

# MCSAN13 SEISMIC SURVEY 2013 MCARTHUR BASIN 2D ACQUISITION REPORT

**EP 161** 

MCARTHUR BASIN, NORTHERN TERRITORY

Compiled by: A. White Santos Ltd. 20<sup>th</sup> October 2014

# TABLE OF CONTENTS

1	INTRODUCTION		
1.1	GENERAL2		
1.2	TIMETABLE OF MAIN EVENTS		
2	SURVEY SCOPE AND OBJECTIVES		
2.1	OBJECTIVES		
2.2	SURVEY SCOPE		
	DATA ACOUISITION		
3			
3.1			
	3.1.1 GENERAL		
3.2	LOGISTICS AND COMMUNICATIONS	7	
	3.2.1 GENERAL		
	3.2.2 CAMP ACCOMMODATION		
3.3			
	3.3.1 GENERAL		
	3.3.2 OPERATIONS		
3.4			
	3.4.1 GENERAL		
	3.4.2 OPERATIONS		
3.5			
	3.5.1 EQUIPMENT		
	3.5.2 OPERATIONS		
2.6			
3.6			
	3.6.1 EQUIPMENT		
	3.6.2 RECORDING PARAMETERS		
	3.6.4 RECORDING STATISTICS		
3.7			
	3.7.1 GENERAL		
4	HEALTH & SAFETY		
•	4.1.1 GENERAL		
5	ENVIRONMENT		
5			
	5.1.1 ENVIRONMENTAL COMMITMENT 5.1.2 OPERATIONAL OBSERVATIONS		
	5.1.3 RESTORATION		
API	PPENDIX 1 – RPS FINAL SURVEY REPORT		
	PPENDIX 2 – TERREX SEISMIC FINAL REPORT		
	PPENDIX 3 - TAPE LIST		
	PPENDIX 4 - MAPS		
ALI	TENDIA 4 - WATS		

## 1 INTRODUCTION

#### 1.1 GENERAL

In the months of July to November 2013, Santos Ltd. (Santos) carried out approximately 497 linear kilometres of 2D seismic imaging in the Northern Territory McArthur Basin Exploration Leases EP 161. This survey, located approximately 150km east of Daly Waters was known as the MCSAN13 McArthur Basin 2D Seismic Survey.

The primary purpose of this survey was to aid understanding of the structural setting of the permit, and identify the deepest parts of the Beetaloo Sub-Basin within it.

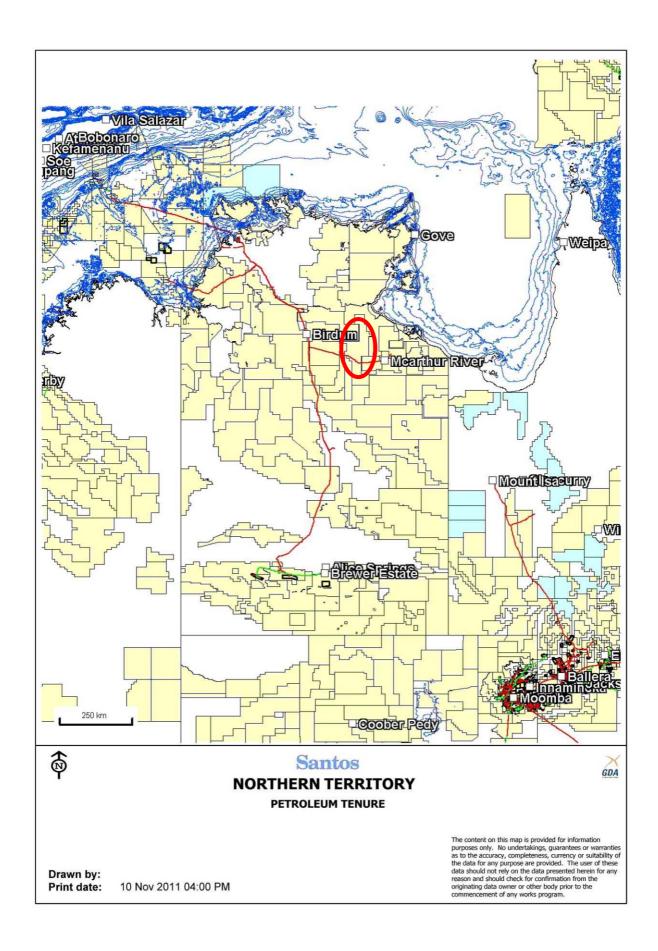
Terrex Seismic were the primary contractor for the survey acquisition, however there were a number of subcontractors to Terrex. The following table details the key companies involved in the acquisition of the survey.

Activity	Contractor
Line Preparation	Terrex Contracting
Fencing	KD Fencers
Surveying	RPS Australia East
Seismic Recording	Terrex Seismic Crew 404
Onsite Paramedic and Ambulance	HSE Plus
Camp / Messing / Ablutions	KJM Contractors

Santos Ltd contracted Denis Williams (of Bruce Beer & Associates) and David Dobson (of Strategic Seismic Management) to oversee the acquisition works.

Processing of the seismic data was carried out by Velseis in their centre in Brisbane and will be the subject of a separate report.

This report describes the data acquisition of MCSAN13 McArthur Basin 2D Seismic Survey, located in the McArthur Basin in north east Northern Territory.



# 1.2 TIMETABLE OF MAIN EVENTS

Date	Activity
5/06/2013	Notice of Intention sent to NTDME (including EP)
15/07/2013	NT DME EP Approval received.
24/07/2013	Line preparation commenced
25/07/2013	Surveyors commenced line pegging
22/08/2013	Recording commenced.
29/08/2013	Line preparation completed.
29/08/2013	Surveying completed.
6/09/2013	Line Restoration commenced.
15/10/2013	Recording completed.
3/11/2013	Line Restoration completed.

Prior to any of the above taking place Santos were in discussions with the Northern Lands Council regarding cultural heritage clearance and obtaining the required Sacred Site Clearance approvals that would allow the survey to proceed. Further details of the Cultural Heritage approvals are provided in section 3.3 of this report.

# 2 SURVEY SCOPE AND OBJECTIVES

#### 2.1 OBJECTIVES

The principal expenditure in the 2013 work program for EP161 was the acquisition of a regional 2D seismic dataset over the permit.

The primary purpose of this survey was to aid the understanding of the structural setting of the permit, and identify the deepest parts of the Beetaloo Sub-Basin within it. This will hopefully allow for future commitment core holes to be optimally located to test the composition and maturity of the source rocks within the Meso-Proterozoic Roper Group.

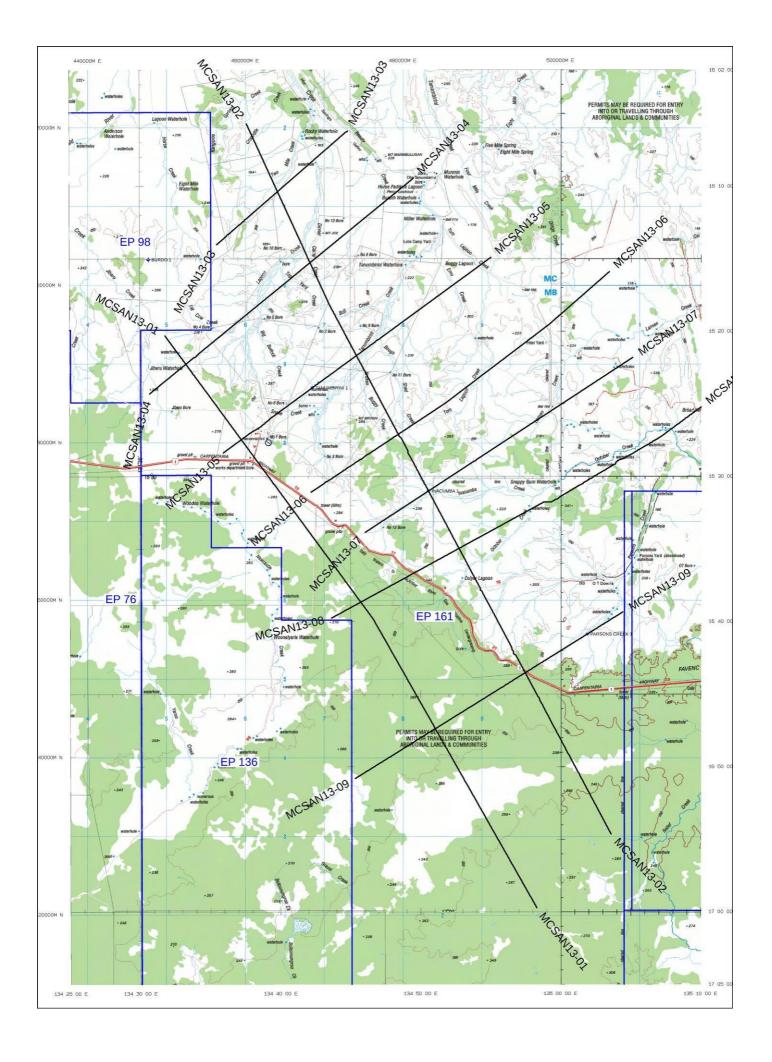
The survey was designed to comprise approximately 500 line kilometres, creating an approximate 15km by 20 km grid over the central portion of the permit.

