

V. V.

WELLFILE

SURVEY REPORT

FOR

17/4-1

ELF NORGE A/S

13TH - 18TH JUNE 1968

REF NO: 17/4/463

~~Implantation TOR 1~~

well 17/4-1 (elf)

The Decca Navigator Company Limited,
Survey Dept. (North Sea Surveys)
North Sea House,
South Quay, Gt. Yarmouth,
Norfolk.

OPERATION:

The survey ship m.v. VIKING BLAZER left Great Yarmouth at mid-day on Thursday 13th June 1968, and after setting up receivers at drilling rig 'ORION' arrived on location 17/4 at 1000 on Saturday 15th June.

It was discovered on arrival that a location buoy and the complete pattern of anchor marker buoys had already been laid by Ano Lindinger.

ELF NORGE were contacted by radio link in a further effort to establish the location and to find out exactly what was required. (Unsuccessful attempts to get this information had been made on the two preceding days). The only instruction received, however, was to go to two Esso locations and to search for abandoned wellheads.

At 1100 on the following day after VIKING BLAZER'S release from Esso, the Forties Hi-Fix co-ordinates of the ELF location were obtained from M. Le Rest who was then in the drilling rig OCEAN VIKING. The ship then proceeded to 17/4 when, on arrival at 1830, a lighted reference buoy was laid. The positions of all the unlit marker buoys was then checked and plotted and the results passed to OCEAN VIKING.

VIKING BLAZER was instructed to stand by for the arrival of the rig which was about midnight.

A preliminary fix was taken at 0135 and another at 0515 to give the rig engineer an idea which anchors to adjust. At 0600 we began an exhausting series of final fixes which went on until 1420, when after no less than six final fixes had been taken M. Le Rest appeared satisfied that the rig was on location. VIKING BLAZER then immediately set off for Stavanger, arriving at 0030 on Tuesday 18th June.

Mr. B. R. Hodge was in charge of the survey. Those assisting were Mr. R. H. Sutton, Mr. M. Creffield, Mr. T. Currie-Davis and Mr. A. Dougherty, the Hi-Fix Engineer.

Positioning of the Rig.

To obtain the final position of the derrick subtense sextant angles were taken using the known height of the derrick as base. Three separate angles of 4° 5° and 6° were taken on each four lines of opposing direction.

The final position was:-

$58^{\circ} 35' 54''$ N $3^{\circ} 16' 05''$ E.

Forties Hi-Fix	Patt I	398.45	Patt II	080.64
Fisher	"	928.79	"	069.54

SURVEY REPORTREQUIREMENTS:

1. To locate a position in Norwegian Block 17/4 as given below.
2. To carry out one square kilometre of sounding centred on location.
3. To lay a pattern of buoys as directed.
4. To con the drilling barge OCEAN VIKING on to the location and to fix its position when settled.

Location 58° 35' 53.9" N 03° 16' 16.2" E.

<u>Fisher Hi-Fix</u>	Patt I	928.82	Patt II	69.45
<u>Forties Hi-Fix</u>	"	398.70	"	80.41
<u>Forth Hi-Fix</u>	"	507.11	"	1618.30
<u>Main Chain OE</u>	Red	A11.23	Green	C41.12 Purple C74.43
<u>Main Chain 6C</u>			"	B38.12 " B68.53

These co-ordinates were obtained by applying a layback of 382 metres in a direction of 270° to Shot Point No.C1326 on line 5836 of a seismic survey carried out in 1966.

This position was later changed by M.Paul Le Rest, the Managing Director of ELF NORGE A/S to be 'That position as given by the seismic ship Ano Lindinger from observed results of a survey done on or about 14th or 15th June, 1968'. These were eventually given as:-

<u>Forties Hi-Fix</u>	<u>Pattern I</u>	<u>Pattern II</u>
	398.34	080.73

Buoys

Apart from one lighted reference buoy near the location, none were laid. The anchor buoy pattern and the location buoy were laid by Ano Lindinger.

