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## 1. List of Key Personnel

### 1.1. Onboard Personnel

POSITION	CREW 1
Party Chief	Ketil Glimsjø
Captain	John Silberberg / Michael Hunter
Chief Engineer	Tommy Boughton
Chief Observer	Haydn Brooks
Shift Leader Observer	Cliff Gobbit
Chief Navigator	John Evans
Shift Leader Navigation	Jevie P. De Guzman / Mark Smith
Chief Mechanic	Markus Rahm
Shift Leader Mechanic	Alex Gastador
QC Leader	Emma Buckingham
MMO	Rebecca Pritzl / Deborah Glasgow
Client Representative	Drew Murray

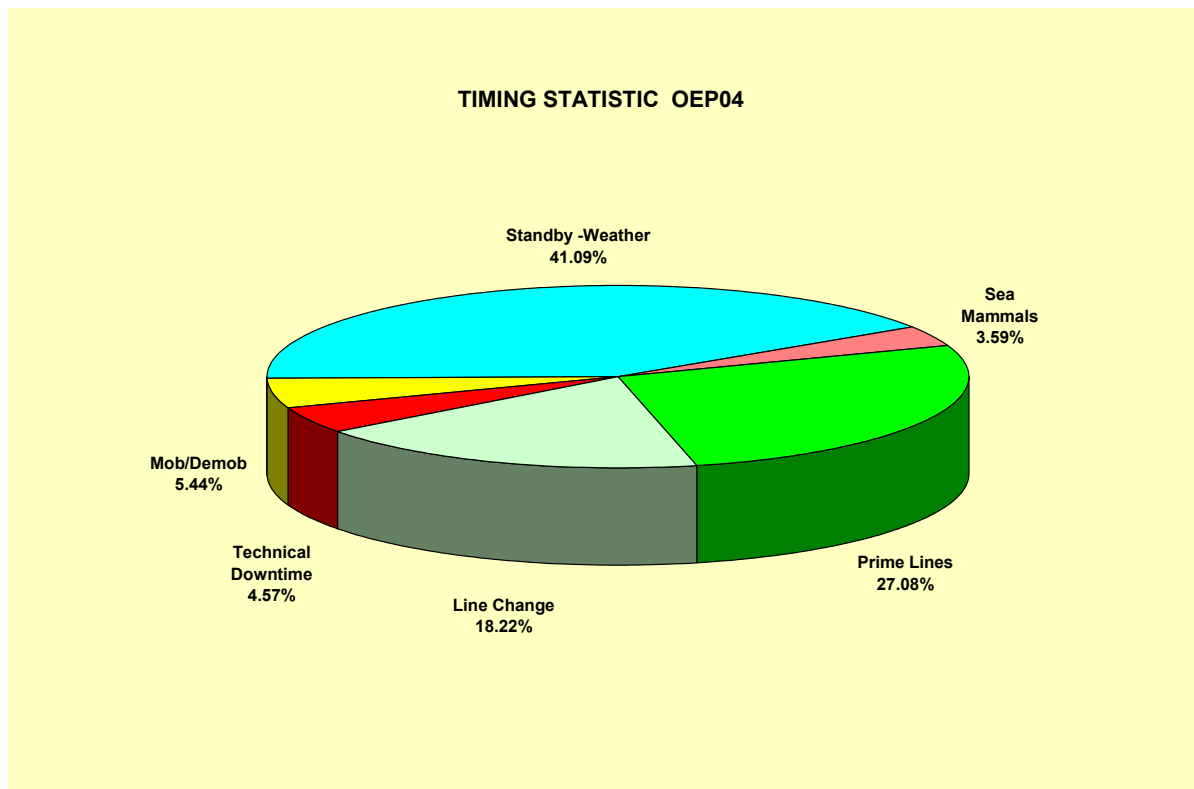
### 1.2. Office Support Personnel

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

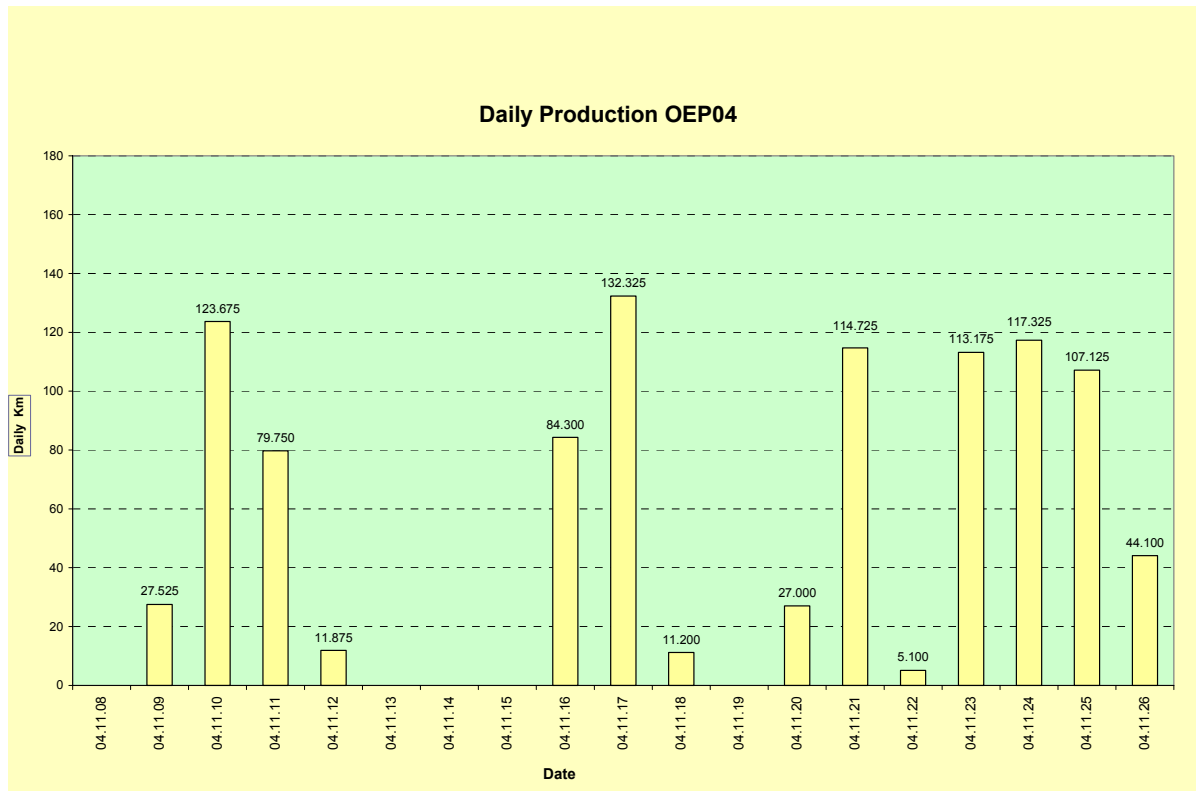
6211	JOB TOTAL	
453.00	Total Time	100.0%
122.68	Prime lines	27.1%
82.54	Linechanges	18.2%
20.71	Technical downtime	4.6%
24.65	Mob/Demob	5.4%
186.14	Standby -Weather	41.1%
16.28	Standby - Sea Mammals	3.6%



## 2.2.Total Production

Full Fold Km	999.200
Run-out Km	108.000
Total Sail Km	1107.200

## 2.3.Daily Production



### **3. Daily Summary**

#### **08<sup>th</sup> November 2004**

**HSE Activity:**

Total crew onboard Pacific Titan: 28 (14 maritime / 12 seismic / 1 QC Rep. / 1 MMO)  
13 persons taken on introduction tour.

**Daily Summary:**

Crew Change day.

Start-up meeting held onboard hosted by John Hughes -Santos. All seismic crew participated in addition to MMO observers, client and representatives from Santos sub-contractors.

141 cu/m of bunker oil received.

11 hours Off Charter in the evening caused by the "Australian Maritime Safety Authority" (AMSA) refused the boat to leave the port due to problems with the bilge water separator not able to separate oil and water to the required international standards.

