



WEEKLY PRODUCTION SUMMARY

Week Ending 23rd January 2005

Client: Apache Energy Ltd.

Survey: SUE 3D GAP04B Gippsland Basin Seismic Project

Vessel: M/v Western Trident

General:

As noted in last week's summary, operations were interrupted by bad weather after sequence 2. There was a break of about 8 hours before Sequence 4 was acquired. Since then acquisition has been fairly steady with good progress made this week. Weather conditions have been generally fine with only minimal effect on production.

Cooperation with diving team at Barracouta has been working well causing minimum disruption, occasional speed reductions have been necessary to allow time for the divers to clear the water but no significant delays have resulted.

Preparations are in hand for a helicopter crew-change on 27th January.

Production:

The last part of the line 1808p1002 was very noisy but reacted well to application of SWATT and was considered acceptable once the positioning data(compasses) had been verified.

There have been one or two technical problems but production rate was generally good, problems with the MSX and source lead gave rise to some downtime on Saturday and Sunday.

The improved weather conditions finally allowed replacement of the bad tail section on streamer 7 after completion of Line 1856p1007.

A TS-Dip was carried out on 18th Jan @ Posn 38 20.7 S 147 37.4 E

Production on 20th was 150.24375km providing our best days production.

Reshoot Summary: (Lines or segments to be reshot)

Sequence	Line	Sp	Sp	Comment
019	1680P1	1094	1865	Reshoot is chargeable, the following line change will be non-chargeable
023	1712P1	2704	2736	Reshoot is non-chargeable

Technical:

Depth check on the inner lead-ins showed that they are still too deep for some of the shoals on the NW side of the program. Plan A is to add even more flotation but these will have to be shipped from Singapore after 25th



January. Towing simulations have been requested to see how the floats will perform and how much the additional drag may affect separations. Alternatively these lines could be acquire with 6 streamers although this would cause a significant delay for re-configuration.

The recording system has been hanging up occasionally causing missed Sps the exact cause has not been identified.

Source performance has not been too bad up until a separation rope broke on Saturday during sequence 019 which (in combination with the recording system problem) lead to scratching a large part of the line. On Sunday there were further source problems when the control unit on sub-array 8 failed with further loss of time for repairs.

Weather & Sea Conditions.

After the bad weather of last Sunday evening things improved quite quickly and production was underway again by 04:30 on Monday morning. For the remainder of the week conditions have been fairly good although NE'ly winds and a SW'ly current upto 1.5kts at times the speed of production has sometimes been slow. Average bottom speed on all lines so far is 4.71kts.

Wind and currents seem to predominantly follow the coast line NE-SW or vice versa depending on the tide and weather conditions.

Wx Forecast:

Monday: Southeast wind 5/10 knots freshening 15/20 knots during the afternoon and tending east to northeasterly at night. Afternoon inshore seabreezes to 20 knots. Seas rising 1 to 2 metres. East to southeasterly swell to 1 metre rising to 1.5 metres later.

Tuesday: East to northeast wind 15/20 knots increasing 20/25 knots offshore and possibly reaching 30 knots. Afternoon inshore seabreezes to 20 knots. Seas 1 to 2 metres. East to southeast swell 1.5 to 2 metres.

Wednesday: East to northeast wind 20/25 knots tending northeast to northerly and easing 10/20 knots over most parts but still reaching 25 knots in the far east.



Acquisition Week Ending January 23rd:

SEQ #	DATE(GMT)	LINE NO. Prefix = GAP04B	TYPE	CHARGE	STATUS	HDG	FSP	LSP	Total Sail KM	TotalFF Sq. CMP Km
003	16-Jan-05	1824P1	P	Y	Complete	45°	1182	3541	44.25000	16.7400
004	17-Jan-05	1552P1	P	Y	Complete	225°	3198	947	42.22500	15.9300
005	17-Jan-05	1840P1	P	Y	Complete	45°	1203	3554	44.10000	16.6800
006	17-Jan-05	1568P1	P	Y	Complete	225°	3210	949	42.41250	16.0050
007	17-Jan-05	1856P1	P	Y	Complete	45°	1224	3566	43.93125	16.6125
008	18-Jan-05	1584P1	P	Y	Complete	225°	3223	951	42.61875	16.0875
009	18-Jan-05	1872P1	P	Y	Complete	45°	1245	3579	43.78125	16.5525
010	18-Jan-05	1600P1	P	Y	Complete	225°	3236	954	42.80625	16.1625
011	19-Jan-05	1888P1	P	Y	Complete	45°	1266	3591	43.61250	16.4850
012	19-Jan-05	1616P1	P	Y	Complete	225°	3248	956	42.99375	16.2375
013	19-Jan-05	1904P1	P	Y	Complete	45°	1287	3604	43.46250	16.4250
014	20-Jan-05	1632P1	P	Y	Complete	225°	3261	959	43.18125	16.3125
015	20-Jan-05	1920P1	P	Y	Complete	45°	1308	3617	43.31250	16.3650
016	20-Jan-05	1648P1	P	Y	Complete	225°	3274	961	43.23750	16.3350
017	21-Jan-05	1936P1	P	Y	Complete	45°	1329	3629	43.14375	16.2975
018	21-Jan-05	1664P1	P	Y	Complete	225°	3286	963	43.57500	16.7850
019	21-Jan-05	1680P1	P	Y	Partial	45°	1866	3427	30.03750	10.7550
020	22-Jan-05	1952P1	P	Y	Complete	225°	3514	1222	42.99375	16.2375
021	22-Jan-05	1696P1	P	Y	Complete	45°	1096	3440	43.96875	16.6275
022	22-Jan-05	1968P1	P	Y	Complete	225°	3527	1243	42.84375	16.7400
023	22-Jan-05	1712P1	P	Y	Complete	45°	1098	3452	44.15625	15.9300
024	23-Jan-05	2080P1	P	Y	Complete	225°	2215	1390	15.48750	5.2350

