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## 6. List of Key Personnel

### 6.1. Onboard Personnel

POSITION	CREW 1	CREW 2
Party Manager	Michael Martin	
Captain	Rudy Bless	
Chief Engineer	Kevin Joseph	
Chief Officer	Brett Mcphee	
Acq. Supervisor	Donny Isdaryanto	
Acq. Shiftleader	Stewart Klincke Essau Leija	
Pos. Supervisor	Stephen Kilmurray	
Pos. Shiftleader	Joel Pederick	
Handling Supervisor	Armin Roehl	
Shiftleader Mechanic	Aldrin Flores Sri Munisvaran	
Trilogy QC Leader		
Field Geophysicist	Petr Gorbachev	

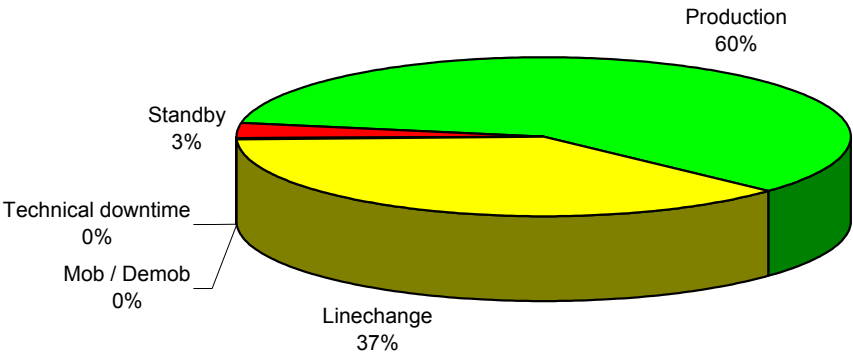
### 6.2. Office Support Personnel

POSITION	NAME	OFFICE
Vessel Manager	Kiran Tuite	Kuala Lumpur
Maritime Superint.	John Hattendorf	Kuala Lumpur
Instrument Support	InTouch Global Operations Support.	Oslo
Navigation Support	InTouch Global Operations Support, Kumara Krishnasamy	Oslo Kuala Lumpur
Mechanical Support	InTouch Global operations Support Darren Parish / Simon Flack	Oslo Kuala Lumpur
Trilogy QC Support	Tee Chee Cherng	Oslo
OBP Supervisor		

## 7. Field Information and Observations

### 7.1. Production Statistics

Production	173.8300 Hours	( 59.2 % )
Linechange	109.9000 Hours	( 37.4 % )
Mob / Demob	0.0000 Hours	( 0.0 % )
Technical downtime	0.9500 Hours	( 0.3 % )
Standby	8.8200 Hours	( 3.0 % )
Total Survey time	293.5000 Hours	( 100 % )



## **7.2. Daily Summary**

Party Managers log in local time UTC + 11

### **OSCAR Survey**

#### **17th February 2005**

A southwesterly force 6 winds and sea of 3 to 4m that had initially slowed the passage from SUE prospect, decreased during the morning to force 3 as Western Trident arrived at OSCAR. Acquisition commenced at 12:29.

Trident Support vessel OMS Pioneer in attendance.

The CMV was launched in the morning to transfer two-boat engineer Chidiebere Offor across to fishing support vessel Lady Roula for passage to Lakes Entrance, departing location at 08:16. Lady Roula will wait for the mornings tide at 05:50 in order to collect Tridents Truetime receiver before departure back to prospect.

First aid training session on burns was held in the afternoon.

#### **18th February 2005**

Production continued on northern lines in Oscar. Some feather mismatch observed and the shooting plan will be reviewed after the first 48hrs to determine if a 4-swathe plan would give a better match.

The first line change of the day was extended for gun maintenance, following the recovery of arrays 3 and 5.

