

### 3. SUMMARY OF EVENTS

Racal Engineer Mr. C. Hakkennes flew to Launceston on Sunday the 25th of October, 1992. On arrival, he journeyed to SAGASCO's Bell Bay terminal to commence selecting Racal equipment, for the forthcoming rigmove, from the stocks held there.

Racal Surveyor Mr. J. Austin arrived on a later flight, and also journeyed to the Bell Bay terminal. Subsequently a party consisting of Mr. J. Lambert, Mr. R. King and the two Racal personnel, drove to Devonport, to stay overnight at the Sunrise Motor Inn.

At 0953 on Monday, the 26th of October, 1992, personnel flew from Devonport airport by helicopter, to King Island airport, thence Ocean Epoch, arriving aboard at 1300. A freight helicopter arrived aboard at 1730, bearing the Racal survey equipment. At 2100 the same day, internal mobilisation of the navigation system had been completed.

A gyro check was conducted at sunrise on Tuesday the 27th of October, 1992, and the external equipment - antenna and cables were fitted during the morning so that by 0930 the navigational system was in full service, and from this time continual navigation information was available to rig personnel.

BHP Surveyor, and SAGASCO QC representative, Mr. J. Rutherford arrived aboard "Ocean Epoch" at 1200 on Tuesday the 27th of October, 1992. At 1300, GPS antenna offsets were measured with his assistance. At 1900 a briefing of the intended anchor-handling plan was conducted by the barge-master, Mr. Barnett. Subsequently an approach line suitable for his plan was calculated and input into the GNS navigational system.

At 0809, on Tuesday the 28th of October, 1992, the "Ocean Epoch" was 2600 metres from the intended location of Anchor No. 7. Automatic GNS fixes were commenced, and at 0834 Anchor No. 7 was laid some 125 metres from the intended location. By 0846 the rig was stopped, close to the intended King-1 location. At 0930 fog, which as to appear for the next three days; had cut visibility to less than one mile.

Anchor No. 3 was run from 1128, and by 1148 was on the bottom. The next anchor, No. 6, was not laid until 1648, thence Anchor No. 5 was laid at 2022, Anchor No. 2 at 2028, Anchor No. 8 at 0011 on Thursday the 29th of October, Anchor No 1 at 0118, and Anchor No. 4, the final anchor, at 0242.

The Supply Vessel "Terge Viking" had been despatched to Bell Bay at 2300 on Wednesday the 28th of October, 1992; after laying Anchor No. 4, "Ragna Viking" anchored at 0309 and commenced a rest break. At 0330, however, Anchor No. 8 broke free of the holding ground. No vessels remained available to re-lay it; and so it was left to 'soak' until 0830.

At 0830 Anchor No. 8 was again subjected to winch tension, and again it broke free. It was then fully recovered by winch, and racked at 1130.

The "Ragna Viking" re-ran Anchor No. 8 from 1315 on Thursday the 29th of October, 1992, placing it on the bottom at 1334. Pre-tensioning commenced immediately.

The "Ocean Epoch" commenced ballasting down at 1524 on Thursday the 29th of October, 1992, some 7.6 metres from the target location.

The rig was fully ballasted down and cables tensioned at 2231 on Thursday the 29th of October, 1992, when the Acoustic final fix was commenced. The GNS navigation program 'crashed' twice during the observations, and at length, some 33 observations of ranges to each of the three seabed transponders were observed and hand recorded. The final location of the drillstem was calculated to be 2.9 metres from the intended location.