

SCHLUMBERGER SEACO INC. (INCORPORATED IN PANAMA)

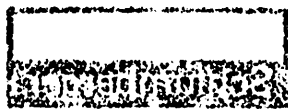
WESTERN AUSTRALIAN OFFICE: P.O. BOX 252, CLOVERDALE, W.A. 6105. 16 BALLANTYNE ROAD, KEWDALE
TELEPHONE: (09) 458 7144 TELEX: 93445

Dear Mr Fawcett,

Here is the information that you requested: I hope it may be of some use to undergraduates considering a career with Schlumberger.

OUTLINE OF CAREER TO DATE

- ① Joined in Feb. '81 and flew to Singapore for joining formalities. Then to Kuala Lumpur, Malaysia, for pre-school training. No responsibilities - an opportunity to get a feel for the job before school.
- ② At the beginning of March I went to the training school in Brunei, for 3½ months. The course is quite hard for there is a lot to learn. We often worked 12 hours a day and sometimes 7 days a week: however I found the course very interesting and there are few distractions in Brunei. The main out-of-school activities were windowing & drinking - social life in Brunei is largely male oriented as 99% of women are married or Muslim. I had 4 days off in the school and went to Singapore, but others climbed Mt Kinabalu in Sabah.
- ③ After the school it was back to Malaysia for post-school training - doing jobs under supervision of a qualified engineer. At this time I was averaging 10 days offshore for one week in town but it was never fixed. Some real responsibility started to creep in.



WESTERN AUSTRALIAN OFFICE, BOX 555, GORDON RD, 6150 HAYWARD RD, KEMBLE
TELEPHONE: 08 944 1111 FAX: 08 944 1112
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- ④ After the wellsite logging test in September I was promoted, and given 10 days off. (~~Flight~~) Expenses were to my personal account - I decided to go to The Seychelles (which turned out to be highly expensive).
- ⑤ I then worked as relief engineer out of KL for the next 3 months. I spent quite a bit of time in Singapore mobilizing rigs. In general an easy time - about 1 week offshore a month.
- ⑥ Finally at the beginning of December I started on my own rig, with total responsibility for operation 1000 miles away from base. I had 5 Malay operators and the job was all mine. This is what I joined Schlumberger for. At the end of February the rig was to move down to Australia, to drill one hole on the North West Shelf before returning to Sabah; accordingly - it was decided that I should go with it.
- ⑦ The rig moved to Singapore for refitting and I spent 10 days there sorting out our equipment. The rig then left and I had at least a month before it was due to be ready for me again in Australia - so I was able to take a week off and went to Hong Kong; again at my own expense.
- ⑧ After that it was back to Brunei and the school for the RISE 2 seminar - to learn two of the more advanced

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tools. This was a good time to catch up with old friends from the school, and we had a riotous week.

- ② That brings us to the present day when I am in Perth, waiting for the first job. The routine here, when engineers are in town, is weekdays 9-4 at the office and week-ends clear. However this is of course modified if there is work to be done - then you finish when it is finished.

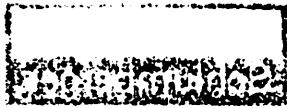
EARNINGS

In my first year in Schlumberger I earned (gross) just under US\$50,000. This is taxed at 15%. The second year should see an improvement, with more bonus. (Maybe + 20%). That is certainly good for an engineering graduate, but there are times when it is not enough - when no amount of money is enough.

QUALITIES OF A PROSPECTIVE APPLICANT

Here are a few thoughts, in no particular order -

- ① You better be sure that you want this old friends at home, and that you can make new ones easily. It is no good suddenly discovering at the school that you really don't like foreigners after all: face up that 90% of your friends are likely to be of different nationalities.



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- 2) Girls. Forget your girlfriend in England - very very few are capable of making the transition to captive wife in the jungle with no possibility of working themselves, and a husband away half of the time. Depending on which country you go to, girls are ^{almost} easy or difficult but ^{almost} always available (and I don't mean you have to pay). It is a very enriching experience to get to know the people of a foreign country, and having a local girlfriend is often the best way (not to mention the most fun).
- 3) There will be times when you are stuck with nobody around and nowhere to go. You should be extroverted and self-reliant to cope with these times.
- 4) The rig crew can be very rough tough types and an ability to get on with them without talking down to them is essential. In some parts of the world you will find very few on the rig who speak English - in others conversation is all of the 4 letter word variety.
- 5) With regard to the job - you must develop a genuine interest and ambition to be the best Schlumberger engineer, otherwise you won't come near satisfactory. You need a real sense of responsibility because there will be many times when you feel it is all too much: eg when the client starts asking difficult questions at 0300 am after 56 hours without sleep.

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- ⑥ You must genuinely like travel and experiencing foreign countries - different languages, foods, customs, modes of behaviour. Some of it may be pretty strange - you have to be able to adapt and fit in with others rather than expecting them to conform to your customs and habits.
- ⑦ Mobility and routine - Schlumberger is never a routine job and you can seldom say with certainty what you will be doing in a weeks time. It makes planning life very difficult - you can never commit yourself to anything that is more than 3 or 4 days ahead. By then you may be in a different country! If you are the homey sort, who likes to get well dug in with a nicely set up flat, plenty of personal effects, commitments to local clubs and activities etc, you will have a few shocks from time to time!

To conclude - if you are the right sort of person there can be no better job. Job satisfaction is very high (most of the time) and there are unvalued opportunities for travel and work abroad. You should also be able to save a great deal of money - but do not join for that alone. Money must be a secondary consideration, or you will not last 6 months.

Yours sincerely,
 Martin Lawrence.