#### **09<sup>th</sup> November 2004**

**HSE Activity:**

Toolbox meeting held prior to TS-dip test and streamer deployment.

Toolbox meeting held prior to door deployment.

**Daily Summary:**

Day started with 3 more hours Off Charter following the previous day's problems. Got exception from AMSA to leave without filter for water/oil separator on bilge tank. Left for prospect. When well clear of the port performed the TS-dip test. Started deploying streamer for balancing as soon as the vessel was clear of port.

One section replaced during balancing/deployment. Weights removed from every section. When 1500 m streamer was deployed, the streamer was transferred from stb. side to port side for the remaining deployment. Streamer towed from port rear streamer reel.

Due to night time 1.53 hrs were spent for whale watching prior to gun firing. This in accordance with Australian environmental regulations.

As a rule before all line starts: Min. 30 min prior to line start, the soft start will commence.

#### **10<sup>th</sup> November 2004**

**HSE Activity:**

Muster drill and fire drill held.

**Daily Summary:**

Line changes generally took long time. This because of the need for shooting priority lines ahead of the lobster season and all the fishing activity expected to take place in the area at that time. A certain area had to be cleared out before the 15th of November.

On the line change between seq. 004 and 005 the engine department reported engine problem on one of the main engines. This lasted for 15 min when the speed was slightly decreased.

#### **11<sup>th</sup> November 2004**

**HSE Activity:**

General safety precaution observed throughout the day.