The work boat was deployed on the day break line change, but after changing bird 3 streamer 4, and heading back down the streamer a rapidly increasing NE wind caused the operation to be aborted and workboat to be recalled. Trident had to maintain a slow turn to keep a lee for the recovery.

Two hours later the wind had unexpectedly dropped to light airs with calm sea conditions. The opportunity was therefore undertaken to carry out some of the streamer maintenance that had been planned for the transit from SUE but could not be done due to the weather. Section 18 streamer 7 (coil line leakage) was changed on line, some of the coverage already being buried due to feather mismatch. The streamer will be edited for at least SP's 2085 to 1524 when the power was off.

The CMV crew assisted the section change by the transferring the section. On return they collected a TrueTime receiver from Lady Roula who had returned back on prospect at 12:00.

A TS Dip was completed by the workboat crew before returning.

On the afternoon line change tailbuoy 7 (failed acoustic) was changed.

Support vessel OMS Pioneer in attendance.

#### **19th February 2005**

Prime line production continued on the northern half of the prospect.

Good sea conditions in the morning, light NE'ly 6kt wind permitted bunkering operations to be planned and undertaken, the wind increasing to SWS 17kts in the afternoon. OMS Pioneer was taken alongside on line 1280P1008 at 11:29, bunkering from 11:46 to 15:17 with 246m3 loaded.

## Section 2: Operation Summary

Shipments were discharged, mainly items for repair, 5 streamer reels now on Pioneers deck, 25 sections for repair.

### **20th February 2005**

Weather Moderate to light breeze variable, sea 1.5m, increasing in the evening to SW force 4, 2.0m.

Good production continued on the northern half of the prospect. Currents variable 0.7kt with a current rip again observed in the eastern half of the survey area.

The workboat was deployed on the morning linechange with 3 birds changed due to low battery status.

Lady Roula and OMS Pioneer in attendance.

A fire drill was held in the afternoon. Scenario, fire in the compressor room.

### **21st February 2005**

Swell noise was evident on the data, confused sea and swell over 2.0m with a moderate breeze varying from the SW to the SSE and back to the SSW.

Good production continued on the northern half of the prospect continued, the current slightly reduced in magnitude to 0.5kt.

First aid training session on medical emergencies was held in the afternoon.

### **22nd February 2005**

The sea and swell decreased slightly during the day, a moderate breeze again varying from the SW to the SSE and back to the SW. Swell noise was evident on the data but reduced.

Good production continued on the northern half of the prospect the prime lines nearing completion.

First aid training, second session on medical emergencies, was held in the afternoon.

OMS Pioneer departed the prospect 14:00 for crew change Melbourne.

### **23rd February 2005**

The final prime line in the north was completed along with two full infill runs, a teardrop turn required to complete the swathe border infill. A message was received from Apache requesting time to look at the entire northern portion of the block before committing to any more infill. After completion of line seq 23 the vessel preceded to commence production in the southern half of the block.

Weather conditions were excellent for seismic acquisition, light winds and swell decreasing from 1.5m to less than 1.0m. The workboat was deployed on line change in the morning and the crew changed out tail buoy 4, the GPS now operational but acoustic still down.

An unannounced MOB drill was held in the afternoon.

The final First aid training session, a second session on fractures was held.

Lady Roula in attendance, OMS Pioneer on route to Melbourne for crew changes.

### **24th February 2005**

Prime line production continued in the southern swathes,

Weather, moderate to fresh east to northeasterly breeze, sea to 2.0m. Currents just over 0.6kts reducing vessel speed in line change turns, feather matching reasonable.

## Section 2: Operation Summary

A Chiefs, Operations and Safety committee meeting was held in the afternoon.

Lady Roula in attendance, OMS Pioneer in Melbourne for crew changes.

### **25th February 2005**

Prime line production continued in the southern swathes,

Weather, moderate to fresh west southwesterly breeze, seas 2.0m. Currents increasing to 0.8kts reducing vessel speed on line and in line change turns, some feather mismatch.

