

## SUMMARY OF EVENTS

Racal personnel, Surveyor Mr. J. Austin and Electronics Engineer Mr. C. Hakkennes flew to Devonport airport on Tuesday 24th of November, 1992, arriving at 0930. On arrival, it was confirmed with Lloyd's helicopter personnel that Racal "SkyFix" equipment had already been transported to the "Ocean Epoch".

BHP Surveyor Mr. B. Edmonds arrived at Devonport airport at 1335 on the 24th of November 1992, and at 1425 all personnel departed Devonport airport for "Ocean Epoch", arriving aboard at the King-1 location at 1520. Equipment set-up commenced immediately, and by 2359 was complete, except for measurement of the gyro offset. Approach lines, anchor positions and rig heading were planned in accordance with instructions received during a meeting, at 1915, with Sagasco Company representative Mr. A. Chapman, and Barge Master Mr. D. Phillips.

By 0600 on Wednesday the 25th of November, 1992, anchor handling had commenced and Anchor No. 8 had been recovered, in winds of up to 25 knots and sea state 3. At 0658 Anchor No. 1 was recovered, and at 0718 Anchor No. 4 was also recovered; however at 0755 anchor-handling operations were postponed due to rising wind and seas. Anchor recovery did not recommence until over 48 hours later, after winds, which had risen to 45 knots, abated to 15 knots.

A gyro check was conducted at 2022 on the 25th of November, 1992, by observing the azimuth of the sun at sunset. Heavy cloud interfered with observations, however a preliminary C-O correction was derived and applied to the GNS navigation computer.

Anchor handling recommenced at 1011 on Friday the 27th of November 1992, and Anchor No.5 was recovered at 1100. At 1236, "Terje Viking" secured to the tow bridle and "Ragna Viking" finished with Anchor No.7. "Ragna Viking" recovered Anchor No.3 at 1417, and Anchor No.2 at 1630. "Ocean Epoch" lifted Anchor No.6 at 1713, and at 1740 it was secured and the tow to the Flinders-1 location commenced.

At 0522 on Saturday the 28th of November, 1992, the "Ocean Epoch" was one mile from the Anchor No.6 drop location, and sixty second position fix outputs were commenced. Anchor No.6 was let go at 0554, 29 metres from the intended position. By 0624 "Ocean Epoch" was located over the intended Flinders-1 position, and sixty second fixing was discontinued.

From 0705 to 0920 on the 28th of November, 1992, "Ragna Viking" placed Anchors 2, 7 and 3 on the bottom, generally close to intended locations except for Anchor No.7, which was placed some 12° from its intended bearing. At 1105 "Terje Viking" cast off the towing bridle, and at 1230 she placed Anchor No.8 on the bottom. "Ragna Viking" laid Anchor No.4 at 1339, "Terje Viking" laid Anchor No.1 at 1435, and "Ragna Viking" laid the last anchor, No.5, at 1445. Pretensioning then commenced.

Ocean Epoch completed successful pretensioning at 1848 on the 28th of November, 1992, and commenced ballasting down to drilling draught.

A second gyro check was conducted at 2026 on the 28th of November 1992, in good conditions, and a final gyro correction applied to the navigation software.