Sounding

On instructions from M. Le Rest no soundings were carried out on or near the location.

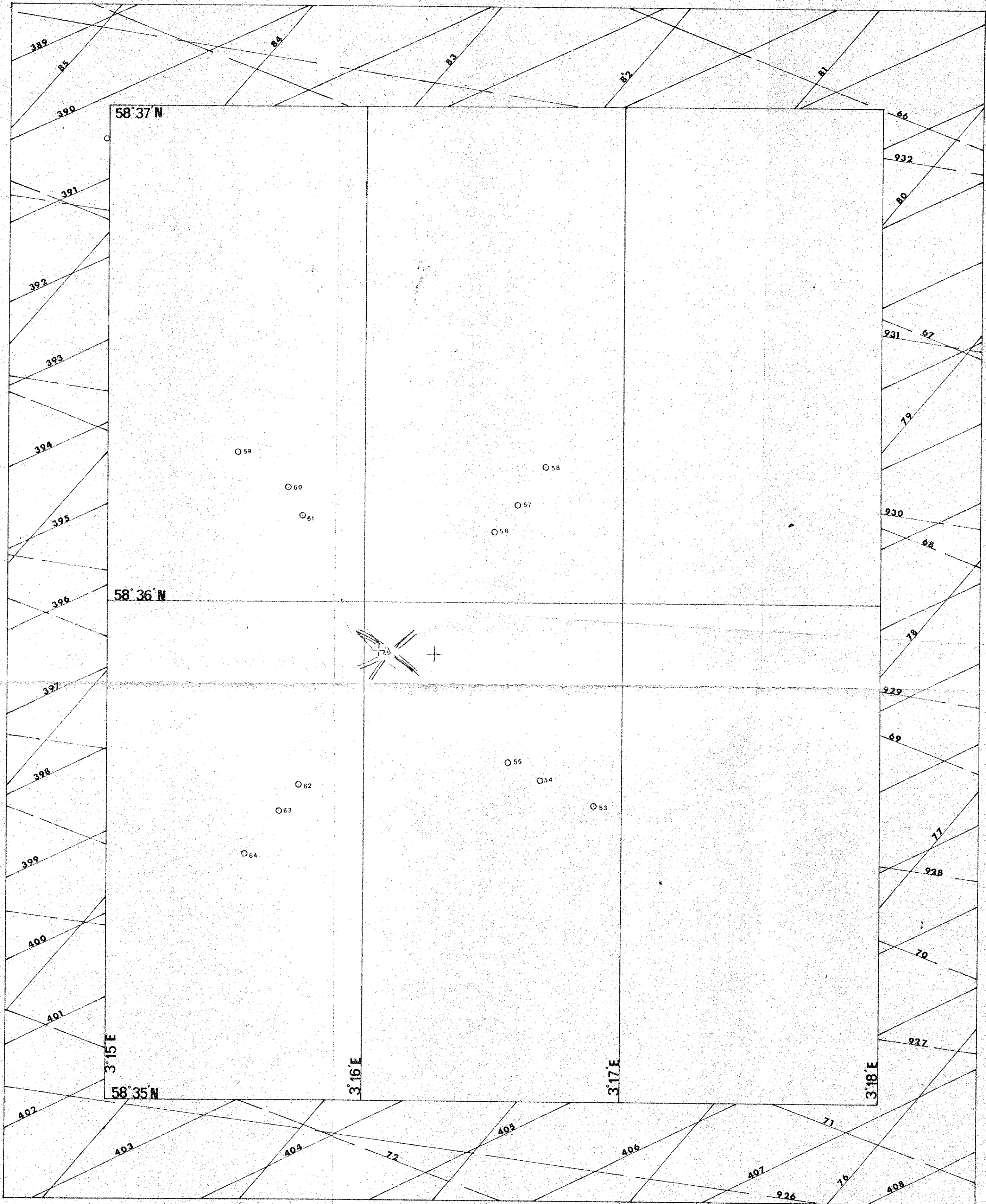
Position of Anchor Buoys

The observed positions of the metal buoys attached to the anchors were as follows:-

