

DAILY OPERATIONS REPORT # 2

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:	Saturday 18 th October 2003

1. PRODUCTION SUMMARY

No Production

Time Activity Analysis

	10/18/2003	(%)	October	(%)	Survey	(%)
Mobilisation	24.000	100	37.000	100	37.000	100
Total :	24.000	100	37.000	100	37.000	100

Time Charge Analysis

	10/18/2003	(%)	October	(%)	Survey	(%)
Mob/Demob	24.000	100	37.000	100	37.000	100
Total :	24.000	100	37.000	100	37.000	100

2. TIME SUMMARY

Start	End	Hours	Description / Comments	Charge
00:00	24:00	24.000	MOB/DeMOB (Mobilisation) Remain alongside in Portland - rectifying AMSA requests. Late departure due to problems with ballast in tank 12.	Mob/Demob
		Total :	24.000	

Chase/Supply Vessel Status:

Perfect Lady and Southern Salvor remain alongside in Portland

Problems / Comments:

The Orient Explorer remains alongside and complete loading of supplies. Crew doing general maintenance and rectifying AMSA action point listing. DNV surveyor arrived from Melbourne to check and approve pipe work being performed in the engine room.

Sailing delayed due to problems in transferring ballast. Departure is expected to be 12:00 hours local time on Monday 19th Oct.

Production Forecast:

Expect to depart on 19th October. There are delays due to audit requirements set by AMSA and some pipe work and welding has been required for the replacement of tank vent pipes. Due to weather acquisition is not expected to commence till at least 22nd October.

General Weather Comments:

Fair weather – a slight deterioration with early rain, clearing and winds increasing up to 20 knots. Sea and swell outside the harbour entrance up to 1-2 metres.

Navigation report submitted by Stephen Burt

The second set of lead line readings was slightly better and in addition a sounding was made from the stem head (bow) of the vessel... The soundings did indicate that the seabed was not uniform and it could have been different directly under the transducer and as a result the second set of readings was accepted. Differences of -0.34 on the port station, -0.95 at the starboard station (closest to the dock) and 0.43m on the stem head or bow of the vessel. Comparisons will also be made using the bathymetric data from the recent site survey of the inshore lines of this area.

Initial results from the DGPS health check were poor with a 3.64m bust in Eastings noted the initial check was made over a 9 hour period. Requested that a further check should be made as the vessel was again delayed in its sailing time and the second check was made over a 6 hour period. The results were delayed on the Saturday as the crew had problems logging onto the Australian Government site.

Comments:

No accidents or lost time incidents reported. No spillage of oil or loss of containment overboard.

HSE Items:

09:00 - 16:00

Inspction/Tour [HSE]

Complete Woodside Audits and Inspections of the vessel.

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
Events			
Stop Cards Issued ()	0	0	0
Small Boat Launches ()	0	0	0
Helicopter Landing/Takeoff (HL)	0	0	0
MOB Drill (MD)	0	0	0
Fire Drill (FD)	0	0	0
Emergency Boat Drill (EBD)	0	0	0
Safety Meeting (SM)	0	0	0
Inspection Tour (IT)	0	1	1
Safety Committee Meeting (SCM)	0	0	0
Inspction/Tour (HSE)	1	2	2
Toolbox Meeting (TB)	0	0	0
Totals			
No. Marine Crew	28	57	57
No. Seismic Crew	21	42	42
No. Contractors	3	6	6
No. Lost Time Injuries	0	0	0
Exposure Hours *	624	1260	1260
Small Boat Hours (Decimal hours)	0.00	0.00	0.00
Small Boat Exposure Hours (Dec. hours)	0.00	0.00	0.00
Fuel Usage (Cubic Metres)	.5	1	1

* Exposure hours calculated at 12hrs per day per person.

Regards, Ken and Stephen