## 2.2 SURVEY SCOPE

A total of 9 lines was acquired with a symmetrical split spread with 480 channels active per source location. The source and receiver station interval was 20 metres, with the sources placed at the half station. This gave a maximum offset of 4790 metres.

The following table provides the as recorded line lengths.

Line name	Start SP	End SP	Interval (m)	Length (km)
MCSAN13-01	1001	5340	20	86.78
MCSAN13-02	1001	6072	20	101.42
MCSAN13-03	1001	2102	20	22.02
MCSAN13-04	1001	3166	20	43.30
MCSAN13-05	1001	3103	20	42.04
MCSAN13-06	1001	3359	20	47.16
MCSAN13-07	1001	3029	20	40.56
MCSAN13-08	1001	4690	20	73.78
MCSAN13-09	1001	3001	20	40.00
			TOTAL	497.06



# 3 DATA ACQUISITION

#### 3.1 PERMITTING & LAND ACCESS

#### **3.1.1 GENERAL**

The programme was wholly located within the boundaries of three different properties including Tanumbirini Station, Beetaloo Station and Broadmere station. The managers were initially advised of forthcoming seismic operations by letter, with supporting information attached in the form of maps and a detailed description of activities. Santos personnel them visited the properties prior to Land Access & Compensation agreements being put in place for access

Santos also met with a number of other stakeholders to discuss the seismic program including the Northern lands Council, the Aboriginal Areas Protection Authority, the Chief Minister, the Minister for Mines and Energy, the Department of Road Transport, The NT Cattlemen's Association, Local Members and local Councils/Shires. In addition Santos met with the Aboriginal Areas Protection authority.

The main access onto the prospect area was via the Carpentaria Highway that ran East to West through the southern portion of the 2013 program. Access to the lines was via the established station fence lines and established station tracks. With the exception of the seismic lines themselves there were no other forms of access as per the cultural heritage requirements.

In the north of the prospect there was a good infrastructure of established station tracks which were used to access the various lines, though in the east and south of the prospect the access became much more sporadic, leading to longer daily travel times and detour times.

All of the stations encountered had been sub-divided into smaller paddocks, but due to the clearance operations having enough lead time the crew was able to get sufficient gates installed so as to minimise downtime due to vibrator detours.

Fence lines were lowered along the Tanumbirini / Beetaloo boundary as it was requested no gates be put along this fence – these were repaired prior to the crew demobilising.

#### 3.2 LOGISTICS AND COMMUNICATIONS

#### 3.2.1 GENERAL

The initial Campsite and staging area for the 2013 McArthur Basin project was on the Tanumbirini Station, approximately 22 kilometres from the Carpentaria Highway and some 152 kilometres east of Daly Waters, a settlement approximately 274 kilometres south of Katherine near the junction of the Stuart and Carpentaria Highways.

The survey area was characterised by 3 different types of terrain, with approximately 50% being flat grassland / sparse tree coverage, 30% flat terrain with thick stands of Bullwaddy and Lancewood trees and 20% sharply undulating rocky terrain.

#### 3.2.2 CAMP ACCOMMODATION

This year's survey incorporated two camps and three camp site locations.

The line clearance camp was mobile and consisted of six wheel mounted units. This camp was initially deployed in the north of the prospect adjacent to Line MCSAN13-02 and the main Tanumbirini station track.

TERREX CONTRACTING CAMP LOCATION 1		
Geographic Coordinates (GDA94)		
Latitude	Longitude	
16° 20' 22.1" S	134° 44′ 39.4″ E	

As the clearance operations moved towards the east and south the line clearance camp was moved close to the Carpentaria Highway adjacent to the Tanumbirini / Beetaloo boundary fence.

TERREX CONTRACTING CAMP LOCATION 2	
Geographic Coordinates (GDA94)	
Latitude	Longitude
16° 36' 51.0" S	134° 50' 51.1" E

The main seismic camp was skid mounted and remained static for the duration of the works. It was positioned north of the centre of the prospect, which meant that initial travel times were minimised, but these increased significantly as operations entered the southern part of the prospect.

TERREX KJM CAMP LOCATION		
Geographic Coordinates (GDA94)		
Latitude	Longitude	
16° 22' 06.0" S	134° 48′ 16.1″ E	

The main base camp comprised a combination of skid mounted units for senior staff accommodation and offices with containers for the various workshops. The camp also comprised a number of skidded units providing crew accommodation, diner, kitchen, showers, and refrigerated storage. All of the skids were equipped with air conditioners, fire extinguishers and smoke alarms. Rubbish bins were positioned inside and outside. Power was reliably supplied by skid mounted diesel generators with adequate generating capacity.

Water supply for general purposes was not a problem and was supplied by KJM from the nearby water bore.

Diesel fuel was obtained in bulk and was delivered by Ausfuel.

All camp consumables, spare parts and food were also transported to the crew by road from Darwin and Adelaide.

Terrex provided a single 512K bandwidth VSAT communication system for the operation. GSM coverage was not available at any of the camp locations or the project area as a whole. VOIP phones were provided in the crew manager's office as well as the client representative's office.

All vehicles travelling outside of VHF coverage were given satellite phones. All on-crew vehicles, including the bulldozers, were provided with VHF and / or UHF radios. The VHF radios for the main part had an effective range of around 20km. Any heavy machinery with only a UHF radio was also equipped with a satellite phone if working alone from the other personnel.

Crew rotations were conducted by flying personnel into the Tanumbirini station airstrip and then road transporting them to site.

#### 3.2.3 CLIMATE & WEATHER

The project area was located within the Sturt Plateau bioregion and the Gulf Falls and Uplands bioregions. The region of EP-161 experiences a 'Grassland' climate, based on the Köeppen classification system. This classification consists of two distinct seasons: the wet season which roughly lasts from November to April; and the dry season which last for the remainder of the year (winter drought).

The mean annual rainfalls for Daly Waters and the McArthur River Mine are 669 mm and 796 mm respectively, with the majority of rainfall in the summer wet season months of November to April. Cyclones, thunderstorms and monsoonal rainfall are typical and lead to highly variable stream flows in catchments located within the region.

During the wet season the maximum temperatures remain in the 30s (Celsius), ranging between 32 and 38 degrees Celsius. Minimum temperatures can range from as low as 16 degrees Celsius on either end of the wet season to 25 degrees C during late spring and summer.

The "dry season" begins in May and continues through the winter months, ending around September. Days and nights are both more pleasant and humidity drops to a more bearable rate.

The whole survey was completed and the crew demobilised prior to the first rains.

#### 3.3 CULTURAL HERITAGE CLEARANCE

#### 3.3.1 GENERAL

Santos (acting on behalf of Tamboran Resources) and Northern Lands Council (NLC) has binding agreements in place to manage the key values and sensitive aspects relating to the protection of Sacred and Cultural Heritage Sites. Implementation of the "Cooperation and Exploration Agreement EP(A) 161 NT between Tamboran Resources and the Native Title Parties and the Northern Land Council" dated 4<sup>th</sup> April 2012, contribute to minimising the risk of damage to Sacred Sites through seismic line preparation and recording activities.

These procedures require Santos to obtain from the NLC a "Notice of Approved Work Program and Conditions of Work" prior to the commencement of line preparation. The NLC Approval document procedure serves to prevent damage to, and interference with, Aboriginal Sacred Sites and involved a field survey by a Site Clearance Team. The approval procedure, including consultation with relevant Aboriginal stakeholders, is administered by the NLC in close consultation with Santos throughout.

