

DAILY OPERATIONS REPORT # 12

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: | Tuesday 28th Oct 2003 |

1. PRODUCTION SUMMARY

October 28th, 2003

| Seq | Line Name | Hdg | Line Type | Line Status | FcSP | LcSP | Ch Sailed |
|--------------------|---------------|-------|-----------|-------------|------|------|-----------|
| 011 | WO3ANT-1124P1 | 305.0 | Prime | Incomplete | 2224 | 1678 | 10.25625 |
| 012 | WO3ANT-1124P2 | 305.0 | Prime | Completed | 1677 | 893 | 14.71875 |
| 013 | WO3ANT-1012P1 | 126.0 | Prime | Incomplete | 1001 | 2944 | 36.45000 |
| Total 10/28/2003 : | | | | | | | 61.42500 |

2. STATISTICAL ANALYSIS (DECIMAL HOURS)

Line Type Analysis

| | Period | (%) | Survey | (%) |
|---------|----------|-----|-----------|-----|
| Prime | 61.42500 | 100 | 385.91250 | 100 |
| Total : | 61.42500 | 100 | 385.91250 | 100 |

Line Charge Analysis

| <u>Sailed Kms</u> | Period | (%) | Survey | (%) |
|-------------------|----------|-----|-----------|-----|
| Prime | 61.42500 | 100 | 389.26875 | 100 |
| Total : | 61.42500 | 100 | 389.26875 | 100 |

| <u>Charged Sailed Kms</u> | Period | (%) | Survey | (%) |
|---------------------------|----------|-----|-----------|-----|
| Prime | 61.42500 | 100 | 385.91250 | 100 |
| Total : | 61.42500 | 100 | 385.91250 | 100 |

| <u>CMP Kms</u> | Period | (%) | Survey | (%) |
|----------------|-----------|-----|-------------|-----|
| Prime | 491.40000 | 100 | 3,087.30000 | 100 |
| Total : | 491.40000 | 100 | 3,087.30000 | 100 |

| <u>Square Kms</u> | Period | (%) | Survey | (%) |
|-------------------|----------|-----|----------|-----|
| Prime | 12.28500 | 100 | 77.18250 | 100 |
| Total : | 12.28500 | 100 | 77.18250 | 100 |

| <u>Fullfold Sailed Kms</u> | Period | (%) | Survey | (%) |
|----------------------------|----------|-----|-----------|-----|
| Prime | 57.37500 | 100 | 363.63750 | 100 |
| Total : | 57.37500 | 100 | 363.63750 | 100 |

| <u>Fullfold CMP Kms</u> | Period | (%) | Survey | (%) |
|-------------------------|-----------|-----|-------------|-----|
| Prime | 459.00000 | 100 | 2,909.10000 | 100 |
| Total : | 459.00000 | 100 | 2,909.10000 | 100 |

| <u>Fullfold Square Kms</u> | Period | (%) | Survey | (%) |
|----------------------------|----------|-----|----------|-----|
| Prime | 11.47500 | 100 | 72.72750 | 100 |
| Total : | 11.47500 | 100 | 72.72750 | 100 |

Time Activity Analysis

| | Period | (%) | Survey | (%) |
|-----------|--------|-----|--------|-----|
| Recording | 7.517 | 31 | 50.617 | 18 |

| | | | | |
|-----------------|---------------|------------|----------------|------------|
| Line Change | 4.033 | 17 | 24.050 | 9 |
| Extended L/C | 0.000 | 0 | 1.500 | 1 |
| Weather | 0.000 | 0 | 46.000 | 17 |
| Instrument | 0.000 | 0 | 0.217 | 0 |
| Source | 3.283 | 14 | 5.200 | 2 |
| Travel t/f Port | 0.000 | 0 | 4.250 | 2 |
| Client | 4.583 | 19 | 4.583 | 2 |
| Contractor | 4.583 | 19 | 4.583 | 2 |
| Mobilisation | 0.000 | 0 | 136.000 | 49 |
| Total : | 24.000 | 100 | 277.000 | 100 |

Time Cause/Reason Analysis

| | Period | (%) | Survey | (%) |
|----------------|---------------|------------|----------------|------------|
| Production | 11.550 | 48 | 74.667 | 27 |
| Weather | 0.000 | 0 | 46.000 | 17 |
| Equip.Fail | 3.283 | 14 | 5.417 | 2 |
| MOB/DeMOB | 0.000 | 0 | 140.250 | 51 |
| Obstruction | 0.000 | 0 | 0.183 | 0 |
| Crew Change | 9.167 | 38 | 9.167 | 3 |
| Survey Shape | 0.000 | 0 | 1.317 | 0 |
| Total : | 24.000 | 100 | 277.000 | 100 |

