



**DRILLING MORNING REPORT # 7**  
**Longtom-4 P**

30 Jul 2008

From: B Openshaw/ R Rossouw  
To: R Oliver

Well Data							
Country	Australia	MDBRT	2987.0m	Cur. Hole Size	9.500in	AFE Cost	US\$81,987,600
Field	Longtom	TVDBRT	2604.7m	Last Casing OD	10.750in	AFE No.	LSRDV01/6
Drill Co.	Seadrill	Progress	0.0m	Shoe TVDBRT	2337.6m	Daily Cost	US\$1,778,700
Rig	West Triton	Days from spud	39.94	Shoe MDBRT	2590.8m	Cum Cost	US\$43,900,800
Wtr Dpth (MSL)	56.000m	Days on well	6.31	FIT/LOT:	1.68sg /		
RT-ASL (MSL)	41.100m	Planned TD MD	5822.0m	Current Op @ 0600	RIH with cement stinger at 1615m.		
RT-ML	97.100m	Planned TD TVDRT	2702.0m	Planned Op	Pending status of main engines. Continue to place cement plug in pilot hole. POOH and pick up DP for new horizontal section.		

**Summary of Period 0000 to 2400 Hrs**  
Completed logging run #1 XPT/DSI. Rigged up and ran log #2 CST/GR. GR failed once in the hole. POOH and changed out GR at surface. Continued RIH and completed log #2 CST/GR. Picked up cement stinger, made up of 2.875in tubing, and RIH on 5.5in DP to 253m. Performed rig service.

HSE Summary				
Events	Num. Events	Days Since	Descr.	Remarks
Abandon Drill		3 Days	Held at 10.30 hours.	Rig alarms activated. Fire and Abandon drill conducted.
Drills		3 Days	Spill Drill - real time.	Reaction to the overflow at the upper transverse trough.
Dropped Object		17 Days	Broken bolt on Link Tilt bracket.	When the link Tilt was retracted, the uneven piston movement caused the clamp bolt (on the Bail Arm) to break. The end of the bolt (10mm X 50mm) fell to the rig floor. Clamp remained coupled to the Bail Arm.
First Aid Case		5 Days	Relief derrickman caught hand at monkey board.	The relief derrickman was pulling back pipe when he lost his balance and placed his hand in such a position to have it caught between the pipe and the finger latch.
Incident		3 Days	Environmental spill.	Overflow at upper transverse trough due to blocked flow line. Approximately 65 ltrs.
PTW issued	11	0 Days		Permit to work issued for the day.
Safety Meeting		4 Days	Weekly Safety Meetings with crews.	Weekly safety meeting held at 1300 Saturday morning and 0045 on Sunday .
STOP Card	27	0 Days		Stop cards submitted for the day.
Time Out For Safety	1	16 Days		Crane operator held discussion with banksmen regarding dogging techniques.

Operations For Period 0000 Hrs to 2400 Hrs on 30 Jul 2008							
Phse	Cls (RC)	Op	From	To	Hrs	Depth	Activity Description
P15	P	E4	0000	0030	0.50	2987.0m	Continued logging DSI of wireline log #1 to 2050m.
P15	P	E4	0030	0200	1.50	2987.0m	POOH Schlumberger log #1 XPT/DSI to surface. Prepared for radio silence for log #2.
P15	P	G7	0200	0330	1.50	2987.0m	Laid down tools from wireline log #1. Prepared for radio silence for log #2.
P15	P	G7	0330	0430	1.00	2987.0m	Made up Schlumberger log #2 SWC. Prepared for Radio silence.
P15	P	E4	0430	0530	1.00	2987.0m	RIH with log #2 CST/GR to 2600m. GR did not function correctly.
P15	TP (TP)	E4	0530	1200	6.50	2987.0m	Troubleshoot GR on log #2 CST/GR. POOH and changed out unit module. RIH to 1600m. GR still did not work. POOH and changed out GR and RIH to 2600m
P15	P	E4	1200	1800	6.00	2987.0m	Continued with log #2 CST/GR - 60 shots run: 3 recovered, 2 misfires, 3 lost and 2 empty.
P15	P	G1	1800	1930	1.50	2987.0m	Rigged down Schlumberger wireline.
P15	P	G2	1930	2230	3.00	2987.0m	Held PJSM. Rigged up and ran 2.875in cement stinger consisting of mule shoe and 16 joints of 2.875in tubing to 165m.
P15	P	G8	2230	2300	0.50	2987.0m	Rigged down tubing equipment, made up x/overs and ran 5.5in DP to 253m.
P15	P	G11	2300	2400	1.00	2987.0m	Performed rig service - TDS.

