| Name :   |   
  | C0002  
   | ORT   
   | Hole Nan  
   
   | ne: CO   | 002F   | K13-04<br>Lat. 33° 18.  
   
  | 0507'N   | Long.   |  | 8.2029'E   | _   
   |   | -  | port No. :<br>eport Date :   | 47<br>30/Oct/2013   |
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---|--|--
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  |  
   | mBRT  
   | mbsf<br>mbsf  
   
   | Progress   |  | Seabed Depth<br>Drilling/Coring/Jetting Hrs.  
   
  | : 1,967.50<br>: 0.00   | mBRT<br>hrs   | RT-MSL : 28.5<br>LAST CASING : 20"   |  |   
   | m<br>x 8  | 60.30 mbsf(  | 0.30 mbsf( 2,827.8 mBRT)   |   |
|  | Summa   
  | ary of Operation   
   | on 2  
   | 9-Oct : Ru  
   
   | IN LMRP on riser.  |  | 55  
   
  |  |   | -  |  |   
   |   |  |  |   |
|  | Time Bre  
  | eration @ 06:00<br>eakdown ( 00:00   
   | ) - 24:00 on  
   | 0-Oct : RL<br>29-Oct  
   
   | in LMRP on riser. (Ri  | un telescopic joint)   |   
   
  |  |   |  |  |   
   |   |  | neter below rotary table<br>eter below sea floor   |   |
| om<br>00   | To<br>4:45  
  | Hrs<br>4:45  
   | Code<br>BOPE  
   | Continue running I  
   
   | .MRP on riser from g   | reen joint #2 to green joir  | nt #5 (1716.7mBRT).   
   
  |  |   | Detail of Operat   | tion   |   
   |   |  |  |   |
|  |   
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   |   
   |   
   
   |  |  |   
   
  |  |   |  |  |   
   |   | riser running s  | peed attaching fairing   |   |
| 45   | 6:00  
  | 1:15   
   | BOPE  
   | Conduct Aux lines   
   
   | pressure test at gree  | en joint #5.<br>st.  |   
   
  |  |   |  |  |   
   |   | green #3   | 145min<br>112min   |   |
|  |   
  |  
   |   
   | Test choke  
   
   | and kill line with 300   | 0/6000psi for 5/10min with   | h Cementing pump, OK.   
   
  |  |   |  |  |   
   |   | green #4<br>green #5   | 112min<br>115min   |   |
|  |   
  |  
   |   
   | Test condu<br>Rig down  
   
   | it and booster line w  | ith 5000psi for 10min with   | n subsea pump, OK.  
   
  |  |   |  |  |   
   |   | green #6<br>green #7   | 150min<br>133min   |   |
|  |   
  |  
   |   
   |   
   
   | eat mile.  |  |   
   
  |  |   |  |  |   
   |   | green #8   | 150min   |   |
| 00   | 6:30  
  | 0:30   
   | RS  
   | Grease up dolly.  
   
   |  |  |   
   
  |  |   |  |  |   
   |   | green #9<br>green #10  | 128min<br>114min   |   |
| 30   | 20:00   
  | 13:30  
   | BOPE  
   | Resume running L  
   
   | MRP on riser from g  | een joint #6 to green join   | t #11 (1852mBRT).<br>I test line. Communication (   
   
  | -hock #2 2 5   | 6 and 7: Primary ar   | d secondary OK #4  | : primary failed, seco   | andany OK   
   |   | green #11  | 124min   | 1   |
|  |   
  |  
   |   
   |   
   
   |  |  | rest line. Communication (  
   
  | allock, #2, 0, 0,  | o and 7. Frinary ar   | iu secondary orc, #4   | . primary railed, seco   | indary orc.   
   |   |  |  |   |
| :00  | 21:15   
  | 1:15   
   | BOPE  
   | Conduct Aux lines<br>Rig up tes   
   
   | pressure test at gree<br>lines for pressure te   | en joint #11.<br>st.   |   
   
  |  |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | Test choke  
   
   | and kill line with 300   | 0/6000psi for 5/10min with<br>ith 5000psi for 10min with   | Cementing pump, OK.   
   
  |  |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | Rig down  
   
   | est line.  |  |   
   
  |  |   |  |  |   
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   |   |  |  |   |
| 15   | 22:15   
  | 1:00<br>1:45   
   | BOPE<br>BOPE  
   | Pick up and run 25  
   
   | ft pup joint (1889mB   | RT). Bind MUX cable and  | I VIV cable w/ smart band.<br>and VIV cable w/smart ban   
   
  |  |   |  |  |   
   |   |  |  |   |
| 15   | 24:00   
  | 1:45   
   | BOPE  
   |   
   
   | mination joint (1903)  | MBRT). BING MUX Cable  | and VIV cable W/smart ban   
   
  | a.   |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | Note:<br>Load casir   
   
   | a running equipmen   | , cement head and equic  | ment, etc from Shincho ma   
   
  | iru.   |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | Drifting ve   
   
   | ssel to C0002 site at  | 0.2 knot vessel speed.   |   
   
  |  |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | (21:55-22:<br>(22:38-24:  
   
   | 00) Resumed drifting   | for changing heading.  |   
   
  |  |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   |   
   
   |  | g.<br>Chikyu position @24:0  | 0 Lat: 3  
   
  | 3deg 26'N<br>I6deg 33'E  |   | 149deg 9miles to Cl  | 0002F  |   
   |   |  |  |   |
|  |   
  | reakdown (00:00  
   |   
   |   
   
   |  | 0:00 - 06:00 is unofficial.  |   
   
  |  |   |  |  |   
   |   |  |  |   |
| om   | To  
  | Hrs  
   | Code  
   | 30-Oct )  
   
   |  | D  | etail of Operation  
   
  |  |   |  |  |   
   |   |  |  |   |
| 00   | 1:30  
  | 1:30   
   | BOPE  
   |   
   
   | ermination joint. Atta<br>IV monitoring cable a  | ach riser fairing on #11 gr<br>and SVDL #1.  |   
   
  | cation check,  |   | #2. 3. 5. 6 and 7 bot  | th primary and secon   | ndary lines - OK.   
   |   |  |  |   |
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   |   
   
   |  |  |   
   
  |  |   | #1 SVDL: primary lin   | ne failed, secondary   | line -OK.   
   |   |  |  |   |
|  |   
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   |   
   |   
   
   |  |  |   
   
  |  |   | #4 SVDL: primary II  | ne failed, secondary   | line -UK.   
   |   |  |  |   |
| 30<br>15   | 2:15<br>3:30  
  | 0:45   
   | BOPE<br>BOPE  
   | Pick up and run in<br>Pick up and run bu  
   
   | ermediate flex joint (   | 1906mBRT). Bind MUX of<br>T) Bind MUX cable and  | able and VIV cable w/ sma<br>VIV cable w/ smart band.   
   
  | rt band.   |   |  |  |   
   |   |  |  |   |
| 30   | 4:15  
  | 1:30   
   | BOPE  
   | Pick up and run 10  
   
   | ft pup joint (1942mB   | RT). Bind MUX cable and  | d VIV cable w/ smart band.  
   