## Section 2: Operation Summary

### Daily Summary:

Line seq. 007 had a quick start with the cable in turn due to the near coastline and thus short run-in. The FGSP was therefore 1060 when half the streamer was straight and the depths within spec. Later the line was aborted due to blue whales within the 3 km. range. A circle was performed and the overlap (seq. 008) commenced at 05:19. However, after 9 minutes of the overlap, whales re-appeared so the line was aborted again and the acquired data stated as NTBP. It was then decided to change to line -55, seq. 009. The entire standby time for this occurrence counted up to almost 7 hrs.

Additionally whales were observed on seq. 011 which was scratched for the same reason. This occasion caused approximately 2.5 hrs standby time.

### 12<sup>th</sup> November 2004

#### HSE Activity:

1 toolbox meeting prior to recovery of the seismic gear d.t. streamer/gun tangling

#### Daily Summary:

Line seq. 012 is partly acquired. The northern end of the line had covered the area where lobster fishing would commence on the 15th. This was the part of the line covered at this stage.

At 04:05 a line (seq. 013) was attempted, but the streamer had tangled with the gun array. The line was aborted and the process of un-tangling was logged as technical downtime. When the tangle had been undone, the seismic equipment was recovered and logged as weather downtime. The guns were recovered upwind, but the sea had come up too rough for the deflector to be recovered. Thus the vessel was turned around and the streamer recovered during a downwind passage. Downwind because that was the way to Portland and shelter for the westerly wind. The deflector was fully recovered at 16:30.

At 21:48 the vessel was alongside in Portland for bilge water separator filter exchange. Still down for weather though.

### 13<sup>th</sup> November 2004

Weather: W 30-35 knots. Sea W 5-6 m, swell WSW 5 m.

#### HSE Activity:

General safety precaution observed throughout the day.

#### Daily Summary:

Alongside in Portland awaiting better weather conditions.

Davit support fitted. Bilge water separator filter installed. Approved by ABS at 04:06 GMT.

Instrument room air-condition: new compressor fitted and the pipes in process of being vacuumed/dried out.

Vacuuming to be kept on for as long as possible.

### 14<sup>th</sup> November 2004

Weather: W 30-35 knots. Sea W 5-6 m, swell W 5 m.

#### HSE Activity:

General safety precaution observed throughout the day.

#### Daily Summary:

In port of Portland waiting for better weather.

Instrument room air-condition work continued. Pipes in process of being vacuumed/dried out.

Been working on the outstanding issues in the RAP. Most items now closed.

**15<sup>th</sup> November 2004**

Weather:

08:30 Wind SSW 20 Knots. Swell SW 4-5m

19:30 Wind WSW 10 knots. Swell SW 6 m.

21:30 Wind WSW 15 knots. Swell SW 4 m.

HSE Activity:

1 toolbox meeting prior to tail buoy/streamer deployment.

Daily Summary:

Carpenter finalized the davit brackets. Electrician visited the boat but did not have available the right parts for arranging battery charging of the FRC. Left port in the afternoon local time. Weather still too rough for shooting.

**16<sup>th</sup> November 2004**

Weather:

08:30 Wind WNW 10 Knots. Swell W 4-5m

HSE Activity:

Total crew onboard Pacific Titan: 28.

1 toolbox meeting prior to door/gun deployment.

Daily Summary:

As a result of the tangle prior to the weather down time, it was decided to tow the door from the lead-in. This causes a change in configuration, but it was approved by the onboard rep. New offset was measured to be 119 metres.

Multiple whales observed during deployment. When fully deployed the streamer was taken down to 8 m and the noise was found to be in excess of 30  $\mu$ bar. Altered the course 90 deg and found the noise level to be acceptable. Started to deploy the source and heading for line.

Sea noise for lines in 031/201 degr. to be monitored on every line change.

**17<sup>th</sup> November 2004**

Weather: Wind NW 10 Knots. Swell W 3-4m

HSE Activity:

1 "all crew" HSE meeting held. 23 persons attended.

4 observation cards received.

Daily Summary:

New Norton Antivirus software installed onto all PC's running windows. No whales seen within the 3 km. range. A few seals though. Steady production throughout the day.

**18<sup>th</sup> November 2004**

Weather: Wind W 30-35 Knots. Swell W 5-6m

HSE Activity:

1 toolbox meeting prior to gun/door retrieval.

Daily Summary:

One line was shot. This was the last leg of a line previously aborted d.t. whales. Thus the overlap time was filed as whale obstruction.

On line change the weather increased quickly and the sea noise exceeded the acceptable level. The guns and the door were retrieved, but the streamer remained deployed.

## Section 2: Operation Summary

### **19<sup>th</sup> November 2004**

Weather: Wind W 30-35 Knots throughout the day, reduced to 15 knots at midnight. Swell W 5-6m reducing to 3-4m at midnight.

HSE Activity:

1 observation card received.