Sea conditions too rough for small boat operations.

Lady Roula in attendance, OMS Pioneer back on route from Melbourne crew change, ETA tomorrow morning.

### **26th February 2005**

Acquisition continued in the southern swathes. Two catch up infill lines were acquired due to feather mismatch and steering for coverage on adjacent lines.

Currents increased to 1.0kt and feather matching was not ideal. The weather deteriorated during the day SW wind increasing to 28kts seas 2.5m. Streamer control became poor on line sequence 37 and swell noise was affecting the data.

OMS Pioneer arrived back on prospect at 05:00. The Captain reported problems with their steering gear. At 21:00 Pioneer departed to proceed to Eden after reporting a leak from a fuel tank into the engine room bilges.

Lady Roula who are scheduled to go in Lakes entrance for Monday 28th.

### **27th February 2005**

Prime line production continued in the southern swathes.

The SW wind decreased by morning but a large beam on southern swell increased in the afternoon seas 2.5m. The swell and currents combined still required care on turns with a larger turn and run-in required. Wind increased in the evening.

Currents increased to 0.9kt and feather matching was not ideal.

OMS Pioneer arrived back on prospect between 3 and 6am

Lady Roula who are scheduled to go in Lakes entrance for Monday 28th.

### **28th February 2005**

Prime line production continued on the final prime lines in the south.

Strong wind and rough seas today, an ENE wind gusting over 30kts and sea and swell rising to 3.0m. Swell noise was evident on the data and cable control poor. Acoustic and compass data was very noisy.

OMS Pioneer arrived back on prospect 02:30

Lady Roula departed for Lakes entrance 02:30 and was back on location at 21:00

### **1<sup>st</sup> March 2005**

Weather conditions were better than forecast NE 12kts, swell 1.5m, allowing for the CMV to be launched in the morning to transfer fresh provisions across from OMS Pioneer. The workboat was deployed on the afternoon line change to change out 7 birds with low battery status.

## Section 2: Operation Summary

The last prime line was completed followed by an extra swathe border infill in the north and two swathe border infill's in the south. No additional infill was required by the Client.

The vessel turned to commence the transit to the next survey. OMS Pioneer and Lady Roula in attendance.

END OF JOB 9439

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

### **7.2.1. Obstructions / Installations on the Field**

There were no obstructions, the Oscar block being situated to the east of the Northern Fields Platforms.

### **7.2.2. Traffic / Shipping Lanes**

The prospect was on the shipping route from the east coast of Australia to Melbourne, with vessels heading to and from the separation zone south of the Kingfish platforms. 20 to 25 vessels could be observed daily in transit and some shipping noise was observed on the seismic records. The bridge was able to contact vessels using channel 16 and ask them to avoid the Western Trident and its towed equipment. The ASI (Automatic Ship Identification system) is now a great help in determining the name and call sign of vessels approaching within VHF range.

### **7.2.3. Fishing Activity**

There were no conflicts with Fishing activity in the area, which was light. Prior to the start of the survey a lot of time had been invested informing the local fishing fleet of the Western Trident's planned activities. This has clearly paid dividends with no lost time recorded for fishing activities during the survey.

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

There was no seismic interference observed. A hydrographic vessel was the Bluefin was operating to the west of the survey in position 38 15 S 148 38E but did cause any interference.

### **7.2.5. Environmental Obstacles**

The climate of the Gippsland Basin can be described as moist cool temperatures having warm summers, with a regular winter-spring rainfall. The region is located on the northern edge of the westerly wind belt known as the roaring forties. Winds often freshen to gale force from the north and north-west, ahead of approaching fronts during all seasons. Once the fronts have passed they then swing abruptly southwest behind the front at similar speeds and abate until they again freshen ahead of the next front. Additionally, low-pressure systems can generate wind systems known as the "East Coast Lows", which consist of strong southeasterly winds. A total of 35.417 hours were lost as a result of the weather.

