

At 2336 on Thursday the 29th of October, 1992, the Differential GPS final fix was commenced. It was completed at 0113 on Friday the 30th of October, 1992, and the final location of the drillstem was calculated to be 3.4 metres from the intended location, and in good agreement with the Acoustic final fix.

On Friday the 30th of October, 1992, at 1030, Racal surveyor J. Austin transferred to the "Ragna Viking" in readiness to recover the King-1 acoustic net; and at 1045 SAGASCO/BHP representative Mr. J. Rutherford departed the rig by helicopter. Almost immediately, further helicopter operations, and transponder recovery, were postponed due to fog and poor visibility.

At 1414 on Friday the 30th of October, 1992, in now clear visibility, the first transponder, No. 101, was recovered. The entire net was recovered by 1443, and at 1500 J. Austin and the transponders were transferred back to the "Ocean Epoch".

At 1530 on Friday the 30th of October, 1992, all off-going Racal equipment was loaded onto a helicopter, and after a delay caused by a helicopter defect, equipment and personnel were flown from the rig, arriving at Devonport airport at 1800. Both Racal personnel were forced to stay overnight at the Sunrise Motor Inn.

At 0700 on Saturday the 31st of October, 1992 Mr. J. Austin drove back to the Devonport airport, collected some equipment, and despatched all other equipment (the Racal "SkyFix" system) to Perth by airfreight. He then drove to Bell Bay, prepared all remaining equipment there for road freighting to Perth, thence delivered two final "SkyFix" components to Launceston airport for airfreighting to Perth. Mr. J. Austin flew from Launceston airport at 1320. Mr. Hakkennes departed Devonport airport at 1010 the same day.