.

Draken is certified as an oceangoing cargo vessel with the Norwegian Maritime Authorities. Which means we have at the very least equal safety and security controls and equipment in place as any internationally certified cargo vessel. Even with these precautions in place we have decided to have a following ship accompany us across the north atlantic for added safety. The follow ship will not continue with us into the Great Lakes.

I will go ahead and list some of the basic information that we seek to make this expedition sail through next year as smoothly

as possible. I'm sure after some of these questions are answered, more will be generated, so a Skype or phone meeting can also be arranged as well if it makes things easier.

Some of these questions might be more geared towards customs and borders, but feel a little like a cross-over.

1. First and Foremost, Captain Björn Ahlander's Licensing and Documentation:

Björn holds a Swedish license with Norwegian endorsements equivalent to a USCG 500 ton near coastal license.

As one might imagine, sailing a viking ship that blends modern and thousand year old sailing technology requires a unique skill set. Luckily we have a captain with the experience and fluidity to meet the demands of the Draken. Not only does Björn meet these demands, but his connections to skilled and aptly qualified shipbuilders, riggers, and sailors, will secure the the most appropriate links in the chain which will make this expedition a safe and successful one.

The Norwegian Maritime Authorities would like to grant Björn's near coastal license with an ocean going exemption, provided we have a fully licensed and crewed following ship for the North Atlantic open ocean crossing, and with the USCG accepting Björn's license when Draken arrives to sail in North America.

1a. Will there be any issues with Björn's licensing in the eyes of the USCG? If so, what do we need to set this straight?

2. What do we need to know about changing crew in the states?

3. We would like to have the possibility for americans to sail with us as volunteers, what do we need to make that possible?

4. We hear that in some places we are required to take a pilot. Besides the entirety of the Great Lakes, where else is it mandatory?

5. What else should we expect and be prepared for with with the USCG?

6. Is there anything else the USCG needs from us?

Thank you for your time and clarification of our questions Mark. We look forward to working with you and seeing you in the Great Lakes 2016!

Sincerely,

woodrow wiest

riggmaster | sailing crew

Draken Harald Hårfagre - The worlds largest viking ship built in modern times explores the world