



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

**Date:** 19 April 2017

**C-NLOPB Reference:** 2017-RQ-0007

**Applicant:** Transocean Offshore (Canada) Services Ltd.

**Applicant Reference:** TBR-RQ-009 Rev 3

**Installation Name:** MODU Transocean Barents

**Authority:** *Canada-Newfoundland 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:** *Subsections 56(9) (10) (13) & 58(12) of the Newfoundland Offshore Petroleum Installations Regulations*

**Decision:**

The Chief Safety Officer concurs with the Applicant's, the owner of the *MODU Transocean Barents*, proposal to comply with *NMA Regulations 20.12.1991 No. 878 concerning stability, watertight subdivision and watertight / weathertight closing means on mobile offshore units* for maximum angle of heel and chain locker requirements in lieu of the requirement in the *Newfoundland Offshore Petroleum Installation Regulations*.

This approval is subject to the condition that the Stability Manual is updated illustrating the determination of environmental loads in accordance with CAN/CSA-S471-92.

Chief Safety Officer