Regionally, Bass Strait has a unique geometry consisting of a broad shallow region, which descends abruptly to very deep water on each side. The Gippsland Basin is the broad shallow region on the eastern side of Bass Strait. The flux of water through the strait and its variations are key components of many physical and biological processes in the region. The currents within the Gippsland Basin region include components due to tides and wind stress. As a function of this in the open waters, tides generally result in an elliptical movement of the water mass. The East Australian current brings warmer waters into Bass Strait and influences water temperatures. Sea surface temperatures for Bass Strait range from 16 to 18°C in February and 12 to 14°C in August. Wave energy is relatively low, particularly in the broader shelf area in the Gippsland Basin. However, stalled low-pressure systems in the Tasman Sea during the summer can generate higher wave energy at this time. Intermittent up welling occur along parts of the east Gippsland coast.



## Section 2: Operation Summary

The infill was affected by the varied magnitude of the feather angles that varied from 0 up to 10deg. The current, over 1.0kt reduced the average vessel ground speed and also meant the turn radius had to be extended at times, especially when the sea conditions were also poor.

The survey was on the edge of the shelf, the water depth range for the increasing from 120m in the north to 400 m in south. Anticipated current rips associated with up welling were not observed.

### **7.2.6. Operational Observations**

The combination of 8m streamer depths and the use of solid streamers allowed production to continue in some very marginal sea conditions. The limiting factor regarding production was streamer control and swell noise on the compass and acoustic data affecting the ability to process the navigation data.

Chase boat Performance:

The crew of the fishing support vessel "Lady Roula" performed up to expectations.

The OMS Pioneer's performance and suitability for future surveys should be reviewed. Problems were reported with the bow thruster and manual steering gear. After arriving back on prospect 26<sup>th</sup> February after refueling in Melbourne, the Pioneer had to be released to proceed to Eden due to a main fuel tank leaking into the engine room bilges. In addition a reported miscalculation of the fuel order for Melbourne 24<sup>th</sup> February meant they could not take as much fuel as ordered and had to leave bunkers behind on the refueling barge.

## 8. HSE Summary

The survey was conducted in a safe and efficient manor with no lost time injuries taking place and no personal injuries.

The crew were encouraged to report all incidents and RIR's, Risk Identification Reports, were reported in QUEST. An action item (or items) was submitted for each report and reviewed before the report could be closed.

Tables below list the following;  
HSE-meetings  
RIR's, STOP-cards  
Audits & Inspections

### HSE-meetings

No	Description	Date
20050228001111	General QHSE Meeting	Feb 27, 2005
20050225221543	Operations and Safety Committee Meeting	Feb 25, 2005
20050224060906	Lifting Monowings from B- to D-Deck	Feb 23, 2005
20050220035119	WGIR crew meeting to discuss CERIS plan	Feb 20, 2005

