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1. List of Key Personnel

1.1. Onboard Personnel

POSITION	CREW 1
Party Chief	Ketil Glimsjø
Captain	Michael Hunter
Chief Engineer	Tommy Boughton
Chief Observer	Haydn Brook
Shiftleader Observer	Cliff Gobbit
Chief Navigator	John Evans
Shiftleader Navigation	Mark Smith
Chief Mechanic	Markus Rahm
Shiftleader Mechanic	Alex Gastador
QC leader	Emma Buckingham
MMO	
Client Representative	Drew Murray

1.2. Office Support Personnel

POSITION	NAME
Operation Manager	Atle Jacobsen
Operation Supervisor	Kai Aasebø
Instrument support	Franck Andersen
Navigation support	Willy Forland
Mechanical support	Eivind Haavik
QC support	Christophe Massacand

2. Field Information and Observations

2.1. Production Statistics

Hours	JOB TOTAL	
450.57	**Total Time**	**100.0%**
34.87	Prime lines	7.7%
32.38	Linechanges	7.2%
6.28	Run-Out	1.4%
6.14	Technical DT Seismic	1.4%
265.37	Technical DT Maritime	58.9%
8.00	Mob/Demob	1.8%
35.42	Weather	7.9%
0.00	Sea Mammals	0.0%
50.65	Obstr/Fisheries	11.2%
11.46	Other Obstructions	2.5%

TIMING STATISTICS
GISN05 - VIC/P 55

2.2. Total Production

Prime Lines	305.700
Run-Out	54.000
Total sail Km	359.700

2.3. Daily Production

3. Daily Summary

21st January 2005

HSE Activity: Nothing to report

Daily Summary:
Arrived Hobart at 08:00 UTC.
Crew change.
Extended port call because of hull maintenance.

22nd January 2005

HSE Activity: Nothing to report

Daily Summary:
Alongside in Hobart due to hull repair. Saltwater intake being repaired. Taken onboard arriving shipment. Working on hydraulic system.

23rd January 2005

HSE Activity:
Safety onboard heavily compromised. Pipes temporary fed through water tight door, little power in case of emergency, temporary fire pump smaller than standard.

Daily Summary:
Alongside in Hobart due to hull repair. Saltwater intake being repaired.
Minimum power, as only one generator running at the time. No hydraulics because of lack of power.

24th January 2005

HSE Activity:
Emergency fire pump tested and approved in accordance to SOLAS and Singapore maritime regulations (flag state). Available power still at it's minimum. Cooling water pipes still fed through water tight door.

Daily Summary:
Alongside in Hobart due to hull repair. Saltwater intake being repaired.

25th January 2005

HSE Activity:
3 observation card received.
1 man sent to the dentist.

Daily Summary:
Minimum power load, as only one generator is running at the time. No hydraulic because of lack of power.
Replacement tape drives arrived. The malfunctioning ones made ready for being shipped back

26th January 2005

HSE Activity:
Available power still at it's minimum. Cooling water pipes still fed through a water tight door.

Daily Summary:
Checked out the "dirty-kerosene" tank and found it to hold 200-300 litres of kerosene-water-debris mix. Action taken to have it discharged and make the tank ready for other dirty kerosene in the future.
Investigated fault on the HCI Seal computer. Found it to be hardware failure, and action to have the computer replaced in progress. A detailed report was sent from Chief Obserevr to instrument manager.
Chief Navigator has been instructing the navigator on the DGPS system.

About 55% of the ongoing repairs completed. Separate report sent to Operation Mgr. Estimated day of completion 31st of January.

27th January 2005

HSE Activity:
Available power still at it's minimum. Cooling water pipes still fed through a water tight door.
Muster Drill held - inclusive of presentation of different fire extinguishers available onboard.

Daily Summary:
Emptying sludge and bilge tank started
Malfunctioning tape drives shipped off. New software installed for VSAT system.
Starboard side deflector arrangement completed. Started on port side.
180 cu/m of fresh water loaded.

28th January 2005

HSE Activity:
Available power still at it's minimum. Cooling water pipes still fed through a water tight door.
1 toolbox meeting held prior to attempted FRC launch.