	<u>Forties Hi-Fix</u>		<u>Sea Search I</u>	
	<u>Patt I</u>	<u>Patt II</u>	<u>Red</u>	<u>Green</u>
No.1	401.24	079.54	B6.00	C40.31
No.2	400.30	080.14	B6.19	C40.11
No.3	398.12	081.41	B6.44	C39.84
No.4	396.54	081.93	B6.35	C40.12
No.5	395.86	081.81	B6.16	C40.53
No.6	396.92	080.93	B5.87	C40.97
No.7	398.64	080.06	B5.76	C41.01
No.8	400.24	079.30	B5.75	C40.84

<u>Time</u>	<u>Date</u>	<u>Location</u>	<u>Fisher Hi-Fix</u>		<u>Forties Hi-Fix</u>		<u>Sea Search I</u>		<u>Bergen Chain OE</u>			<u>Main Chain 6C</u>		
			<u>Patt I</u>	<u>Patt II</u>	<u>Patt I</u>	<u>Patt II</u>	<u>Red</u>	<u>Green</u>	<u>Red</u>	<u>Green</u>	<u>Purple</u>	<u>Red</u>	<u>Green</u>	<u>Purple</u>
0735	15 June	Selco Buoy 17/11(ORION)	848.79	138.43	529.65	39.95	B4.83	D37.66						
1003	"	On arrival at Location Selco Buoy 17/4			398.34	080.68	B6.08	E34.52	A11.05	C41.26	C74.06			
1005	"	Selco Buoy 17/4			398.21	080.76	B6.10	E34.50	A11.05	C41.30	C74.12	B38.29	B69.11	
1146	"	Dep. from Location Selco Buoy 17/4			398.35	080.69	B6.10	E34.51	A11.05	C41.33	C74.18			

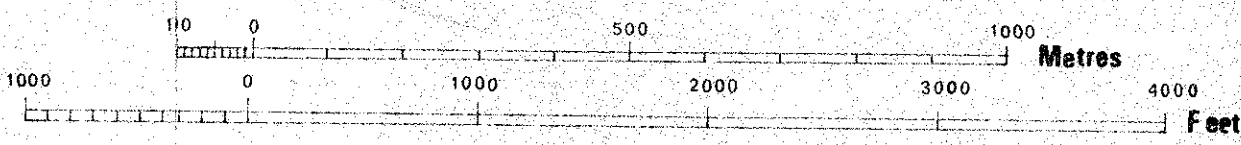
ELF (PETRONORD)



