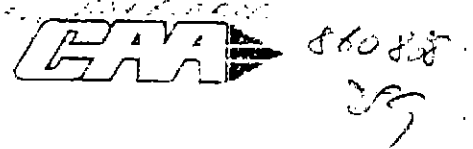


ENL. B. KUNZE GES DET INHET
CENT. LUK SEKTOR. HVAAS ETT BREU
-9 DEC 1985
FOR DET. HVAAS ETT BREU
HVAAS ETT BREU
HVAAS ETT BREU



CC
Civil Aviation Authority
Aviation House Room 802
129 Kingsway
London WC2B 6NN
Telephone 01-405 6922 Ext 478
Telex 892466

Directorate of Aerodrome Standards
Branch ASI

Mr Per Dahl
Principal Surveyor
Det Norske Veritas
P.O. Box 300
N-1322 Høvik
Oslo
Norway

Your ref:
Our ref: 10G/23/9/070B
Date: 4 December 1985

Dear Mr Dahl

"SAFE CONCORDIA"

The CAA has received copies of drawing number 221453 Rev. 1 direct from Safe Offshore Limited, Aberdeen.

The helideck can accommodate a rectangular landing area of 27.2 metres x 22.03 metres. An obstacle-free approach and take-off sector of 210 degrees can be provided.

Within the 0.62'D' arc of the remaining 150 degree sector, no object exceeds a height of 1.1 metres above helideck level except two spray nozzles at 1.5m which may be accepted. The remaining arc out to 0.83'D' is not applicable. There are, however, two errors on the drawing. The arc indicating the area in which obstacles are permitted to max 250 above H.D. should be over 210 degrees (ie, the same as the obstacle-free sector) whilst the object height limited to 1100mm above helideck extends only over a 150° arc.

A helicopter parking area is provided, extending from the starboard inner portion of the helideck. Chinooks parked on the area must have their rear rotor blades, at least, folded. All types are to be parked in such a manner that they do not infringe the 0.62'D' arc.

The yellow aiming circle and guidelines is located with its centre 11.3 metres in from the outboard edge of the rectangle. The white 'H' and white perimeter line are satisfactory as, too, are the certification markings.

Alternate blue and yellow perimeter lights are adequately spaced and it is presumed that they do not exceed 250mm. The helideck floodlights are acceptable.

The helicopter landing net is size 18m X 18m. Four only helicopter tie-down points appear to be provided. No details of the safety net are available but fire and rescue equipment is satisfactory.

This helideck is approved for bi-directional operations by Chinook helicopters and unrestricted operations by single main rotor types.

This letter is copied to Safe Offshore Limited and to helicopter operators.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R.C. Hooper', written over a horizontal line.

R C HOOPER

SAFETY REGULATION GROUP

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573696
Direct Fax 01293 573991

Switchboard 01293 567171
Fax 01293 573999
Telex 878753



Our ref OS/9/250B

24 August 1995

Det Norske Veritas Classification
Palace House
3 Cathedral Street
London
SE1 9DF

RECEIVED
29 AUG 1995
RECEIVED

FOR THE ATTENTION OF: MR J YATES

Dear Sir

SAFE BRITANNIA - HELIDECK APPROVAL

12253

Further to our letter of 14 March 1994 and following discussion with the BHAB Helideck Sub Committee we wish to amend the safe Britannia helideck approval as follows:

The helideck on the Safe Britannia is given an approval for twin rotor operations up to bidirectional Chinook and single rotor operations up to a D value of 22.2 metres with the following non compliances:

1. The falling 5:1 gradient (180° sector) is infringed by:

- a) No 3 and No 5 lifeboat stowage
- b) C and D lifeboat stowage

With reference to the infringements at 1(a) and (b) the following table should be referred to when overflight is unavoidable.

Wind rel to bow	Speed	Limitation
320 - 169°	<20 kts	Table 1, if take off over the 5:1 infringements is unavoidable
170 - 319°	<30 kts	Table 1, if take off over the 5:1 infringements is unavoidable

The Civil Aviation Authority should be notified of any proposed changes to the helideck environment, accompanied by drawing in plan and elevation with photographs where possible. Such changes concern modification to installation/vessel structure with the 150°, 210° and 180° falling gradient obstacle protected surfaces. Such changes also concern structural modification to other areas of the installation/vessel which may affect or alter the airflow or turbulence experienced over the helideck.

This letter is copied to the UK offshore helicopter operators for information.

Yours faithfully

J F Hopson
Senior Flight Standards Officer
Flight Operations Inspectorate 2

DET NORSKE VERITAS
CLASSIFICATION AS



Lot
5B
MAS

Division Ship and Offshore

Veritasveien 1
N-1322 Høvik, Norway
Tel. +47 67579900
Fax +47 67579911
Reg.No. 945748931

RECEIVED
-10- 2 5

Safe Service AB
P.O.Box 11450

S-404 29 GÖTEBORG
Sweden

Att.: N. Flink/A. Molnes

951030
MF
CLTF
BP

Your ref.

Our ref.
DSO258/BLI-12253/41

Date
23 October, 1995

SUBJ.: "SAFE BRITANNIA" - ID.NO.: 12253, HELIDECK APPROVAL.

Please find enclosed copy of letter from CAA dated 24th August 1995 for your information.

Yours faithfully
for DET NORSKE VERITAS CLASSIFICATION AS


Erling Abrahamsen
Head of Section


Leif Erik Blikom

Enclosure.

12253-J-000041

It is agreed that save as provided below Det Norske Veritas, its subsidiaries, bodies, officers, directors, employees and agents shall have no liability for any loss, damage or expense allegedly caused directly or indirectly by their mistake or negligence, breach of warranty, or any other act, omission or error by them, including gross negligence or wilful misconduct by any such person with the exception of gross negligence or wilful misconduct by the governing bodies or senior executive officers of Det Norske Veritas. This applies regardless of whether the loss, damage or expense has affected anyone with whom Det Norske Veritas has a contract or a third party who has acted or relied on decisions made or information given by or on behalf of Det Norske Veritas. However, if any person uses the services of Det Norske Veritas or its subsidiaries or relies on any decision made or information given by or on behalf of them and in consequence suffers a loss, damage or expense proved to be due to their negligence, omission or default, then Det Norske Veritas will pay by way of compensation to such person a sum representing his proved loss. In the event Det Norske Veritas or its subsidiaries may be held liable in accordance with the sanctions above, the amount of compensation shall under no circumstances exceed the amount of the fee, if any, charged for that particular service, decision, advice or information. Under no circumstances whatsoever shall the individual or individuals who have personally caused the loss, damage or expense be held liable. In the event that any provision in this section shall be invalid under the law of any jurisdiction, the validity of the remaining provisions shall not in any way be affected.