### List of RIRs

No	Description	Date	Category
20050301040548	Nor power workboat's aft arm not functioning	Mar 01, 2005	Hazardous Sit.
20050228235503	Dryer filter was not cleaned before usage	Mar 01, 2005	Hazardous Sit.
20050228234932	Toilet Vacuum system blockage.	Feb 27, 2005	Hazardous Sit.
20050228233236	Electrical diagram was not updated.	Feb 28, 2005	Hazardous Sit.
20050228222037	Found shower outside sauna left on.	Mar 01, 2005	Hazardous Sit.
20050228214957	Untidy wiring on bench top in the Mess.	Feb 28, 2005	Hazardous Sit.
20050228033935	Condensation leak from Work Shop air conditioner	Feb 28, 2005	Hazardous Sit.
20050228030019	Fresh water leak on LMF compressor.	Feb 28, 2005	Hazardous Sit.
20050227174506	Poor storage of Optic slip rings.	Feb 27, 2005	Hazardous Sit.
20050227172056	Unsafe storage location for SRD spare parts.	Feb 26, 2005	Hazardous Sit.
20050227145654	Metal can found in container for burnables	Feb 28, 2005	Hazardous Sit.
20050227052933	handling chemicals without eye protection	Feb 27, 2005	Hazardous Sit.
20050227024922	Tailbuoy Light not functioning.	Feb 27, 2005	Hazardous Sit.
20050227001934	Scrap Metal Container Deficiency	Feb 27, 2005	Hazardous Sit.
20050226235716	Chemical Storage Deficiency	Feb 27, 2005	Hazardous Sit.
20050226035521	Manual steering on Chase Boat faulty	Feb 26, 2005	Hazardous Sit.
20050226022649	Workboat throttle found in fully open position.	Feb 26, 2005	Hazardous Sit.
20050225174408	Sewage plant airlift blocked	Feb 26, 2005	Hazardous Sit.
20050225075254	Lifeboat Release system	Feb 25, 2005	Hazardous Sit.
20050225063156	Low Level Water cut out in Water Boiler defective.	Feb 24, 2005	Hazardous Sit.
20050225022626	Standing in bight to mooring rope.	Feb 19, 2005	Hazardous Sit.
20050225021343	Not wearing gloves when attaching davit hook	Feb 17, 2005	Hazardous Sit.
20050225020220	Person smoking on deck during bunker operation.	Feb 19, 2005	Hazardous Sit.
20050225000402	Loose deck plates.	Feb 25, 2005	Hazardous Sit.
20050224154957	Trip hazards on cable deck.	Feb 24, 2005	Hazardous Sit.
20050224065200	Sprinkler system test without warning of people.	Feb 24, 2005	Hazardous Sit.

## Section 2: Operation Summary

20050224053751	MOB steering stand not covered	Feb 24, 2005	Hazardous Sit.
20050224053137	Lack of PPE	Feb 24, 2005	Hazardous Sit.
20050223183921	Air hose blown while working	Feb 21, 2005	Hazardous Sit.
20050222234205	Crane hook fastening	Feb 23, 2005	Hazardous Sit.
20050222232304	Insulation failure, 230V system.	Feb 21, 2005	Hazardous Sit.
20050221002720	CMV Battery compartment filled with sea water.	Feb 21, 2005	Hazardous Sit.
20050220235627	LMF compressor would not start	Feb 21, 2005	Hazardous Sit.
20050220235402	Tripping hazard	Feb 21, 2005	Hazardous Sit.
20050220154839	Bacteria killed off in sewage plant	Feb 21, 2005	Hazardous Sit.
20050220133938	Portable radio left on CMV.	Feb 20, 2005	Hazardous Sit.
20050219212631	Tailbouy battery left on charge w/o opening vent	Feb 19, 2005	Hazardous Sit.
20050219121658	Coil line leakage on Str 8 during Stbd turn.	Feb 19, 2005	Hazardous Sit.
20050219082737	Slippery gun shack door steps	Feb 19, 2005	Hazardous Sit.
20050219023018	Alarmsiren on streamerdeck had broken brackets.	Feb 19, 2005	Hazardous Sit.
20050218215917	Oil on the work boat	Feb 19, 2005	Hazardous Sit.
20050218164128	Workboat Aft arms faulty.	Feb 18, 2005	Hazardous Sit.

## **Audits & Inspections**

No	Description	Date
20050228070119	QHSE-MS Self Assessment	Feb 28, 2005
20050228064923	M.Martin QHSE Self assessment	Feb 28, 2005
20050228062259	Armin Roehl QHSE Self Assesment H1 2005	Feb 28, 2005
20050228045534	Stephen Kilmurray 6 monthly QHSE self assessment	Feb 28, 2005
20050227195924	Inspection on cable repair.	Feb 25, 2005
20050227194447	Misuse of tools	Feb 23, 2005
20050224180407	Trident periodic Feedback Jan - feb	Feb 24, 2005
20050221001739	SIPP_CTE_EN_Clean FO meter strainer.doc	Feb 21, 2005
20050221000857	SIPP_CTE_EN_Gamazyne.doc	Feb 21, 2005


## **9. Shipment List**

## 10. Logs

The final field and copy tape logs are written in PDL (Prospect Data Logger) format. The logs are copied as HTML files and copied onto CD. Copies of the PDL line logs were provided for Japex in the data shipments.

