



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

**Date:** 2024-May-14 | 8:40:39 AM NDT

**C-NLOPB Reference:** 2024-RQ-0044

**Applicant:** Stena Drilling Ltd.

**Applicant Reference:** DMX-RQ-24-019 Rev 1

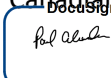
**Installation Name:** MV Stena DrillMAX

**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) and section 201.66*

**Regulation:** *Subsection 21(a) of the Newfoundland Offshore Petroleum Installation Regulations*

**Decision:**

The Chief Safety Officer approves the Applicant's, the owner of the Stena DrillMAX, proposal to use *The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1999*, which implement the *Convention on the International Regulations for Preventing Collisions at Sea (COLREGS)* for the Installation's navigation lighting systems in lieu of the requirements of *Newfoundland Offshore Petroleum Installation Regulations* Section 21(a) which states every installation shall be equipped with the navigation light systems that are required by the *Collision Regulations*, as if the installation were a Canadian vessel.

DocuSigned by:  
  
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Chief Safety Officer