Daily Summary:

During the period of poor weather the guns and door were brought onboard while the streamer was left deployed.

### **20<sup>th</sup> November 2004**

Weather: Wind W 10-20 Knots. Swell W 3-4m with very long wave length.

HSE Activity:

1 toolbox meeting for door and guns deployment.

Daily Summary:

Managed to shoot the last of the NW/SE lines. Because the conditions were marginal, the speed had to be reduced in order to minimize towing noise. Shooting lines in NE/SW direction was not possible due to swell noise.

### **21st November 2004**

HSE Activity:

The fire alarm and general alarm were tested throughout the ship.

Daily Summary:

The swell at the start of the day were quite marginal. The cable was lowered to 9 m in order to produce data without too much swell noise. As the conditions temporary improved the cable was raised to 8 m, but had to be set back to 9 m later.

The overlap on line -43, seq. 025 was logged as a consequence of whale activity earlier in the prospect. This was an overlap of two line segments, but the reason the line was shot in two segments was whale observations. These 3 km. surveyed data were not reflected in the time sheet other places than in the downtime d.t. fishing activity.

### **22<sup>th</sup> November 2004**

Weather: Wind W 10-15 knots, increasing to 20 knots during the day. Swell W 2-3m rising 4-6m during the day.

HSE Activity:

Total crew onboard Pacific Titan: 28, later during the day 27.

All smoke detectors onboard tested.

Compressor mechanic Kevin O'Neill got very sick. It was decided to bring O'Neill to hospital. All arrangements were made. An ambulance waited on the quay upon arrival of the vessel, and he was taken away immediately. Multiwave V.P. Operations was notified in the morning (Norw. time) when the decision to get the mech. to hospital was taken.

Daily Summary:

Completed line -21 on seq. 027 in the early morning. Two unsuccessful attempts were made to shoot line -15 on seq. 028 and 029 d.t. too much swell and noise. It was decided to bring onboard all equipment and go to port with the sick crew member.

Upon retrieval of the streamer it was found a shark bite in the last section. This section was removed from the streamer, packed and sent off for repair as the vessel went to port with the sick crew member.

The port call lasted for about 10 min. in total.

No production time was lost during the port call as the swell was too rough.



## Section 2: Operation Summary

### 23<sup>th</sup> November 2004

#### HSE Activity:

General HSE precaution observed throughout the day.

2 toolbox meetings held. First prior to streamer deployment - second prior to door/gun deployment.

#### Daily Summary:

En route back from Portland for sick crew member the equipment was deployed. Upon deployment of the second sub-array, the bulk head protector got broken and had to be replaced with the one on the spare sub-array.

Line -15, seq. 029 lasted only 3 shots when the streamer shut down. Several attempts to restart it were performed without success. The emergency switch on the streamer deck was disconnected and the streamer came back up on-line. The switch box will have to be investigated closely before it is being re-connected.

The weather conditions were still marginal. The streamer was still at 9m.

### 24<sup>th</sup> November 2004

Weather: Wind SSW 10-15 knots. Sea 1m, Swell SE 2 - 3m.

HSE Activity: 1 toolbox meeting prior to gun work.

#### Daily Summary:

Weather had improved significantly. From seq. 034 the streamer had been kept at 7 m.

Sub-array no. 2 was retrieved for maintenance on line change between seq. 035 and 036. This routine operation did not cause any downtime.

### 25<sup>th</sup> November 2004

HSE Activity: 1 toolbox meeting held prior to fishing boat arrival.

#### Daily Summary:

On line -13 seq. 038 minimum 2 - possible 3 - sperm whales were observed. In accordance with procedure the line was aborted. It was decided to go for line -3. At the start up of this line the shot point interval had changed to 12.5 m. According to the navigator on duty the Spectra system had changed this automatically. The error was not discovered in time and the line attempt was scratched. It was then decided to go back to the line previously aborted for whales and time logged as:

Line change after seq. 038 to overlap of seq. 040 logged as standby due to whales.

Seq. 039 and the following line change logged as downtime for navigation.

A local fishing vessel delivered 3 birds and the FRC air bottle trigger. This was done by using Titans crane and a net. A safe and efficient exercise. Done while on line seq. no. 038.

### 26<sup>th</sup> November 2004

HSE Activity: 1 toolbox meeting held prior to FRC launch.

The FRC has been tested out by 3 of the crew members. The FRC itself is working fine but some modifications need to be done to the painter line. Also the ring going into the hook has proven to be a bit too big. It will be replaced by a certified ring enclosed with the FRC.

1 observation card received.

#### Daily Summary:

**Completed the OEP04 survey and started the transit towards the next area.**

The guns and the door have been retrieved for the transport between the two prospect areas.

