


Platform Name:	Norne	
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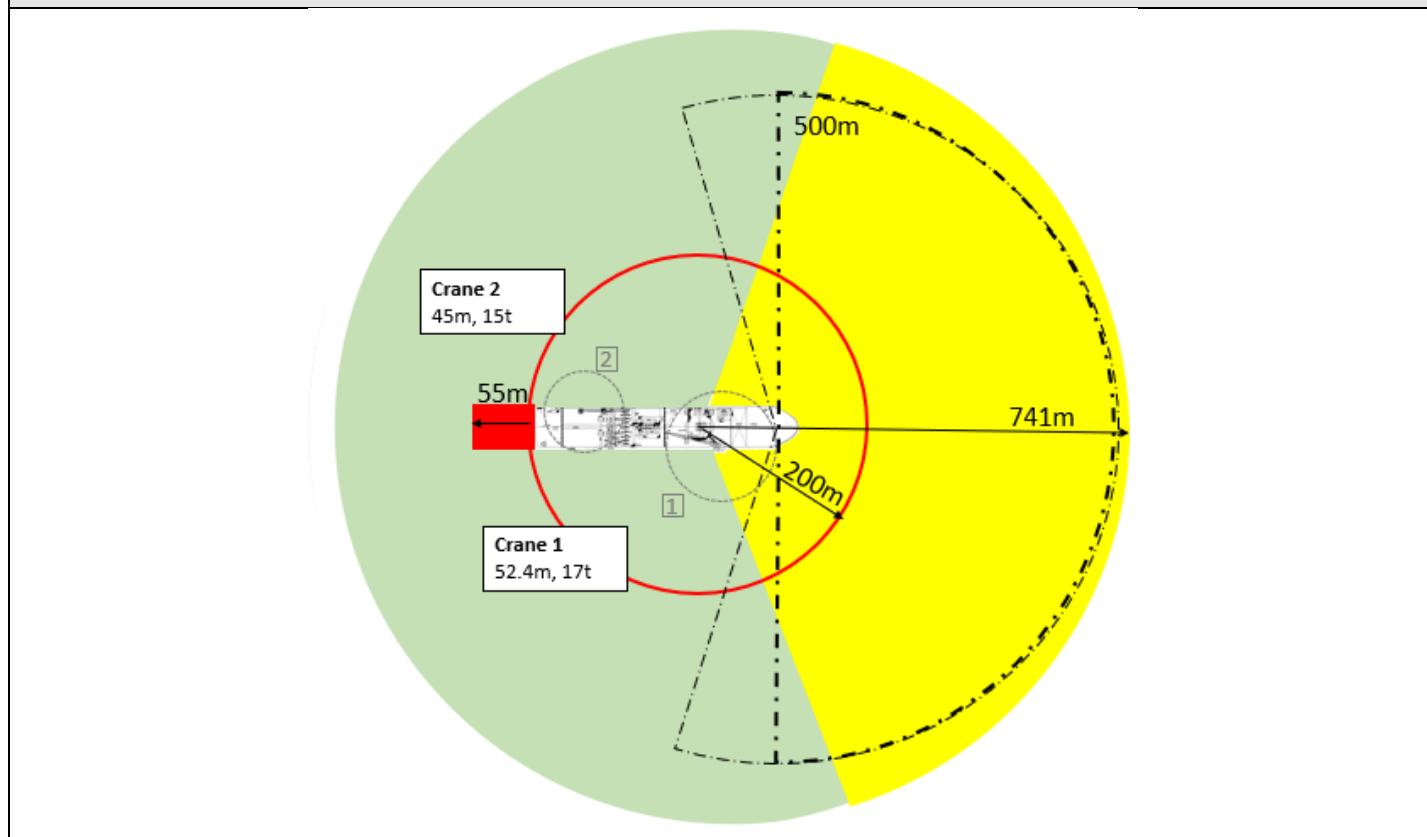
Contact Information

Call sign:	LF5T	E-mail:	norskr@equinor.com
MMSI no:	257 069 000	Phone no:	+47 770 46 212
Position datum WGS 84 North, dms:	66°1'37,43"	VHF central control room:	17
Position datum WGS 84 East, dms:	8°5'11,74"	UHF central control room:	Tx: 468.800 Rx: 458.800

Contact Information cranes

UHF crane 1 (starboard)	79, Tx: 459.8500 Rx: 459.8500	UHF crane 3	na
UHF crane 2 (port)	80 Tx: 458.6750 Rx: 458.6750	UHF crane 4	na


Map with zones (not to scale)



Zone color coding

Color	Meaning	Reason
Green zone:	Loading/offloading zone. Normal process with approval from the Central Control room	Crane coverage in this area
Orange-striped zone:	Caution zone. Entering this zone needs extra approval from Platform Manager in addition to Central Control room	na
Red/Yellow zone:	Exclusion zone. Entering this zone needs approved dispensation.	Bow: Risk of drift on collision. Weather from this direction. Stern: Risk of bow to stern collision due to heading. Also: Vessel operations in these areas should normally not be necessary

Other symbols/markings

	180-degree obstacle free helicopter zone 210-degree obstacle free helicopter zone CAUTION: Turning radius. Platform is weathervaning and rotates within this circle. Sudden heading change could occur! See additional information for risks within this circle.
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Platform specific information
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Largest allowed vessel displacement without NMO:	8000t
Lowest height from MSL to living quarter or lifeboats:	na
Lowest bridge height from MSL:	na

Displacement / Significant wave height -table for vessel operation on weather side of platform

E = 14 MJ	
Displacement [ton]	Significant wave height [m]
5000	4.0
6000	3.7
7000	3.4
8000	3.2
9000	3.0
10000	2.8
11000	2.7
12000	2.6
13000	2.5

For vessels above 13000t, the risk must be evaluated. The platform's maritime leader



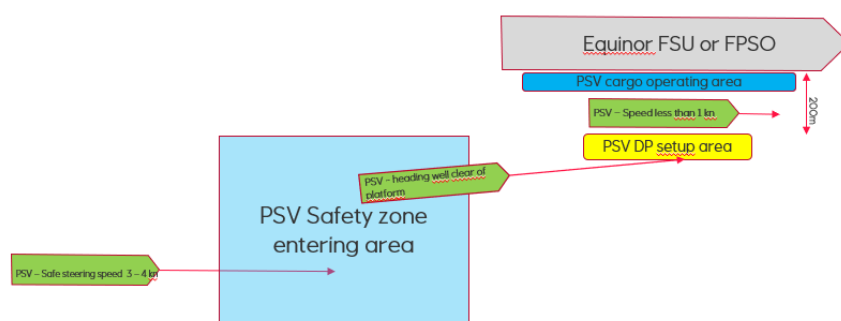
Additional information	
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WARNING, Platform is weathervaning and has heading control. Sudden heading changes could occur:

- Zones marked on the map rotates with the platform heading.
- Be aware of risk of collision if loss of heading control when a vessel is inside the turning radius.
- The consequence of a ship collision with the platform ship side could be severe. Visiting vessels inside the turning radius must therefore use the following approach and keep the heading parallel to platform at all times:

Equinor FPSO & FSU
PSV operation
illustration

Equinor FPSO & FSU Safety zone, NOT TO SCALE



Owner: Marine Technology Department Equinor

Rev. No	Date	Name
0	24.02.2020	moksh
1	28.04.2020	moksh
2	08.08.2023	inand