

DRILLING AND SERVICE RIG INSPECTION REPORT

Date of Inspection .. February. 16. 1973 .. Date of Last Inspection .. January. 18. 1973
 Well Name .. Chevron SOBC WM Whitefish, VT. J-70 .. Location .. W. 137° 26' 44"
 Operating Company .. Chevron .. Contractor G. P. Drilling .. Rig No. 15
 Operation in Progress .. Drilling .. Depth .. 3879' .. Projected ..
 Spud Date .. January. 17. 1973 .. D.A. No. .. 646 .. Total Depth 8000'
 Depth of last casing string .. 13.3/8" .. at 902' .. Conservation ..
 Occupied By .. Bert Chambers .. Representative .. Gerald Moench .. Engineer .. John Kirk
 Signature .. Signature .. Signature .. ORIGINAL SIGNED
 Signature JOHN J. KIRK

N.B.: See Page 2 - Remarks re items checked as 'Unsatisfactory' or 'No'.

I. GENERAL	Yes	No	Remarks
1. D.A. posted	<u>Yes</u>	No	
2. Tour Reports complete, up to date and signed.	<u>Yes</u>	No	
3. Location of wellsite with respect to natural & installed facilities	<u>S</u>	US	
4. Camp adequately contained	<u>Yes</u>	No	
5. Wastekeeping	<u>S</u>	US	
6. Radio communication in working order.	<u>Yes</u>	No	
7. Camp & kitchen facilities clean and sanitary.	<u>Yes</u>	No	
8. Adequate waste disposal	<u>Yes</u>	No	
9. Deviation surveys every 500' minimum and recorded in tour books	<u>Yes</u>	No	
<u>II. MUD SYSTEM</u>			
1. Mud tank capacity	<u>Yes</u>	No	
2. Safety valve on pump discharge line	<u>Yes</u>	No	
3. Mud weight relative to depth.	<u>Yes</u>	No	
4. Gas analyzer.	<u>Yes</u>	No	
5. Degasser, if mud tanks in rig shelter	<u>Yes</u>	No	
6. Mud level warning system. Type (Nuton)	<u>Yes</u>	No	
7. Condition of Kelly hose. (wire & "no	<u>Yes</u>	No	
8. Mud mixing platform clean. ("flow" indicator)	<u>Yes</u>	No	
9. Studs and nuts on fluid cylinder head and valve covers.	<u>Yes</u>	No	
10. Pressure rating of mud discharge lines	<u>Yes</u>	No	
11. Mud gun anchors.	<u>Yes</u>	No	
<u>IV. ENGINES AND FUEL</u>			
1. Condition of motors	<u>Yes</u>	No	
2. Engine air inlets greater than 40' from wellbore.	<u>Yes</u>	No	
3. Engine exhausts greater than 40' from wellbore.	<u>Yes</u>	No	
4. Where engine exhausts exceed 400' F., such exhausts less than 75' from wellbore are insulated	<u>Yes</u>	No	
5. Motor safety shut down on floor.	<u>Yes</u>	No	
6. Condition of fuel lines.	<u>Yes</u>	No	
7. Shut-offs checked weekly and recorded on tour sheets.	<u>Yes</u>	No	
8. Water connections on engine exhausts working.	<u>S</u>	US	
<u>V. FLOOR AND DERRICK</u>			
1. Stabbing valves handy.	<u>Yes</u>	No	
2. Kelly cock operation.	<u>Yes</u>	No	
3. Emergency alarm.	<u>Yes</u>	No	
4. Tong lines and tong dies.	<u>Yes</u>	No	
5. Hoisting line examined weekly and recorded in tour book	<u>Yes</u>	No	
6. Exits from all four sides of rig floor.	<u>Yes</u>	No	

