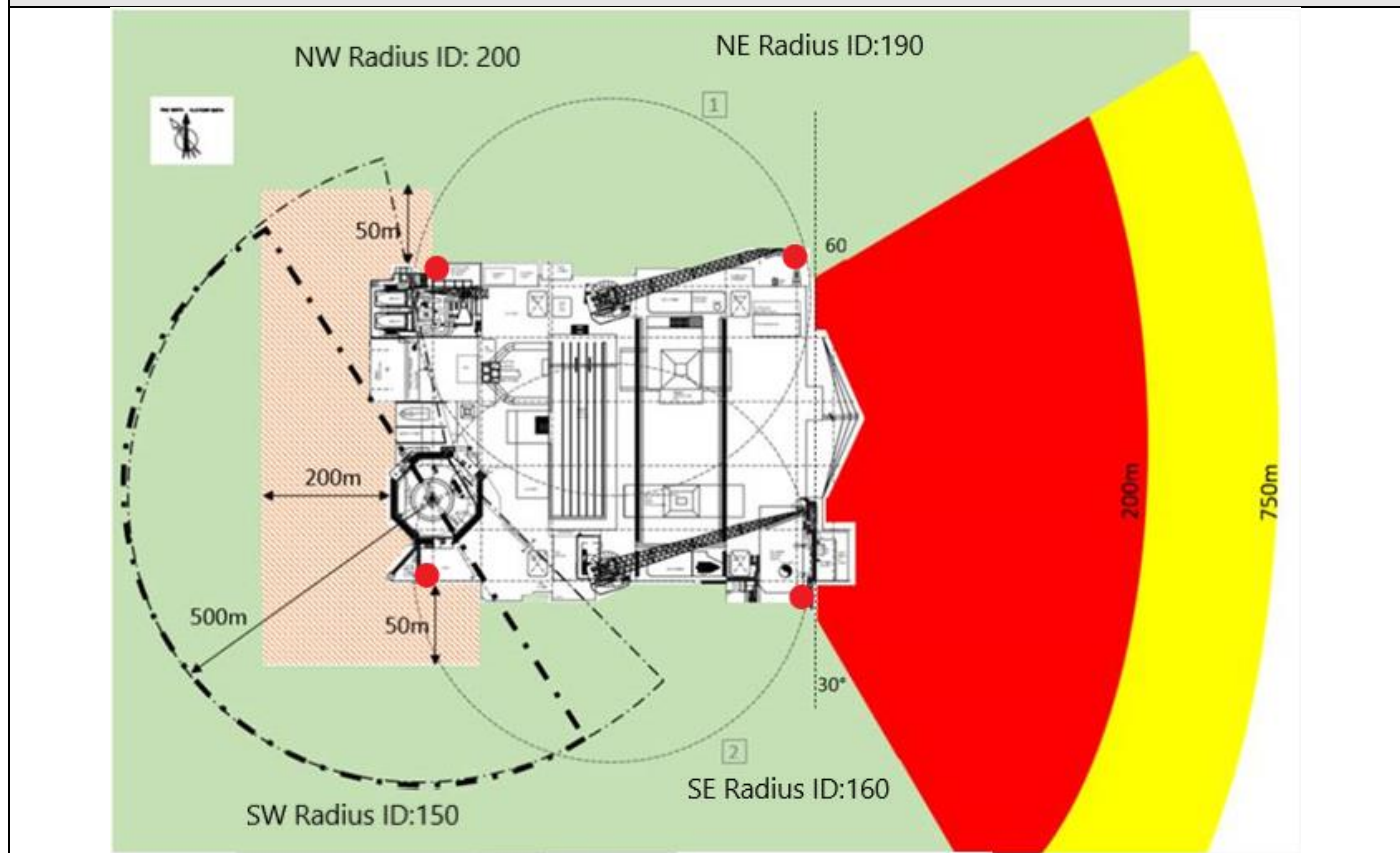


Platform Name:	Snorre A	
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Contact Information			
Call sign:	LF31	E-mail:	gmsnaskr@equinor.com
MMSI no:	257035000	Phone no:	515 73 333
Position datum WGS 84 North, dms:	61°26'55,96"	VHF central control room:	67
Position datum WGS 84 East, dms:	2°8'29,71"	UHF central control room:	4

Contact Information cranes			
UHF crane 1	10	UHF crane 3	na
UHF crane 2	11	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	Cranes on north and south side
Orange-striped zone:	Caution zone. Entering this zone needs extra approval from Platform Manager in addition to Central Control room	For normal vessel operations, it should not be necessary to enter this zone.

Red/Yellow zone:	Exclusion zone. Entering this zone needs approved dispensation.	Risk of collision with risers, risk of dropped objects on risers. Risk of dropped objects, high temperatures and hot particles from flare.
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Other symbols/markings


 	180-degree obstacle free helicopter zone 210-degree obstacle free helicopter zone Overboard discharges
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Platform specific information

Largest allowed vessel displacement without NMO:	8000t
Lowest height from MSL to living quarter or lifeboats:	26.2m
Lowest bridge height from MSL:	Na

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

E = 10.6 MJ (riser net)	
Displacement [ton]	Significant wave height [m]
5000	3.5
6000	3.2
7000	2.9
8000	2.8
9000	2.6
10000	2.5
11000	2.3
12000	2.2
13000	2.2
For vessels above 13000t, the risk must be evaluated. The platform's maritime leader shall be contacted.	



Additional information

- There is no clear connection between platform movements and weather / sea state.
- The platform does not move in a predictable pattern
- The riser net on both sides shall avoid vessel collision with production risers, and have a ship collision capacity of 10.6 MJ.
- The platform columns have a capacity of 14 MJ.
- The vessel shall never have the stern or bow directed at the riser nets between the columns
- Loading / offloading on windward side of platform should be alongside so that it covers both columns. In this way the probability of hitting the riser net with the bow or stern is reduced

Owner: Marine Technology Department Equinor		
Rev. No	Date	Name
0	14.01.2020	moksh
1	02.04.2020	moksh
2	03.09.2020	inand
3	21.01.2021	inand
4	15.03.2021	Inand
5	28.09.2021	inand
6	14.08.2024	pdm