Operations For Period 0000 Hrs to 0600 Hrs on 31 Jul 2008							
Phse	Cls (RC)	Op	From	To	Hrs	Depth	Activity Description
P15	TP (RE)	G11	0000	0030	0.50	2987.0m	Continued rig service - topped up hydraulic fluid for TDS.
P15	TP (RE)	G11	0030	0100	0.50	2987.0m	2 x Main engines dropped out - reverted to emergency generator. Troubleshoot problem - reset switches and restarted engines 2 & 3 and powered up rig.

Phse	Cls (RC)	Op	From	To	Hrs	Depth	Activity Description
P15	TP (RE)	G8	0100	0400	3.00	2987.0m	Continued to RIH from 253m to 785m at very slow rate (8 stnds/hr) to prevent engines from tripping out. Engines shut down again at 03:20hrs and were powered up again at 03:30hrs.
P15	P	G8	0400	0600	2.00	2987.0m	Continued to trip at normal speeds - Driller monitoring power consumption levels at drill floor. RIH with cement stinger from 785m to 1615m.

**Operations For Period Hrs to Hrs on**

Phase Data to 2400hrs, 30 Jul 2008						
Phase	Phase Hrs	Start On	Finish On	Cum Hrs	Cum Days	Max Depth
Pilot Hole (1)(P15)	151.5	24 Jul 2008	30 Jul 2008	151.50	6.313	2987.0m

**General Comments**

00:00 TO 24:00 Hrs ON 30 Jul 2008	
<b>Operational Comments</b>	Adjustments to rotary table elevation based on Fugro calculations; RT above LAT = 41.062m. RT above MSL/AHD 40.362m.
<b>Operational Comments</b>	<p>West Triton Rig Equipment Concerns</p> <ol style="list-style-type: none"> <li>1) Top drive rotating head has operating problems, to be able to rotate the IBOP must be operated first. This is impacting operational efficiency. New hydraulic pump on order - delivery mid September.</li> <li>2) Number 4 main generator down. Exciter and generator sent ashore.</li> <li>3) CTU control panel has leaking valves, pressure regulator valve inoperable. Parts on order.</li> <li>4) Link tilt clamps slipping on bails - need to rectify this issue.</li> <li>5) Bail retaining plates on top drive bent, increasing time to change out bails by 1/2 hour. Require new retaining plates.</li> <li>6) No spare UpperTop Drive IBOP or parts on board for Upper IBOP.</li> <li>7) Only main engines 2 &amp; 3 available for power generation. Engine 5 races after starting and needs checking, engine 1 has 9 bad injectors. Fuel may be to blame - appears to be contaminated with water and is being filtered.</li> <li>8) Emergency generator fuel tank requires modification to drain line (no communication with tank through drain line).</li> <li>9) Cooling fan for hydraulics system on TDS removed due to broken fan blades.</li> <li>10) No whipline available on port crane due to damaged cable. Having to use main block, with the associated inefficiencies, to move loads (slow working speeds).</li> </ol>

SBM Data		Cost Today US\$ 123048							
Mud Type:	ACCOLADE	HTHP-Temp:	120C°	Ex.Lime:		Solids(%vol):	19%	Viscosity	132sec/qt
Oil Type:	ACCOLADE BASE	HTHP:	500psi	Salinity:	255127mg/l	H2O:	24%	YP	33lb/100ft²
Sample-From:	Pit 6	HTHP-FL:	4.0cc/30min	Elec.Stab.:	490mV	Oil(%):	55%	PV	36cp
Time:	20:00	HTHP-cake:	2/32nd"			Sand:		O/W Ratio:	70/30
Weight:	12.20sg	CaCl mud:	28.81			LGS:	6%	Gels 10s	13
Temp:	20C°	CaCl WP:				Oil On Cut:		Gels 10m	16
Comment	Built additional premix using 70bbl from slops pit. Cleaned slug pit and mixed cementers tuned spacer. Received 754bbl Base Oil and 716bbl Brine from Ocean Battler.							Fann 003	12
								Fann 006	14
								Fann 100	37
								Fann 200	
								Fann 300	69
								Fann 600	105

