

After running the DST # 2A test string in the hole, a leak in the upper slip joint was discovered. While out of the hole, a positive test of 2000 psi was performed on the squeezed perfs. The string was run with a water cushion (800 psi draw down).

The interval 6014.4' - 6016.4' (DST # 2A) was perforated with 2-1/8" Enerjets, 4 SPF, 0°. A stabilized flowrate of 1.00 MMCFD gas and 300 BOPD (45.5° API) through a 16/64" choke resulted. The test continued with additional perforations being fired from 5948' to 6014'. A maximum flowrate of 11.8 MMCFD gas and 891.9 BCPD of (50.6° API) was produced through an 80/64" choke.

#### ABANDONMENT

An EZSV was set at 5923', and 200 sx of cement with 1% CFR-2, 20 gal/10 bbl Halad-22AL, and 0.3% HR-12 were mixed and squeezed into the DST # 2A perforations. After circulating at 5850', a balanced plug of 100 sxs of neat cement was placed above the cement on the packer.

A 1-11/16" scallop gun set at 4 spf and 0° phase was run and the interval perforated from 4009'- 4001'. An EZSV was set at 3954', and circulation of the 9-5/8" x 13-3/8" annulus was attempted to test for a cement bond.

A 1-11/16" scallop gun set at 4 spf and 0° phase was then run and the interval perforated from 2985' - 2987'. After setting an EZSV at 2930', circulation of the 9-5/8" x 13-3/8" annulus was established. A tracer pumped during clean-up indicated an annular volume 85 bbl less than expected. After repairing the RCM, 265 sxs of neat cement were mixed and pumped, placing 40 bbl of cement in the annulus.

The hole was then displaced with seawater, and the 9-5/8" casing cut at 329'. After verifying the 13-3/8" seal assembly was properly set, the riser and BOP stack were pulled. A total of 4 bbls of corrosion inhibitor (COAT B-1400) was pumped, and a corrosion cap placed on the wellhead. A location pinger and buoy were then placed at the wellhead.

A final survey of the wellhead and seabed was conducted by the divers. Anchors were pulled and the ship prepared for sailing.

The 'Robert F. Bauer' was released at 0400 hours, 11 October, 1985. (see attachment No 1)

#### NOTE

All EZSV'S run had a mild steel guide attached to the junk pusher with steel banding material.