

257207

Friday 16th November

After starting the day on weather downtime, the swell dropped somewhat allowing production on line 191. This line was interrupted first for a source failure then for streamer transmission parity errors. After the second termination the weather and seas had increased again and no further production was possible. In the late afternoon time was taken to remove the extra lead in and replace the front stretches to rectify the parity problem. At midnight the survey vessel was standing by for weather to improve.

Saturday 17th November

Initially waiting for weather and when seas calmed sufficiently to lost some time when the port gunstrings became entangled with the streamer and then each other. Lines 194, 198 and 195 completed and production on line 192 was continuing at midnight.

Sunday 18th November

Line 192 terminated after the Titan instrument mass memory failed. Line 192 completed as an A line then lines 191, 193, 196 all completed. At midnight on production on line 202A. Weather conditions best to date but there was still some swell noise at the end of line 196 as moderately strong easterly wind and seas developed. Also experienced the first high feather angle at the start of line 202A when  $14.4^\circ$  was measured at the start of line. This dropped steadily and by shotpoint 200 approximately was within  $10^\circ$ .

Monday 19th November

Line 202A was completed at the start of the day, then 203. Line 204 had to be terminated after a mass memory system failure and after a circle was completed as 204A. Lines 189 was shot in to sections the first starting 12 kilometers from the south east end and shooting into the beach. Line was about five shotpoints shorter than preplotted at inshore end. Then the vessel turned out and resumed the line shooting to the north west. Line 189A was in progress at the end of the day.

Tuesday 20th November

Line 189A, 187 and 188 completed and 190 in progress at midnight. This was the on and only full day of uninterrupted production in the whole survey. On the last ten kilometers of line 187 the feather angle rose slowly above  $10^\circ$  to the end of the line. At termination it was  $13.8^\circ$  but this was exaggerated by a port turn at the end of the line. This line was also terminated early to avoid hazardous waters and a late change in exit direction became necessary after craypots were spotted to the starboard of the line.

Wednesday 21 November

Line 190, in progress at the start of day, was completed then the final line of the survey 205 was shot. Line 205 was subject to some very persistent swell noise as the line progressed out of the shelter of the Furneaux Group of islands. After discussions with the client the line was continued to completion because there was virtually no prospect of the sea conditions improving in the near future.