  |  |   |  |  |   
   |   |  |  |   |
| 15   | 6:00  
  | 1:45   
   | BOPE  
   | Pick up and run te  
   
   | escopic joint. Bind N  | IUX cable and VIV cable  | w/ smart band, on going. (L   
   
  | MRP : 1918mB   | BRT)  |  |  |   
   |   |  |  |   |
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  |  
   |   
   |   
   
   |  | Chikyu position @06:0  | 0 149deg 7  
   
  | .8 miles to COO  | 02F   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | No  
   
   |  |  |   
   
  |  |   |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | (0  
   
   | te<br>1:00-06:00) Stop driff   | ing for loading from Kaiyi   | u, on going. (15ea of cuttin  
   
  | g skips loading.   | _)  |  |  |   
   |   |  |  |   |
|  |   
  |  
   |   
   | (0  
   
   |  | ing for loading from Kaiyi   | u, on going. (15ea of cuttin<br>Supply boa  
   
  | g skips loading<br>at Shincho-maru                                     | .)<br>u; Sea current surv   | ey SW 5mile from CP  | nikyu. (drift with chiky   | ги)   
   |   |  |  |   |
|  |   
  |  
   |   
   | (0  
   
   | te<br>1:00-06:00) Stop driff   | ing for loading from Kaiyi   | u, on going. (15ea of cuttin<br>Supply boa  
   
  | g skips loading<br>at Shincho-maru<br>t Hakuryu-maru                   | .)<br>J: Sea current surv   | ey SW 5mile from Cr<br>ey @C0002 site.<br>urrent, refer sea curr   |  | (u)   
   |   |  |  |   |
| ord  |   
  |  
   |   
   | (0.<br>Si   
   
   | ite<br>(00-06:00) Stop drift<br>pply & Watch boat st   | ing for loading from Kaiyi<br>latus@6:00   | u, on going. (15ea of cuttin<br>Supply boo<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>I Hakuryu-maru                   | .)<br>u; Sea current surv<br>; Sea current surv<br>※ sea cu   | ey @C0002 site.<br>urrent, refer sea curre   | ent sheet.   | u)  
   |   | Duil Cou   |  |   |
| S  | ize M   
  | IFR T)   
   |   
   | (0  
   
   | te<br>1:00-06:00) Stop driff   | ing for loading from Kaiy<br>atus@6:00<br>Depth (mart)   | u, on going. (15ea of cuttin<br>Supply boa  
   
  | g skips loading<br>at Shincho-maru<br>t Hakuryu-maru                   | .)<br>J: Sea current surv   | ey @C0002 site.  |  | ru)   
   | Oute  | Dull Cor<br>r Dull Loc.  |  | 0.D.  |
| S  |   
  | IFR Ty   
   |   
   | IADC SNo.   
   
   | ite<br>(00-06:00) Stop drift<br>pply & Watch boat st   | ing for loading from Kaiy<br>atus@6:00<br>Depth (mart)   | u, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>I Hakuryu-maru                   | .)<br>.; Sea current surv<br>.; Sea current surv<br>  | ey @C0002 site.<br>urrent, refer sea curre<br>rpm  | ent sheet.<br>Total Rev.   |   
   | Oute  |  |  | 0.D.  |
| (  |   
  | IFR Ty   
   |   
   | IADC SNo.   
   
   | ite<br>(00-06:00) Stop drift<br>pply & Watch boat st   | ing for loading from Kaiy<br>atus@6:00<br>Depth (mart)   | u, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>I Hakuryu-maru                   | .)<br>.; Sea current surv<br>.; Sea current surv<br>  | ey @C0002 site.<br>urrent, refer sea curre<br>rpm  | ent sheet.<br>Total Rev.   |   
   | Oute  | r Dull Loc.  | B G  |   |
| (  | in) M   
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   |   
   | IADC SNo.   
   
   | ite<br>(00-06:00) Stop drift<br>pply & Watch boat st   | ing for loading from Kaiy<br>atus@6:00<br>Depth (mart)   | u, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>I Hakuryu-maru                   | .)<br>.; Sea current surv<br>.; Sea current surv<br>  | ey @C0002 site.<br>urrent, refer sea curre<br>rpm  | ent sheet.<br>Total Rev.   |   
   | Oute  |  | B G  | 0.D.<br>1.881.3   |
| s<br>(<br>cord   | in) M   
  | IFR Ty   
   |   
   | IADC SNo.   
   
   | ite<br>(00-06:00) Stop drift<br>pply & Watch boat st   | ing for loading from Kaiy<br>atus@6:00<br>Depth (mart)   | u, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>I Hakuryu-maru                   | .)<br>.; Sea current surv<br>.; Sea current surv<br>  | ey @C0002 site.<br>urrent, refer sea curre<br>rpm  | ent sheet.<br>Total Rev.   |   
   | Oute  | r Dull Loc.  | B G  |   |
| Cord   | in) M   
  |  
   | Deoth   
   | ADC SINo.   
   
   | te<br>1:00-06:00) Stop drift<br>ppty & Watch boat st   | Ing for loading from Kaly<br>atus@6:00   | U, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.             | See current surver     See current surver     See current surver     WOB (kN)     Min. Max.   | ey @C0002 site.<br>urrent, refer sea current, refer sea current, max.<br>Min. Max.   | ent sheet.<br>Total Rev.   |   
   |   | r Dull Loc.<br>Hook Wt   | B G  |   |
| S<br>(<br>cord   | in) M   
  |  
   | ype   
   | ADC SINo.   
   
   | te<br>1:00-06:00) Stop drift<br>ppty & Watch boat st   | Ing for loading from Kaliy   | u, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.             | See current surver     See current surver     See current surver     WOB (kN)     Min. Max.   | ey @C0002 site.<br>urrent, refer sea curre<br>Min. Max.  | Total Rev.<br>(krev)   |   
   |   | r Dull Loc.<br>Hook Wt.<br>Green jol   | B G  | 1,881.3   |
| Cord   | in) M   
  |  
   | Deoth   
   | ADC SINo.   
   
   | te<br>1:00-06:00) Stop drift<br>ppty & Watch boat st<br>Nozzles  | Ing for loading from Kaly<br>atus@6:00   | U, on going. (15ea of cuttin<br>Supply box<br>Watch boa   
   
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.             | See current surver     See current surver     See current surver     WOB (kN)     Min. Max.   | ey @C0002 site.<br>urrent, refer sea current, refer sea current, max.<br>Min. Max.   | Total Rev.<br>(krev)   |   
   |   | r Dull Loc.<br>Hook Wt   | B G<br>(kN) @<br>int #11<br>ck & Riser R/T, centralizer<br>ck  | 1,881.3   |
| cord<br>Muc  | IType   
  | Time   
   | Depth<br>(mBRT)<br>5.0  
   | ADC   
   
   | He           300 06:00) Stop drift           pply & Watch boat at           Nozzles  | Ing for loading from Kalyv<br>attes@6.00   | a, on going, (15ea of cuttin<br>Supply box<br>Waich box<br>Meter-<br>fo age<br>pH Pf CI-<br>Mut Materaia on Board   
   
  | g skips loading<br>It Shincho-mart<br>Hakuryu-maru<br>Hrs.             | ) 2. Sea current surv 3. Solid MBC | py @C0002 site.<br>rpm<br>min. Max.<br>Min. Max.<br>Min. Max.<br>In. Cut   | Total Rev.<br>(krev)<br>K+   |   |  
  | r Dull Loc.<br>Hook Wt.<br>Green jol<br>Hook blo<br>Cutting s  | B         G           (kN) @         (nt #11           ck & Riser RT, centralizer         (kk) @           ck & Riser RT, centralizer         (kk) @           ck = RT, centralizer         (kk) @   | 1,881.3   |
| s<br>(<br>cord<br>Muc<br>mps : 14  | IType   
  | Time   
   | Depth<br>(mBRT)<br>5.0  
   | ADC S/No.   
   
   | He           130-06:00) Stop drift           ppty & Watch boat st           Nozzles  | Ing for loading from Kaly<br>alse@6.00   | u, on going, (15ea of cuttin       Supply box       Watch boa       0 <td>g skips loading<br/>It Shincho-mart<br/>Hakuryu-maru<br/>Hrs.</td> <td>See current surver     See current surver     See current surver     WOB (kN)     Min. Max.</td> <td>ey @CC002 site.<br/>rrent. refer sea curr<br/>hin. Max.<br/>Min. Max.<br/>In Max.<br/>Temp<br/>In Out</td> <td>Total Rev.<br/>(krev)<br/>K+</td> <td></td> <td></td> <td>r Dull Loc.<br/>Hook Wt.<br/>Green jol<br/>Hook blo<br/>Cutting s</td> <td>B G<br/>(KN) @<br/>int #11</td> <td>1,881.3</td>  
   
  | g skips loading<br>It Shincho-mart<br>Hakuryu-maru<br>Hrs.             | See current surver     See current surver     See current surver     WOB (kN)     Min. Max.   | ey @CC002 site.<br>rrent. refer sea curr<br>hin. Max.<br>Min. Max.<br>In Max.<br>Temp<br>In Out  | Total Rev.<br>(krev)<br>K+   |   
   |   | r Dull Loc.<br>Hook Wt.<br>Green jol<br>Hook blo<br>Cutting s  | B G<br>(KN) @<br>int #11   | 1,881.3   |
| s<br>(<br>cord<br>operties<br>Muc  | in) M<br>I Type<br>r Size Si<br>6*  
  | Time<br>PM G   
   | Depth<br>(mBRT)<br>PM F   
   | ADC<br>Code SiNo.   
   
