

GEOMEX POSITIONING SURVEY RECAP

On 25 November, 1985 the Diamond M Epoch approached the Koorkah No 1 drilling location and dropped No 6 anchor on bottom at 1621 Hrs. The rig was pulled onto the desired location with the Atlas Van Diemen by paying out 4000 ft of chain on No 6 Anchor.

The Navigators were consulted as to the location from the desired well-head position. The bearing and distance that the No 2 anchor would need to be run to pull the rig into the desired position was then calculated. No 2 anchor was subsequently run and tension pulled between Nos 2 and 6. The navigators were asked to give a rig position in relation to the desired position as the Atlas Van Diemen was slack on the tow bridle and the rig was tensioned between the two anchors so that we would know how far to run the other anchors to avoid having insufficient chain out in the direction the rig was to move. The navigators stated that the rig was off position 86 meters at 102 Degrees. The time was 1740 hrs.

The other anchors were subsequently run with the help of the navigators giving distances and bearings, insuring that the anchor pattern previously agreed upon was upheld. The anchor job was proceeding smoothly and swiftly until the navigators advised that an error had been made and that the rig would possibly be off location more than first predicted. This prohibited completion of the anchor pattern. The final anchor (No 1) was not set. The time was 2056 hrs on November 25, 1985.

After lengthy discussion with Geomex's home office in Perth, it was decided that we were indeed off location. At 2200 hrs, the rig was pulled toward the desired location by drawing in with the anchor chain. After pulling the rig 60 meters along 102 Degrees, additional positioning instructions were requested to find out how much further the rig would have to move. At this time the Navigators advised that they were still having problems with their coordinates and that the operation needed to be shut down until they had their problems solved and their position fixes confirmed. The time was 2245 hrs.

The work boats dropped their anchors and went on rest break at 2250 hrs so that when the Navigators had their positions confirmed we would be able to go back to work.

At 0640 26 November, 1985 the Geomex navigators decided that the rig was still 234 meters off location even though we had already moved 60 meters in the same direction previously. This much movement would completely void the anchor pattern after proper tensioning was achieved; therefore the anchors would have to be re-run to make a stable anchor pattern.

Work began immediately and anchorage was completed at 0200 hrs 27 November, 1985. The rig was pulled into position within 5 meters of desired location and all anchors were tensioned to storm tension rating.

Ballasting operations began at 0235 hours 27 November 1985. The rig position was held constant during ballasting operations; however the final post-spud survey showed the rig to be 41 meters off the desired location rather than the 5 meters calculated by the positioning crew (Geomex).