The NLC provided the "Notice of Approved Work Program and Conditions of Work" to Santos on the 5<sup>th</sup> July 2013.

In addition, Santos also consulted with the Aboriginal Areas Protection Authority and obtained an AAPA Authority Certificate that covered the proposed survey operations. Certificate 2013/142 was issued on the 23<sup>rd</sup> July 2013.

#### 3.3.2 OPERATIONS

The NLC in consultation with the appropriate Traditional Owners formed a Site Clearance Team and undertook an Ethnographic Site Avoidance Survey in May and June 2013. It should be noted that due to the survey layout not being finalised at the time of the CH clearance request, additional lines were cleared to ensure all survey options were possible. Santos was not provided a detailed report regarding the clearance activities. However, Santos was given approval to proceed to with the survey subject to a number of conditions.

In summary, the clearance provided a 500m wide corridor centred on the design line locations (250m either side) that was approved for all seismic acquisition. Any land outside of the corridor was not inspected and therefore not approved for use.

As a result of the field clearance, a number of Restricted Work Areas (RWA's) where identified. Each RWA came with its own specific conditions, eg no line preparation, or a restricted corridor etc. This information, along with the certificates themselves detailing the restrictions was passed on to the project surveyors. Specific site details were not provided to Santos.

A Santos Cultural Heritage Field Supervisor in conjunction with representatives of the Traditional owners conducted Cultural Heritage Inductions for all personnel on the crew as required. The induction gave an insight into the regulatory requirements associated with the cultural monitoring, as well as a range of pictures and stories that give a broad overview of the aboriginal culture and its significance to this country's heritage.



Restricted Work Area Signage on line

As a result of the detailed maps, descriptions and digital data provided by the NLC, the line preparation proceeded unhindered with no Cultural Heritage breaches or incidents.

#### 3.4 SURVEYING

#### 3.4.1 GENERAL

Horizontal and vertical surveying of seismic lines was carried out by RPS Australia East Pty Ltd (RPS). The RPS crew consisted of one Senior Surveyors and two GPS operators at any one time. RPS provided Trimble GPS receivers and utilised the Real Time Kinematic (RTK) technique for the survey teams.

As very little survey control existed in the area, the survey relied on the establishment of survey control using AusPos on-line processing of data by Geoscience Australia. The datum for the prospect was based on the 19 survey control points established by RPS. These points were established and the GPS data was recorded for a minimum of 2 hours with some points observed for over 6 hours.

Line surveying was carried out using the 'real time' kinematic utilising a base and rover segment. The survey method utilised dual frequency (L1/L2) phase data received from US GPS satellites and Russian GLONASS satellites.

RPS used Trimble R7 GNSS GPS receivers to complete the survey. These units are multi frequency receivers enabling very fast and reliable initialisations. Data was collected, processed to allow navigation to the points in the field and stored using Trimble TSC3 survey controllers. These units were also used for the collection of GPS data for the AusPos processing of control points.

Line surveying was carried out using the 'real time' kinematic (RTK) method. This method consists of base and rover segments. A GPS receiver is set up on a point of known location. Through a 35 watt UHF radio modem the base GPS receiver broadcasts the base position and GPS data measured at the base directly to a radio and modem connected to a roving GPS receiver, enabling the rover to initialise (resolve GPS signal phase ambiguities). Once initialised the roving receiver can calculate its own position to within a few centimetres.



GPS Base Station, Radio antenna and Solar cells supplementing the battery power.

Digital Line Traces were compiled for all lines using the GIS program ArcMap 10 in conjunction with data collected in the TSC3 controllers. These showed fences, gates detours, roads, pipelines and other data required for the recording crew.

The survey datum for McArthur Basin 2D was the Geocentric Datum of Australia 1994 (GDA94). Real Time Kinematic (RTK) stakeout position data was processed and collected in Trimble TSC3 Survey Controllers in WGS 84 format and downloaded into Dynamic Survey Solution's (USA) GPSeismic software. Datum transformations and geoid separations were then applied to the data.

Ellipsoidal heights were converted to the Australian Height Datum (AHD) using the AusGeoid09 Geoid – Ellipsoid separation model.

#### 3.4.2 OPERATIONS

RPS arrived on site on the afternoon of the 23rd July and set up camp. All personnel attended the Santos Cultural Heritage site inductions on the morning of the 24th July. Line preparation commenced on the 24th July following the inductions. Worked continued without break and no wet weather was encountered for the duration of the project.

As very little survey control existed in the area, the survey relied on the establishment of survey control using AusPos on-line processing of data Geoscience Australia. Excellent weather was encountered throughout the course of the project.

The RPS surveyor scouted the prospect to map numerous fences, gates, tracks, water pipelines and other features pertinent to crew operations. Using this information combined with that supplied by Santos it was possible to supply accurate mapping information to the crew showing exclusion zones for gas pipeline, cultural heritage areas and environmental areas. In addition this data was loaded onto the dozer navigation units to assist the operators to avoid potential areas of risk.

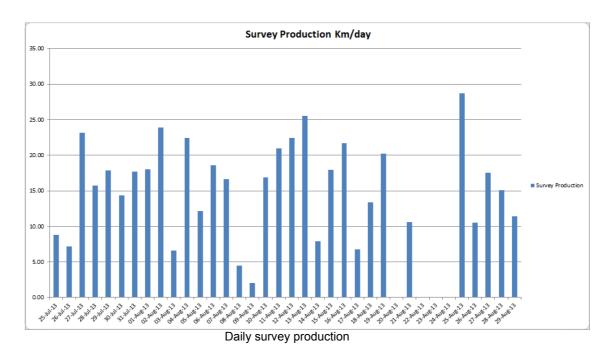
RPS provided two GPS operators for receiver point line pegging and one senior surveyor to supervise the line preparation, survey operations and process the daily survey data.

During normal open field operations survey and pegging is conducted from a 4X4 Ute with the GNSS antenna mounted to the driver's side for receiver point staking. Hand carry sections required the GPS operator to the points to be marked and recorded.

Receiver points were pegged with painted wooden pegs every 5th point and the intermediate stations were marked by pin flags, different colours at odd and even stations. In hindsight, given the cattle damage sustained, 100% wooden pegs would have been beneficial.

The pegs and pin flags on receiver lines were picked up by the recording back crew (juggies) once the line was cleared by the recorder.

The survey crew kept up easily with line preparation as there were only two dozers working throughout the line preparation operations. The chart bellows shos daily production. The days of no production where wehen the surveyors were allowing the dozers to gain a lead.



A total of 497.06 linear kilometres was surveyed over 9 seismic lines starting on the 25th July and completing the survey program on the 29<sup>th</sup> August 2013. Survey fieldwork took 36 days to complete at an average of 13.81km per day.

Operations, personnel and equipment are fully detailed in RPS Final Report, which is appended hereto (Appendix 1).

# 3.5 LINE PREPARATION

The lead contractor for Line preparation was Terrex Contracting (the earthmoving subsidiary of Terrex Seismic). Terrex Contracting supplied a total of seven personnel throughout the survey effort (six at any one time), including those for crew rotation.

# 3.5.1 EQUIPMENT

Terrex Contracting provided the following equipment to conduct the line preparation, including but not limited to:

Line Preparation Equipment	Quantity
Komatsu D85 Bulldozer	1
Caterpillar D10 Bulldozer	1
Caterpillar Grader	1
Toyota Landcruiser support vehicles	2



Komatsu D85 Bulldozer



Caterpillar D10 Bulldozer Re-fuelling

# 3.5.2 OPERATIONS

Terrex Contracting mobilised from Brisbane to the McArthur Basin survey arriving on Tuesday 23rd July after a 4 day mobilisation. All line preparation equipment was hired through Kan Du Machinery Hire (KDMH) and it arrived the same day.

Terrex Contracting rented a small mobile camp from KDMH for the duration of the clearance operations. 3 additional trailers were added to this, a Terrex Contracting sleeper trailer, an RPS sleeper trailer and an RPS survey office trailer. The communications were supplied by RPS who supplied their own satellite data line.

The line clearance camp was mobile and consisted of six wheel mounted units. This camp was initially deployed in the north of the prospect adjacent to Line MCSAN13-02 and the main Tanumbirini station track. This allowed for easy access around the northern portion of the prospect and reduced travel times to a minimum.