   | He           IOD 06:000) Stop drift           ppty & Watch boat st           Nozzles   | Ing for loading from Kaly<br>alse@6.00<br>Depth (mart)<br>From   | u, on going, (15ea of cuttin       Supply box       Watch boa       Watch boa       Meter-       o       age       pH       Pf       CL       Meteration on Board       Bartle (Bulk)       Bartle (Bulk)   
   
  | g skips loading<br>It Shincho-mart<br>Hakuryu-maru<br>Hrs.             | Sea current surver,         Sea current surver,           Sea current surver,         Sea current surver,           WOB (NN)         Mm.         Mas.           Model         Solid         MBC           Solid         MBC         Solid           Received         0         0  | rpm @C0002 site.<br>rrpm Min. Max.<br>Min. Max.<br>Temp<br>m Cut<br>Used<br>0<br>0   | tent sheet.  | n<br>237,860<br>12,000  
   |   | r Dull Loc.<br>Hook WL<br>Green joi<br>Hook blo<br>Hook blo<br>Cutting s<br>ROV<br>Status  | B         G           (kN) @   | 1,881.3<br>1,881.3  |
| scord<br>perties<br>Muc  | in) M<br>in) M<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i   
  | Time<br>PM G   
   | Depth<br>(mBRT)<br>5.0  
   | ADC<br>Code SiNo.   
   
   | te           IOC 06:00) Stop drift           pply & Watch boat st           Nozzles  | Ing for loading from Kaly<br>Inter (ge 00)<br>Depth (mart)<br>From<br>10)<br>WL Cake<br>10)<br>Cake<br>10)<br>Cake<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>10  | p. on going. (15ea of cuttin       Supply box       Waich boa       Waich boa       Waich boa       Meter-       o       age       pH       Pf       Ci-       Bartin (Buik)       NaCH       NaCH  
   
  | g skips loading<br>It Shincho-mart<br>Hakuryu-maru<br>Hrs.             | Sea current surver,         Sea current surver,           Sea current surver,         Sea current surver,           WOB (NN)         Mm.         Mas.           Model         Solid         MBC           Solid         MBC         Solid           Received         O         O           0         O         O  | vg @c0002 site.<br>urrent, refer sea current<br>rem<br>Min. Max.<br>Temp<br>Temp<br>Used<br>Used<br>0<br>0<br>0<br>0<br>0<br>0   | K*   | n<br>1237,860<br>12,000<br>800  
   | K LGS   | r Dull Loc.<br>Hook Wt<br>Hook Wt<br>Hook blo<br>Hook blo<br>Cutting s<br>ROV<br>Status<br>Last DW<br>Injection  | B         G           (k4) @   | 1,881.3<br>1,881.3  |
| s (<br>cord cord<br>Muc  | in) M<br>in) M<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>iType<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i<br>i   
  | Time<br>PM G   
   | Depth<br>(mBRT)<br>5.0<br>5.0<br>6  
   | ADC         SiNo.           ADC         SiNo.           automatic and automate and automatic and automatic and automatic and automate   
   | He           302 06:000) Stoop drift           pply & Watch boat al           Nozzles   
  | Ing for loading from Kaly<br>Intersite (Constraints)<br>Boot (Constraints)<br>Intersite (Constraints)  | pH Pf CL<br>Barrie (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)<br>Karling (Cull)   
  | g skips loading<br>It Shincho-mart<br>Hakuryu-maru<br>Hrs.             | See current surver     See current surver     See current surver     WCB (AN)     Mm    Mex.     Solid    MBC     Solid    MBC     Received     0     0     0     0   | vy @c0002 site.<br>urrent, refer sea current<br>Min. Max.<br>Max.<br>In Out<br>Used<br>0<br>0<br>0<br>0<br>0  
  | K*   | n 237,860<br>12,000<br>1,240  | K LGS   | r Dull Loc.<br>Hook Wt<br>Hook Wt<br>Hook blo<br>Hook blo<br>Cutting s<br>ROV<br>Status<br>Last DW<br>Injection   
  | B         G           (N) @  | 1,881.3           1,881.3           Full           0           Standby           2013/10/16           55 /135         9   |
| s ( ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )  | in) M<br>I Type<br>I Type<br>I Size<br>Si<br>6°<br>6°<br>6°<br>6°<br>6°<br>100  
  | Time<br>PM G   
   | Depth<br>(mBRT)<br>PM F   
   | ADC         SiNo.           ADC         SiNo.           automatic and automate and automatic and automatic and automatic and automate   
   | He           300 06:000) Stop drift           pply & Watch boat st           Nozzles  
  | Ing for loading from Kaly<br>Interside CO<br>Depth (mart)<br>From<br>I<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>S | pH Pf CL-<br>Mathematical Classical Control Classical Clas  
  | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | Solid MBC     Solid MBC     Received     Received     O     O     O     O     O   | Provide Sea Current, refer sea c | K* Unit: kg)   
   | n<br>237,860<br>12,000<br>1,2,000<br>1,2,000<br>1,2,000<br>4,3600<br>4,3600<br>4,3600   | K LGS   | r Dull Loc.<br>Hook Wit<br>Green joi<br>Hook bio<br>Cuting s<br>ROV<br>Status<br>Lat Oric<br>Injection  
  | B         G           (N)         (N)           (N)     <                                | 1,881.3           1,881.3           1,881.3           Full           0           Standby           2013/10/16           5/13.5           Passen           Are.  |
| s (<br>cord cord<br>Muc  | in) M<br>I Type<br>I Type<br>I Size<br>Si<br>6°<br>6°<br>6°<br>6°<br>6°<br>100  
  | Time<br>PM G   
   | Depth<br>(mBRT)<br>5.0<br>5.0<br>6  
   | ADC         SiNo.           ADC         SiNo.           automatic and automate and automatic and automatic and automatic and automate   
   | Nozzles           2V         VV         City         Cit  
   | Ing for loading from Kaly<br>Interside CO<br>Depth (mart)<br>From<br>I<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>State<br>S | p. on going, (15ea of cuttin       Supply box       Watch boa       Watch boa       Meter-       age       pH     Pf       CL       Mat Materias on Board       Bartle (Bulk)       NacOH       NacOH       NacOH       NacOH  
   | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | Sea current surver,         Sea current surver,           Sea current surver,         Sea current surver,           WOB (NN)         Mm.         Max.           Model         Necentral         Necentral           Solid         MBC         Necentral           Received         0         0           0         0         0           0         0         0   
  | vg @c0002 site.<br>urrent, refer sea current<br>rem<br>Min. Max.<br>In Out<br>In Out<br>Used<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | K* Unit: kg)   | n<br>237,860<br>12,000<br>8,000   | K LGS<br>Hell Info   
  | r Dull Loc<br>Hook Wi<br>Green joi<br>Hook bio<br>Cuting<br>Rov<br>Status<br>Injection   | B         G           (AN)         (AN)           (AN) | 1.881.3           1.881.3           Full           0           Standby           2013/10/16           55 /135 9           Passen  |
| cord   | in)         M           in)         Image: Constraint of the second   
   | Time C   | Depth<br>(mBRT)<br>5.0<br>PPM f<br>(<br>0<br>Lithology of  
   
  | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           galionistroke @67         SiNo.           D         galionistroke @67           Press.         Ann. Ve           MPa)         Code           Unimin         O           Could on the second of the second   
  | Nozzles           2V         VV         CG           7%         Person           7%         CDEX           2P         VV         CQ           7%         Person           20         CDEX           7%         CDEX           2P         MQL (S)           30         MQL (S)           30         MQL (S)           31         CDEX           32         SLB W.   
   | Ing for loading from Kaly<br>Depth (mart)<br>From  | prid     Pf     Ci-       prid     Pf     Ci-       mark     Ci-     Ci-       Mat Matrixeo in Based     Ci-     Ci-       Mark     Ci-     Ci-       Mark     Ci-     Ci-       Scitt     Ci-     Ci-       Mark     Ci-     Ci-       Mark     Ci-     Ci-       Scitt     Ci-     Ci-       Mark     Ci-     Ci-       Mark     Ci-     Ci-       Mark     Ci-     Ci-       No     Ci-     Ci-       Scitt     Ci-     Ci-       No     Ci-     Ci-       Scitt     Ci-     Ci-       Scitt     Ci-     Ci-       Scitt     Ci-     Ci-  
   | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | Sea current surver;         Sea current surver;           Sea current surver;         Sea current surver;           WOB (RN)         Mm.           Mm.         Max.           Solid         MBC           Solid         MBC           Received         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0  | rpm<br>mrmt, refer sea current<br>rpm<br>Min. Max.<br>Temp<br>Temp<br>Used<br>Used<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | K* (unit: kg) (unit: kg) (unit: kg) (unit: kg) (unit: kg)  | n<br>1237,860<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,00000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,000<br>12,  | K LGS   | r Dull Loc.<br>Hook Wit<br>Green joi<br>Hook bio<br>Cuting s<br>ROV<br>Status<br>Lat Oric<br>Injection   
   | B         G           (N)         (N)           (N)     <                                | 1,881.3           1,881.3           1,881.3           Full           0           Standby           2013/10/16           5/13.5           Passen           Are.  |
| s ( ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )  | M in)   
  | Time           PM         Ci           Image: Second secon | Depth<br>(mBRT)<br>5.0<br>PPM 5.0<br>Lithology of<br>20, #84 x 2<br>20, #84 x 2   
   
   | (0     (0     (   
   | AB<br>SOL OCCOUNTS Stop drift<br>ppty & Watch boat at<br>Nozzles<br>PV VV (10<br>Pr Person<br>L DP<br>MG2 (2<br>NG2 Cean<br>MG2 (2<br>NG2 Ce   | Ing for loading from Kaly<br>Depth (mart)<br>From  
   | an going (15ea of cuttin       Supply box       Watch box       Watch box       Image: Supply box <td>g skips loading<br/>at Shincho-maru<br/>Hakuyu maru<br/>Hrs.<br/>Sand Oil</td> <td>x         Sea current survey           Sea current survey         Sea current survey           Sea current survey         Sea current survey           WOB (eN)         Mm           Mm         Max.           Solid         MBC           Solid         MBC           Received         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0</td> <td>rpm<br/>min. Min. Max.<br/>mrmt, refer sea current<br/>Min. Max.<br/>mrmt, max.<br/>mrmt<br/>In Out<br/>Used<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out<br/>Out</td> <td>K*</td> <td>n<br/>227,860<br/>12,000<br/>560<br/>48,600<br/>48,600<br/>48,600<br/>48,600<br/>48,600<br/>48,600<br/>2,625<br/>1,975<br/>1,975<br/>1,975<br/>1,975<br/>1,975<br/>1,975</td> <td>K LGS<br/>Heil Infi<br/>Fit. No.<br/>1<br/>2<br/>3<br/>4<br/>4</td> <td>r Dull Loc<br/>Hook Wi<br/>Green jol<br/>Hook bio<br/>Culting s<br/>ROV<br/>Status<br/>Last Ovic<br/>Insection<br/>Arrived<br/>09:08</td> <td>B         G           (M) @        </td> <td>1.881.3           1.881.3           Full           0           Standby           2013/1016           9           9</td>  
  | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | x         Sea current survey           Sea current survey         Sea current survey           Sea current survey         Sea current survey           WOB (eN)         Mm           Mm         Max.           Solid         MBC           Solid         MBC           Received         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0   | rpm<br>min. Min. Max.<br>mrmt, refer sea current<br>Min. Max.<br>mrmt, max.<br>mrmt<br>In Out<br>Used<br>Out<br>Out<br>Out<br>Out<br>Out<br>Out<br>Out<br>Out<br>Out<br>Out  | K*   
   | n<br>227,860<br>12,000<br>560<br>48,600<br>48,600<br>48,600<br>48,600<br>48,600<br>48,600<br>2,625<br>1,975<br>1,975<br>1,975<br>1,975<br>1,975<br>1,975  | K LGS<br>Heil Infi<br>Fit. No.<br>1<br>2<br>3<br>4<br>4   | r Dull Loc<br>Hook Wi<br>Green jol<br>Hook bio<br>Culting s<br>ROV<br>Status<br>Last Ovic<br>Insection<br>Arrived<br>09:08   | B         G           (M) @  | 1.881.3           1.881.3           Full           0           Standby           2013/1016           9           9  
                                 |
| s (<br>(<br>cord<br>mps : 14<br>Line<br>c Inform<br>m<br>m<br>haker<br>#<br>#<br>#   | in) M<br>in) M<br>in  
  | No.4         #           No.5         #  | Desth<br>(mBRT)<br>5.0<br>PM f<br>(0<br>0<br>Lithology of<br>20, #84 x 2  
   
   | ADC         SiNo.           ADC         SiNo.           MW         VIS         I           D         galionstroke (gi)           Press         Ann. Ve           MPa)         (mmin           DC         I           0         cuttings   
   | AB<br>AD 06:00) Stop drift<br>ppty & Watch boat st<br>Nozzles<br>2V VV (10<br>2V VV (10<br>20<br>2V VV (10<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>2   
  | Ing for loading from Kaly<br>Intersection of the section of the sect   | pH Pf CL<br>Mathematical Control of Classical Control   
   | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | a         See current survey           b         See current survey           X         see cu   | Py @C0002 site.<br>urrent, refer see current<br>Min. Max.<br>Min. Max.<br>In Out<br>In Out<br>Used<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | K*   | n<br>237,860<br>12,000<br>35,000<br>43,900<br>43,900<br>43,900<br>43,900<br>2,025<br>1,975<br>2,225   
   | K LGS<br>Heilinfit<br>Fit<br>No.<br>1<br>2<br>3<br>4  | r Dull Loc<br>Hook Wi<br>Green ja<br>Hook Kin<br>Hook Kin<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Status<br>Last Dive<br>Injection<br>Arrived<br>09 05  | B         G           (M) @  | 1,881.3           1,881.3           1,881.3           Full           0           Standby           2013/10/16           5/13.5           Passen           Are.  |
| s ((<br>cord<br>pperties<br>Muc<br>Line<br>Line<br>Line<br>kaker<br>#<br>#<br>#<br>#<br>#<br>#<br>#<br>\$ Stock  | M in)   
  | No.4         #           No.5         #           Unit         Rec   | Depth Depth (mBRT) 5.0 PM (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
   
   | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           MW         VIS         I   
   | AB<br>AD 06:00) Stop drift<br>ppty & Watch boat st<br>Nozzles<br>   
  | Ing for loading from Kaly<br>Intersection of the section of the sect   | pH Pf CL<br>Mathematical Control of Classical Control   
   | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | a         See current survey           bes current survey         See current survey           X   | y @COOO2 site.     urrent, refer see current     Min Max.     Min Max.     In Out     Used     Used     0          | Control of the c      | 237,860<br>12,000<br>12,000<br>12,000<br>380,000<br>380,000<br>380,000<br>380,000<br>2,005<br>2,025<br>2,225<br>2,225<br>2,205<br>2,000<br>2,000<br>0  
  | K LGS<br>Hell Info<br>Fil.<br>No.<br>3<br>4<br>4<br>Safety (<br>Incidem<br>LTA  | r Dull Loc<br>Hook Wi<br>Green Ja<br>Hook Kin<br>Hook Kin<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Status<br>Last Dive<br>Status<br>Last Dive<br>Status<br>Last Dive<br>Injection<br>HSE) and other informat   | B         G           (M)         (M)           (M)                                      | 1,881.3           1,881.3           Full           0           Standby           2013/1016           Passen           9           9   |
| s Stock III  | in)         M           in)         Si           Si   
  | Time           PM         C           No.4         #           No.5         #           No.6         #   
   | Depth<br>(mBRT)<br>6.0<br>PM 6.0<br>PM 6.0<br>Lithology of<br>Lithology of<br>20, #84 x 2<br>20, #84 x 2  
   | ADC         SiNo.           ADC         SiNo.           gallonistroke @01         Image: Sino.           D         gallonistroke @01           D         gallonistroke @01           D         gallonistroke @01           D         centriluge: hrs           No.1         No.2           No.3         Stock           Stock         Stock   
   
