Chikyu DAILY MORNING REPORT

Mission No. : CK12-06 **Exp. No. :** Exp 338 **Report No. :** 76

Site Name : C0002 **Hole Name :** C0002H/C0002I **Lat.** 33°18.0362'N **Long.** 136°38.2077'E **Report Date :** 16/Dec/2012

Depth : @24:00 3,325.16 mBRT 1360.66 mbsf Progress : 38.16 m Seabed Depth : 1,964.50 mBRT RT-MSL : 28.5 m

Depth : @06:00 3,325.16 mBRT 1360.66 mbsf Drilling/Coring/Jetting Hrs. : 1.50 hrs LAST CASING : - x - mbsf(- mBRT)

Summary of Operation on 15-Dec : Recover FPIT. Prepare colliding tool. Trouble shoot on W/L winch. Prepare

Present Operation to 06:00 on 16-Dec : Run colliding tool. Cut 5"DP. Wind up wire line. Pick up drill string.

mBRT: meter below rotary table

mbsf: meter below sea floor

Time Breakdown (00:00 - 24:00 on 15-Dec

From	To	Hrs	Code	Detail of Operation
0:00	3:00	3:00	SP	Recover FTIP to surface.
3:00	7:00	4:00	SP(Other)	Prepare colliding tool. Set explosive.
				Difficult install colliding tool on Hook due to strong wind.
7:00	7:45	0:45	SP(Other)	Slack off 450kN and lower connection of 5-1/2"DP on Rotary Table.
				Turn Thread to left 2 times with iron roughneck and pick up again. Set slip and break connection with EBT formeutral weight (tension at colliding point: 390kN) due to heavy rain.
7:45	21:30	13:45	SP(N)	Attempt wind up wire line , but couldn't work winch. Troubleshoot Schlumberger wire line winch.
				Winch drum move slowly (below 100ft/hr) and winch monitor show high torque error.
				Check brake band, DC power supply, AC motor and "turn motor .
				* turn motor couldn't turn properly.
				Investigate motor by data tech engineer and electrician. Find feed back signal problem. Suppose the motor's encoder malfunction.
				Change speed feed back signal select "encoder " → "internal". Function test by SLB sinker bar, OK.
				Meanwhile, @09:10 DP status change to "Yellow" due to Thrust consumption each online unit. "CA warning "
				Start 2 AD generator. / 6MDG + 2 ADG
				(9:00-10:00) wind 25m/s max 29m/s , Wave sig 3.5 m /8 sec, max 5.4m / 16sec
				Heading deviation ave 0.5deg max 1.5 deg. Position deviation max 11m to North.
				(11:10) wind direction change 200-210-245. wind 20m/s.
				(11:30-12:00) wind direction change between SW-S, wind 15-20m/s.
				@14:30 DP status change to "Advisory"
				@19:30 DP status change to "Green"
				(15:15) Make connection and check string weight after rough weather.
				Hook load: 2082.2kN (still pipe stuck).
21:30	23:15	1:45	SP(Other)	Prepare colliding tool. Set explosive.
23:15	24:00	0:45	SP	Break connection one times with iron roughneck. Pick up string 2070kN hook weight and set slip. Break connection fully and install colliding tool.

Colliding Assembly

Length from tool bottom	
CCL	2.43
Shooting Point	0.75

Wind Condition				Current Condition	
Time	Direction (deg)	Average (m/s)	Gust (m/s)	Direction (deg)	Average (m/s)
2:00	177	13.2	14.5	711	2.7
4:00	175	13.0	15.5	74	3.3
6:00	190	19.9	20.7	78	2.9
8:00	186	18.4	21.0	80	3.1
10:00	190	25.6	28.3	85	2.8
12:00	230	20.8	21.3	91	3.3
14:00	245	10.2	13.1	93	3.6
16:00	255	8.6	9.8	89	3.4
18:00	235	10.4	11.1	83	3.1

Time Breakdown (00:00 - 06:00 on 16-Dec) * The data on 00:00 - 06:00 is unofficial.