### **3.1. Field Information and Encountered Problems**

#### **3.1.1. Obstructions / Installations in the Field**

The rig "Jack Bates" was initially located in the vicinity of the prospect. It was however moved out of the area at an early stage. Also the Australian coastline just north of the survey area caused a few rapid turns.

#### **3.1.2. Traffic / Shipping Lanes**

No significant ships traffic in the area. A few container ships and bulk boats were observed but all being very cooperative.

#### **3.1.3. Fishing Activity**

Lobster fishing as well as crab fishing was allowed from the 15<sup>th</sup> in the prospect. Prior to this, the expected most difficult area had been given priority and as such most of the potential conflicts had been sorted out.

However, very little fishing activity was observed. In the actual block, hardly anything.

#### **3.1.4. Seismic Interference and Time Share**

None

#### **3.1.5. Environmental Obstacles**

Several different types of whales were observed in the area causing downtime. Occurrences have been described in detail in the log from the MMO.

#### **3.1.6. Operational Observations**

The streamer was attacked severely by sharks in the area causing damage to the streamer.

## **4. HSE Summary**

There were no accidents during the Survey. Due to shark bites some kerosene were washed out into the sea from the deployed streamer. A separate incident report has been filed on this. The total quantity is estimated to be about 50 litres.

On the 22<sup>nd</sup> of November one crew member became very sick and he was evacuated to hospital on shore.

### Exposure Hours for the Survey:

Maritime crew :	6246 hrs
Seismic crew :	6342 hrs
Total :	12588 hrs

Following on the next pages is a summary of the HSE activity:

## Section 2: Operation Summary

### 4.1. Observation Cards During the Survey

Date	Location	Observer	Type	Description	Immediate Action	Corrective Action	Status Description	Suggestions for preventing reoccurrence
17.11.04	Helideck	I.R.	Stepping, Handling and lifting + Working Practice	Store hatch on helipad. The way the hatch is opened now is dangerous. Some could get hurt	Extreme caution when using ladder aloft to open hatch lid dogs.	To be able to open stores hatch from helipad, not underneath	Open	Yard work
17.11.04	Galley	I.R.	Housekeeping, Stepping, Handling and Lifting, PPE, Working Practice	Galley Deck gets very slippery, and in rough weather due to grease water. Can be a hazard	Take care when working and obtaining your meal.	Non slip mat rubber, thick and washable	Open	Passed on to the captain who will take further action.
17.11.04	Aft berthing area.	I.R.	Stepping, Handling And Lifting + Working Practice	Some of the mooring lines too heavy to stow away in designated spaces	Limit the use of heavy lines, or more hands to stow securely + safely	Purchase lighter lines when new lines are ordered (same as the rest) white poly prop	Ongoing	Old heavy lines will be replaced with new lighter ones as they are worn out
17.11.04	Alley way	P.C.	Housekeeping	Area marked wit "DO NOT OBSTRUCT" is constantly obstructed by debris going into the incinerator	Informed the captain who had the area cleaned.	Follow warning signs	Closed	Follow warning signs
19.11.04	Galley	2. cook	Stepping Handling and Lifting	Chiller step outside main door has been painted making for a very slippery step	Remove paint from steel grating of step or cover with rubber matting		Closed	Installed non-slip tape on step
22.11.03	Streamer deck	Navigator	Working practice	When checking T/B for deployment, safety chains not in place. On last recovery, they had not been reconnected.	Informed personnel about future conduct. Was in process of preparing for deployment so vould have removed safety chains	Ensure the Tail Buoy is fully recovered and safety lines/chains attached	Closed	

## **4.2.HSE Meetings**

Date: 17th November 2004

Time: 13:00

Attendants: Everybody except crew and officers on duty. 23 out of 28.

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The Party Chief opened the meeting and following topics were discussed/raised:

- Woodside audit recently held, outcome of this.
- Observation cards. Introduction for new maritime crew. Emphasize on stepping, lifting and handling.
- Toolbox meeting. What it is, why they are held and who participate.
- Step back one. Heritage from Woodside. If an individual feel unsafe, it is unsafe.
- No blame policy.
- Deck markings, meaning of.
- Red flashing light on gun deck. Meaning of.
- Cable reels rotating without warning.
- Familiarisation of Multiwave HSE, drug and alcohol policy. Where they are posted.
- Fire extinguisher and alarm buttons near your cabin.

The captain took over and discussed the following topics:

- Gangway watch, visitor tags. Followed up good at last port call.
- Freezer temperature. Solved by defrosting the freezer
- Water from the fridge. Unknown reason, where it's from and why. Still under investigation.
- Scupper in galley. Scupper open, case closed.
- Lots of small bruises lately, a warning sign.
- Vomiting in the shower.

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The PC opened the meeting mentioned the 3 companies involved in the process, Swire, Multiwave and Santos. All having safety as their first priority. The importance of bridging the different HSE policies was highlighted.

