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## Services Performed

IRC completed the Safety Case for the Stena Forth new-build drilling vessel. The work included structuring the safety case in accordance with International Association of Drilling Contractors (IADC) guidelines and incorporating formal safety and risk assessments conducted during design of the vessel.

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## Objectives

- Complete the safety case according to IADC guidelines
- Update vessel description with changes and modifications made after design was completed
- Include risk assessments conducted during vessel design

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## Project Description

Stena Drilling Ltd., based in Aberdeen, Scotland, was constructing four new-build drillships capable for worldwide operation. The Stena Forth was the third vessel in the series and was authorized for work in the Atlantic Ocean. The Safety Case for the vessel has been compiled in accordance with guidelines of the International Association of Drilling Contractors (IADC) and provides proof of compliance with all relevant safety, drilling, and maritime regulations.

The Stena drilling vessels are similar in design and structure. Equipment and layout vary slightly among the vessels, and these changes were analyzed to assess risk to personnel presented by the modifications. The risk assessments were updated accordingly for the vessels and the results were incorporated into the safety cases.

The Safety Case for the Stena Forth was completed and delivered to Stena Drilling early in June 2009. The vessel is now successfully drilling and operating in line with its Safety Case.



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## Key Benefits to Client

- The Safety Case facilitated project sanction with minimal issues and no delay, and satisfied compliance with regulatory authorities
- Risk to personnel presented by layout changes has been calculated and is minimal
- The Safety Case was delivered in electronic format containing all supporting information; facilitating access to, and understanding of, major hazard management information
- Since the Safety Case has been completed in line with IADC Guidelines, the vessel can operate, with minimal additional work, in all regimes where a Safety Case is required, allowing for faster mobilization times and reduced off-contract periods