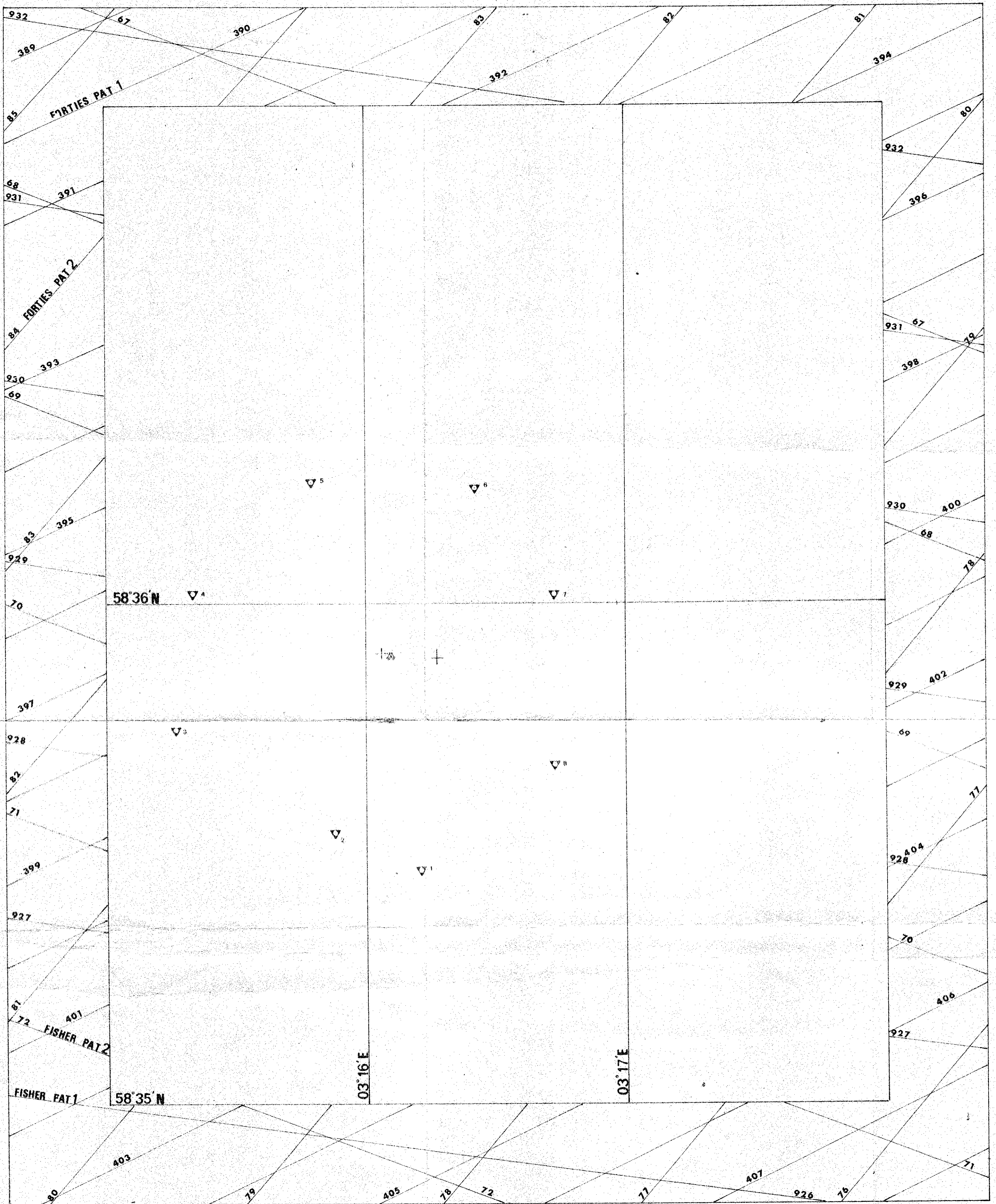
FISHER, FORTIES HI-FIX

Tracing showing
 Location as determined by ELF —
 Final position of rig —
 Ships position during fixes ○
 Date of operation 16/17th June 1968
 Reference No. 17/4/463
 Drawn by M. H. Grellard
 Approved B. R. King

Scale 1:10,000

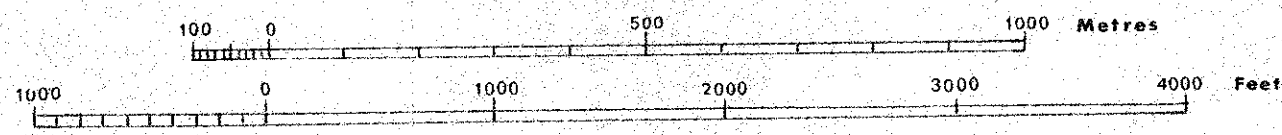


ELF (PETRONORD)



Tracing showing
 Final position of rig \triangle
 Position of anchor buoys ∇
 Location +
 Location as determined by ELF \dagger
 Date of operation 16-17 June
 Reference No 17/4/463
 Drawn by M.H. Sheffield
 Approved B.R. King

Scale 1:10,000



Produced by the Decca Navigator Co. Ltd (Survey Dept.) Great Yarmouth.