Then the agenda list above was presented, discussing each topic in detail.

The captain took over and went through some recently HSE tasks solved. Also brought up that someone has been vomiting in a shower without cleaning up. In Australia, this is a criminal offence, and if this or something similar happens again, he will follow the case to its end.

Meeting was over at 13:36.

-----  
Ketil Glimsjø  
Multiwave Party Manager  
S/V Pacific Titan

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## 5. Shipment List

The following data shipments were shipped by ship's agency Beaufort Shipping for further transport to Santos or designated processing centre:

PI Number	Date	Description	Dep.	Destination
PT-2004-058	14/12/2004	Data Shipment - Copy Tapes	CGG Australia Essential Petroleum	Australia
PT-2004-059	05/12/2004	Navigation Data, PC files OEP04	CGG Australia Essential Petroleum	Australia
PT-2004-060	14/12/2004	Data Shipment - Original Tapes	CGG Australia Essential Petroleum	Australia

See attached documents:

## Section 2: Operation Summary

### PROFORMA INVOICE AND PACKING LIST



PT-2004-058

Date: 04-Dec-04

#### SENDER

M/V Pacific Titan at SEA  
Beaufort Shipping  
93B Bentinck Street  
Portland, Victoria 3305  
Australia

Att.: Martin McKeever  
Ph: + 61 3 5523 3939  
Mob: + 61 3 412 136 022

#### CONSIGNEE:

CGG Australia Services Pty Ltd  
First Floor, 2 Ord Street  
West Perth, WA, 6005  
Australia  
ATTN: Alain Delorme

Type of freight:  
AIR

Comments:  
Otway Basin Seismic Data via M/V Southern Raider

Box	Item	General description of content	Weight(kg)	Value(USD)
1	1 - 30	Data tapes containing seismic data (sequence 1 - 20)(Tapes 001-030)	7.5	1000
2	31 - 60	Data tapes containing seismic data (sequence 21 - 37)(Tapes 031-060)	7.5	1000
3	61 - 74	Data tapes containing seismic data (sequence 37 - 46)(Tapes 061-074)	7.5	1000
	75	CD containing observers/source/tape logs. Timing diagram, Shipping Proforma		
4	76	40 paper plots brute stacks, 1 3590 tape SEG-Y stacks, 1 CD ROM	4	10

Total weight: 26.5

Total boxes: 4

Total value: 3010

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

Sign

Haydn Brook

Chief Obs

## PROFORMA INVOICE AND PACKING LIST



PT-2004-059

Date: 05-Dec-04

**SENDER**

**M/V Pacific Titan at SEA**  
**Beaufort Shipping**  
 93B Bentinck Street  
 Portland, Victoria 3305  
 Australia

**Att.: Martin McKeever**  
Ph: + 61 3 5523 3939  
Mob: + 61 3 412 136 022

**CONSIGNEE:**

**CGG Australia Services Pty Ltd**  
First Floor, 2 Ord Street  
West Perth, WA, 6005  
Australia

ATTN: Alain Delorme

Type of freight:

**AIR**

Comments:

**Otway Basin Seismic Data to John Hughes via M/V Southern Raider**

[illegible]

Total weight:	0.4
---------------	-----

Total value: 100

Total boxes: 1

Certified true and correct

Multiwave Geophysical Company A.S.

R/V Pacific Titan

Sign

John Evans

Chief Nav



## Section 2: Operation Summary

### PROFORMA INVOICE AND PACKING LIST



PT-2004-060

Date: 04-Dec-04

**SENDER**  
M/V Pacific Titan IN TRANSIT  
Beaufort Shipping  
124 LIPSON STREET  
PORT ADELAIDE SA 5015  
PO BOX 3122  
  
Att.: CHRIS R J TRAVIS, MANAGER S.A.  
Phone: +61 8 8447 1511  
EMAIL: manager.adelaide@beaufortshipping.com

**CONSIGNEE:**  
Santos Ltd  
Level 29 Santos House  
91 King William Street  
Adelaide, SA 5000  
Australia  
ATTN: John Hughes

Type of freight: <b>AIR</b>	Comments: <b>Otway Basin Primary Seismic Data</b>
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Box	Item	General description of content	Weight(kg)	Value(USD)
1	1 - 30	Primary Data tapes containing seismic data (sequence 1 - 20)(Tapes 001-030)	7.5	1000
2	31 - 60	Primary Data tapes containing seismic data (sequence 21 - 37)(Tapes 031-060)	7.5	1000
3	61 - 74	Primary Data tapes containing seismic data (sequence 37 - 46)(Tapes 061-074)	5	500
	75	CD containing observers/source/tape logs. Timing diagram, Shipping Proforma		
	76	CD containing P1/90 data for seq 001 - 046 (OEP04)		
	77	CD containing P2/94 zipped, raw P1/90 zipped data and PC files for seq 001 - 046		

