



**Chief Safety Officer Decision**  
**(Application for Substitution, Equivalency, or Exemption)**

**Date:** 2021-Mar-09 | 11:16:46 AM NST

**C-NLOPB Reference:** 2021-RQ-0027

**Applicant:** Stena Drilling

**Applicant Reference:** SFO-RQ-20-054

**Installation Name:** Stena Forth

**Authority:** *Canada-Newfoundland and Labrador Atlantic Accord Implementation Act, subsection 151(1) & section 205.069*  
  
*Canada-Newfoundland and Labrador Atlantic Accord Implementation Newfoundland and Labrador Act, subsection 146(1) & section 201.66*

**Regulation:** Section 56(10) of the *Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer approves the Applicant's, the owner of the *MV-Stena Forth*, use of intact and damaged stability calculations which are in accordance with *IMO Modu Code 1989* with amendments to 2001 and DNV Rules for the Classification of Offshore Mobile Units and the following DNV Offshore Standards related to the cited regulation: *DNV-OS-C101 – Design of Offshore Steel Structures, General (LRFD Method) – Oct 2007*), *DNV-OS-C102 - Structural Design of Offshore Ships– April 2007* and *DNV-OS-C301 – Stability and Watertight Integrity – April 2007*, in lieu of the requirements in Subsection 56(10) of the *Newfoundland Offshore Petroleum Installations Regulations*, which require the intact and damage stability conditions to not exceed a specific angle of heel.

This Decision is effective from the date of issuance herein until the earlier of:

- a) the date a Regulation referenced herein is repealed or the date a particular subsection that is the object of a substitution or exemption being granted hereby is amended or replaced, or
- b) the date on which the CSO and /or CCO (as applicable) revokes this Decision as a result of i) any enforcement action by the Board related to this Decision or ii) new information or analysis coming to light challenging the assessment upon which this Decision was based, including but not limited to any changes to commitments made by the Applicant in its application.

For greater certainty, the Chief Safety Officer will no longer have authority under the Accord Acts to grant exemptions for Part III.1 transitional regulations once they are repealed.

DocuSigned by:  
  
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Chief Safety Officer