From	To	Hrs	Code	Detail of Operation
0:00	3:30	3:30	SP(Other)	Run colliding tool.
				Adjust wire line (CCL) depth.
3:30	3:45	0:15	SP(Other)	Cut 5"DP with colliding tool.
				Set several depth: 2744.96mBRT (wire line depth).
				Shot colliding tool @03:40. Wire line tension decrease 2344-2368lbs to 2308-2321lbs.
3:45	5:15	1:30	SP(Other)	Wind up wire line.
				Stop back flow after 50min. Recover tool, confirm explosive successes.
5:15	6:00	0:45	SP	Pick up string, Hook load: 2800kN (overpull at colliding point: ~800kN). Connect HPS and over pull 1000kN, unsuccess.
				Slack off and decrease hook load to 1700kN. Set torque limit 10kN-m and rotate HPS, stall HPS. Increase torque limit 10-20-30-40kN-m. Stall HPS again.
				Over pull 200kN (Hook load: 1900kN) with toruqe: 40kN-m. Ovserve slow (1-2rpm) rotation with 40kN-m. Decrease HPS torque and start rotation, 40rpm x 30kN-m.
				Start pump, 140spm x 8.2MPa, HPS: 100rpm x 10.5kN-m. Decrease HPS torque (to 2.0kN-m) and SPP (7.2MPa) during circulation.
				Stop rotation of HPS for rig down W/L. Continue circulation and decrease SPP to 6.0MPa.

Bit Record

Bit No.	Size (in)	MFR	Type	IADC Code	S/No.	Nozzles	Depth (mBRT) From	Depth (mBRT) To	Meter-age	Hrs.	WOB (kN) Min.	WOB (kN) Max.	rpm Min.	rpm Max.	Total Rev. (krev)	Dull Condition Inner	Outer	Dull	Loc.	B	G	O.D.	RP
RR3a	10.625	BHC	BHC408C	M333	7142020	8 x 13/32	1964.50	3,325.16	1,360.7	21.13	10	80	10	140	145.1								

BHA Record

Coring	3 / RR3a	Core bit x Bit Sub w/ 10-5/8"Stab x RCB Core Barrel x Top Sub x Head Sub x 10-5/8"Stab x 8-1/2"Core DC(11) x 8-1/2"Coring Jar x 8-1/2"Core DC(6) x XO x 5.68"HWDP(12) x XO x 5"DP S-14 42stds x 5-1/2" DP S-150.

Hook Wt. (kN) @24:00 3,066.5 mBRT

BHA	390
below HWDP	320
below jar	220
Hook load	2070
Hook block w/HPS	720

Mud Properties

Mud Type	Time	Depth (mBRT)	MW	VIS	PV	YV	Gel St. (10", 10')	WL	Cake	pH	Pf	Cl-	Sand	Oil	Solid	K+	LGS	MBC	Temp In	Temp Out	n	K
SWG		Pit	1.04	98	14	12	12 13			11.1									19		0.33	6.79

Mud Pumps : 14-P-220 @ 3070.0 mBRT 4.98 gallon/stroke @97%

No.	Liner Size	SPM	GPM	Press. (MPa)	Ann. Vel. (m/min) DC	Ann. Vel. (m/min) DP
1	6"					
2	6"	0	0	0.0	0	0
3	6"					

Personnel @24:00

CDEX	8
MQJ Crew	93
MQJ (Other)	2
MQJ (Add subsea E)	3
MWJ	19
NME	0
Scientist, IODP	16
Telnite	1
Oceaneering	0
NOV	0
MI Swaco	0
AXON	0
SES	0
Vetcogray	0
Geoservices	0
Schlumberger-CMT	0
Schlumberger-W/L	3
Schlumberger-LWD	1
Frank's	0
Blohm Voss	0
NOV-Anderreamer	0
Shinsei kougyo	0
Core-IRM	5
Total	151

Mud Materials on Board @24:00hrs (unit: kg)