Total boxes: 3

Total weight: 20

Total value: 2500

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

Sign Haydn Brook  
Chief Obs

## 6. Production Log

Seq	Date	LineName	HD	FGSP	Time	LGSP	Time	Prod.	Line_status
1	09.11.04	OEP04-26-01-001	129°	1001	19:11	2221	22:57	30.525	
2	10.11.04	OEP04-59-01-002	211°	1001	00:33	2101	03:30	27.525	Complete
3	10.11.04	OEP04-51-01-003	030°	1001	05:39	2784	10:14	44.600	Complete
4	10.11.04	OEP04-57-01-004	211°	1001	12:06	2571	16:09	39.275	Complete
5	10.11.04	OEP04-47-01-005	030°	1001	18:48	1501	20:09	12.525	Complete
6	10.11.04	OEP04-45-01-006	031°	1001	21:43	1590	23:18	14.750	Complete
7	11.11.04	OEP04-53-01-007	210°	1060	00:44	1606	02:13	13.675	Incomplete
8	11.11.04	OEP04-53-02-008	210°	1607					DO NOT PROCESS
9	11.11.04	OEP04-55-01-009	211°	1001	09:05	2749	13:34	43.725	Complete
10	11.11.04	OEP04-49-01-010	031°	1001	16:48	2134	19:51	28.350	Complete
11	11.11.04	OEP04-53-03-011	210°						DO NOT PROCESS
12	12.11.04	OEP04-43-01-012	030°	1540	00:22	2134	02:02	14.875	Incomplete
13	12.11.04	OEP04-53-04-013	210°	1607		2174			DO NOT PROCESS
14	16.11.04	OEP04-02-01-014	301°	1001	09:29	3130	16:20	53.250	Complete
15	16.11.04	OEP04-06-01-015	128°	1001	18:10	2482	21:59	37.050	Complete
16	17.11.04	OEP04-10-01-016	313°	1001	00:34	2073	03:43	26.825	Complete
17	17.11.04	OEP04-08-01-017	133°	1001	05:21	2394	08:52	34.850	Complete
18	17.11.04	OEP04-41-01-018	006°	1001	10:51	1833	13:12	20.825	Complete
19	17.11.04	OEP04-31-01-019	211°	1001	15:11	2158	18:17	28.950	Complete
20	17.11.04	OEP04-39-01-020	030°	1001	19:58	2435	23:40	35.875	Complete
21	18.11.04	OEP04-53-05-021	210°	1607	02:34	2174	04:11	14.200	Complete
22	20.11.04	OEP04-04-01-022	301°	1001	05:14	2200	09:31	30.000	Complete
23	20.11.04	OEP04-29-01-023	210°	1001	00:50	1679	02:51	16.975	Complete
24	21.11.04	OEP04-37-01-024	030°	1001	04:29	1740	06:35	18.500	Complete
25	21.11.04	OEP04-43-02-025	030°	1001	09:20	1539	10:52	13.475	Complete
26	21.11.04	OEP04-33-01-026	211°	1001	13:13	2546	17:36	38.650	Complete

## Section 2: Operation Summary

27	21.11.04	OEP04-21-01-027	031°	1001	19:58	2769	00:55	44.225	Complete
28	22.11.04	OEP04-15-01-028	211°	1001	02:43				DO NOT PROCESS
29	23.11.04	OEP04-15-02-029	211°	1001	04:16				DO NOT PROCESS
30	23.11.04	OEP04-15-03-030	211°	1001	06:40	2748	11:38	43.700	Complete
31	23.11.04	OEP04-19-01-031	031°	1001	13:36	2650	18:08	41.250	Complete
32	23.11.04	OEP04-27-01-032	211°	1001	20:20	2664	00:49	41.600	Complete
33	24.11.04	OEP04-35-01-033	031°	1001	02:23	2180	05:35	29.500	Complete
34	24.11.04	OEP04-25-01-034	211°	1001	07:40	1991	10:20	24.775	Complete
35	24.11.04	OEP04-17-01-035	031°	1001	12:07	2353	15:51	33.825	Complete
36	24.11.04	OEP04-23-01-036	211°	1001	17:54	2351	21:35	33.775	Complete
37	24.11.04	OEP04-07-01-037	031°	1001	23:39	2306	03:12	32.650	Complete
38	25.11.04	OEP04-13-01-038	211°	1001	05:18	1491	06:39	12.275	Incomplete
39	25.11.04	OEP04-03-01-039	024°	1001					DO NOT PROCESS
40	25.11.04	OEP04-13-02-040	211°	1492	11:40	1998	13:05	12.675	Complete
41	25.11.04	OEP04-05-01-041	031°	1001	14:31	2290	17:58	32.250	Complete
42	25.11.01	OEP04-11-01-042	211°	1001	19:18	2294	23:01	32.350	Complete
43	26.11.04	OEP04-03-02-043	024° / 031°	1001	00:44	1657	02:30	16.425	Incomplete
44	26.11.04	OEP04-09-01-044	211°	1001	04:30	1524	05:57	13.100	Complete
45	26.11.04	OEP04-01-01-045	025°	1001	07:27	1551	08:54	13.775	Complete
46	26.11.04	OEP04-03-03-046	024° / 031°	1658	11:50	2049	12:53	9.800	Complete
<b>Total Km :</b>								<b>1107.200</b>	<b>Sail Km</b>

