

Report # : 11 Date : 03/09/2001

Page : 1

Well Permit : T/30P **Rig:** Ocean Bounty **Water Depth (m):** 101 **Well Start:** 24/08/01 15:45

Days on Well :	10.3	Depth (m) :	2109	Supervisor(s):	D. Bell & J. Trethewie
Days from Spud :	6.93	TVD (m) :	2109	Rig M.I.C :	Klaus Zobel
Total Budget Days (P50) :	27.9	Progress(m) :	0		
Progress Budget Days (P50):	10.8	Rig Heading(°):	250		
AFE Cost :	\$14,370,000				
Cumulative Cost :	\$7,347,000				

Ops 00:00 to 06:00 : Ran and tested seal assembly. Pressure testing BOP's and choke and kill manifold.

Ops Summary (24 hrs) : Ran and cemented 10-3/4" x 9-5/8" casing. Made up seal assembly running tool in preparation for testing BOP's.

Start	Hours	Depth (m)	DT/ILT	Operations
12 1/4"				
0:00	1.00	2109	0	Held JHA and rigged up to run 9-5/8" casing.
1:00	1.00	2109	0	Ran and tested 2 joint shoe track. Rigged up and tested TAM packer fill and circulate tool.
2:00	8.00	2109	0	Ran 140 joints of 9-5/8" casing at 18 jts/hr.
10:00	0.50	2109	0	Made up x-over to 9-5/8" casing and changed out to 10-3/4" casing running equipment.
10:30	1.50	2109	0	Ran 14 joints of 10-3/4" casing at 10 joints per hour.
12:00	1.75	2109	0	Installed Deepsea Express cement plugs and ran 10-3/4" casing hanger. Rigged down casing equipment.
13:45	1.25	2109	0	Ran casing on drillpipe landing string and washed down from hang up depth of 2090m to 2097m. Installed cement head and surface equipment. Washed down with moderate difficulty from 2092m and landed casing at 2101m (9-5/8" shoe depth).
15:00	0.75	2109	0	Circulated 1.5 times bottoms up at 15bpm. Established circulation pressures at 15, 10, 8 and 4 bpm.
15:45	0.25	2109	0.25 D14	Replaced leaking high pressure grease fitting on Dowell cement head.
16:00	1.50	2109	0	Rigged up Halliburton unit to cement casing. Pumped 30bbls water and pressure tested surface lines to 4000psi. Cemented 10-3/4" x 9-5/8" casing.
17:30	3.00	2109	0	Displaced cement with rig pumps. Bumped top plug. Check floats holding and pressure tested casing to 3500psi (24.1MPa) for 10 minutes. OK. Rigged down cement head.
20:30	1.00	2109	1 D15	Unable to disengage casing running tool due to compacted cuttings behind snap ring, preventing retraction. Released running tool with 100 kips (45.4 tonnes) overpull. Pulled out of hole and laid out running tool.
21:30	1.50	2109	0	Made up mill and flush tool and ran in hole. Cleaned out hanger and seal assembly receptacle.

Report # : 11 Date : 03/09/2001

Page : 2

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12 1/4"

23:00 1.00 2109 0 Ran 3 stands heavy weight and made up seal assembly running tool.

Report Duration (in hours) 24

Report # : 11 Date : 03/09/2001

Page : 3

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Casing - Mud and Survey Data

Last casing: 9-5/8" @ 2101m RT

Liner:

Last BOP: 30/08/2001

Mud type : Aquadrill

Mud density : 1.15

Mud and/or Survey comments: Last Survey: 1.02deg Inc @ 2083mRT.

Riser

Riser tension : 272 klbs

Riser angle : 0.75

Hole position : 1.2m

Comments : Riser angle and position taken from bullseves.

Weather Information

Wave (m): 1.8 **Swell (m):** 4.6 **Wind (kn):** 25 knots @ 300 degr

Temp (°C): 15 **Heave (m) :** 2 **Pitch (°):** 1.5 **Roll (°):** 1.8

Rig Heading(°): 250

Weather comments: Swells increasing with moderate winds.

Support Vessel Movements

Pacific Conqueror:
On standby at the rig.

Pacific Sentinel:
In Portland

OHSE Reports

	Daily	Cumul.
LTI's :	0	0
TRC's :	0	0
Incident Reports :	0	2
Stop Cards :	10	97
Stop Tours :	0	0
Days since last LTI :		1436

Materials

Barite (t or sx)	1890	Fuel (m3)	365
Gel (t or sx)	800	HeliFuel(ltrs)	16000
Brine (m3)	0	Drill Water (m3)	943
Cement (t or sx)	1778	Pot Water (m3)	98
Blend (t or sx)	118		
Base oil (m3)	0		

Personnel on Board

WEL	5	BHI Logging	6
DOGC	61	Dowell Schlumberger	1
Stolt Comex	3	Dril-Quip	2
Halliburton	1	Petrotech	0
BHI Mud	2	Weatherford	4
Schlumberger	0	Security DBS	0
SDI	0	Fugro	0
Anadril Schlumberger	3	Lawson and Treloar	0

Total POB : 88

Notes/Memo

Shipping Details:

1. Large vessel logged at 01:10 hrs, heading 275 degT. Closest Point of approach 9.5 Nm, bearing 140.
2. Large vessel logged at 02:00 hrs, heading 062 degT. Closest Point of approach 11.0 Nm, bearing 283.
3. Large vessel logged at 06:40 hrs, heading 327 degT. Closest Point of approach 8.6 Nm, bearing 100.
4. Large vessel logged at 08:30 hrs, heading 024 degT. Closest Point of approach 9.0 Nm, bearing 130.
5. Large vessel logged at 09:30 hrs, heading 041 degT. Closest Point of approach 12.5 Nm, bearing 271.
6. Large vessel logged at 23:30 hrs, heading 057 degT. Closest Point of approach 6.2 Nm, bearing 264.

Weather Forecast:

Winds tending westerly with swells up to 4m.

Other Operations:

Recovered tow bridle suspended from Fwd side of the rig using the ROV. Bridle will require inspection prior to re-installation.