   | te<br>300 06:000) Stop drift<br>pty & Watch boat at<br>Pty & Watch boat at<br>Nozzles<br>Pty VV (10<br>Pty Person<br>COEX<br>NG2 (<br>Person<br>MG2 (<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Person<br>Per | Image for loading from Kaly           Depth (mart)           From           I St.<br>100           WL         Cake           I St.<br>100         WL           Cake         I           I St.<br>100         WL           Cake         I           I St.<br>100         I           I St.<br>100 <tdi st.<br="">100           I St.<br/>10</tdi>  | on going, (15ea of cuttin       Supply box       Watch box       Watch box       Image: Supply box       Image: Suply box       Image: Suply box   
   | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | x         Sea current survey           x         Sea current survey           Sea current survey         Sea current survey           X         Sea current survey           Solid         MBC           X         Sea current survey           X  | rpm         mrent, refer see our           rpm         Min.         Max.           Min.         Max.         Max.           In         Out         Out           Used         Out         Out           0         Out         Out   
  | K+ (unit: kg) (unit: kg) (unit: kg) (unit: kg) (unit: kg)  | n<br>237,860<br>12,000<br>800<br>1,2,00<br>800<br>1,2,00<br>800<br>3,000<br>3,000<br>3,000<br>2,625<br>1,675<br>2,225<br>1,695<br>2,265<br>1,695<br>2,205<br>2,205<br>2,205   | K LGS<br>Heil Infi<br>Fit.<br>No.<br>1<br>2<br>3<br>4<br>Stafety [<br>Incident  | r Dull Loc<br>Hook Wi<br>Green jol<br>Hook Wi<br>Green jol<br>Hook bio<br>Culling s<br>ROV<br>Status<br>Last Dive<br>Indent<br>HSE) and other information<br>Last<br>Indet<br>Indet   
  | B         G           (M)         (M)           (M)     <                                | 1,881.3           1,881.3           Full           0           Standby           2013/1016           Passen           9           9   |
| s ( ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )  | in)         M           in)         Si           Si   
  | No.4         #           No.5         #           Unit         Rec           m3         m3   
   | ppe   
   | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           galionistroke @01         Image: Sino.           galionistroke @01         Image: Sino.           centriluge: hrs         Ann. Ve           No.1         No.2           No.3         Jused           Stock         80.4           4.7         3.8           1.8         1.8  
   
   | He           100 06:000) Stop drift           pply & Watch boat at           pply & Watch boat at           Nozzles  | Ing for loading from Kaly<br>Intersection (Kaly<br>Depth (mart)<br>From<br>Intersection (Kaly<br>From<br>Intersection (Kaly<br>Intersection (Kaly<br>Intersectio   | on going, (15ea of cuttin       Supply box       Watch box       Watch box       Watch box       Image: Supply box       pH     Pf       PH     Pf       Cl-       Barte (Bulk)       Kurligel-VO (Bulk)       NaCH       NaCH       NaCH       Soda Aah       KOH       Bi-Carbonate       Clean Lube       Clean Lube       Teal HS       Defoamer 30C       Tealt HS       Defoamer 30C  
  | g skips loading<br>at Shincho-maru<br>Hakuyu maru<br>Hrs.<br>Sand Oil  | x         Sea current survey           x         Sea cu   | y @COOO2 site.         urrent, refer see ourrent         in             Min. Max.             Max.             In             Out             Used             Used             Used             0             0  
  | K+ (unit kg) (unit kg) (unit kg) (unit kg)   | n<br>237,860<br>12,000<br>800<br>12,000<br>48,000<br>48,000<br>48,000<br>38,000<br>26,000<br>48,000<br>38,000<br>26,000<br>48,000<br>3,000<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0   | K LGS<br>Heil Infr<br>Fit<br>No.<br>1<br>2<br>3<br>3<br>4<br>4<br>1<br>7<br>1<br>1<br>1<br>1<br>2<br>1<br>3<br>1<br>4<br>4<br>1<br>1<br>7<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1   | r Dull Loc<br>Hook Wi<br>Green jol<br>Hook Wi<br>Green jol<br>Hook bio<br>Culling s<br>ROV<br>Status<br>Last Dive<br>Indent<br>HSE) and other information<br>Last<br>Indet<br>Indet   
  | B         G           (M)         (M)           (M)                                      | 1,881.3           1,881.3           Full           0           Standby           2013/1016           Passen           9           9   |
| s ( ( ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) )  | in)         M           in)         Si           Si   
  | No.4         #           No.5         #           Unit         Rec           m3  
   | PPP         PPP           Depth         (mBRT)           (mBRT)         6.0.           PPM         f           0         5.0.           20, #84 x 2         20, #84 x 2           20, #84 x 2         92.3           0.0         0.0           0.0         0.0  
   | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           gallonistroke @01         Image: Sino.           gallonistroke @01         Image: Sino.           Centriluge: hrs         No.1           No.2         No.3           Used         Stock           80.4         2           4.7         3           57.3         62.           500.0         93.1   
   
   | He           100 06:000) Stop drift           pply & Watch boat at           pply & Watch boat at           Nozzles  | Ing for loading from Kaly<br>Intersection (Kaly<br>Depth (mart)<br>From<br>Intersection (Kaly<br>From<br>Intersection (Kaly<br>Intersection (Kaly<br>Intersectio   | pH Pf Cl-<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Mat Matera<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Long<br>Kott<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Long<br>Ref<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Long<br>Ref<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Berne (Buk)<br>Kungsk-VO (Buk)<br>Nach<br>Berne (Buk)<br>Kott<br>Berne (Buk)<br>Berne (Buk)<br>Ber   
   | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | x         Sea current survey           x         Sea cu   | yey @c0002 site.     urrent, refer see ourrent     in         Min. Max         Max         In         Out         Used         Used         Used         0         0         0   | K+ (unit kg) (un | n<br>237,860<br>12,000<br>800<br>12,000<br>48,000<br>48,000<br>48,000<br>48,000<br>48,000<br>26,000<br>48,000<br>26,000<br>48,000<br>2,000<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
  | K LGS<br>Heil Infi<br>Fit.<br>No.<br>1<br>2<br>3<br>3<br>3<br>3<br>4<br>Safety (<br>Incident<br>LTA<br>Remark   | r Dull Loc<br>Hook Wi<br>Green joi<br>Hook Wi<br>Hook bio<br>Culling s<br>RC/V<br>Status<br>Last Dive<br>Based<br>O 0 08<br>HSE) and other information<br>HSE) and other information<br>HSE and the information<br>HSE and HSE a   | B         G           (M)         (M)           (M)                                      | 1.881.3           1.881.3           Full           0           Standby           2013/1016           9           9  |
| s (<br>cord<br>perties<br>Muc<br>Line<br>Line<br>Linform<br>baker<br>#<br>#<br>#<br>s Stock<br>II<br>u<br>ater<br>Water<br>Water<br>II<br>e<br>ter   | in)         M           in)         Si           Si   
  | No.4         #           No.5         #           No.6         #           No.5         #           No.6         #           No.5         #  | Depth<br>(mBRT)<br>5.0<br>DM 5.0<br>DM 6<br>(<br>0<br>D<br>Lithology of<br>Lithology of<br>20, #84 x 2<br>20, 884 x 2<br>20, 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0   
   