Daily Summary:
Emptying sludge and bilge tank. Port side deflector arrangement completed. Both sides now OK.
Seamap software arrived.
Tried to launch the FRC manually by pumping up the hydraulic pressure. Unsuccessful, some more check-outs have to be done on that side.
A new faulty pipe found in the engine room. Will set the departure time back further with some hrs.

29th January 2005

HSE Activity:
Available power still at it's minimum. Cooling water pipes still fed through a water tight door.
1 observation card received.

Daily Summary:

Deflector arrangements on each side painted. Worked on building work benches on streamer deck. Doing some re-wiring of emergency switch-off's for streamers on the streamer deck. Mounted new self retractable kerosene hoses on streamer deck.Installed software on spare Seal computer. Faulty computer shipped off for repair.

30th January 2005

HSE Activity:
Available power still at it's minimum. Cooling water pipes still fed through a water tight door.

Daily Summary:

Continue to work on building work benches on streamer deck as well as the re-wiring of emergency switch-off's for streamers on the streamer deck. Seal computer up running OK. Started loading software update on Seamap gun controller.
Client arrived onboard.
Startboard side in engine room complete. Test-run on generator performed.
Saltwater suction on port and starboard side connected and tested. Saltwater crossover pipe OK.

31st January 2005

HSE Activity:
1 toolbox meeting held prior to FRC launch, a de-briefing held on the bridge after completion.

Daily Summary:
Continued to work on building work benches on streamer deck as well as the re-wiring of emergency switch-off's for streamers on the streamer deck.

Left the berth and went for anchor. At the time, only one generator was operational. One generator had oil ingress in the cooling water, another generator had a broken governor. The governor from gen. no 3 was transferred to gen. no 2.
Main engine no. 2 would not take up any load, thus only 3 main engines were operational; leaving max speed to about 8 knots. 30 knots wind against reduced the speed even more.

About 50 litres of hydraulic oil was spilled on deck on recovery of the FRC. All oil was kept onboard and taken care of with equipment from the SOPEP kit. An incident report was filed in the TQM.

The Chief Engineer had his underarm penetrated by debris under pressure while removing the governor from generator 3. He was taken to hospital in Hobart (the reason for the FRC launch) for a routine check-up. The debris was proven to be carbon. The hospital removed most of the debris, had his underarm greased up with antiseptic ointment and bandaged. He was then given a 10 days period with antibiotic medicine and returned back onboard.

Upon the Chief Engineer's arrival the governor had been moved from generator no 3 to generator no 2. The people from shore who had assisted in the work in the engine room were transferred back on shore by the FRC and engines were started, anchor lifted and the journey towards the prospect commenced.

01th February 2005

HSE Activity:
6 observation cards received
1 cross department inspection performed.
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 toolbox meeting prior to tailbuoy/streamer deployment.

Daily Summary:
Underway with 3 main engines running. Speed averages about 8 knots. Running on Robtrack.
Tested out seismic equipment. Timebreak return OK.

02nd February 2005

HSE Activity:
1 cross department inspection performed.
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 HSE all crew safety meeting held.
1 observation card received.

Daily Summary:
Deploying and hot patching streamer until weather became quite severe. It was decided to let the rest of the cable out and let the lead-in carry the strain. Weather came up from "nowhere" - not predicted in any forecasts. Wind peaked at +60 knots.

03rd February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 toolbox meeting prior to streamer work.
1 toolbox meeting prior to recovery/deployment of streamer.
1 HSE seismic crew safety meeting held.
4 observation card received.

Daily Summary:
Day started with severe weather, slowly easing up. When weather came down to a safe working level, the streamer was recovered up to where it was left out without being repaired. From there on the shark bite patching continued forward until completion. During streamer check/streamer balance check, the tail bird sank deep uncontrolled. The streamer was recovered and found to have been attacked by a shark. The tail bird had two shark teeth embedded in the plastic,

the stretch section twisted beyond recognition. The tail stretch, the tail active and the tail bird was replaced before deployment commenced.

04th February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 TB prior to gun recovery
1 TB at bridge preparing for FRC launch (Launch did not took place).
1 TB meeting prior to door and gun deployment.