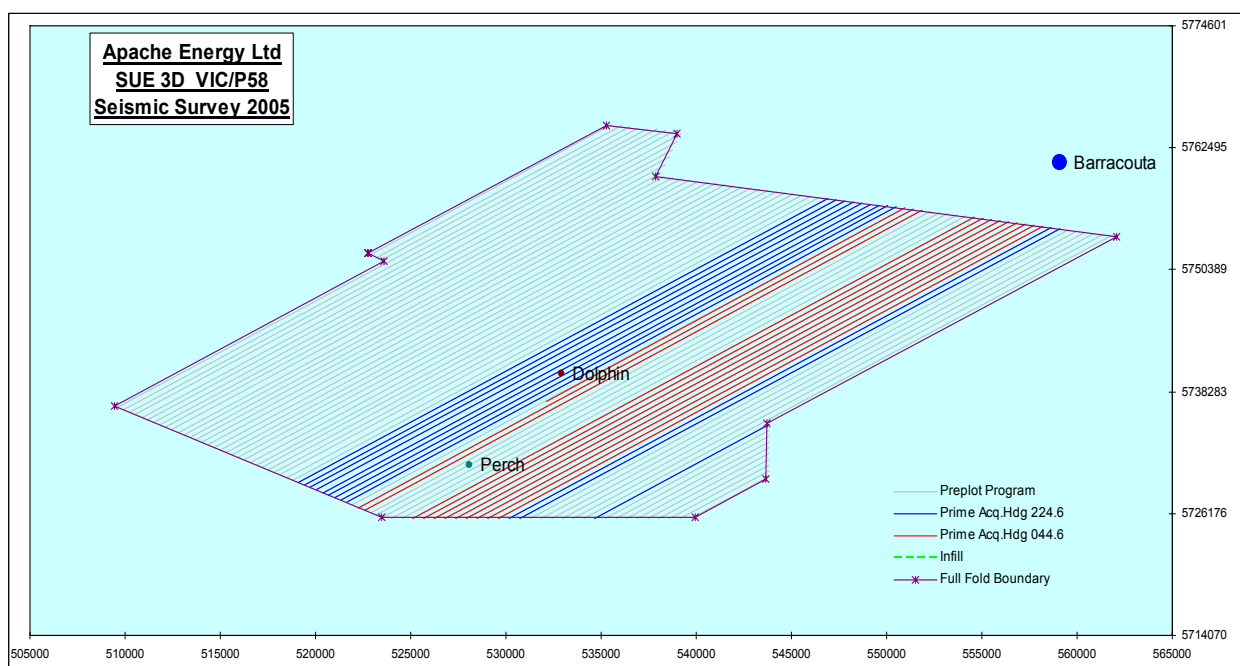
Errata: Last weeks figure reported as FF CMP was in fact Sail Km
and Seq 002 should have been 44.4000(Last Sp 3528)
the Sq.km figure should have been 17.76.

Week:

911.38125 343.7475

Brought Fwd
Survey Total:

86.4375 33.6150
997.81875 377.3625





HSE:

Change of procedures was made to coordinate directly between Trident and diving supervisor.

The Chief Mechanic injured his leg earlier in the month, the bruising turned into a swelling and he had to go ashore for medical examination. No serious injury other than rest before returning home. This was classified as an LTI due to the injury resulting from a slip at work.

One of the marine crew was also sent ashore for medical examination of a stiff neck. This was also reported as not serious and classified as non work-related.

Description			Project
Incidents			
Near Miss			
First Aid Case			
Medical Treatment Case			
Restricted Work Case			
Lost Time Injury			1
Reports			
Hazard Reports(RIR)			23
Small Boat Launches			4
Environmental Incidents			
Drills			
Man Overboard Drill			
Fire Drill			
Abandon Ship Drill			
Oil Spill Recovery Drill (SOPEP)			
Helicopter Crash Drill			
Observations			
Marine Fauna(Cetaceans)			
Meetings			
Safety Meeting			
Inspection Tour			
Safety Committee Meeting			
Toolbox Meetings			4
Totals			
No. Marine Crew (Days)			153
No. Seismic Crew (Days)			149
No. Others (Days)			96
Exposure Hours *			9552
Fuel Usage (cu.m)			233
* Exposure hours calculated at 24hrs per day per person x Total man days			