* Satisfactory
 ** Unsatisfactory

	Yes	No	US		
1. Shut up things	<u>S</u>		US		
2. BOP exits from pump/house	<u>S</u>		No		BOPs tested before drilling out.
3. Control lines from monkey board	<u>S</u>		US		BOP stack enclosed and heated.
4. Position of hook latch	<u>S</u>		US		Manifold outside substructure enclosed and heated.
5. All Derrick floor exits open	Yes	No			Flange bolts in place & tightened
6. Exits from floor.	Yes	No			High pressure lines, valves, fittings used on BOP's.
7. Working valve adapters	Yes	No			Accessibility of control valve handles.
8. Control lines checked weekly and attached.	Yes	No			Control arms for manually closing ram type preventer outside substructure.
<u>IX. RAM TYPE PREVENTER</u>					
1. 30 min on bag type preventer	<u>S</u>		US		High pressure lines, valves, fittings on remote control unit.
2. 30 min on rams	<u>S</u>		US		Remote controls for BOP's greater than 75' from wellbore.
3. Pressure test on bag type preventer.	<u>S</u>		US		
4. Pressure test on pipe rams.	<u>S</u>		US		
5. Pressure test on blind rams.	<u>S</u>		US		<u>VII. ELECTRICAL</u>
6. Flare line tied down.	Yes	No			1. All light fixtures and wiring in good condition
7. Flare line tied down.	Yes	No			2. Light plant adequate for job.
8. Standby pressure source -	<u>S</u>		US		3. Standby light plant.
9. Standby pressure source -	<u>S</u>		US		
10. Standby pressure source -	<u>S</u>		US		
11. Standby pressure source -	<u>S</u>		US		
12. Standby pressure source -	<u>S</u>		US		
13. Standby pressure source -	<u>S</u>		US		
14. Standby pressure source -	<u>S</u>		US		
15. Standby pressure source -	<u>S</u>		US		
16. Standby pressure source -	<u>S</u>		US		
17. Standby pressure source -	<u>S</u>		US		
18. Standby pressure source -	<u>S</u>		US		
19. Standby pressure source -	<u>S</u>		US		
20. Standby pressure source -	<u>S</u>		US		
21. Standby pressure source -	<u>S</u>		US		
22. Standby pressure source -	<u>S</u>		US		
23. Standby pressure source -	<u>S</u>		US		
24. Standby pressure source -	<u>S</u>		US		
25. Standby pressure source -	<u>S</u>		US		
26. Standby pressure source -	<u>S</u>		US		
27. Standby pressure source -	<u>S</u>		US		
28. Standby pressure source -	<u>S</u>		US		
29. Standby pressure source -	<u>S</u>		US		
30. Standby pressure source -	<u>S</u>		US		
31. Standby pressure source -	<u>S</u>		US		
32. Standby pressure source -	<u>S</u>		US		
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37. Standby pressure source -	<u>S</u>		US		
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97. Standby pressure source -	<u>S</u>		US		
98. Standby pressure source -	<u>S</u>		US		
99. Standby pressure source -	<u>S</u>		US		
100. Standby pressure source -	<u>S</u>		US		

* Satisfactory
** Unsatisfactory

DEFECTS IN ITEMS CHECKED AS 'UNSATISFACTORY' OR 'NO':

1. Mud pump pop valve requires cover.
2. Repair guard rail and matting around mud tanks.
3. Bull plug high pressure valve on choke manifold.
4. Manifold gauge requires valve.
5. Place additional weight on flare line.
6. Outer wrapping on kelly hose is badly worn. Hose was pressure tested to 1500 psi recently, however, it should be rechecked thoroughly.
7. Rig shelter is not fire proof.