Daily Summary:
Day started with recovering the streamer after shark attack at the tail. Severe twisting of the streamer had caused a lot of previously performed cold patches to start leaking, thus these patches were redone, this time hot patched. Simultaneously fault finding for leakage was performed. Leakage causing the TBU not being charged. Leakage was found to be in the short 10m section in the front end of the streamer. Water ingress d.t. shark bites.

On run-in to the first line, the door got tangled in the gun array but came loose by deploying an additional 50m of lead-in. However no time was lost for this and the first line was shot as normal. Just after start of seq.# 002 the door collapsed. First it was assumed to be lost as there was no paravane to be seen on the surface.
Guns were recovered and by the position of the streamer the lead-in was recovered and the door/paravane came to the surface as the whole arrangement came closer to the vessel. Everything was recovered from the vessel, without having the FRC on the water, even though all preparations for the FRC launch had been performed.
A detailed incident report was filed in TQM.

05th February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 TB meeting prior to gun retrieval.
1 observation card received.

Daily Summary:
Day started with clearing up the door collapse. As soon as that was cleared out data acquisition resumed. Continued until the weather became too rough. A low pressure developed just in the prospect area, causing the weather to rapidly worsen and become unsuitable for seismic acquisition. All shooting directions were tested out at regular intervals.

06th February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 TB meeting prior to gun deployment.
1 Safety Drill held followed by a "all vessel search" after "missing" crew member.
3 observation cards received.

Daily Summary:
Day started down for weather. A strong low (990) just developed over the survey area. All shooting directions were tested regularly. Late in the afternoon local time the weather was marginal in the NW direction, the guns were deployed, the streamer set to 8 m depth and seq. 007 commenced. Coming back to seq. 008 the weather had improved even more, and the streamer was raised back to 7 m – for all the remaining lines as well.

07th February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.

Daily Summary:
Steady shooting throughot the day.

08th February 2005

HSE Activity:
6 toolbox meetings at handover/shift change. 3 departments, 2 shift changes.
1 tb meeting prior to gun retrieval.
1 tb meeting prior to cable work.
1 observation card received.

Daily Summary:

Completed the Santos survey.

3.1. Field Information and Encountered Problems

3.1.1. Obstructions / Installations in the Field

The VIC/P 55 prospect did not have any obstructions.

3.1.2. Traffic / Shipping Lanes

A traffic separation zone passed just south of the prospect. However, the distance to the ships following the separation zone caused no problems to the survey progress.

3.1.3. Fishing Activity

No fishing activity was observed during the VIC/P 55 survey.

3.1.4. Seismic Interference and Time Share

None

3.1.5. Environmental obstacles

No whales were observed during the survey. However, sea lions and dolphins were observed.

3.1.6. Operational Observations

Severe shark bite in VIC/P 55 area when a shark twisted the last section, the tail stretch and set it's teeth almost through a bird.

4. HSE Summary

There were no accidents during the Survey.

Due to shark attacks some kerosene was washed out into the sea from the deployed streamer.
A separate incident report has been filed on this. The total quantity was estimated to be about 50 litres.

EXPOSURE HOURS - PACIFIC TITAN

JOB		Mar.	Seism.	TOTAL
Total		6840	5544	12384

Following is a summary of the HSE activity:

4.1. Observation Cards during the Survey:

Date	Location	Observer	Type	Description	Immediate Action	Corrective Action	Status Description	Suggestions for preventing reoccurrence
25.01.05	Deck	Seis QC	Tools & Equipment	Received shipment of 2 tape drives. One drive was packed in a cardboard box – concerned this was not enough protection for drive as box appeared squashed	Checked contents of drive	The other drive was in a wooden box which provides much better protection. Suggest this method should always be used for shipment of drives	Closed	
25.01.05	Server	Seis QC	Housekeeping, Working practice	Index list of purchase and requisition orders had not been kept up to date.	Time was spent updating filing and general house keeping of all paperwork and orders	Crews told to keep track and maintain good house keeping at all orders through either a dedicated person or departments	Open	
01.02.05	Deck	Chief Nav.	Housekeeping / Working practice	Life vests left on railings by FRC	Returned life vests to correct location (ins. Room or gun shack)	Ensure personnel return essential equipment when finished	Closed	HSE meeting reminder.
01.02.05	Deck	Chief Nav.	Housekeeping / Working practice	Safety lines not put back when work completed, both in TB deck area and by gun reels.	Connected safety lines	Ensure personnel connect safety lines when complete work	Closed	HSE meeting reminder.
01.02.05	Deck	Chief Mech.	Tools & Equipment	Oil spill at emergency pump at FRC davit due to valve left open.	Shut valve and cleaned up spillage	Install quick coupling onto houses from tank so tank will be only connected in an emergency.	Open	To be discussed with Chief Engineer
03.02.05	Deck	Chief Cook	Housekeeping	Plastic chairs and milk crates stacked in passageway during rough weather. This could be a main escape route.	Should be lashed securely during rough weather.	Designate a smoking area during rough weather.	Closed	Indoor smoking against company policy.
03.02.05	Accommodation	Mech.	Housekeeping	Exit door going to accommodation. There is no handle knob and lock. Banging during rough sea.		Installed handle door knob	Open	Forwarded to Captain
03.02.05	Deck	Chief Mech.	Working practice	The fire alarm went off and only 4 people showed up for muster		Everybody musters when alarm sounds, even if it is only for 2 or 3 blast… Wire could have burned through and stopped the alarm	Closed	Brought up on safety meeting.

03:02.05	Deck	Observer	Working practice	While deploying streamer in rough weather, attaching SRD on the front stretch was very difficult. While struggling over stern, it suddenly moved and gave one person a light knock on the chin.	Stopped attaching SRD and decided to not mount it.	Evaluate the need of attaching streamer equipment versus the need for deploying gear in bad weather.	Closed	
03.02.05	Accommodation	Navigator	PPE	Fire extinguisher broke loose in rough weather – crashed around corridor and into cabin 11's door	I got out of bed, picked it up and secured it in my cabin so it could not move and reported it to 2nd mate in the morning	Repair hook holder. Possibly a restaining strap is needed	Open	Forward to Captain
06.02.05	Gun deck	Gun Mech.	Tools & Equipment + Housekeeping	Found fire extinguisher was not in place & rolling on the gun deck port side during rough weather.	Secured fire extinguisher and notified chief officer about the damaged part of the mounting bracket of extinguisher.	Relocate and mount the fire extinguisher to a higher place to prevent big waves on smashing the extinguisher.	Closed	
06.02.05	Gun deck	Gun Mech.	Tools & Equipment	Noticed capstan on the starboard side, main deck aft. was turning.	Switched off and informed duty officer.	Put a cover on the switch box to prevent water to get contact with electrical wiring.	Open	
07.02.05	Gun deck	Gun Mech.	Housekeeping	An overfilled bucket of oil from compressor dump at vent piping left unattended.	Changed w/new empty bucket.	Route piping all the way to bilge tank.	Closed	Next HSE meeting reminder. Also yard work to complete proposed action.
08.02.05	Accommodation	Chief Obs.	PPE	Cupboard in cabin 14 does not close shut, causing door to bang open/close during inclement weather	Wedged door shut	Check all cabins cupboards & draws.	Open	Forwarded to captain.

4.2. HSE Meeting

Date: 2nd February 2005
Time: 13:00

Attendants: Everybody exempt crew and officers on duty. 22 out of 28.

The captain opened the meeting and discussed the following topics:

He started by expressing his pleasure regarding behaviour during the repair in Hobart, and that it all had gone away safely.

Then he went over to a follow up from last safety meeting.

Dish-washer policy, -works satisfactory. OK.

Vomiting in the shower. No news in this case.

Mooring lines too heavy. Under investigation.

Helideck hatch dogs. No progress.

No dedicated lifting legs for hatches. Captain will investigate need and then decide.

Broken latch in galley. Not fixed. Captain will follow up.

The captain then went over to talk about experienced hazards this month.

Observation cards. The two cards regarding the shower tiles and door frames in seismic bathrooms area.

Since last safety meeting, a total of 6 muster drills have been held.

Swire Pacific Offshore has a safety distribution system called “Safety flash.” One received since last meeting, discussing the tsunami effect, offshore as well as onshore.

The captain also reminded the crew of the Swire safety CD. New CD has just arrived. It discusses in addition to general safety, also new Swire policies and some new form layouts.