As the clearance operations moved towards the east and south the line clearance camp was moved close to the Carpentaria Highway adjacent to the Tanumbirini / Beetaloo boundary fence. This allowed use of the Highway to gain access to the lines.

Camp locations are detailed in section 3.2.2

A cultural heritage and site induction were conducted in the morning on the 24<sup>th</sup> July 2013 by the Santos Cultural Heritage Supervisor and representatives of the Traditional owners and the site induction Santos Seismic Field Supervisor. The survey team completed installing and testing the navigation equipment on the dozers and the dozers then commenced walking to their starting points. The Caterpillar D10 started line preparation that afternoon and the Komatsu the next day.

For the main part the machinery proved reliable, though any mechanical problems were complicated by the fact that there were no spare parts on location. A total of 6 dozer days was spent awaiting repair.

With the terrain encountered, especially in the south of the prospect where there were dense patches of wooded areas, a working time of more than 90% represents better than expected reliability.

The grader was tasked with following the dozers to smooth out the line where required. A total of 4 days were lost due to mechanical issues during the course of its works.

The survey area was characterised by 3 different types of terrain, with approximately 50% being flat grassland / sparse tree coverage, 30% flat terrain with thick stands of Bullwaddy and Lancewood trees and 20% sharply undulating rocky terrain.

The relatively flat open grasslands were to be found predominantly in the centre of the prospect, with the Bullwaddy and Lancewood wooded areas generally manifesting to the south of the Carpentaria Highway and on the western tails of the lines north of this. These areas took extra effort to clear the lines through them.



Line 02 station 2595 looking northwest

The rocky scarps were predominantly on the western and eastern tails of the east-west lines, though long stretches of lines MCSAN13-06 and MCSAN13-08 were also affected through their entirety. These scarps led to long detours in some cases as the method of minimal line clearance left a large amount of rock debris to negotiate.



Rocky detour on line 05

In the open grassland areas the machinery was primarily walked along the line with the blade up so as just to remove the grass and any small shrubbery which led to faster than expected clearance rates. An example of this was on the east end of line MCSAN13-04 where a single dozer cleared over 20km in a single day.

In the south of the prospect where the terrain was dominated by heavy wooded areas, the clearance became much more intense, leading to slower clearance rates. Any example of this was the southern end of line MCSAN13-01 where the average clearance was 4.65km per day.

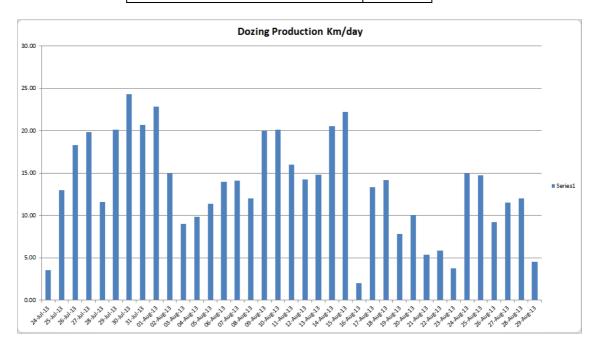
#### 3.5.3 PRODUCTION

The line preparation rate was above the forecast due to numerous open areas requiring minimal line preparation. The highs and lows in daily production (as shown in the chart below) were due to a variety of factors including different terrain types, travel times and dozer walk time. With the survey operating out of a central location, travel times to the survey extremities where high and at times the one way journey was approaching 2 hours.

Despite the abovementioned mechanical problems in the last few days with one dozer, overall there was minimal mechanical downtime throughout the line preparation operations.

Line preparation operations took 37 days to complete at an average of 13.43km per day. All line preparation activities were concluded on the 29<sup>th</sup> August 2013.

Line Preparation Statistics		
Receiver Kilometres	497.06	
Dozer charge hours	581.5	
Dozer standby hours	31.5	
Dozer excess travel	63.0	
Grader Charge hours	265.25	
Grader Standby hours	11.50	
Grader excess travel	29.50	



Daily Line Preparation chart

# 3.6 RECORDING

## 3.6.1 EQUIPMENT

Terrex Seismic Crew 404 supplied and operated a Sercel 428XL, 24 bit recording system, including but not limited to:

Recording Equipment
Sercel 428XL 24 bit recording system
Pelton VibPro Real Time Similarity system
Sun Blade Computer with 4 x 19inch NEC Flat Screens
Veritas V12 Plotter, UPS, LIM, APM
2 x LTO High Density tape drives
1 x 10 metre 6 DB Boost High Gain Antenna
200 Seismic Cables (4 FDU per cable)
800 SM-4 Land geophone strings (6 x SM-24 10Hz 375Ω)

Mobile Equipment
1 x Isuzu 4x4 air-conditioned recording truck
4 x International Paystar Hemi-60 vibrators with VHF radios
1 x Isuzu 4x4 vibrator service truck
1 x Isuzu Spread Truck
1 x Mitsubishi Pantech – Cable Repair
1 x Hino Supply Truck (with Hiab crane)
1x Toyota 4x4 utility – crew manager
1x Toyota 4x4 utility – line boss
4x Toyota 4x4 utilities – cable trucks
2 x Toyota 4x4 utilities – geophone trucks
1x Toyota 4x4 utilities – trouble-shooter
3 x Toyota 4x4 Landcruiser wagons – crew transport

A complete list of automotive equipment is included in Terrex Seismic Operations Report. A copy of this report is attached as Appendix 2.

# 3.6.2 RECORDING PARAMETERS

Instrumentation	
Instruments	Sercel 428XL 24 bit system
No. Channels	480 line centred peg.
Tape Format	SEGD, 8058 IEEE Demultiplexed, LTO 2 & HD
Filters	Hi Cut 200Hz 120db/octave Lo Cut Out
Sample Rate	2 ms
Correlated Record Length	5 seconds
Anti-Aliasing filter	Minimum Phase
Correlation Type	Zero Phase, After Sum
Nominal Fold	240 Fold

Source	
Source 1 - Vibrators	3 International Paystar Hemi 60's inline
Electronics Control	Pelton Vib Pro VCE in Hemi 60's- ESG in recorder
Sweep Frequency	5-85 Hz
Sweep Length	16 seconds (plus 5s listen)
Sweep Function	Linear Upsweep
No. Sweeps	1 standing
VP Interval	20m centred between geophone stations

Source	
End Tapers (Cosine)	0.5s start / 0.3s end
Drive level Varied by amplitude control function	

Receivers		
Group Interval	20m	
Geophones	Sensor SM24 10 Hz Hi spec super phones	
No. per string	12 phones, 1.667m spacing, 20m array	
Connection	Series / Parallel (6x2)	

Recording parameters are detailed in the Terrex Seismic Operations Report. A copy of this report is attached as Appendix 2.

#### 3.6.3 OPERATIONS

Terrex Crew 404 completed the 5 day mobilisation from Brisbane, QLD on August 19<sup>th</sup> 2013. The recording phase was conducted from 22<sup>nd</sup> August to 15<sup>th</sup> October 2013. The contract was based on an hourly rate. A total of 497.24km (linear km) of 2D seismic data was recorded at 20m receiver and source intervals.

Terrex Seismic provided a Sercel 428 telemetric recording system, along with a field deployment of 800 channels comprising 2 x 6 geophone strings of Sensor SM24 10hz geophones, cables(FDU Links) to match and 4 vibrators as source generation.

The Santos McArthur Basin 2013 program consisted of nine 2D lines. The active spread was 480 channels symmetrically split spread with no internal gap. Both the source and receiver intervals were 20 metres with the centre of the source array located at the receiver half-station. Each receiver station comprised of twelve geophones laid in an inline array with a geophone spacing of 1.67 metres.