Time Charge Analysis

| | Period | (%) | Survey | (%) |
|----------------|---------------|------------|----------------|------------|
| Prime | 7.517 | 31 | 50.617 | 18 |
| Operations | 4.033 | 17 | 24.050 | 9 |
| Standby | 4.583 | 19 | 52.083 | 19 |
| Contractor | 7.867 | 33 | 10.000 | 4 |
| Mob/Demob | 0.000 | 0 | 140.250 | 51 |
| Total : | 24.000 | 100 | 277.000 | 100 |

3. TIME SUMMARY

October 28th, 2003

| Start | End | Hours | Description / Comments | Charge |
|----------------|------------|---------------|---|---------------|
| 00:00 | 01:13 | 1.217 | Production (Recording) Line continued through midnight local time. Aborted line at SP 1678 and circled due to air-leak on gun array. | Prime |
| 01:13 | 04:30 | 3.283 | Equip.Fail (Source) Circle and repair air leak on array 1. | Contractor |
| 04:30 | 06:17 | 1.783 | Seq 012 : Line WO3ANT-1124P2 | Prime |
| 06:17 | 08:04 | 1.783 | Production (Line Change) | Operations |
| 08:04 | 12:35 | 4.517 | Seq 013 : Line WO3ANT-1012P1 Miss SP 2102-2153 due to Sytrak crash - continue down line and reboot the system then continue recording to completion. Data tape 35653 NOT TO BE PROCESSED. | Prime |
| 12:35 | 14:50 | 2.250 | Production (Line Change) Nominal line change | Operations |
| 14:50 | 19:25 | 4.583 | Crew Change (Contractor) Start recovery of streamer for crew change. This time is shared 50/50 with Woodside till start of acquisition after the scheduled crew change. | Contractor |
| 19:25 | 24:00 | 4.583 | Crew Change (Client) Streamer recovery for crew change - time is shared 50/50 with PGS till start of acquisition after scheduled crew change on wednesday 29th October in Portland. | Standby |
| Total : | | 24.000 | | |

Chase/Supply Vessel Status:

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

Problems / Comments:

Completed line 1124 then turned on to line 1024, close inshore.

Missed SP 2102-2153 due to an on-line hangup with the Spectra. Rebooted the system and continued recording the line to completion. The portion missed will have to be reshot on PGS account at a convenient time later in the survey.

Fishing Activity:

A fishing vessel was sighted some 4 miles south of the survey area when we were in a turn on line 1114 doing array repairs. He was contacted but was well clear of our operations and was the cause of no interference. This has been the only vessel sighted anywhere near the survey.

The Perfect Lady picked up one crayfish pot – it has South Australian registration and is now on the deck of the Perfect Lady.

Shipping:

No shipping has been observed or reported in the area with the exception of work boats attached to the Semac1.

Crew change for Orient

Recovery of the streamer commenced on completion of line 1012 – time charges commenced after a nominal line change time was taken. These times as agreed will be split 50/50 unless there are PGS delays in Portland.

Vessel is scheduled to be in Portland at 06:00 hours on Wednesday 29th Oct. We should be alongside at approximately 07:15 hours local time. The vessel was originally scheduled to depart at 14:00 hours, but due to late arrival of PGS crew it will be delayed till 17:00 hours.

Medical Treatment Case

No further news at the time of this report.

General Weather Comments:

Winds down to 5 knots in the morning with a 1.3 metres swell, but picked up slightly as the day progressed.

Close of the day.