Incidents since last meeting:

One I.R. got a stiff neck caused by using two pillows instead of one.

1st engineer and Ch. Eng. Hurt while changing generator governor. 1st engineer just a scratch. Ch. Eng. sent to hospital for observation, but returned OK. Separate report filed on this.

1st of February, an oil spill of about 1300 litre spilled in the engine room. All oil contained in the bilge tank. Separate report also filed on this.

The Ch. Officer brought up the Swire/Multiwave bridging document, and emphasised the fact that it is mandatory for everybody to know the document.

The Party Chief continued the meeting and brought up the following:

For new crew members, and as a repetition to those who was onboard last swing, he repeated the “No blame” policy. It was pointed out that everybody is allowed, without risk, stopping an operation in progress if it is unsafe. No one sticks their neck out by doing so, or by filling in observation cards. Further on, the importance and intension using the observation cards were discussed.

He also brought to attention the bridging between Swire and Multiwave regarding safety preference. I.e. that Multiwave drug and alcohol policy takes precedence over Swire’s.

The new quality policy was also pointed out as well as where on the ship the policies are posted.

Deck markings were next point on the agenda. New for those who is new onboard.

Towards the end of the meeting, a question was raised regarding the effect of the observation cards. The PC insured that the cards are taken seriously, and that they are followed up on.

Another issue, which the crew took very serious, was the lacks of official documentation from the engine room fire recently happen onboard. As long as nothing is documented, it is difficult to prevent the same type of accident to happen again. The captain is looking into this and will present his finding on next HSE meeting.

Meeting was over at 13:45.

Ketil Glimsjø
Multiwave Party Manager
S/V Pacific Titan

5. Shipment List

Following shipment shipped by Beaufort Shipping for further shipping to Santos or designated processing centre:

PI Number	Date	Descripton	Dep.	Destination
PT-2205-023		VIC/P55 original data	Ins/Nav/Qc	Robertson Research PERTH
PT-2005-024		VIC/P55 tape copies + nav data	Ins/Nav	Santos Adelaide

See the following attached documents:

PT-2005-023

Date: 8-Feb-05

SENDER

M/V Pacific Titan IN TRANSIT

Beaufort Shipping

CONSIGNEE:

Santos - Vic/P55 survey

Robertson Reasearch Australia Pty Ltd
69, Outram Street
WEST PERTH
WA 6005

Attn : Simon Stewart

Type of freight:	Comments:
AIR	**Eastern Victoria Primary-A Seismic Data**

Box	Item	General description of content	Weight(kg)	Value(USD)
1	1-21	Primary-A Data tapes containing seismic data (sequence 1 - 19)(Tapes 001-021)	7.5	500
	22	3590 tape with Start and End of Job QC tests.		
	23	CD containing observers/source/tape logs/Gun fire log.		
		Timing diagram, Shipping Proforma's		
	24	CD containing processed P1/90 and Bathy data for seq 001 - 019	0.2	5
	25	CD containing P2/94, raw P1/90 data and PC files for seq 001 - 019	0.2	5
2	01-21	19 paper brute stacks, 1 x 3590 qc deliverables, 1x CD qc deliverables	2	50

Total weight: **9.9**

Total boxes: **2**

Total value: **560**

Certified true and correct
Multiwave Geophysical Company A.S
R/V Pacific Titan

Sign Haydn Brook

PT-2005-024

Date: 24-Feb-05

SENDER

M/V Pacific Titan IN TRANSIT

Beaufort Shipping

Phone:

CONSIGNEE:

Santos LTD

Mail Room - Delmont Building
91 King William St.
Adelaide
S.A 5000

Attn: Nick Papanicolaou

Type of freight:	Comments:
AIR	**Eastern Victoria Primary-B Seismic Data**

Box	Item	General description of content	Weight(kg)	Value(USD)
1	1-21	Primary-B Data tapes containing seismic data (sequence 1 - 19)(Tapes 001-021)	5	500
	22	CD containing observers/source/tape logs/Gun fire log.		
		Timing diagram, Shipping Proforma's	0.2	5
	23	CD containing processed P1/90 and Bathy data for seq 001 - 019	0.2	5
	24	CD containing P2/94, raw P1/90 data and PC files for seq 001 - 019	0.2	5