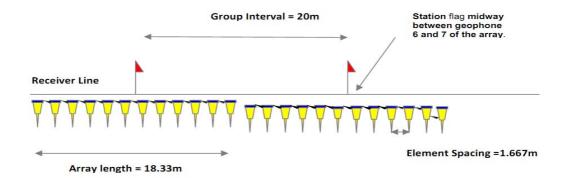


Diagram of 2D geophone array 20m

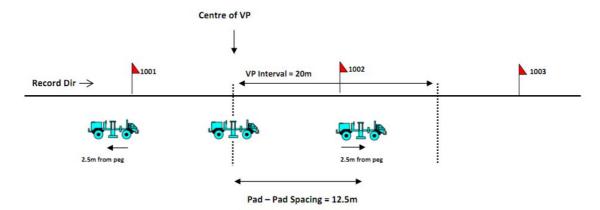


Diagram of Vibrator x 3 in-line array – VP Interval 20m

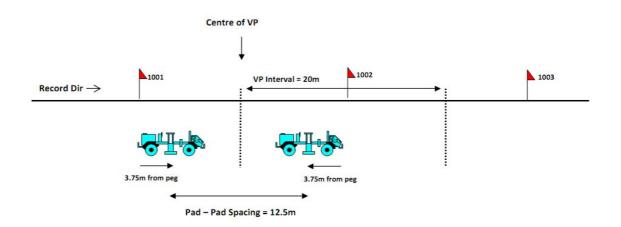


Diagram of Vibrator x 2 in-line array – VP Interval 20m

Prior to any work commencing the crew ran a full set of hardwires on the vibrators at the expected frequency range plus a set of monthly tests on the channels once they had been laid out on Line MCSAN13-03.

A limited set of parameter tests were carried out during the line layout phase, concentrating solely on the vibrator sweep effort. These parameter tests were as follows:

Test	Freq Range Hz	# Vibes	Sweep Sec	
1	6 - 84	3	6	
2	5 - 85	3	10	
3	6 - 84	3	12	
4	5 - 85	3	16	

Each of these sweeps was acquired into full spread during the layout of Line MCSAN13-03, with 50VPs acquired from VP1241.5 to VP1290.5. From the raw field records there was very little discernible data for each of the efforts, though towards the high end of the VP range the data did become more evident. The longer sweeps tended to give more character to these data, though the difference between the 12 second sweep and the 16 second sweep was minimal at best.

It was decided however that the 16 second sweep would be employed, since the movement of the spread was the major factor in calculating expected VP rates, and not the duration of the sweep effort. Had a shorter sweep been employed then there would

have likely been no increase in the VP rate compared with the potential loss of data and Santos would have incurred waiting on spread time.

As mentioned above, the active spread consisted of 480 live channels and a receiver station consisted of 12 geophones in-line with a spacing of 1.667m for a receiver interval of 20m. In a very limited number of cases the geophones were required to be grouped due to the rocky terrain hindering the inline layout.

The source was provided by a single fleet of three vibrators, operating in a 25m in-line array. The vibrators generated a single 16 seconds linear upsweep per VP, from 5 to 85Hz. The programme was recorded with a 5 second record length and 2 millisecond sampling rate.

The only exceptions to this were as outlined below:

- Line MCSAN13-09 between VPs 2701.5 3001.5
- Line MCSAN13-01 between VPs 1001.5 1350.5 and 5132.5 5340.5
- Line MCSAN1302 between VPs 1181.5 1289.5

In each of these cases above the source effort changed to a single fleet of two vibrators in a 12.5 metre in-line array with the sweep modified to a 12 seconds linear upsweep from 5 to 85Hz, with 2 standing sweeps per VP. This was undertaken as to reduce the downtime of the vibrators as they traversed between the ends of lines due to the large distances involved, which would have led to a day's downtime in each case had the original three vibrator array been kept.

One group of 3 vibrators was used in production consisting of IVI, 4x4 buggy mounted units. There was a single spare vibrator standing by on the line at all times. A vibrator technician travelled with the vibrators all day to rectify minor problems quickly. A service truck with lubricants and spare parts was parked nearby. Usually the spare vibrator was stationed in the same location undergoing routine maintenance or repair work. The vibrator electronics were Pelton Vibpro, and were interfaced to the Sercel 428XL via a master Vibpro unit in the recorder.

The vibrators were not GPS equipped, with the onus on the lead vibrator driver to make sure the array was centred correctly, since there was no way to QC the position of the array from within the recorder.



Hemi 60,000lb Vibrator

The Front Line layout team was a single crew with up to 5 labourers who laid out the geophones and cables ahead of the active spread. When the spread became redundant at the rear, the geophones were gathered up by the Back Line pickup team which usually consisted of 4 labourers who strung them back onto the hanger only. The telemetric cables were loaded into the back of a Landcruiser pickup by 1 person perched in the back of the truck from a fit for purpose enclosed platform. The geophones were similarly loaded and hung on a carousel in the back of Landcruiser pickup by a labour situated on a fit for purpose enclosed platform using a gaffer hook to snag the hangers.

There were 3 telemetric cable trucks capable of holding 70 cables each and 2 geophone trucks capable of holding 70 hangers of geophones on the crew location.

There was one designated trouble shooter and one designated line boss who were each equipped with a Landcruiser trayback vehicle, primarily to trouble shoot the line but also to check on the progress of the pickup crews and the quality of geophone planting by the layout crews. Communication between the recording truck and all personnel on the line was maintained via vehicle mounted VHF and UHF radios.

Recording of this survey was difficult. Crew 404 came equipped with 800 channels of ground equipment. However, initially only 700 of the channels were laid out as the remainder required testing / maintenance upon arrival at the prospect. In hindsight, this total channel count (800) was below optimum for the line to move efficiently since only there was a maximum of only 320 channels above full spread that could be in the process of being laid out, transferred from back to front or being picked up at the back. Given the rough terrain and resultant low travel speeds this resulted in several periods of downtime whilst the acquisition was waiting on the layout teams. In total 34.70 hours were lost to waiting on spread during the acquisition phase of the prospect, or 4.92% of the entire operation time.

This was further exasperated at the onset of the works by cattle damage to the spread, which continued through the duration of the prospect. The overnight cattle damage also led to a large proportion of time being lost in the mornings as the crews sought to recover damaged cables and dragged geophone stations.

The Bullwaddy and Lancewood wooded areas generally located to the south of the Carpentaria Highway and on the western tails of the lines north of this caused communication problems between the recorder and the vibrators, resulting in more frequent recorder moves in these areas.

#### 3.6.4 RECORDING STATISTICS

24,782 VP's were recorded in the 57 day period between 21<sup>st</sup> August and 16<sup>th</sup> October 2013 (including spread layout and pickup time).

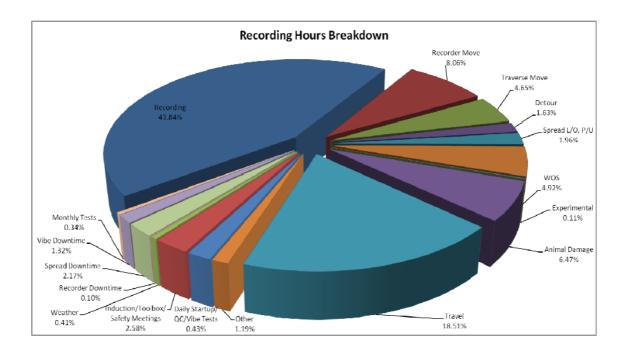
In the normal operating mode the recording crew was able to average 80 VPs per hour using parameters that required a single sweep of 16 seconds with 5 seconds listening time per VP, with a highest rate of 92 VPs per hour which was achieved on the flat terrain of Line MCSAN13-07. The lowest rates, which were achieved on the end of Lines MCSAN13-09 and MCSAN13-01, which were 58 and 60 VPs per hour respectively, can be attributed to the fact that part of the acquisition was with 2 vibrators acquiring a double sweep to allow the remaining 2 vibrators to traverse to the beginning of the next line, thus avoiding a day downtime awaiting the fleet to move to the beginning of the new line.

Over the duration of this survey Crew 404 achieved an average daily production of 444 VPs for all days including the layout and pickup days. The average production per day

excluding these days was 452 VPs per day. A breakdown of the daily production is shown below in Figure 5.

Recording services were provided on an hourly basis. The following statistics detail some of the key components of the survey.

Recording Statistics	Hours
Recording	309.1
Recorder Move	56.80
Traverse Move	32.80
Detours	11.50
Waiting on Spread	34.70
Animal Damage	45.60
Travel	130.50



## 3.7 WEATHERING SURVEY

#### 3.7.1 GENERAL

An uphole program was planned for the survey however it was abandoned when it became apparent that delays with the rigs arrival would result in only minimal holes (if any) being drilled before the KJM camp demobilised.

# 4 HEALTH & SAFETY

#### 4.1.1 GENERAL

This program was conducted in the months of August to October 2013. The weather was generally very hot and humid despite it being the "Dry Season". The average daily maximum and minimum tepreture recorded in the seismic camp was 36° and 13° Celcius respectively. There was one period of heavy rainfall, resulting in 50mm of rain and several hours of standby for the recording crew.