Item	Received	Used	Stock
Barite (Bulk)	0	31,800	376,200
Kunigel-VO (Bulk)	0	0	2,000
NaOH	0	0	0
Lime	0	0	2,840
NaCl	-5000	0	26,000
KCl	-21000	0	0
Tel-Polymer DX / L / H	0/0/0	0/0/0	5420/4120/2060
XCD-Polymer	0	0	825
Soda Ash	0	0	1,350
KOH	0	0	3,225
Bi-Carbonate	0	0	1,050
Clean Lube	0	0	0
Tel DD	0	0	0
Lignate NC	0	0	4,800
Astex S	0	0	0
Treat HS	0	0	1,680
Defoamer 30C / 15	0	0/0	176/160
Telnite GXL	0	0	342
Tel Clean	0	0	1,232
Baracor-100 (gal)	0	0	110
Tel Stop G / P	0/0	0/0	2160/1000
Tel Mica C / M / F	0/0/0	0/0/0	1500/480/1000
Tel Plug C / M / F	0/0/0	0/0/0	1500/3000/500
Tan Cal C / M / F / FF	0/0/0/0	0/0/0	2700/2010/1200/2100
EZ Spot	0	0	550
Speeder P / X	0	0	1,700/1,700
Rester	0	0	0
Telnite OS-5	0	0	120
Telnite HEC	0	0	100

Cutting skip @24:00

Load (E)		Empty	0
Kaiyu	0	Full	0
Shincho-maru	0	Back up	0
Offload (F)		S.Boat (E / F)	0/0
Kaiyu	0	@ Shingu	45
Shincho-maru	0	total	45

Geologic Information

From	To	Lithology of cuttings

Heli Information

Flt. No.	Time Arrived	Time Departed	Passenger Are.	Passenger Dept.
1				
2				
3				

Shale Shaker

No.1	#20 x 3/#110 x 4	No.4	#20 x 3/#110 x 4	No.1	0.00
No.2	#20 x 3/#230 x 4	No.5	#20 x 3/#230 x 4	No.2	0.00
No.3	#20 x 3/#110 x 4	No.6	#20 x 3/#110 x 4	No.3	0.00

Centrifuge: hrs

Safety (HSE) and other information

Incident	Last Incident	No. LTA
LTA		
HUNS cards	31	
Remarks		

Materials Stock on Board @24:00

Item	Unit	Received	Used	Stock
Fresh Water	m3	99.7	85.6	314.5
Potable Water	m3	0.0	6.0	271.8
Drill Water	m3	0.0	11.0	1,196.6
Fuel	m3	0.0	58.3	3,156.1
Lube, Oil	Ltrs	0.0	500.0	75,500.0
Heli Fuel	Ltrs	0.0	0.0	800.0
Cement "G"	ton	0.0	0.0	280.0

Boat Information @24:00

Boat Name	Status @24:00	Time @Chikyu Departed	Time @Chikyu Arrived
Shinchou-maru	Shingu	01:05	20:50
Hakuryu-maru	7 mile North from Chikyu	03:35	

Mud Volume (m3)	
Kill Mud (1.35sg)	46
KNPP (1.07-1.12sg)	88
SWG (1.04sg)	71
Prehy Gel (1.05sg)	141

Marine Information @24:00

Heave (m)	0.7
Pitch (deg)	0.6
Roll (deg)	0.3
Vessel Heading (deg)	250
Riser Tension (kN)	-
V.D. Load (Moon)	11618.2
Max Draught (m)	9.0
Thruster (kW)	1140

Weather Information

Time	Weather	Temp. (degC) Air	Temp. (degC) SW	Barometer (hPa)	Wind Speed (m/s)	Wind Dir. (deg)	Wind Gust (m/s)	Wave Height (m)	Wave Dir. (deg)	Wave Period (s)	Current Speed(knt)	Current Dir. (deg)	Visibility (km)
24:00	r	15.0	18.4	1012.2	13.2	25.0	14.8	2.3	210	7.7	1.9	90	19.0

Today's Schedule : Rig down W/L. Spot kill mud. Recover drill string. Move vessel to low current area.

Reported by : D. Ikenomoto / T. Yokoyama / S. Kataoka

Approved by : T. Saruhashi