   | ADC         SiNo.           ADC         SiNo.           ADC         SiNo.           Code         SiNo.           MW         VIS         I           0         galionAtroke @0           0         galionAtroke @0           0         galionAtroke @0           0         galionAtroke @0           0         0           0         galionAtroke @0           0.0         1           0.0         1           0.0         1           0.1         No.1           No.2         No.3           Used         Stock           80.4         2           4.7         3           8.9         1.6.2           80.0         9.3.1   
   | Ha           300 06:000) Stop drift           pply & Watch boat st           pply & Watch boat st           v         Nozzles           v         vv           v  
   | Ing for loading from Kaly<br>Intersection (Kaly<br>Depth (mart)<br>From<br>Intersection (Kaly<br>From<br>Intersection (Kaly<br>Intersection (Kaly<br>Intersectio   | PH Pf CL-<br>PH Pf CL-<br>PH Pf CL-<br>Mathematical Control on Block Control Control on Block Control Control on Control on Control C  
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | a         See current survey           b         See current survey           X         see current survey           Solid         MBC           X         see current survey           X         see current surve   | yey @c0002 site.     urrent, refer see current     Min Max.     Min Max.     In Out     Used     Used     0        | Int sheet.   | n<br>237,860<br>12,000<br>12,000<br>12,000<br>14,000<br>4380,000<br>4380,000<br>2,005<br>2,055<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>4,800<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  
   | K LGS<br>Hell Info<br>Fit.<br>No.<br>1<br>2<br>3<br>4<br>4<br>HUNS G<br>Remark  | r Dull Loc<br>Hook Wi<br>Green Ja<br>Hook Wi<br>Green Ja<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Hook bio<br>Cuting<br>Status<br>Last Dive<br>Injection<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrived<br>Arrive | B         G           (M)         (M)           (M)                                      | 1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           5           1,57.35           9           1           Passen           9           No. LTA  |
| s Sock<br>mps:14<br>Line<br>Line<br>maker<br>#<br>#<br>*<br>s Stock<br>it<br>s Stock<br>it<br>s Stock<br>it<br>it<br>s Stock<br>it<br>s Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>it<br>Stock<br>i<br>Stock<br>it<br>Stock<br>i<br>Stock<br>i<br>Stock<br>it<br>Stock<br>i<br>Stock | In) M<br>In) M<br>I   
  | No.4         #           No.5         #           Unit         Rec           m3  | PPP         PPP           Depth         (mBRT)           (mBRT)         6.0.           PPM         f           0         5.0.           20, #84 x 2         20, #84 x 2           20, #84 x 2         92.3           0.0         0.0           0.0         0.0  
   
   | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           gallonistroke @01         Image: Sino.           gallonistroke @01         Image: Sino.           Centriluge: hrs         Ann. Ve           No.1         No.2           No.3         Stock           S0.4         2           4.7         3           5.7.3         6.2           5.7.3         6.2           0.0         0  
   | He           100 06:000) Stop drift           pply & Watch boat at           pply & Watch boat at           Nozzles  | Ing for loading from Kaly<br>Ing for loading from Kaly<br>Ing for loading from Kaly<br>Depth (mart)<br>From I<br>Ing for loading from Kaly<br>Ing for loading from Kaly  | PH Pf CL<br>Meter-<br>fo age<br>pH
Pf CL<br>Meter-<br>fo age<br>pH Pf CL<br>Meter-<br>fo age<br>PH CL<br>Meter-<br>fo Age<br>CL<br>Meter-<br>fo Age<br>Meter-<br>fo CL<br>Meter-<br>fo Age<br>Meter-<br>fo Age<br>Meter-<br>fo Age<br>Meter-<br>fo Age<br>Meter-<br>fo CL<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Age<br>Meter-<br>fo CL<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Meter-<br>Met  
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | a         See current survey           b         See current survey           X         see current survey           Solid         MBC           X         see current survey           X         see current surve   | yey @c0002 site.     urrent, refer see current     Min Max.     Min Max.     Im Out     Used     Used     0        | сит sheet.   |
n<br>237,880<br>12,000<br>12,000<br>12,000<br>436,000<br>436,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>2,000<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0  | K LGS Hell Inf( FIL No. 1 Safety ( Incident K HUNS ( Remark HUNS ( HUNS ( Remark HUNS ( Remark)   | r Dull Loc<br>Hook Wi<br>Green Jo<br>Hook Wi<br>Green Jo<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Status<br>Last Dive<br>Injection<br>Arrived<br>Arrived<br>HSE) and other information<br>S<br>Information @24.00<br>m)<br>B)  | B         G           (M)         (M)           (M)                                      | 1,881.3           1,881.3           1,881.3           1,881.3           1,881.3           50.000           Standby           2013/10/16           5/135           9           Passen           9           No. LTA           0.2           0.3  |
| s Stock<br>s Stock<br>mps : 14<br>Line<br>Line<br>haker<br>#<br>#<br>#<br>#<br>#<br>Water<br>ter<br>"GWC"<br>"GWC"   | in)         M           in)   
  | No.4         #           No.5         #  | ppe         ppe           Desth         (mBRT)           (mBRT)         6.0           PM         f           0         5.0           20, #84 x 2         20, #84 x 2           20, #84 x 2         92.3           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0   
   
   | ADC         SiNo.           ADC         SiNo.           Code         SiNo.           gallonistroke @01         Image: Sino.           gallonistroke @01         Image: Sino.           Centriluge: hrs         Ann. Ve           No.1         No.2           No.3         Stock           S0.4         2           4.7         3           5.7.3         6.2           5.7.3         6.2           0.0         0  
   | Nozzles           2V         YV         Citation           2V         YV         Citation           2V         YV         Citation      
    30         Construction         Construction           2V         YV         Citation           30         Construction         Construction           30         Magnetic         Magnetic           310         With Station         Station           310         Construction         Station           310         With Station         Station           310         Station         Station           310         Station         Station  | Ing for loading from Kaly<br>Ing for loading from Kaly<br>Ing for loading from Kaly<br>Depth (mart)<br>From I<br>Ing for loading from Kaly<br>Ing for loading from Kaly  | on going     (15ea of cuttin       Supply box     Watch box       Watch box     Watch box       Watch box     Watch box       Image: Supply box     Barley Supply box       PH     Pf     CL       Image: Supply box     Barley Supply box       Mat Materia on Boerd     Barley Supply box       Mat Materia     Supply box       Mat Materia     Supply box       Mat Materia     Supply box       Mat Materia     Supply box   
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | x         Sea current survey           x         Sea cu   | Used         0           In         Max           In         Max           In         Out  | Construction     Construction     K+     Construction     Stock     G760 /     Stock     G760 /     Stock     G760 /      G760 /     G760       |
n<br>237,860<br>12,000<br>800<br>12,000<br>48,000<br>38,000<br>48,000<br>28,000<br>2,005<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055<br>2,055  | K LGS<br>Heil Infi<br>Fit.<br>No.<br>1<br>2<br>3<br>4<br>4<br>Safety J<br>Incident<br>Incident<br>Incident<br>Incident<br>Incident<br>Marine<br>Heave (<br>Pitch (d<br>Real (dc   | r Dull Loc<br>Hook Wi<br>Green Jo<br>Hook Wi<br>Green Jo<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Hook Kilo<br>Cuting<br>Status<br>Last Dive<br>Injection<br>Arrived<br>Arrived<br>HSE) and other information<br>S<br>Information @24.00<br>m)<br>B)  | B         G           (M)         (M)           (M)                                      | 1.881.3           1.881.3           Full           0           Standby           2013/10/16           9           1           No. LTA           0.2   |
| s Stock II water of the second   | in)         M           in)   
  | No.4         #           No.5         #           No.5         #           No.5         #           Umt         Rec           m3         m3           itrs         itrs  | Depth           Depth           (mBiRT)           5.0           PM           1           0           Lithology of           20, #84 x 2           20, #84 x 2           20, #84 x 2           0, #84 x 2           0, 0           0, 0           0, 0           0, 0           0, 0           0, 0           0, 0           0, 0           0, 0   
   