Bulk Stocks						
Name	Unit	In	Used	Adjust	Balance	
Drill Water	MT	0	34	0	138.0	
Rig Fuel	m3	0	13	0	274.0	
POTABLE WATER	MT	0	29	0	185.0	
Cement class \G\'	MT	0	0	0	64.0	
Bentonite	MT	0	0	0	45.0	
Barite	MT	0	0	0	181.0	
SOBM	m3	121	48	0	121.0	

Bulk Stocks					
Name	Unit	In	Used	Adjust	Balance
Brine	m3	114	0	0	192.0

Pumps																	
Pump Data - Last 24 Hrs								Slow Pump Data									
No.	Type	Liner (in)	MW (sg)	Eff (%)	SPM (SPM)	SPP (psi)	Flow (gpm)	Depth (m)	SPM1 (SPM)	SPP1 (psi)	Flow1 (gpm)	SPM2 (SPM)	SPP2 (psi)	Flow2 (gpm)	SPM3 (SPM)	SPP3 (psi)	Flow3 (gpm)
1	National 14 P-220	6.50	1.44	97				2931.0	30	320	176	40	450	234	50	620	293
2	National 14 P-220	6.50	1.44	97				2931.0	30	320	176	40	410	234	50	600	293
3	National 14 P-220	6.50	1.44	97					20		120	30		176	40		234

Casing			
OD	LOT / FIT	Csg Shoe (MD/TVD)	Cementing
30 "	/	128.80m / 128.80m	168bbl class G at 15.9ppg, 200% excess.
16 "	/	750.03m / 750.03m	Lead 516 bbls "G" class at 12.5ppg. Tail 229 bbls "G" class at 15.80 ppg
10 3/4"	/ 1.68sg	2590.78m / 2337.57m	200bbl class "G" at 15.8ppg, TOC at 1900m

Personnel On Board	
Company	Pax
ADA	6
Seadrill	13
Seadrill Services.	38
Catering	9
Halliburton	2
Baker Hughes Inteq	6
Halliburton	2
Tamboritha	3
Q Tech	1
Tasman Oil Tools	2
Reach	1
Schlumberger	14
<b>Total</b>	<b>97</b>

Mud Volumes, Mud Losses and Shale Shaker Data				Engineer : Eugene Edwards/Tim Waldhuter			
Available	Losses	Equipment	Description	Mesh Size	Comments		
3128.2bbl	0.0bbl	Shaker 1	VSM-300	255			
Active 347.5bbl	Downhole	Shaker 1	VSM-300	255			
Mixing	Surf+ Equip 0.0bbl	Shaker 2	VSM-300	280			
Hole 981.7bbl	Dumped	Shaker 2	VSM-300	280			
Slug Reserve 1799.0bbl	De-Gasser	Shaker 3	VSM-300	280			
	De-Sander	Shaker 3	VSM-300	280			
Kill	De-Silting	Shaker 4	VSM-300	280			
	Centrifuge	Shaker 4	VSM-300	280			

Marine							
Weather on 30 Jul 2008							
Visibility	Wind Speed	Wind Dir.	Pressure	Air Temp.	Wave Height	Wave Dir.	Wave Period
10.0nm	7kn	5.0deg	1004.0mbar	8C°	0.2m	130.0deg	2s
Rig Dir.	Ris. Tension	VDL	Swell Height	Swell Dir.	Swell Period	Weather Comments	
24.1deg	440.00klb	2644.00klb	1.4m	130.0deg	8s	Wave and swell heights are estimates.	
Comments							
Vessel Name	Arrived (Date/Time)	Departed (Date/Time)	Status	Bulks			



<b>Pacific Battler</b>			At rig	<b>Item</b>	<b>Unit</b>	<b>Used</b>	<b>Quantity</b>
				Rig Fuel	m3		533.1
				Potable Water	Mt		320
				Drill Water	Mt		330
				CEMENT G	Mt		0
				Barite	Mt		84
				Bentonite	Mt		0
				Base Oil	m3		0
				Brine	m3		0

<b>Pacific Valkyrie</b>		18h00	Departed Geelong	<b>Item</b>	<b>Unit</b>	<b>Used</b>	<b>Quantity</b>
				Rig Fuel	m3		639.7
				Potable Water	Mt		441
				Drill Water	m3		718
				CEMENT G	Mt		0
				Barite	Mt		105
				Bentonite	Mt		34.8
				SOBM	m3		5
				Base Oil	m3		0
				Brine	m3		0

**Helicopter Movement**

Flight #	Company	Arr/Dep. Time	Pax In/Out	Comment
1	BRISTOW HELICOPTERS AUSTRALIA PTY LTD	1000 / 1017	9 / 11	Crew Change