



Our contact
Hans Schütt

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To whom it may concern

ESCORTING OPERATIONS AT THE STURE TERMINAL

Future minimum requirements for the strength of deck fittings for use of tugs and escorting vessels.

Oil company's terminal operation with the increasing use of powerful tugs and escorting vessels have in numerous cases revealed a disproportion between the power of a tug (it's bollard pull) and the strength of the shipboard fittings used for the tug's towing line.

Several incidents where the vessels' equipment did not withstand the forces exerted by tugs have also occurred at the Sture Terminal. Damage to fairleads, bollards, chocks and deck plating has been reported.

In order to provide for safer practices in towing and escorting operations all vessels calling at the Sture Terminal are to comply with OCIMF's "**Recommendations for Ships' Fittings for use with Tugs** With Particular Reference to Escorting and Other High Load Operations (First Edition 2002)" as from 01 January 2006.

Ship owners/operators are recommended to make sure that their vessels are equipped accordingly. Ships not complying with above requirements must use additional tug assistance during their calls at the Sture Terminal after 01 January 2006, which will increase the port expenses for the operators of those vessels.

Yours faithfully,
for Norsk Hydro Produksjon as

Gunnar Gundersen
Terminal manager OTS/Sture

Escort fittings a.doc

Postal Address	Visiting Address	Telephone	Telefax	Registration No.
Norsk Hydro Produksjon a.s Box 7190 N-5020 Bergen Norway	Sandsliveien 90 N-5254 Sandsli	+47 55 99 50 00 Telex 40632 hydro n	+47 55 99 66 00	NO 930 187 240 Head Office Address Bygdøy allé 2, Oslo Norway