

DAILY OPERATIONS REPORT # 8

ANTARES 3D MARINE SEISMIC SURVEY

Contractor:	PGS	Vessel:	Orient Explorer
Woodside Reps:	Ken Haig, Stephen Burt	Party Chief:	Stephen Beer
WEL project Manager:	Ralph Weiss	Date:	Friday 24th Oct 2003

1. PRODUCTION SUMMARY

No Production

<u>Time Activity Analysis</u>				
	Period	(%)	Survey	(%)
Weather	0.000	0	46.000	25
Travel t/f Port	0.000	0	4.250	2
Mobilisation	24.000	100	130.750	72
Total :	24.000	100	181.000	100

<u>Time Charge Analysis</u>				
	Period	(%)	Survey	(%)
Standby	0.000	0	46.000	25
Mob/Demob	24.000	100	135.000	75
Total :	24.000	100	181.000	100

2. TIME SUMMARY

October 24th, 2003

Start	End	Hours	Description / Comments	Charge
00:00	12:00	12.000	MOB/DeMOB (Mobilisation) Continue with deployment of streamers 3 and 2. Carry out Audit of the engine room and associated storage areas.	Mob/Demob
12:00	15:15	3.250	MOB/DeMOB (Mobilisation) Complete streamer deployment and deploy source for testing and acquisition.	Mob/Demob
15:15	15:23	0.133	MOB/DeMOB (Mobilisation) Initialise source using soft start procedures.	Mob/Demob
15:23	24:00	8.617	MOB/DeMOB (Mobilisation) Source firing - run setup tests - streamer separation and offset checks and measurements.	Mob/Demob
Total :		24.000		

Southern Salvor on site with Orient Explorer.
Perfect Lady on location.

Deployed workboat to adjust ballast at the tail of streamers 2 and 3, replace depth controller on streamer 4. A toolbox meeting was conducted for all concerned prior to the boat launch. A second launch was made in the afternoon to make further cable ballast adjustments. As required a toolbox meeting was conducted prior to the launch.

Source and streamers deployed by 15:23 – the first shot was fired at this time – work then commenced on array testing and checks while the vessel remained inside the survey area.

Source performance has been unstable – probably due to 4 weeks of being stowed on deck.

Advised the arrival has been delayed till 29th Oct.

Crew appear to be resigned to the fact that the crew change will probably be carried out in Portland.

++++One crew-person on the Perfect lady collapsed through the night and was taken to Port Fairy for medical attention – the Captain of the Perfect Lady made arrangements for an ambulance to meet his vessel upon arrival in Port Fairy. No other information at the time of compiling this report. I shall follow-up and get full details by the morning with a call to the Perfect Lady.

Conducted walk around the vessel with the PC and Captain to address action points from the HSE Audit. Updated minutes of the audit and inspection have been forwarded separately. Storage in the engine room department is still very congested and limited. This will be further discussed at a Safety Meeting scheduled for Saturday.

Below is a summary of STOP cards issued to date. Unfortunately this is not updated daily, meaning I have to go back and change my HSE information in the daily reports regularly.

23-Oct-03	2	Saw workmate using all the necessary PPE for the job.	Told him - well done, keep it up!	IR	closed
23-Oct-03	3	Storm door frame stbd side 4th deck low-head injury risk.	Fitted reflective danger tape to make workmates aware of the hazard.	IR	closed
23-Oct-03	3	Entrance to E/R from port side 4th deck - Plate painted green and can not be seen in dark area.	Fitted reflective tape so it can be seen.	IR	closed
24-Oct-03	3	Excellent pre-workboat toolbox meeting. Launch and recovery methods discussed in debait. Work to be carried discussed and understood. Trip carried out as planned		Geoph	closed
24-Oct-03	3	While attending a toolbox meeting on the bridge for workboat operation, was told by Ch Mate Adviser and PC that seaman involved in launching operation would not be involved in toolbox as this has been the norm on this vessel. This should never be the case! Good communication should always start at the top and filter down to all personal involved in operation. <i>(To be discussed and next Safety Meeting)</i>		Rob Simm	Open

Winds dropped off quickly in the morning as forecast. Swell eased throughout the day but increased slightly at night with an slight increase in wind strength.