Well: *Whitefish XT J-70*

Operator: *Chevron*

Contractor: *G. P.*

Date: *February 16, 1977*

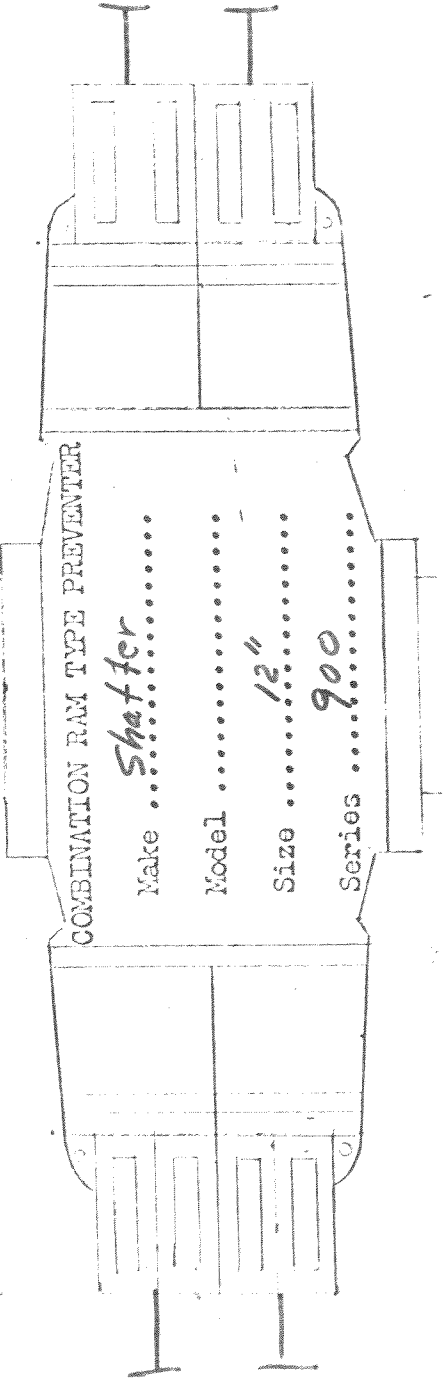
STRIPPER TYPE PREVENTER

Make *Hydril*

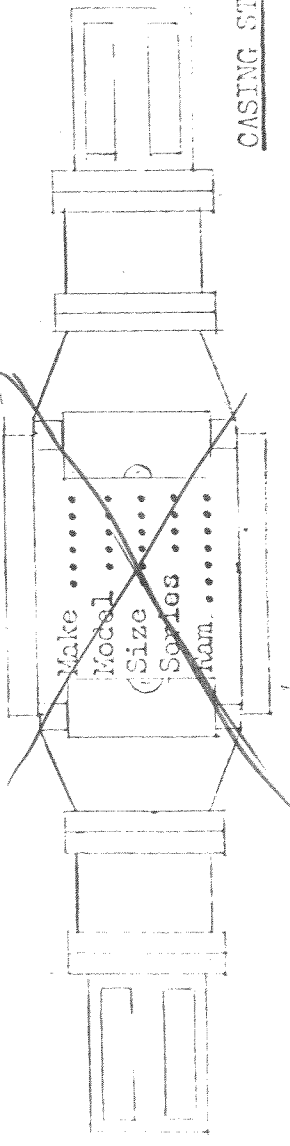
Model *SK*

Size *12"*

Series *900*



SINGLE RAM TYPE PREVENTER



CASING STRINGS

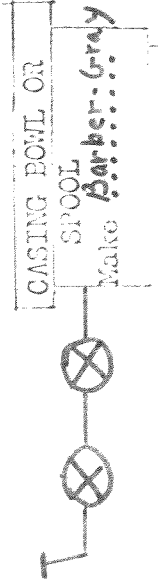
Show points of tie-in and sizes of all main lines and blow down lines with valving

Set	Type	Size
D		

Conductor
Permafrost Conductor
Surface
Intermediato

13 3/8"

90



Conductor
Permafrost Conductor
Surface
Intermediato

BOP MANIFOLD

Well: *Whitfish, Y.T. J-70*
 Operator: *Cherren*
 Contractor: *G.P.* Rig No. *15*
 Date: *February 16, 1973*

Draw schematic of BOP manifold showing:
 (1) Size of all lines
 (2) Size, location and pressure rating of all remote and manual valves, chokes, and burst plates.
 (3) Termination point of all lines down stream of the manifold.

