

DAILY OPERATIONS REPORT # 3

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:	Sunday 19 th October 2003

1. PRODUCTION SUMMARY

No Production

	<u>Time Activity Analysis</u>					
	10/19/2003	(%)	October	(%)	Survey	(%)
Travel t/f Port	4.250	18	4.250	7	4.250	7
Mobilisation	19.750	82	56.750	93	56.750	93
Total :	24.000	100	61.000	100	61.000	100

	<u>Time Charge Analysis</u>					
	10/19/2003	(%)	October	(%)	Survey	(%)
Contractor	4.250	18	4.250	7	4.250	7
Mob/Demob	19.750	82	56.750	93	56.750	93
Total :	24.000	100	61.000	100	61.000	100

2. TIME SUMMARY

Start	End	Hours	Description / Comments	Charge
00:00	12:00	12.000	MOB/DeMOB (Mobilisation) Remain alongside in Portland - rectifying AMSA requests. Late departure due to problems with ballast in tank 12.	Mob/Demob
12:00	16:15	4.250	MOB/DeMOB (Travel t/f Port) Depart Portland and travel to survey area and prepare to deploy streamer 4.	Contractor
16:15	24:00	7.750	Obstruction (Mobilisation) Deploying streamer 4. A large swell up to 3-4 metres does not allow for safe deployment of two streamers in unison.	Mob/Demob
Total :		24.000		

Action Points and Information request:

The following points and information are required from Woodside:

- Velocity model for OBP to produce Common Offset Cube.
- Approval for PGS to use the heli-deck.
- Day/date for lodgement of Weekly Reports from the vessel.
- Vessel daily and weekly report naming convention.
- Book or format required for the logging of watch-keeping times for whale observations on the Bridge.
- Status of disposal of food-scrap overboard – the food macerator is not 100% operational.

Chase/Supply Vessel Status:

Perfect Lady departed Portland with the Orient Explorer at noon local time.

Departure of the Southern Salvor was delayed till 17:30 local time. At the close of the day the Southern Salvor was on location with the Orient Explorer.

Problems / Comments:

The Orient Explorer departed at noon local time en route to the survey area. The delay in departure was due to late completion of work required to close action points highlighted by AMSA and problems transferring ballast from tank 12, which has now been rectified.

Deployment of streamer 4 commenced at 16:15 hours local time in very marginal swell and sea conditions. Due to the large swell (approaching 3-4 metres at times) it is not possible to deploy 2 streamers in tandem. Unless conditions improve by first light, it may not be possible to deploy the paravanes/doors for the wide tow. Meanwhile streamer 4 is have faulty sections replaced and is being ballasted. The next streamer to be deployed will be streamer 1 which also requires some maintenance and new sections to be added.

If conditions do not improve, we will have to recover streamer 4 and then deploy streamer 1 to complete the necessary maintenance. Redeployment of streamer 4 should then be quite rapid, up to 6 hours.

Some weather standby will possibly be incurred as this is outside the control of the contractor.

Production Forecast:

Due to weather acquisition is not expected to commence till at least 22nd October.

General Weather Comments:

Further deterioration in weather conditions – winds 20-25 knots at times with a swell approaching 3-4 metres..

Navigation report submitted by Stephen Burt

Results from the second DGPS health check were all acceptable and the systems were accepted. A pre survey QC check list of the verifications has been passed onto the Geomatic Department along with the results.

Vessel sailed at 12:00 hours after completing all the safety issues, however the weather forecast has poor an unsure how many of the streamers can be deployed. Attended the initial tool box meeting prior to deployment of streamer 4 safety of the crew was emphasised.

Passed on all the survey information given in Perth to the CHNAV the one issue he did mention would be to have the bathymetric data that SPECTRA could accept, *an example of the format required for each contour line is given below*

38 38.82S
143 03.93E

Would suggest that only the critical depth contours are given that is 15m 14m 13m 12m 11m and 10m contour lines this can also be used for the bridge crew.

HSE Daily Statistics - 19/10/2003

Comments:

No accidents or lost time incidents reported. No spillage of oil or loss of containment overboard. New crew-persons given vessel HSE and Safety Introduction prior to departure.

HSE Items:

11:00 - 11:45 Inspection Tour [IT]
New crew persons (4) taken on vessel inspection and given Safety Introduction.

15:00 - 15:30 Toolbox Meeting [TB]
Meeting conducted in the Recording Room to address the deployment of streamer 4 in marginal sea conditions.

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)	1	2	2
Safety Committee Meeting (SCM)	0	0	0
Inspection/Tour (HSE)	0	2	2
Toolbox Meeting (TB)	1	1	1
Totals			
No. Marine Crew	28	85	85
No. Seismic Crew	21	63	63
No. Contractors	3	9	9
No. Lost Time Injuries	0	0	0
Exposure Hours *	624	1884	1884
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)	9	10	10
* Exposure hours calculated at 12hrs per day per person.			

Regards, Ken and Stephen