SP-500 / SP-200 Strong Point

SP 500 and SP 200 are for all types of tankers over 20 000 Dwt. There the ship's owner is implementing, OCIMF's "Recommendations for ships fittings for use with tugs with particular reference to escorting and other high load operations." 1. Edition 2002.

SP 500 and SP 200 are the first strong point in the world which are specially designed for escort towing and at the same time COMPLY with OCIMF'S recommendations.

SP 500 and SP 200 is based upon the same successful design idea as the safety bitt SZ 500 which has been on the market for over 10 years with many satisfied customers all around the world who are operating all types of vessels.



Type Approved Product MBL 500 tonnes SWL 250 tonnes. Safety Bitt is world wide patented.





Elisabeth Knutsen escorted by the Red Companies (Röda Bolaget) tractor tug "Boss" at Scanraff oil terminal in Brofjorden.

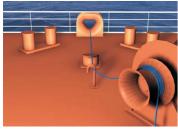
Escort towing started 1975 the State of Washington for tankers over 40 000 DWT. The intention of the government was to eliminate the risk for Oil pollution in Puget Sound.

Today it is compulsory in Puget Sound, Prince William Sound, San Francisco Bay and Placentia Bay, Newfoundland.

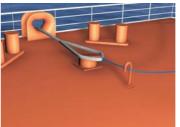
In Europe escort towing is compulsory with Esso, BP terminal in Southampton, Milford Haven, Sullom Voe Shetland Islands, Sture terminal, Mongstad refinery in Norway and Scanraff terminal in Brofjorden, Sweden.

Today many terminals are building escort tugs and planning to implement escort towing for large tankers.

Connect



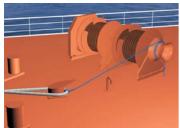


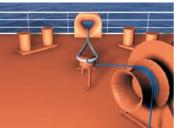


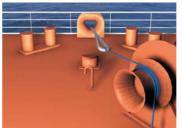


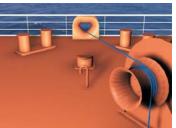
The heart shaped fairlead together with fixing hook make a straight line over the Bitt. Towing line pulled to fixing hook. Slack the heaving line and the unique shape of the bitt forces the towing line to be connected to the Bitt.

Disconnect









The heaving line disconnected from fixing hook and up to the windlass. Towing line pulled slightly and released from the Bitt.

www.safetybitt.com