

In light of both the improving weather conditions and forecast, the decision was made to resume operations. This occurred at 1700 hours. It should be noted that at 1630 hours, because the weather was rougher than forecast, Oceanroutes was contacted. They indicated mild weather to continue - a few southerly gusts, but tending to subside.

After retrieving the "hang"-off tool and beginning to RIH, the weather began to deteriorate. With the bit at 9137', the decision was made to POH and hang off. This occurred at 2230 hours.

The weather continued to deteriorate. At 2200 hours, the wind was 36/40 knts @ 162°, swells 6 ft @ 180°. Roll-5°, Pitch-5°, Heave-3-1/2 ft. It should be noted that the weather was blowing out of the South and Southeast, (ie., directly on the port beam). This was approximately 180° opposite than predominant weather for June and July. Waves were breaking over the port side of the vessel, with occasional crests sweeping the deck. The ships' crew were monitoring mooring tensions. At this time (2155 hours) Oceanroutes was contacted a second time. They now indicated a low pressure system building over Wilson's Promontory moving off to the ESE, however, they indicated the weather should not worsen and would probably moderate soon. The highest mooring tensions observed at this time were 272 kips on digital readout and 150 kips at the winch for the #7 anchor. Thirty minutes later, at 2230 hours, the decision was made to POOH and hang off. At 2238 hours, the #7 anchor line failed (it failed with approximately 250 kips tension).

At 2252 hours, with the bit at 8973', the drill string was hung off on the middle pipe rams and sheared. The LMRP was disconnected at 2259 hours, 16 August 1985.

A total of 25' of sheared drillpipe was recovered. The recovery of the #7 mooring line indicated the kinter link had failed. The recovered half of the kinter link showed signs of cracking (old rust) along the cross sectional area that failed.

The fish was recovered and operations resumed @ 1530 hours on 20 August 1985. A total of 88-1/2 hours were lost.

#### RE-ANCHORING

The decision was made on 5 September, 1985 to re-anchor the rig with a less rigid anchor pattern as recommended by Hoffman Maritime. At 2200 hours the LMRP was unlatched and the anchors were re-run with 1800' of chain and 5200' of wire out. The LMRP was relatched and diverter and flowlines installed @ 1700 hours on 7 September, 1985. The total time for re-anchoring was 43 hours. A maximum heading change of 30° was possible with the revised anchor spread. (see attachment No 4)