For the duration of the project, HSE played an important role to reduce hazards and risks. All personnel were required to have Santos Level 1 and Mereenie Level 2 Inductions, Santos approved 4WD Training, and a Site Specific Level 3 Induction.

Apart from the site induction, all inductions and training are the responsibility of the Contractor. Records of these qualifications are kept on a Training Database maintained by the HSE Officer.

The basic tenets of the HSE policy were:

- An induction identifying all HSE hazards and expected standards.
- Producing a site-specific safety plan including an Emergency Response Plan;
- Daily toolbox meetings held before departure in the mornings.
- Weekly safety meetings held on Sunday mornings

Driving was identified early on as one of the largest safety hazards. All vehicles utilised on the survey adhered to the following standards:

- All vehicles fitted with Securatrak IVMS units (In-Vehicle Monitoring System);
- All vehicles were fitted with fire extinguishers and shovels;
- All vehicles had headlights on at all times when driving;
- All vehicles used journey management procedures
- All line vehicles were fitted with dune poles and flags

All crew members were required to wear long sleeve shirts, trousers, hats and wear ankle supporting lace up boots.



Line workers wearing full PPE in a rocky hand carry section

The crew had a full time Paramedic throughout the survey effort. Terrex Seismic contracted HSE Plus to fill this role and they also supplied the Toyota Landcruiser dedicated ambulance. The Paramedic also assisted the crew HSE officer in monitoring health and safety standards.

There was one Lost Time Injury (LTI) during the survey when a line worker injured his wrist whilst recovering geophones. Whilst there were also a number of other minor safety incidents there were no other reportable safety incidents during the survey.

Specific details regarding the different operations associated with this survey can be found in the Terrex Seismic Final Operations Report. A copy of this report is attached as Appendix 2.

## **5 ENVIRONMENT**

#### 5.1.1 ENVIRONMENTAL COMMITMENT

As operator, Santos Ltd has, for a number of years, been committed to planning and conducting seismic operations in such a way that environmental disturbance is avoided or minimised, and affected areas can rehabilitate naturally in a reasonable time frame.

Compliance with the Aboriginal Heritage Act has also been stressed and, during the year, the strategy to ensure meticulous adherence to standard Santos procedures relating to Cultural Heritage Management and Environmental Sensitivity was reinforced by special training of key personnel, and daily meetings to re-iterate key issues and procedures.

#### 5.1.2 OPERATIONAL OBSERVATIONS

The survey area was characterised by 3 different types of terrain, with approximately 50% being flat grassland / sparse tree coverage, 30% flat terrain with thick stands of Bullwaddy and Lancewood trees and 20% sharply undulating rocky terrain.

The relatively flat open grasslands were to be found predominantly in the centre of the prospect. This area was gently undulating plains on lateritised Cretaceous sandstones. Soils are predominantly neutral sandy red and yellow earths and quickly deteriorated to bulldust once disturbed.

The Bullwaddy and Lancewood wooded areas are generally located to the south of the Carpentaria Highway and on the western tails of the lines north of this. These areas took extra effort to clear the lines through them due to the dense vegetation. The most extensive vegetation was eucalypt woodland (dominated by Variable barked Bloodwood) with spinifex understorey, while there were also large areas of Lancewood thickets, Bullwaddy woodlands, Acacia shrublands on deep sands, and eucalypt open forests (dominated by a range of species including Darwin Stringybark) over tussock grass understorey. The lancewood and Bullwaddy areas quickly turned to deep choking bulldust once disturbed by the dozers.



The rocky scarps were predominantly on the western and eastern tails of the east-west lines, though long stretches of lines MCSAN13-06 and MCSAN13-08 were also affected through their entirety. These scarps led to long detours in some cases, and very slow movement along the line in all cases as the method of minimal clearance left the lines with a large amount of rock debris to negotiate.



The area overall was used for cattle grazing with approximately 40,000 head agisted on the prospect between the three land owners. Cattle mustering was also ongoing in the prospect area during the survey.

The premise of the environmental requirements were standard Santos guidelines:

- minimise visual impact of seismic lines
- avoid disturbance to soil
- minimise disturbance to flora and fauna
- minimise disturbance to livestock, infrastructure and landholders
- avoid disturbance of drainage
- leave rootstock on the lines to facilitate rapid regeneration;
- offset lines around cultural heritage sites.

All rubbish and waste material, including tyres, scrap metal and batteries, was segregated on site, reused if possible or disposed of at Katherine. Grey water was put to ground adjacent the camp location and Black water was stored onsite temporarily and then disposed of offsite at appropriate facilities.

After data acquisition completed all pin tags and flagging tapes were picked up from the ground. All temporary gates where removed and fences restored to their original condition.

#### 5.1.3 RESTORATION

Right from the outset it was known that restoration on this project would be a significant effort. The survey's environmental approval required Santos to pull fallen timber and removed vegetation back onto the completed seismic lines. To facilitate this, Terrex Contracting mobilised an excavator and grader.

The restoration crew initially operated out of the Terrex Contracting Camp 2 and when that camp demobilised, the restoration personnel moved into the KJM Terrex Seismic recording camp.

The excavator arrived on the 6<sup>th</sup> September and commenced walking to its start point at the end of line 05. It commenced restoration works the next day. Whilst being relatively slow, using the excavator gave the operator greater flexibility in movement of material without having to deviate off the line and thereby create a greater environmental disturbance.



Excavator at work pulling vegetation back on line and intersections of lines 1 and 5



Fallen timber dragged back on line.

The grader arrived onsite on the 12<sup>th</sup> September. The grader worked in conjunction with the excavator by working in front of it pulling in and levelling windrows and scarifying any areas of compaction. The excavator followed along behind it pulling in timber and vegetation as required. Unfortunately the grader broke down (terminally) on the 25<sup>th</sup> of September and another grader had to be mobilised to replace it. As the excavator was running out of graded line it too was shut down on the 30<sup>th</sup> September.

The excavator re-commenced on the 8<sup>th</sup> October and the replacement grader arrived on the 11<sup>th</sup> October. Restoration activities were completed on the 7th November.

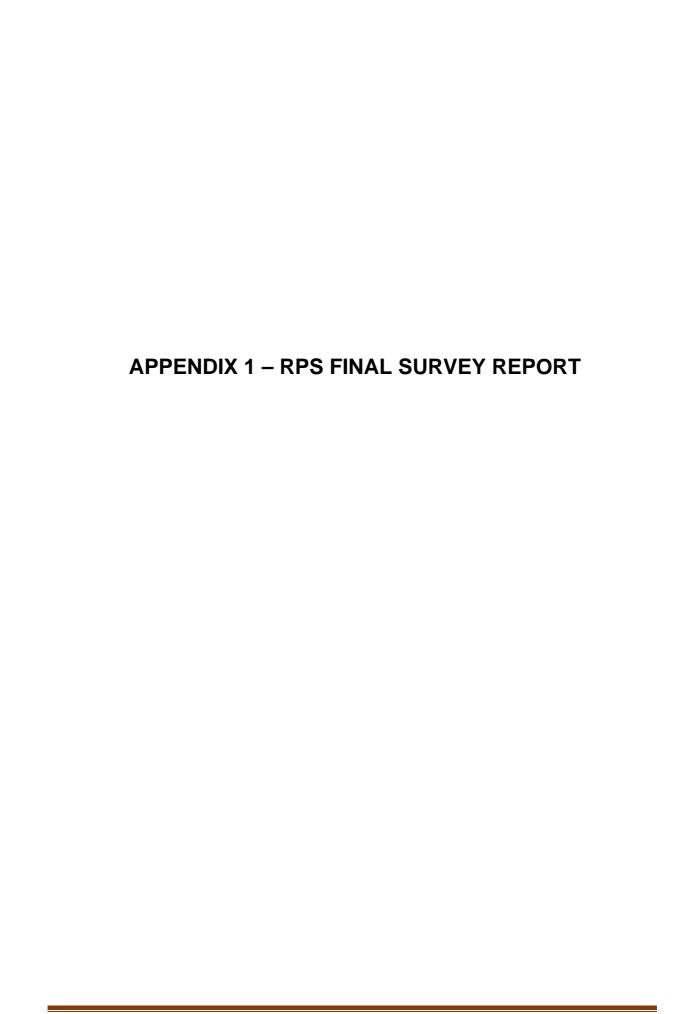


Line after grader restoration.

