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PERSONNEL

This vessel has only just returned to Australian waters after a short period working in and around South East Asia. Fortunately the contractor has managed to retain the vast majority of the experienced personnel who were on the vessel when it left Australia.

There is a strong backbone of experience but the depth of experience is shallow in some areas. The first instance of this was the case of line 189 which was shot in two sections to maximize efficiency in good production conditions. The comprehension of the actual overlap achieved and the chargeable shotpoints was a little vague.

Another example of lack of understanding was when the crew decided to run both mobile Syledis receivers simultaneously. This can be done, but to avoid interference between mobiles, the synchronization pulse on one mobile has to be disabled. Because of a lack of basic experience with the system this was not done initially and it was not until the Syledis performance became very erratic that any thought was given to the matter.

The crew were professional, knowledgeable and worked very well together. There were no major accidents or safety practice infringements during the survey, although one crew member was sent ashore to have a minor laceration inspected. This accident occurred when a silencer on a compressed air bleed valve exploded and cut the small finger of the mechanics left hand, just at the middle knuckle. Had there not been a small vessel going ashore from the vessel that day it is doubtful whether the injured person would have been evacuated.