## 7. Crew Lists

**08/11-2004**

No	Name	Rank	D.O.B.	Citizenship
1	John Manning Silberberg	Capt	21.12.70	Australian
2	Simon Richard Milwright	Chief Officer	27.12.71	Australian
3	Kevin Paul Burrows	2 <sup>nd</sup> Officer	21.12.64	Australian
4	Tommy Boughton	Chief Engineer	30.03.55	Australian
5	John R. C. Kirkland	1 <sup>st</sup> Engineer	23.09.59	New Zealand
6	Michael D. N. Weeks	IR	09.12.61	Australian
7	Louis George Jacomos	IR	04.09.40	Australian
8	Johannes L. Van Drunick	IR	05.01.40	Australian
9	Ryan Daniel Styles	IR	06.05.74	Australian
10	Michael Bel	Chief Cook	09.10.43	Australian
11	John Terry Harding	2 <sup>nd</sup> Cook	02.12.46	Australian
12	Yvette Sareena Durand	Steward	19.01.75	Australian
13	Kevin M. L. O'Neill	Compr. Mech	23.08.61	Australian
14	Kenneth Rupert Stephens	Compr. Mech	17.09.51	Australian
15	Ketil Glimsjø	PC	28.08.56	Norwegian
16	Haydn Brook	Chief Observer	10.07.73	Australian
17	Cliff Gobitt	S/I Observer	30.10.45	British
18	Allan Beattie	Observer	23.03.65	British
19	Roar Nygaard	Observer	20.03.73	Norwegian
20	John Evans	Chief Nav	14.11.74	British
21	Jevie P.De Guzman	Navigator	10.11.64	Filipino
22	Markhus Rahm	Chief Mech	23.08.71	Swiss
23	Alex Gastador	S/I Mech	14.07.60	Filipino
24	Reynaldo Vega	Mechanic	17.09.62	Filipino
25	Ronaldo Morales	Mechanic	22.03.59	Filipino
26	Emma Buckingham	QC	28.08.76	British
27	Drew Douglas	Client Rep.	19.08.47	Australian
28	Rebecca Pirzl	MMO	03.04.70	Australian

**15/11-2004**

No	Name	Rank	D.O.B.	Citizenship
1	John Manning Silberberg	Capt	21.12.70	Australian
2	Simon Richard Milwright	Chief Officer	27.12.71	Australian
3	Kevin Paul Burrows	2 <sup>nd</sup> Officer	21.12.64	Australian
4	Tommy Boughton	Chief Engineer	30.03.55	Australian
5	John R. C. Kirkland	1 <sup>st</sup> Engineer	23.09.59	New Zealand
6	Michael D. N. Weeks	IR	09.12.61	Australian
7	Louis George Jacomos	IR	04.09.40	Australian
8	Johannes L. Van Drunick	IR	05.01.40	Australian
9	Ryan Daniel Styles	IR	06.05.74	Australian
10	Michael Bel	Chief Cook	09.10.43	Australian
11	John Terry Harding	2 <sup>nd</sup> Cook	02.12.46	Australian
12	Yvette Sareena Durand	Steward	19.01.75	Australian
13	Kevin M. L. O'Neill	Compr. Mech	23.08.61	Australian
14	Kenneth Rupert Stephens	Compr. Mech	17.09.51	Australian
15	Ketil Glimsjø	PC	28.08.56	Norwegian
16	Haydn Brook	Chief Obs	10.07.73	Australian
17	Cliff Gobitt	S/I. Obs	30.10.45	British
18	Allan Beattie	Observer	23.03.65	British
19	Roar Nygaard	Observer	20.03.73	Norwegian
20	John Evans	Chief Nav	14.11.74	British
21	Jevie P. De Guzman	Navigator	10.11.64	Filipino
22	Markhus Rahm	Chief Mech	23.08.71	Swiss
23	Alex Gastador	S/I Mech	14.07.60	Filipino
24	Reynaldo Vega	Mechanic	17.09.62	Filipino
25	Ronaldo Morales	Mechanic	22.03.59	Filipino
26	Emma Buckingham	QC	28.08.76	British
27	Drew Douglas	Client Rep.	19.08.47	Australian
28	Debra Anne Glasgow	MMO	25.11.57	New Zealand