In addition to the seismic line restoration, the grader repaired station tracks and fence line access utilised during the seismic operations. Camp sites were also scarified and should regenerate quickly with rains in the wet season.

Line restoration operations took 50 days to complete, not including the 9 day shutdown at the beginning of October. The following table provides work hours relating to restoration

Line Restoration Statistics		
Excavator charge hours	483.75	
Excavator standby hours	12.0	
Excavator excess travel	46.0	
Grader Charge hours	301.5	
Grader Standby hours	8.0	
Grader excess travel	30.50	





# PROSPECT REPORT EP161 MCARTHUR 2D SEISMIC SURVEY FOR SANTOS LTD July - August 2013

Prepared by: Charlie Johnson RPS Australia East Pty Ltd

743 Ann Street, Fortitude Valley, QLD, Australia, 4006

PO Box 1559, Fortitude Valley, QLD, 4006

T: +61 7 3237 8899 F: +61 7 3237 8833

E: <a href="mailto:charles.johnson@rpsgroup.com.au">charles.johnson@rpsgroup.com.au</a>

W: www.rpsgroup.com.au

Ref: PR116880

Prepared for: Andrew White

Santos Ltd Santos House 4th Floor 60 Flinders Street

Adelaide, SA 5000 T: +61 8 8116 7260 F: +61 8 8116 7258

E: andrew.white@santos.com

W: www.santos.com

# Contents

1	INTRODUCTION	1
1.1	Line Lengths	1
2	TERRAIN AND LOGISTICS	2
2.1	Terrain and Vegetation	2
2.2	Logistics	3
3	PERSONNEL AND EQUIPMENT	4
3.1	Survey Personnel	4
3.2	Line Preparation Personnel	4
3.3	Survey Equipment	5
3.4	Line Preparation Equipment	5
4	SURVEYING METHODS	6
4.1	Transformation Parameters	6
4.2	Survey Control	7
4.3	Survey Methods	8
4.5	Line Traces and Mapping	9
5	HEALTH, SAFETY AND ENVIRONMENT	10
5.1	HSE Statistics	10
5.2	Environmental Monitoring Points	11
6	SUMMARY AND RECOMMENDATIONS	12
APPE	NDIX A	13
APPEI	NDIX B	14

# I Introduction

RPS was contracted by Santos Ltd to carry out survey operations on the McArthur 2D during late July to early September 2013. This report covers the involvement of RPS in the seismic survey. Terrex Seismic Pty Ltd was the seismic acquisition contractor. Crew 404 carried out the seismic acquisition. Terrex Contracting carried out the line preparation works.

The prospect was located roughly midway between Daly Waters and Cape Crawford in the far northeast of the Northern Territory with lines crossing to the north and south of the Carpentaria Highway. The survey and line preparation crews were based on Tanumbirini Station. Two campsites were chosen and used for the duration of the contract. The RPS office and sleeper vans were attached to a rented camp used by Terrex Contracting.

There were a total of 9 lines for the project totalling 497.06 Kms. For the survey RPS used three personnel and three vehicles for the survey. The crew consisted of one Senior Surveyor and two GPS Operators.

Line preparation was carried out by Terrex Contracting using hired machines. They supplied a Caterpillar D10 bulldozer with 5 meter blade, a Komatsu D85 dozer and a grader hired from Kan Du Machinery Hire. The camp was also supplied by KDMH.

Line preparation and survey operations commenced in July 2013 and both activities were completed in late August 2013. One GPS Operator remaining on site to complete re-pegging of cattle damage.

# 1.1 Line Lengths

Line	SOL	EOL	Stn Int	Length (Km)
MCSAN13-01	1001	5340	20m	86.78
MCSAN13-02	1001	6072	20m	101.42
MCSAN13-03	1001	2102	20m	22.02
MCSAN13-04	1001	3166	20m	43.30
MCSAN13-05	1001	3103	20m	42.04
MCSAN13-06	1001	3359	20m	47.16
MCSAN13-07	1001	3029	20m	40.56
MCSAN13-08	1001	4690	20m	73.78
MCSAN13-09	1001	3001	20m	40.00

# 2 Terrain and Logistics

# 2.1 Terrain and Vegetation

The majority of the terrain encountered on the McArthur 2D was gently undulating plain on lateritised Cretaceous sandstones. Soils are predominantly neutral sandy red and yellow earths. There was an area of rocky gorges to the far eastern side of the prospect.

The most extensive vegetation was eucalypt woodland (dominated by Variable barked Bloodwood) with spinifex understorey, while there were also large areas of Lancewood thickets, Bullwaddy woodlands, Acacia shrublands on deep sands, and eucalypt open forests (dominated by a range of species including Darwin Stringybark) over tussock grass understorey. The lancewood and Bullwaddy areas quickly turned to deep choking bulldust once disturbed by the dozers.

Access for the prospect was reasonable for most of the Tanumbirini Station area however more sparse on the other two stations, being Broadmere and Beetaloo.



An area with very rocky terrain.



Dozer clearing line with numerous ant hills.

### 2.2 Logistics

RPS surveyor, Charlie Johnson, mobilised from Brisbane on the 20<sup>th</sup> July with one GPS Operator and two vans being towed behind each vehicle. The second GPS operator mobilised on the 18<sup>th</sup> July with a trailer loaded with pegs and pinflags, but travelled via Eromanga to pick up the Orion Satellite communications system from another RPS survey team. All arrived on site on the afternoon of the 23<sup>rd</sup> July and set up camp without encountering any problems during the mobilization.

All personnel attended the Santos Cultural Heritage site inductions on the morning of the 24<sup>th</sup> July. Line preparation also commenced on the 24<sup>th</sup> and continued in July through to August. Worked continued without break and no wet weather was encountered for the duration of the project.

As very little survey control existed in the area, the survey relied on the establishment of survey control using AusPos on-line processing of data by the government department, Geosciences Australia.

Excellent weather was encountered throughout the course of the project. Cool nights and warm days were enjoyed with no rainfall recorded. The days started getting hotter towards the end of August.

# 3 Personnel and Equipment

# 3.1 Survey Personnel

The following is a list of personnel utilized during the survey:

Duties	Name
Senior Surveyor	Charlie Johnson
GPS Operator	Gerard Mackenzie
GPS Operator	Tony Hutchison

# 3.2 Line Preparation Personnel

The following is a list of personnel utilized by the line preparation contractors during the survey.

Duties	Name
Dozer Operator	Aaron Wilmot
Dozer Operator	John O'Neil
Dozer Operator	Mike Birrer
Grader Operator	Brad Makejev
Mechanic/Fitter	Andrew Browne
Mechanic Assistant	Sefton Truuts

# 3.3 **Survey Equipment**

The following survey equipment was used during this project:

Survey	Equipment				
	2 Toyota Landcruiser utility traybacks				
	1 Toyota Landcruiser wagon				
	1 Trimble R7 GNSS Base GPS receiver				
	4 Trimble R7 GNSS GPS receivers				
	3 Trimble TSC3 Survey Controllers				
	2 Garmin 172C GPS receivers				
	2 Garmin 276C GPS receiver				
	1 Lenovo notebook computer				
	1 GPSeismic Processing software package				
	1 ArcGIS 10 software package				
	1 Brother MFC-J6910DW multifunction printer				
	1 Orion Satellite Communications system				

# 3.4 Line Preparation Equipment

The following line preparation equipment was used during this project:

Line Preparation	Equipment			
	1 x Caterpillar D10 dozer			
	1 x Komatsu D85 dozer			
	1 x Caterpillar Grader			
	2 x Toyota Landcruiser Support vehicles			

# 4 Surveying Methods

The survey datum for the survey was the Geocentric Datum of Australia 1994 (GDA 94). GPS field survey data was collected using the World Geodetic System 1984 (WGS84) datum. The data was then downloaded into GPSeismic software for conversion to the Australian datum. WGS84 coordinates were transformed to the AGD 84 datum and final coordinates were output in Map Grid of Australia (MGA) Zone 53 coordinates. Ellipsoidal heights were converted to the Australian Height Datum (AHD) using the AusGeoid09 geoid separation model.