   | ADC         SNo.           ADC         SNo.           Code         SNo.           gallonistroke @D:         gallonistroke @D:           gallonistroke @D:         mmin           D         gallonistroke @D:           xon         vs           Ann. Ve         Min           D         gallonistroke @D:           centriluge: hrs         Ann. Ve           No.1         No.1           No.2         No.3           Used         Stock           80.4         2.4.7           60.3         9.1.8           67.3         6.2.1           0.0         1           0.0         1           0.0         1           0.0         1           0.0         1   
   | Nozzles           2V         YV         Citizential           2V         YV         Citizential           2V         YV         Citizential           30         COLOR         Citizential           30         COLOR         Citizential           30         COLOR         Citizential           30         Million         Citizential           30         Million         Citizential           30         Million         Citizential           30.6         Million         Citizential           30.6         Citizential         Citizential           30.7         Citizential         Citizential           30.6         Citizential         Citizential           31.0         Citizential         Citizential           31.0         Citizential         Citizential   
  | Image for loading from Kaly           Depth (mart)           From           Image for loading  | pH       PI       Cl-         pH       PI       Cl-         pH       PI       Cl-         mathematical states       Supply box         watch box       Supply box         pH       PI       Cl-         mathematical states       Supply box         Supply box       Cleart HS         Defoamer 30C       Tarihite GXL         Tarihite GXL       Tarihite GXL <td>g skips loading<br/>at Shincho-maru<br/>Hakuryu-maru<br/>Hrs.<br/>Sand Oil</td> <td>Provide and the second secon</td> <td>yey @c0002 site.         urrent, refer see ourrent         in Max.<br/>Min Max.<br/>Min Max.<br/>In Out<br/>Used<br/>Used<br/>Used<br/>Used<br/>Used<br/>0<br/>0</td> <td>Total Rev.     (krev)     (k</td> <td>n<br/>237,860<br/>12,000<br/>800<br/>1,240<br/>48,000<br/>3,800<br/>2,825<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,225<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>1,975<br/>2,205<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,005<br/>2,</td> <td>K LGS<br/>Heil Infi<br/>Fit.<br/>No.<br/>1<br/>2<br/>3<br/>4<br/>4<br/>Safety J<br/>Incident<br/>Incident<br/>Incident<br/>Incident<br/>Incident<br/>Incident<br/>Remark<br/>Marinee<br/>Heave (<br/>Pitch (d<br/>Rel Infi<br/>Rel Infi<br/>Infi<br/>Rel Infi<br/>Rel Infi<br/>Rel</td> <td>Pull         Loc.           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Status         Last Unition information with informatin with information with information with informatin</td> <td>B         G           (M)         (M)           (M)</td> <td>1.881.3           1.881.3           1.881.3           Standby           2013/1016           2013/1016           9           Passen           9           0           No. LTA           0.2           0.3           0.1           95</td> | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | Provide and the second secon                       | yey @c0002 site.         urrent, refer see ourrent         in Max.<br>Min Max.<br>Min Max.<br>In Out<br>Used<br>Used<br>Used<br>Used<br>Used<br>0<br>0   | Total Rev.     (krev)     (k      |
n<br>237,860<br>12,000<br>800<br>1,240<br>48,000<br>3,800<br>2,825<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,225<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>1,975<br>2,205<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2,005<br>2, | K LGS<br>Heil Infi<br>Fit.<br>No.<br>1<br>2<br>3<br>4<br>4<br>Safety J<br>Incident<br>Incident<br>Incident<br>Incident<br>Incident<br>Incident<br>Remark<br>Marinee<br>Heave (<br>Pitch (d<br>Rel Infi<br>Rel Infi<br>Infi<br>Rel Infi<br>Rel | Pull         Loc.           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Hock WI         Hock WI           Hock WI         Green joint           Hock WI         Hock WI           Status         Last Unition information with informatin with information with information with informatin   | B         G           (M)         (M)           (M)                                      | 1.881.3           1.881.3           1.881.3           Standby           2013/1016           2013/1016           9           Passen           9           0           No. LTA           0.2           0.3           0.1           95   |
| s Stock Area Control of the second of the se   | Implement         M           Implement         Implement           Implement         Implement <tr< td=""><td>No.4         #           No.5         #           No.5         #           No.5         #           Image: Status         m3           Mail: Tra         ton           Image: Status         Status           Status         Status</td><td>ppp         ppp           Depth         mm           (mBRT)         mm           ppp         f           0         f           20, m84 x 2         mm           20, m84 x 2         mm           92.3         mm           92.3         mm           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0</td><td>ADC         SiNo.           ADC         SiNo.           ADC         SiNo.           MW         VIS         I           main         Million         I           main         D         gallonAstroke @G           gallonAstroke @G         I         I           main         DC         I           DC         I         I           DC         <td< td=""><td>Ha           100 06:000 Stop drift           pply &amp; Watch boat st           pply &amp; Watch boat st           v         Nozzles           v         YV           Q         YV           V         YV           V         YV           V         YV           Q         Person           NOZZIES         NOZZIES           V         YV           Q         Person           NGL (10         NGL (10           V         YV           Q         MGL (10           NGL (10         NGL (10</td><td>Ing for loading from Kaly<br/>Intersection (Kaly<br/>Intersection (Kaly</td><td>pH Pf Ci-<br/>pH Pf Ci-<br/>base of the second sec</td><td>g skips loading<br/>at Shincho-maru<br/>Hakuryu-maru<br/>Hrs.<br/>Sand Oil</td><td>a         See current survey           bes current survey         See current survey           X         see current survey           X</td><td>yey @c0002 site.     urrent, refer see current     Min Max.     Min Max.     Im Out     Used     Used     Used     0</td><td>Cont sheet.</td><td>n<br/>237,880<br/>12,000<br/>12,000<br/>12,000<br/>3,840<br/>3,840<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,94000<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,9400</td><td>K LGS<br/>Heil Infi<br/>Fit.<br/>No.<br/>1<br/>2<br/>3<br/>4<br/>4<br/>Safey /<br/>Incident<br/>Incident<br/>ITA<br/>HUNS c<br/>Remark<br/>Marine<br/>Heave (<br/>Pith (d<br/>Roll (de<br/>Vessel<br/>Remark</td><td>r Dull Loc<br/>Hook Wi<br/>Green joi<br/>Hook Wi<br/>Green joi<br/>Hook bio<br/>Cuting a<br/>ROV<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>incident<br/>Arrived<br/>Arrived<br/>Arrived<br/>O 0 0 0<br/>Hook bio<br/>Cuting a<br/>Lat Dive<br/>incident<br/>Incident<br/>Incident<br/>Incident<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S</td><td>B         G           (M)         (M)           (M)</td><td>1.881.3           1.881.3           1.881.3           1.881.3           9           2013/1016           15 /135           9           9           0           No. LTA           0.2           0.3           0.1           95           -           1.5485.</td></td<></td></tr<> | No.4         #           No.5         #           No.5         #           No.5         #           Image: Status         m3           Mail: Tra         ton           Image: Status         Status           Status         Status  
   | ppp         ppp           Depth         mm           (mBRT)         mm           ppp         f           0         f           20, m84 x 2         mm           20, m84 x 2         mm           92.3         mm           92.3         mm           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0           0.0         0.0  
   | ADC         SiNo.           ADC         SiNo.           ADC         SiNo.           MW         VIS         I           main         Million         I           main         D         gallonAstroke @G           gallonAstroke @G         I         I           main         DC         I           DC         I         I           DC <td< td=""><td>Ha           100 06:000 Stop drift           pply &amp; Watch boat st           pply &amp; Watch boat st           v         Nozzles           v         YV           Q         YV           V         YV           V         YV           V         YV           Q         Person           NOZZIES         NOZZIES           V         YV           Q         Person           NGL (10         NGL (10           V         YV           Q         MGL (10           NGL (10         NGL (10</td><td>Ing for loading from Kaly<br/>Intersection (Kaly<br/>Intersection (Kaly</td><td>pH Pf Ci-<br/>pH Pf Ci-<br/>base of the second sec</td><td>g skips loading<br/>at Shincho-maru<br/>Hakuryu-maru<br/>Hrs.<br/>Sand Oil</td><td>a         See current survey           bes current survey         See current survey           X         see current survey           X</td><td>yey @c0002 site.     urrent, refer see current     Min Max.     Min Max.     Im Out     Used     Used     Used     0    
