| lame : | | C0002 |

 | Hole Na | ame :

 | C0002F | | Lat. | 33° 18. | 0507'N | Lon
 | ng. 136° 38
 | 2029'E | |
 | | Report Date | e: | 9/Oct/2013 |
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Depth :	@24:00	00002

 | mbsf |

 | Progress : | | m | Seabed Depth | : 1,939.00 | mBRT
 |
 | RT-MSL: 28 | |
 | | | | 5/0602015 |
| Depth : | : @06:00
Summ | nary of Operation | mBRT
on 8

 | -Oct : | Continue to ru

 | n BOP and rise | r to green jo | Drilling/C
bint #2. Install S | Coring/Jetting Hrs.
DVL, pressure tes | : 0.00
t Aux line per tall | hrs
ly.
 | LAST
 | CASING : 20 | <u> </u> | 8
 | 860.30 | mbsf(2,799 | 9.3 mBRT) | |
| | Present Op | peration @ 06:00
reakdown (00:00 | on 9

 | |

 | n BOP and rise | | | | |
 |
 | | |
 | _ | mBRT: meter bei
mbsf: meter belo | | |
| rom | To | Hrs | Code

 | |

 | | | | | |
 | Detail of Operation
 | n | |
 | | mbai. meter belo | w sea liooi | |
| :00 | 1:30 | 1:30 | RR(N)

 | Continue to trou
Replace | hose. Wine si

 | praved oil and f | unction DW | brake | | |
 |
 | | |
 | | | | |
| :30 | 3:00 | 1:30 | BOPE

 | Resume to run E | 3OP on riser. I

 | ower #5 green | joint attachi | ing fairing and c | able ties. | |
 |
 | | |
 | | | | |
| :00 | 4:30 | 1:30 | BOPE(Other

 |) Conduct Pressu | re test of aux

 | ines. | | | | |
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 | | | | |
| | | |

 | Choke a | and kill line with

 | h Cementing pu
and 6000psi 10 | mp. (both o | outer kill fail safe | e valves and outer | choke fail safe v | valves closed)
 |
 | | | | |
 | | | | |
| | | |

 | Booster | and conduit lin

 | ne by sub sea te | est pump. 5 | 000psi 10 min. | OK. | |
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| 30 | 8:00 | 3:30 | BOPE

 | Resume to run E | BOP on riser. F

 | P/U and run #6 | green joint a | attaching fairing | and cable ties.
V monitoring cable | (Cee 2 Deum A) | with \$1/DL #2
 | Communication shoe
 | | |
 | | | | |
| 00 | 21:00 | 13:00 | BOPE

 | Continue runnin | g BOP on rise

 | r (#7 - 11 greer | 1). | oor. connect vi | v monitoring cabi | s(Seg2 Didili A) | WILLI GVDL #2.
 | Communication chec
 | (, OK. | |
 | | | | |
| .00 | 22:45 | 1:45 | BOPE(Other

 | Install ris
) Conduct Pressu | ser fairing and

 | cable ties as pe | er tally. | | | |
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 | | | | |
 | | | | |
| | | |

 | Choke a | and kill line with

 | h Cementing pu | | gas bleeding va | lve, inner kill fail sa | afe valves and in | ner choke fail s
 | afe valves closed)
 | | | | |
 | | | | |
| | | |

 | |

 | and 6000psi 10
ne by sub sea te | | 000psi 10 min. | OK. | |
 |
 | | riser No. | min/
 | | iser running speed w | vith fairing
remarks | |
| 45 | 0:00 | 1:15 | BOPE

 | Pick up 25ft pup | ioint and run l

 | BOP on riser. | | | | |
 |
 | | Blue # | | |
 | 38 | 5ea attached | | |
| | | |

 | Installed
Install ri | seal sub with
ser fairing and

 | S-seal on 25' ri
cable ties as pr | er tally. | | | |
 |
 | | Green #1
Green #2 | | |
 | 24
68 | 11ea attached
11ea attached | | |
| | | |

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 | | | | | |
 |
 | | Green #3
Green #4 | | |
 | 68
42 | 11ea attached
11ea attached | | |
| | | |

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 |
 | | Green #5 | 5 14
 | 48 | 11ea attached | | |
| | | |

 | |

 | | | | | |
 |
 | | Green #6
Green #7 | | |
 | 17
71 | 11ea attached
11ea attached | Pressure te | st, brake repair |
| | | + |

 | |

 | | | | | |
 |
 | | Green #8 | 3 1
 | 76 | 11ea attached | | |
| | | |

 | Note:
Isolation | valve on kill (

 | ide can not hok | d pressure | | | |
 |
 | | Green #9
Green #1 | | |
 | 30
43 | 11ea attached
11ea attached | | |
| | | |

 | Juli |

 | | F. 300010. | | | |
 |
 | | Green #1 | 11 1
 | 59 | 11ea attached | Pressure te | st |
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 | 65 | | | |
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 | Vessel position |

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@ C000 | 2 site ETA

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rnoon 10th | om C0002 site.
Oct. 2013 | | |
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 | | | 9th Oct, Stop v | essel for loading n | naterial) |
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 | 9-Oct |) * The

 | data on 00:00 - | 06:00 is up | official | | |
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45 | 0:45 | 0:45
2:15 | BOPE

 | Continue to run
Pick up and run | riser (25ft pup
termination io

 | joint) | fairing w/ #1 | 11 green @ mor | | |
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 | | | | |
 | Ri | iser running speed w | vith fairing | |
| +5 | 5.00 | 2.15 |

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 | | iser running speed w | remarks | |
| | | |

 | Connec |

 | ig cable(Seg2 I | Drum A) and | d SVDL #1 at dr | ill floor. | |
 |
 | | riser No. | | |
 | /ea | | | |
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 | Commu | nication check

 | , #2,3,5,6,7 bot | h lines are C | DK. | | × |
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 | | 25' pup | oJt 1
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 | Commu | nication check

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