A scanned copy of the Production and Timing Summary is enclosed on the next page.

## Section 2: Operation Summary

M/V Western Trident Area GAP04D - OSCAR 9439 Apache Energy MMMA-YY 02-Mar-05															<div></div> <div>TIMING &amp; PRODUCTION SUMMARY</div>																
Accountable Time - Hours															Production - kms																
Transit		WesternGeco Downtime		Other chargeable Standby		Production Prime		Prime runout		Linechange Prime		Production Infill		Infill runout		Linechange Infill		Total Day Rate		Total Time		Prime Traverse km		Infill Traverse km		Prime FF CMP km		Infill FF CMP km		Total CMP kms	
DATE																															
16-Feb									0.533	3.350									11.35	11.350			73.57500			1100.40000				1100.40000	
17-Feb									0.533	7.383									23.05	24.000			121.83125			1835.70000				1835.70000	
18-Feb		0.950		0.567	13.867	0.817	7.800		1.063	8.383									24.00	24.000			136.48125			2030.10000				2030.10000	
19-Feb				0.200	14.333	1.083	8.383		1.063	7.150									24.00	24.000			147.56250			2207.40000				2207.40000	
20-Feb				0.133	15.617	1.100	7.150		0.833	9.133									24.00	24.000			126.61875			1910.70000				1910.70000	
21-Feb				0.317	13.717	0.833	9.133		0.867	8.867									24.00	24.000			130.12500	1.78125		1926.40000	28.50000			1956.90000	
22-Feb				0.333	13.467	1.117	8.867		0.517	3.233	7.450	0.583							24.00	24.000			64.18125	73.91250		1060.20000	548.50000			2089.70000	
23-Feb				1.083	6.583	0.517	3.233		0.517	1.083	10.350								24.00	24.000			115.20000			1689.60000				1689.60000	
24-Feb				0.817	11.750	1.083	10.350		1.083	9.233									24.00	24.000			126.54375			1832.70000				1832.70000	
25-Feb				0.567	12.883	1.317	9.233		1.317	5.883	0.567								24.00	24.000			54.16875	53.60625		780.90000				1570.80000	
26-Feb				1.133	5.417	0.500	6.750		0.500	6.750	5.883	0.567							24.00	24.000			106.98750			1558.20000				1558.20000	
27-Feb				2.400	11.667	1.117	8.667		1.117	8.667									24.00	24.000			120.54375			1775.10000				1775.10000	
28-Feb				1.183	12.450	1.033	9.333		1.033	9.333									24.00	24.000			12.95625	73.68750		168.90000				1775.10000	
1-Mar	5.850								0.267	2.183	7.550	0.533							5.000	5.000										1271.10000	
2-Mar	5.000																														
Month	10.850	0.950	8.816	139.733	11.317	94.433	21.100	1.683	15.467	303.40	304.35											1336.87500	199.98750			2971.80000				22748.40000	
Prev Month																															
Job Total	10.850	0.950	8.816	139.733	11.317	94.433	21.100	1.683	15.467	303.40	304.35											1336.87500	199.98750			2971.80000				22748.40000	
															Total Traverse		1536.86250														
															Total Linechange		109.90														
															Total Production		173.83														
															Total Standby		8.82														
															Total		292.55														
															Ilan Milne		Mike Martin														
															Client Representative, Apache / Bass Strait Oil		Perry Manager, Western Trident														