All equipment deployed and in position. Heading to the start of a designated test line – guns still firing – soft start employed.
Winds: SE 20 knots Sea and Swell: SW 1.5 to 2.0m

HSE Daily Statistics - 24/10/2003

Comments:

No accidents or lost time incidents reported. No spillage of oil or loss of containment overboard. Whale watches have been maintained - no sightings.

HSE Items:

07:00 - 07:15	<u>Toolbox Meeting/Debrief [TB]</u> Conduct tool-box meeting prior to workboat launch for streamer maintenance.
07:15 - 07:30	<u>Stop Cards [SC]</u> Seaman used for boat deployment and not involved in actual workboat operations outboard not required at Toolbox meetings - feel that all should be in attendance. Shall discuss at next Safety Meeting.
07:30 - 09:37	<u>Work Boat [WB] - 4 occupants</u> Workboat launch for cable maintenance and transfer of supplies from the Perfect Lady
07:30	<u>Positive Observation [PO] - Report #2</u> All procedures were followed and good communications prevailed during this the first work-boat launch for cable maintenance on this survey for the new crew. PPS was worn and tested prior to departure in the work-boat.
11:00 - 11:45	<u>Inspection/Tour/Safety Check [HSE]</u> Inspection of engine room and associated storage area by the PC, Clients, Master and Chief Engineer.
15:15 - 15:30	<u>Toolbox Meeting/Debrief [TB]</u> Conduct toolbox meeting prior to launching workboat for cable ballasting and TS dip.
15:30 - 17:52	<u>Work Boat [WB] - 4 occupants</u> Workboat launch for cable maintenance and recording TS Dip
22:00	<u>Non work related illness [NWR] - Report #1</u> A crew person on the Perfect Lady fainted during the night and had to be taken to Port Fairy where he was put into hospital for observation and treatment if required.. Arrangements were made by the Captain of the Perfect Lady.

Description	Day	Month	Survey
Incidents			
Near Miss Incident (NMI)	0	0	0
First Aid Case (FAC)	0	0	0
Medical Treatment Case (MTC)	0	0	0
Restricted Work Case (RWC)	0	0	0
Fatality (FT)	0	0	0
Lost time Injury (LTI)	0	0	0
Oil Spill (OS)	0	0	0
Illness/Ailment (IA)	0	0	0
Environmental Incident (EI)	0	0	0
Hazard Report (HR)	0	0	0
Positive Observation (PO)	1	2	2
Equipment Loss/Damage (ELD)	0	0	0
Non work related illness (NWR)	1	1	1
Events			
Stop Cards Issued ()	0	0	0
Small Boat Launches ()	2	2	2
Helicopter Landing/Takeoff (HL)	0	0	0
MOB Drill (MD)	0	0	0
Fire Drill (FD)	0	0	0
Emergency Boat /Tow/Heli/SOLAS (EBD)	0	3	3
Safety Meeting (SM)	0	1	1
HSE Induction-Inspection (IT)	0	2	2
Safety Committee Meeting (SCM)	0	0	0
Inspection/Tour/Safety Check (HSE)	1	5	5
Toolbox Meeting/Debrief (TB)	2	9	9
Cetacean Sighting (CS)	0	0	0
Bunker and Resupply (BR)	0	0	0
Oil Recovery (OR)	0	0	0
Abandon Ship (AS)	0	0	0
Stop Cards (SC)	1	3	3
Totals			
No. Marine Crew	35	281	281
No. Seismic Crew	21	168	168
No. Contractors	3	24	24
No. Lost Time Injuries	0	0	0
Exposure Hours *	708	5676	5676
Small Boat Hours (Decimal hours)	4.48	4.48	4.48
Small Boat Exposure Hours (Dec. hours)	17.93	17.93	17.93
Fuel Usage (Cubic Metres)	11	42	42
* Exposure hours calculated at 12hrs per day per person.			

Navigation report submitted by Stephen Burt for Friday 24th Oct

All navigation systems are operational at the time of writing.

Although the echo-sounder does have a paper record there is no means of annotating the records and will use the digital soundings only. Checks can be made using the recently acquired scouting survey soundings. Concept Systems have confirmed that DXF files cannot be loaded into SPECTRA at present, suggest this should be upgraded.

Databases have been setup to independently check the data and in addition will FTP the initial two lines to EDRH.

A TSP dip was meant to occur today but it appears this has been bypassed another attempt will be made in the morning.

Regards,

Ken Haig and Stephen Burt

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