Total weight: **5.6**

Total boxes: **1**

Total value: **515**

Certified true and correct
Multiwave Geophysical Company A.S
R/V Pacific Titan

Sign

Haydn Brook
Chief Obs

6. Production Log

GISN05 - VIC/P 55

Seq	Date	LineName	HD	FGSP	Time	LGSP	Time	Prod	Comment
001	04.02.05	GISN05-27-01-001	000°	1001	16:11	1712	18:09	**17.800**	Complete
002	04.02.05	GISN05-23-01-002	180°	1001	20:05	1043	20:12		DO NOT PROCESS
003	05.02.05	GISN05-23-02-003	180°	1001	02:13	1711	04:18	**17.775**	Complete
004	05.02.05	GISN05-19-01-004	000°	1001	06:03	1752	08:10	**18.800**	Complete
005	05.02.05	GISN05-25-01-005	180°	1001	10:05	1716	12:10	**17.900**	Complete
006	05.02.05	GISN05-21-01-006	000°	1001	14:00	1711	15:59	**17.775**	Complete
007	06.02.05	GISN05-02-01-007	296°	1001	10:42	1499	12:06	**12.475**	Complete
008	06.02.05	GISN05-04-01-008	115°	1001	14:09	1507	15:44	**12.675**	Complete
009	06.02.05	GISN05-1301-009	000°	1001	17:39	1624	19:20	**15.600**	Complete
010	06.02.05	GISN05-17-01-010	180°	1001	21:33	1749	23:29	**18.725**	Complete
011	07.02.05	GISN05-11-01-011	000°	1001	01:18	2166	04:48	**29.150**	Complete
012	07.02.05	GISN05-03-01-012	211°	1001	06:58	1897	09:31	**22.425**	Complete
013	07.02.05	GISN05-07-01-013	031°	1001	11:13	1851	13:49	**21.375**	Complete
014	07.02.05	GISN05-01-01-014	211°	1001	15:32	1895	17:58	**22.375**	Complete
015	07.02.05	GISN05-05-01-015	031°	1001	19:47	1896	22:20	**22.400**	Complete
016	08.02.05	GISN05-15-01-016	180°	1001	00:19	2174	03:45	**29.350**	Complete
017	08.02.05	GISN05-09-01-017	000°	1001	05:31	1697	07:24	**17.425**	Complete
018	08.02.05	GISN05-08-01-018	090°	1001	11:16	1806	13:45	**20.150**	Complete
019	08.02.05	GISN05-06-01-019	270°	1001	15:40	2021	18:34	**25.525**	Complete

7. Crew List

No	Name	Rank	Citizen
1	Michael Huler	Captain	Australian
2	Craig Loudon	Chief Officer	Australian
3	James Riley	2nd Officer	Australian
4	Tommy Boughton	Chief Engineer	Australian
5	Michael Kaye	1st Engineer	Australian
6	Michael D. N. Weeks	IR	Australian
7	Louis George Jacomos	IR	Australian
8	Johannes L. Van Drunick	IR	Australian
9	Matthew Barrett	IR	Australian
10	Barry Holland	Chief Cook	Australian
11	John Harding	2nd Cook	Australian
12	John Terry Harding	Steward	Australian
13	David Butler	Boiler maker	Australian
14	David Billington	Compr. Mechanic	British
15	Kenneth Rupert Stephens	Compr. Mechanic	Australian
16	Ketil Glimsjø	Party Chief	Norwegian
17	Haydn Brook	Chief Observer	Australian
18	Cliff Gobitt	S/L Observer	British
19	Allan Beattie	Observer	British
20	Roar Nygaard	Observer	Norwegian
21	John Evans	Chief Navigator	British
22	Mark Alexander Smith	Navigator	Australian
23	Markhus Rahm	Chief Mechanic	Swiss
24	Alex Gastador	S/L Mechanic	Filipino
25	Reynaldo Vega	Mechanic	Filipino
26	Ronaldo Morales	Mechanic	Filipino
27	Emma Buckingham	QC	British
28	Drew Murray	Client representative	Australian