

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

**Date:** 5 March 2017

**C-NLOPB Reference:** 2017-RQ-0006

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

**Applicant Reference:** TBR-RQ-011

**Installation Name:** MODU Transocean Barents

**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 25(b) of the Newfoundland Offshore Petroleum Drilling and Production Regulations*

**Decision:**

The Chief Safety Officer concurs with the Applicant's, the owner of the *Transocean Barents*, proposal for an exemption from the *Newfoundland Offshore Drilling and Production Regulations* Subsection 25(b) five-yearly comprehensive inspection requirement for the thrusters with the following conditions:

1. An inspection of the critical elements of each thruster will be performed by the Original Equipment Manufacturer (OEM) prior to commencement of operations in the NL Offshore. The scope of this inspection will include, but is not limited to:
  - Internal inspection of critical elements of each thruster by boroscopic inspection, or equivalent
  - Additional vibration measurements of each thruster through the full range of operating capacities
2. The OEM inspection reports must be provided to the C-NLOPB for review. Any findings or recommendations from the OEM will be implemented by the Applicant, inclusive of thruster replacement if necessary.
3. All current outstanding corrective and preventative maintenance is to be completed on the thrusters.
4. Applicant is to adhere to all commitments made in support of the application, inclusive of enhancement to the Condition Monitoring (CM) System for real time monitoring of vibrations and oil.

5. CM program continues to be approved and monitored by DNV-GL and continues to meet all OEM inspection and maintenance requirements.
6. Thruster components shall be replaced before the running hours exceed the OEM recommendation for full load design life, regardless of actual loading.



Chief Safety Officer