Recovering streamers in preparation for crew change in Portland

Winds: SW 20 knots

Swell: SSW 1.5m

| SEQ | COMMENTS |
|-------------------------|---|
| <p>012 Dir 305°</p> | <p>W03ANT1124 P1 SP 1687 – 836 Second portion to completion. Data Tape Nos: 35649 - 35650 Continuation of line after aborting due to an air-leak on array 1. Now complete.. Acceptable swell noise, balance and control on line. Some slight random bursts of swell noise observed. Weather: Winds SSW 5 knots Knots , Sea and Swell: SSW up to 1.5 metres. Noise at SOL: 5-6µB, EOL: 5-6µB (6Hz lo-cut filter applied) Water Depth: SOL: 38.3m, EOL: 41.0m Feather at SOL: -2.4°, EOL : -0.2°, Max: -2.4° Streamer Depth: 7.5 metres acceptable depth control. Bird 4 on streamer 4 lost communications for complete line. To be replaced at first opportunity. Noisy Traces: Nil logged – random swell bursts throughout the line. Gun Volume SOL: 2500 , EOL: 2500. Good pressure and control. Gun edits logged : – 2 spread errors above 2ms SP 1660, 1310 Timing errors: NIL Missed Shots: 1162</p> |
| <p>013 Dir 125°</p> | <p>W03ANT1012 P1 SP 1001 – 2836 Incomplete Data Tape Nos: 35651 - 35653 Missed SP 2102-2153 due to an on-line hangup with the Spectra. Rebooted the system and continued recording the line to completion. The portion missed will have to be reshot on PGS account at a convenient time later in the survey. Acceptable swell noise, balance and control on line. Some random bursts of swell noise observed. Weather: Winds E 8 knots Knots , Sea and Swell: ESE up to 3.0 metres at times near the end of the line Noise at SOL: 7-8µB, EOL: 7-8µB (6Hz lo-cut filter applied) Water Depth: SOL: 32.1m, EOL: 53.6m Feather at SOL: -1.6°, EOL : 1.0°, Max: 1.0° Streamer Depth: 7.5 metres acceptable depth control. Bird 4 on streamer 4 lost communications for complete line. To be replaced at first opportunity. Noisy Traces: Nil logged – random swell bursts throughout the line. Gun Volume SOL: 2500 , EOL: 2500. Good pressure and control. Gun edits logged : – 5 spread errors above 2ms SP 1224, 1957, 2484, 2834, 2840 Timing errors above 1.5ms: NIL Missed Shots: Data tape 35653 not to be processed. SP 2102-2153 not recorded due to Syntak</p> |
| | |
| | |

HSE Daily Statistics - 28/10/2003

Comments:

No accidents or lost time incidents reported. No spillage of oil or loss of containment overboard. Whale watches have been maintained - no sightings. 2 STOP cards- Positive observation -mechanics cleaning and sweeping decks of debris after cable work. Washing machine very slow cycle - 3 hours. Fridge in galley freezing food - to cold

HSE Items:

Stop Card Issued - 2 issued.

12:00 - 12:19

Toolbox Meeting/Debrief [TB]

Toolbox meeting prior to streamer recovery.

| 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) | 0 | 2 | 2 |
| Equipment Loss/Damage (ELD) | 0 | 0 | 0 |
| Non work related illness (NWR) | 0 | 1 | 1 |
| Events | | | |
| Stop Cards Issued () | 2 | 6 | 6 |
| Small Boat Launches () | 0 | 2 | 2 |
| Helicopter Landing/Takeoff (HL) | 0 | 0 | 0 |
| MOB Drill (MD) | 0 | 0 | 0 |
| Fire Drill (FD) | 0 | 0 | 0 |
| Emergency Boat /Towing Drill (EBD) | 0 | 5 | 5 |
| Safety Meeting (SM) | 0 | 2 | 2 |
| HSE Induction-Inspection (IT) | 0 | 2 | 2 |
| Safety Committee Meeting (SCM) | 0 | 0 | 0 |
| HSE Audits/Inspections/Safety Checks (HSE) | 0 | 5 | 5 |
| Toolbox Meeting/Debrief (TB) | 1 | 10 | 10 |
| Cetacean Sighting (CS) | 0 | 0 | 0 |
| Bunker and Resupply (BR) | 0 | 0 | 0 |
| Oil Spill Drill (OR) | 0 | 0 | 0 |
| Personnel transfer at sea (PT) | 0 | 0 | 0 |
| Totals | | | |
| No. Marine Crew | 34 | 417 | 417 |
| No. Seismic Crew | 21 | 252 | 252 |
| No. Contractors | 3 | 36 | 36 |
| No. Lost Time Injuries | 0 | 0 | 0 |
| Exposure Hours * | 696 | 8460 | 8460 |
| Small Boat Hours (Decimal hours) | 0.00 | 4.48 | 4.48 |
| Small Boat Exposure Hours (Dec. hours) | 0.00 | 17.93 | 17.93 |
| Fuel Usage (Cubic Metres) | 17 | 105 | 105 |
| * Exposure hours calculated at 12hrs per day per person. | | | |

Navigation report submitted by Stephen Burt for Tuesday 28th Oct

Navigation General:

General:

Attempted to FTP the P2 and P1 files back to Perth but it appears the PGS firewall is preventing the files to be transferred. Best option will be to pass the files on CD ROM in the morning during the planned crew change in Portland. PGS have checked Sequence 002 in-house and have passed it.

Seas were good for the area today but still experiencing a swell which is affecting some acoustics and compasses as previously reported.

Progress:

Shot to Sequence: #013 Processed to Sequence #013 QC'd to Sequence #007

NTBP Sequences:

001

Dead/Bad Units:

rGPS:- TB4 failed from SP #2124 to the EOL during sequence 013 the remaining pods were active.

Acoustics - All pods are operational.

Compasses – S4C4 inactive from Sequence 004.

Regards,
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