

Platform Name:

MARTIN LINGE A & Askepott



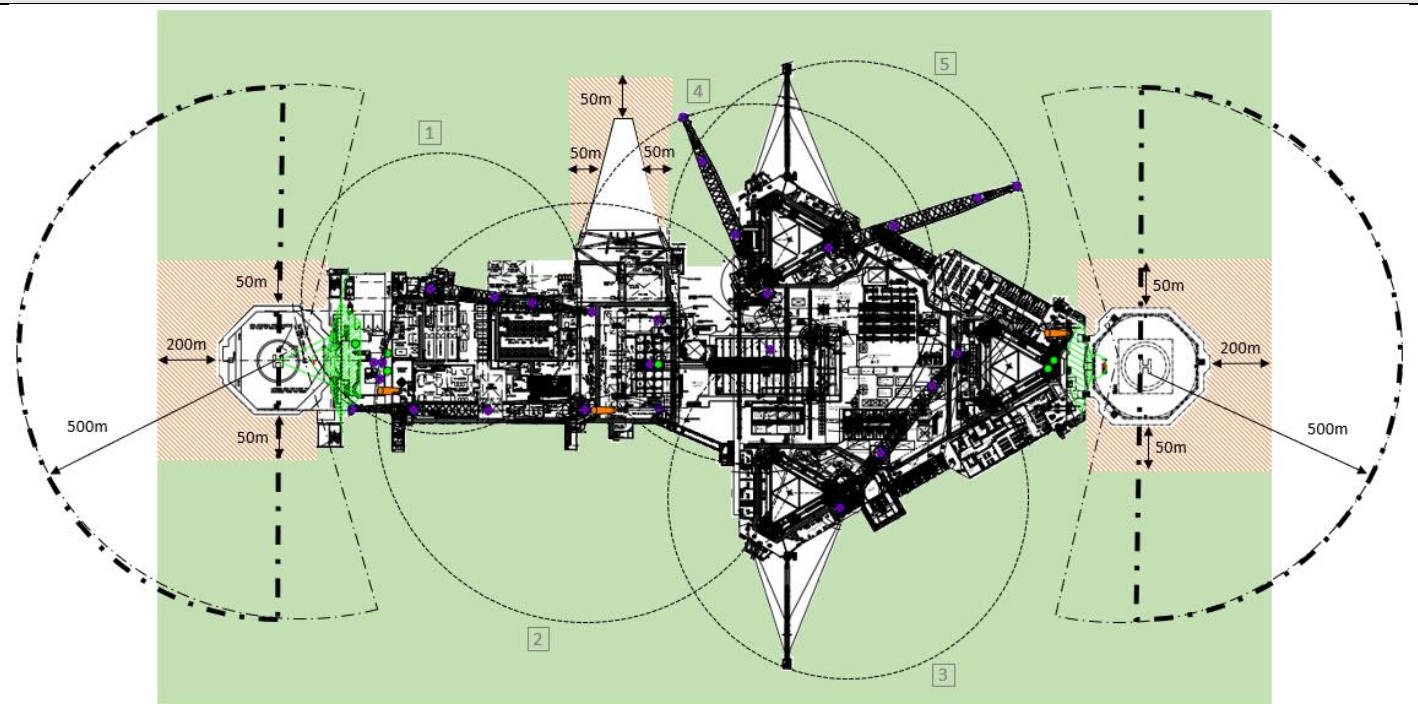
Contact Information

Call sign:	LF8M	E-mail:	GM_mlakontrollrom@equinor.com
MMSI no:	257 354 000	Phone no:	+47 57 75 51 11
Position datum WGS 84 North, dms:	60°30'20,47"	VHF central control room:	16, 72
Position datum WGS 84 East, dms:	2°0'44,89"	UHF central control room:	NA

Contact Information cranes

UHF crane 1	96	UHF crane 3	
UHF crane 2	97	UHF crane 4	

Map with zones (not to scale) - see ARIS R-32669 for operations within exclusion zones



Zone color coding

Color	Meaning	Reason
	Loading/offloading zone. Normal process with approval from the Central Control room	
	Caution zone. Entering this zone needs extra approval from Platform Manager in addition to Central Control room	East and west zones: Risk of collision with lifeboat/living quarter structure. Below flare boom: risk of falling objects, high temperatures, and hot particles from flaring. The flare line could also be exposed to collision.
	Exclusion zone. Entering this zone needs approved dispensation.	NA

Other symbols/markings

<p>—</p> <p>-----</p>	<p>180-degree obstacle free helicopter zone</p> <p>210-degree obstacle free helicopter zone</p>
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Platform specific information

Largest allowed vessel displacement without NMO:	8000 t
Lowest height from MSL to living quarter or lifeboats:	27.5 m
Lowest bridge height from MSL:	27.5 m

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

E = 17,6 MJ	
Displacement [ton]	Significant wave height [m]
5000	4,5
6000	4,1
7000	3,8
8000	3,5
9000	3,3
10000	3,2
11000	3,0
12000	2,9
13000	2,8

For vessels above 13000t, the risk must be evaluated. The platform manager shall be contacted.



Additional information

NB! Operational criterias in place based on collision risk assessment:

- Approach from 500m to 200m (DP set-up) must be performed in a drift-off sector. Auto-pilot not to be used.
- Move-in on DP must be performed with vessel side towards installations from 200m – 20m.
- Crane operations at MLA to be performed with stern towards Askepott. The bow is never allowed to point towards either installation.
- Repositioning between Martin Linge and Askepott must be performed at > 200m separation

Askepott contact/crane info: See own «Vedlegg A» under "flyttbare innretninger".

Owner: Marine Technology Department Equinor		
Rev. No	Date	Name
0	23.01.2020	inand
1	14.09.2020	moksh
2	24.09.2021	inand
3	08.08.2023	inand
4	25.09.2024	inand