0     0</td><td>Cont sheet.</td><td>n<br/>237,880<br/>12,000<br/>12,000<br/>12,000<br/>3,840<br/>3,840<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,94000<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,9400</td><td>K LGS<br/>Heil Infi<br/>Fit.<br/>No.<br/>1<br/>2<br/>3<br/>4<br/>4<br/>Safey /<br/>Incident<br/>Incident<br/>ITA<br/>HUNS c<br/>Remark<br/>Marine<br/>Heave (<br/>Pith (d<br/>Roll (de<br/>Vessel<br/>Remark</td><td>r Dull Loc<br/>Hook Wi<br/>Green joi<br/>Hook Wi<br/>Green joi<br/>Hook bio<br/>Cuting a<br/>ROV<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>incident<br/>Arrived<br/>Arrived<br/>Arrived<br/>O 0 0 0<br/>Hook bio<br/>Cuting a<br/>Lat Dive<br/>incident<br/>Incident<br/>Incident<br/>Incident<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S</td><td>B         G           (M)         (M)           (M)</td><td>1.881.3           1.881.3           1.881.3           1.881.3           9           2013/1016           15 /135           9           9           0           No. LTA           0.2           0.3           0.1           95           -           1.5485.</td></td<> | Ha           100 06:000 Stop drift           pply & Watch boat st           pply & Watch boat st           v         Nozzles           v         YV           Q         YV           V         YV           V         YV           V         YV           Q         Person           NOZZIES         NOZZIES           V         YV           Q         Person           NGL (10         NGL (10           V         YV           Q         MGL (10           NGL (10         NGL (10  | Ing for loading from Kaly<br>Intersection (Kaly<br>Intersection (Kaly  | pH Pf Ci-<br>pH Pf Ci-<br>base of the second sec  
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | a         See current survey           bes current survey         See current survey           X  
  | yey @c0002 site.     urrent, refer see current     Min Max.     Min Max.     Im Out     Used     Used     Used     0           | Cont sheet.  | n<br>237,880<br>12,000<br>12,000<br>12,000<br>3,840<br>3,840<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,94000<br>3,94000<br>3,94000<br>3,9400<br>3,94000<br>3,94000<br>3,9400   | K LGS<br>Heil Infi<br>Fit.<br>No.<br>1<br>2<br>3<br>4<br>4<br>Safey /<br>Incident<br>Incident<br>ITA<br>HUNS c<br>Remark<br>Marine<br>Heave (<br>Pith (d<br>Roll (de<br>Vessel<br>Remark   
  | r Dull Loc<br>Hook Wi<br>Green joi<br>Hook Wi<br>Green joi<br>Hook bio<br>Cuting a<br>ROV<br>Status<br>Lat Dive<br>Status<br>Lat Dive<br>Status<br>Lat Dive<br>incident<br>Arrived<br>Arrived<br>Arrived<br>O 0 0 0<br>Hook bio<br>Cuting a<br>Lat Dive<br>incident<br>Incident<br>Incident<br>Incident<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S   | B         G           (M)         (M)           (M)                                      | 1.881.3           1.881.3           1.881.3           1.881.3           9           2013/1016           15 /135           9           9           0           No. LTA           0.2           0.3           0.1           95           -           1.5485.  |
| s ( (<br>cord<br>perties<br>Muc<br>mps : 14<br>Line<br>Line<br>time<br>s Inform<br>m<br>time<br>s Stock<br>II<br>ater<br>"G"<br>"G"<br>"G"<br>"G"<br>"G"<br>S ( (<br>Cord<br>S (<br>Cord<br>Cord<br>Cord<br>S (<br>Cord<br>Cord<br>Cord<br>Cord<br>Cord<br>Cord<br>Cord<br>Cord<br>Co   | M         M           in)         M  
   | No.4         #           No.5         #           No.5         #           Unit         Rec           m3         m3           Ltrs         Lins           Ltrs         ton           Status         Shingu   | ppp         ppp           Depth         mm           (mBRT)         mm           ppp         f           ppp         f           ppp         ppp </td <td>ADC         SNo.           ADC         SNo.           Code         SNo.           gallonistroke @D:         gallonistroke @D:           gallonistroke @D:         mmin           D         gallonistroke @D:           xon         vs           Ann. Ve         Min           D         gallonistroke @D:           centriluge: hrs         Ann. Ve           No.1         No.1           No.2         No.3           Used         Stock           80.4         2.4.7           60.3         9.1.8           67.3         6.2.1           0.0         1           0.0         1           0.0         1           0.0         1           0.0         1</td> <td>Ha           100 06:000 Stop drift           pply &amp; Watch boat st           pply &amp; Watch boat st           v         Nozzles           v         YV           Q         YV           V         YV           V         YV           V         YV           Q         Person           NOZZIES         NOZZIES           V         YV           Q         Person           NGL (10         NGL (10           V         YV           Q         MGL (10           NGL (10         NGL (10</td> <td>Image for loading from Kalyw           atal.g6.00           Depth (mart)           From           From           Image for loading from Kalyw           Image for loading for l</td> <td>Image: constraint of the second se</td> <td>g skips loading<br/>at Shincho-maru<br/>Hakuryu-maru<br/>Hrs.<br/>Sand Oil</td> <td>a         Sea current survey           bas current survey         Sea current survey           X         sea current survey           X</td> <td>yey @c0002 site.     irrent, refer see current     Min. Max.     Min. Max.     in Out     in O</td> <td>Total Rev.     (krev)     (k</td>
<td>n<br/>237,880<br/>12,000<br/>12,000<br/>12,000<br/>3,840<br/>3,840<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,8400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,94000<br/>3,9400<br/>3,94000<br/>3,94000<br/>3,9400</td> <td>K LGS Hell Infit Fit No. 1 Safety ( Incident Heave ( Heave ( Remark Heave ( Remark Heave ( Remark Heave ( Remark Heave ( Remark)</td> <td>r Dull Loc<br/>Hook Wi<br/>Green joi<br/>Hook Wi<br/>Green joi<br/>Hook bio<br/>Cuting a<br/>ROV<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>Status<br/>Lat Dive<br/>incident<br/>Arrived<br/>Arrived<br/>Arrived<br/>O 0 0 0<br/>Hook bio<br/>Cuting a<br/>Lat Dive<br/>incident<br/>Incident<br/>Incident<br/>Incident<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S<br/>S</td> <td>B         G           (M)         (M)           (M)</td> <td>1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           Standby           2013/10/16           7           2013/10/16           Passen           Are.           9           No. LTA           0.2           0.3           0.1           9           15465           15465</td> | ADC         SNo.           ADC         SNo.           Code         SNo.           gallonistroke @D:         gallonistroke @D:           gallonistroke @D:         mmin           D         gallonistroke @D:           xon         vs           Ann. Ve         Min           D         gallonistroke @D:           centriluge: hrs         Ann. Ve           No.1         No.1           No.2         No.3           Used         Stock           80.4         2.4.7           60.3         9.1.8           67.3         6.2.1           0.0         1           0.0         1           0.0         1           0.0         1           0.0         1  
  | Ha           100 06:000 Stop drift           pply & Watch boat st           pply & Watch boat st           v         Nozzles           v         YV           Q         YV           V         YV           V         YV           V         YV           Q         Person           NOZZIES         NOZZIES           V         YV           Q         Person           NGL (10         NGL (10           V         YV           Q         MGL (10           NGL (10         NGL (10  | Image for loading from Kalyw          
atal.g6.00           Depth (mart)           From           From           Image for loading from Kalyw           Image for loading for l  | Image: constraint of the second se   
  | g skips loading<br>at Shincho-maru<br>Hakuryu-maru<br>Hrs.<br>Sand Oil | a         Sea current survey           bas current survey         Sea current survey           X   | yey @c0002 site.     irrent, refer see current     Min. Max.     Min. Max.     in Out     in O      | Total Rev.     (krev)     (k      | n<br>237,880<br>12,000<br>12,000<br>12,000<br>3,840<br>3,840<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,8400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,9400<br>3,94000<br>3,94000<br>3,94000<br>3,9400<br>3,94000<br>3,94000<br>3,9400   | K LGS Hell Infit Fit No. 1 Safety ( Incident Heave ( Heave ( Remark Heave ( Remark Heave ( Remark Heave ( Remark Heave ( Remark)   
  | r Dull Loc<br>Hook Wi<br>Green joi<br>Hook Wi<br>Green joi<br>Hook bio<br>Cuting a<br>ROV<br>Status<br>Lat Dive<br>Status<br>Lat Dive<br>Status<br>Lat Dive<br>incident<br>Arrived<br>Arrived<br>Arrived<br>O 0 0 0<br>Hook bio<br>Cuting a<br>Lat Dive<br>incident<br>Incident<br>Incident<br>Incident<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S   | B         G           (M)         (M)           (M)                                      | 1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           1.881.3           Standby           2013/10/16           7           2013/10/16           Passen           Are.           9           No. LTA           0.2           0.3           0.1           9           15465           15465 |

 24:00
 bc
 19.5
 24.3
 1019.8
 11.8

 Today's Schedule :
 Install goose neck and moonpool hose, pressure test.

22.0 Reported by : S.Yamada / T.Yokoyama / D. Ikenomoto Approved by : YUemura / T.Saruhashi