

Platform Name:

Åsgard C



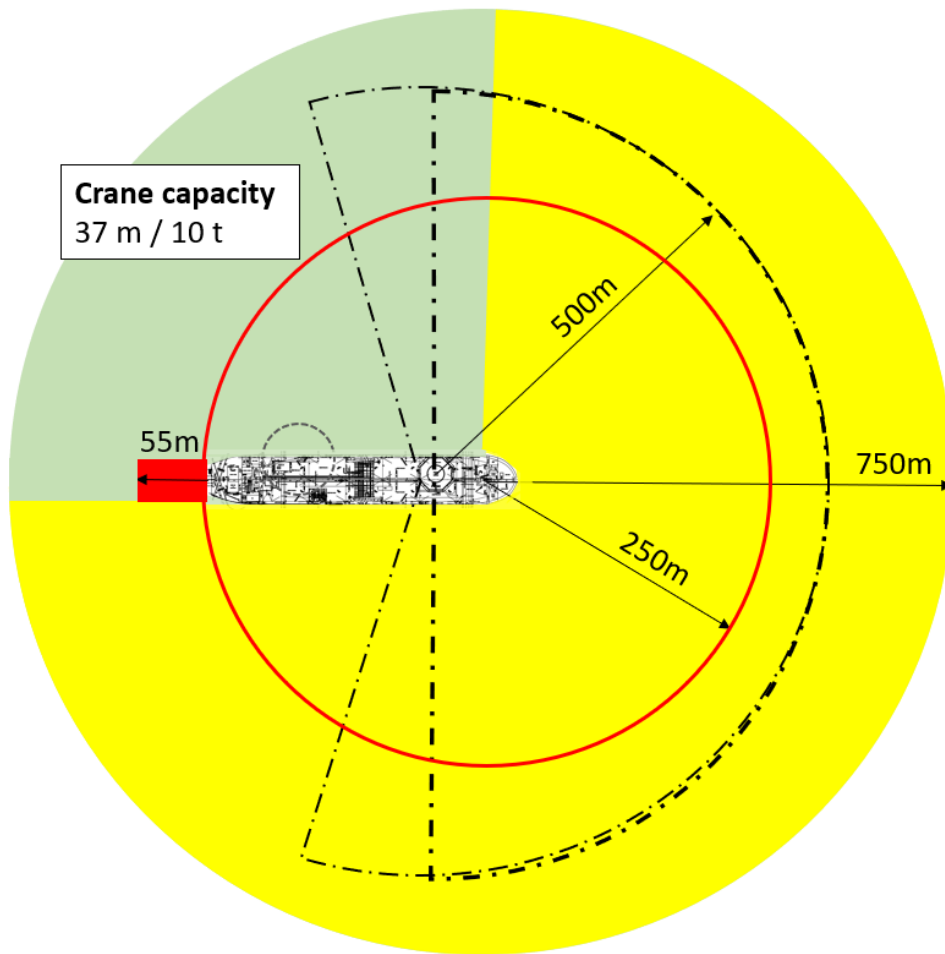
**Contact Information**

Call sign:	LJZN	E-mail:	asgcbro@equinor.com
MMSI no:	259 644 000	Phone no:	+47 748 66 812
Position datum WGS 84 North, dms:	65°7'52"	VHF central control room:	8
Position datum WGS 84 East, dms:	6°51'49.7"	UHF central control room:	28

**Contact Information cranes**

UHF crane 1	29	UHF crane 3	na
UHF crane 2	na	UHF crane 4	na

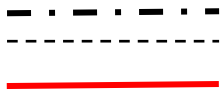
**Map with zones (not to scale)**



**Zone color coding**

Color	Meaning	Reason
<b>Green zone:</b>	Loading/offloading zone. Normal process with approval from the Central Control room	Crane coverage
<b>Orange-striped zone:</b>	Caution zone. Entering this zone needs extra approval from Platform Manager in addition to Central Control room	na
<b>Red/Yellow zone:</b>	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.

**Platform specific information**

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**

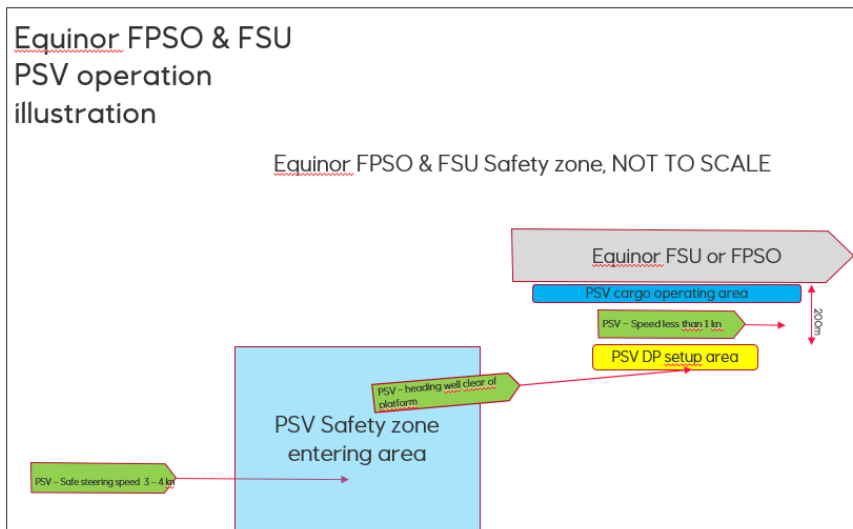
E = 14 MJ	
Displacement [ton]	Significant wave height [m]
4000	4.5
4500	4.2
5000	4.0
5500	3.8
6000	3.7
6500	3.5
7000	3.4
7500	3.3
8000	3.2
8500	3.1
9000	3.0
9500	2.9
10000	2.8



**Additional information**

**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 the platform at all times:



Owner: Marine Technology Department Equinor

Rev. No	Date	Name
0	24.02.2020	moksh
1	03.09.2020	moksh