The following parameters define the World Geodetic System 1984 datum: -

Datum	World Geodetic System 1984
Spheroid	WGS84
Semi-Major Axis	6 378 137.0
Inverse Flattening	298.257223563
Unit of Measure	International Metres

The following parameters define the Australian Geodetic Datum 1984: -

Datum	Geocentric Datum of Australia 1994				
Spheroid	Geodetic Reference System 1980				
Semi-Major Axis	6 378 137.0				
Inverse Flattening	298.257222101				
Unit of Measure	International Metres				

The following parameters define the Map Grid of Australia (MGA) Zone 53: -

Projection :	Universal Transverse Mercator			
Latitude of origin :	0°			
Central Meridian (CM):	135° E			
Scale Factor at CM:	0.9996			
False Easting :	500 000			
False Northing :	10 000 000			
Unit of Measure :	International Metres			

#### 4.1 Transformation Parameters

For the purposes of seismic line placement no transformation between WGS84 and GDA94 was applied. Control coordinates gained from the AusPos processing were given in the GDA datum.

### 4.2 Survey Control

The datum for the prospect was based on the 19 survey control points established by RPS. These points were established and the GPS data was recorded for a minimum of 2 hours with some points observed for over 6 hours. These points consisted of a 0.6m star iron picket driven to refusal. A painted 1.5m star iron picket witness post was placed within 0.5m of the mark. This SIP had a tag with the station number stamped onto it and was bolted to the SIP. Ties were done between most of the locations using the RTK method. This was done by observing five independent readings of 180 epochs with the system being reinitialised between each set of readings. The complete list of control stations used can be seen in Appendix A. The Map Grid of Australia (MGA) coordinates, including AHD heights for the datum sites are as follows:

MGA Zone 53

Station	East	North	Elevation	Remarks
MCA01	472700.016	8193460.209	214.916	SIP
MCA02	472700.016	8193460.209	214.916	SIP
MCA03	468193.794	8201174.268	253.952	SIP
MCA04	470255.537	8216295.768	173.785	SIP
MCA05	479090.867	8181723.848	281.929	SIP
MCA06	484257.808	8198382.918	237.964	SIP
MCA07	499616.083	8195990.187	246.809	SIP
MCA08	453353.043	8190886.499	282.616	SIP
MCA09	477145.015	8169996.821	277.856	SIP
MCA10	461890.570	8181715.054	281.502	SIP
MCA11	499114.646	8177656.930	237.668	SIP
MCA12	511154.344	8186894.967	220.789	SIP
MCA13	519189.719	8184616.480	197.174	SIP
MCA14	533290.672	8195441.365	174.433	SIP
MCA15	481278.206	8163751.353	264.785	SIP
MCA16	496010.817	8150881.480	273.287	SIP
MCA17	477724.736	8151846.954	253.493	SIP
MCA18	483070.250	8141272.968	258.110	SIP
MCA19	489605.776	8129272.463	242.048	SIP

The list of ties to other control points can be reviewed in Appendix B.



Example of a control point with witness post.

### 4.3 Survey Methods

Line surveying was carried out using the 'real time' kinematic (RTK) method. This method consists of base and rover segments. A GPS receiver is set up on a point of known location. This point has usually been established using the static method mentioned above. Through a 35 watt UHF radio modem the base GPS receiver broadcasts the base position and GPS data measured at the base directly to a radio and modem connected to a roving GPS receiver, enabling the rover to initialise (resolve GPS signal phase ambiguities). Once initialised the roving receiver can calculate its own position to within a few centimetres.

RPS used Trimble R7 GNSS GPS receivers to complete the survey. These units are multi frequency receivers enabling very fast and reliable initialisations. Data was collected, processed to allow navigation to the points in the field and stored using Trimble TSC3 survey controllers. These units were also used for the collection of GPS data for the AusPos processing of control points.

#### **4.4** Data Processing and Quality Control

Real Time Kinematic (RTK) stakeout position data was processed and collected in Trimble TSC3 Survey Controllers in WGS 84 format and downloaded into Dynamic Survey Solution's (USA) GPSeismic software. Datum transformations and geoid separations were then applied to the data. Several QC checks were done and the data was then loaded into the GPSeismic database where further checks were done. The QC checks included the following:

- Base coordinates and elevation were checked on download against the control data.
- Antenna heights were checked.
- Cross line and inline offsets from design were checked for any anomalies.
- GPS quality checks. (DOPs, Horizontal precision, Vertical precision, Number of satellites and RMS).
- Initialization checks.
- Checkshot comparisons between previous work and current work
- Missing station checks.

Once checking was complete, data could then be exported from the GPSeismic database directly to mapping software (ArcGIS 10) or to reports. The mapping software allowed for quick visual checking of point locations. Points in poor or hazardous locations (e.g. too close to a pipeline) could be flagged for checking in the field. Line preparation and survey database information was also mapped using in ArcGIS 10, which enabled the crew to visually monitor production each day and produce up to date progress maps.

On completion the data was converted to a format suitable for use by Santos Ltd.

### 4.5 Line Traces and Mapping

Digital Line Traces were compiled for all lines using the GIS program ArcMap 10 in conjunction with data collected in the TSC3 controllers. These showed fences, gates detours, roads, pipelines and other data required for the efficient running of the recording crew.

The RPS surveyor scouted the prospect to map numerous fences, gates, tracks, water pipelines and other features pertinent to crew operations. Using this information combined with that supplied by Santos it was possible to supply accurate mapping information to the crew showing exclusion zones for gas pipeline, cultural heritage areas and environmental areas. In addition this data was loaded onto the dozer navigation units to assist the operators to avoid potential areas of risk.

# 5 Health, Safety and Environment

All personnel completed the online Santos inductions for the Level 1 induction, the Mereenie induction, the Land Access induction, the Heat Stress induction and also all held the required 4WD driver training competencies for the McArthur 2D program.

Additionally, all personnel attended a Site Induction and a Cultural Heritage Induction before commencing work.

All vehicles had to be Santos compliant and were equipped with rollover protection, IVMS, a fire extinguisher, amber flashing beacon, a first aid kit and UHF radios. All vehicles were washed down before commencement of the prospect.

All rubbish generated in the field was brought out for proper disposal. Servicing of machines was conducted off site to avoid any spillage or contamination.

Throughout the project, the surveying crew exercised due care in their operations. RPS and Santos safety policies were adhered to by all personnel. Daily toolbox meetings were held to inform and raise current issues with crew members. The daily toolbox topics were noted in the daily reports. All personnel were breathalysed at the toolbox meetings. The survey was completed in good time with no time lost to any incidents or wet weather.

#### 5.1 HSE Statistics

The following is a summary of HSE statistics for the survey crew.

	July	August
General		
Breathalyzer (# tested)	24	78
Toolbox Meeting (# attendees)	24	87
Vehicle FIT Checks	6	9
Hazard ID Forms	0	0
Inspections		
Emergency Drill	0	0
Fire Ext. & Smoke Alarms	1	1
First Aid Kit Inspection	0	0
PPE Inventory	0	1
Other Inspections	0	0
OHS Reports		
Incident Reports	1	0
(LTI) Lost Time Injury	0	0
(MTI) Medical Treatment Injury	0	0
(FA) First Aid Injury	0	0
(NM) Near Miss	0	0
(HiPo) High Potential Incident	0	0

# **5.2 Environmental Monitoring Points**

Three Environmental Monitoring Points were established and surveyed for the prospect. They consisted of a star iron picket with a steel dumpy placed at the base. An identification tag was bolted to the iron pickets. They were positioned to coincide with photo points. A listing of the points is below.

Station	Easting	Northing	Height	Comment
EMP1	459478.81	8180390.30	270.13	PP-004
EMP2	495477.13	8150785.80	274.94	PP-032
EMP3	525656.14	8190681.09	140.15	PP-106

# 6 Summary and Recommendations

Overall the survey and line preparation of the McArthur 2D Seismic Survey was done in an efficient and environmentally sound manner. Although the Terrex Contracting crew arrived without much equipment, tools or tyre repair gear, RPS was able to supply enough tools and tyre repair equipment to keep the operation going. Several days of downtime was experienced by the line prep crews waiting for parts or tyres to arrive, however the actual time to accomplish the survey was minimal. The timeline was achieved in good fashion and goals were kept with production standards.

It is recommended that for any future works carried out on remote projects of this nature that an adequate assortment of tools, parts and tyres be transported to site at the commencement of the project. In addition with the use of the D10 and D85 dozers, the fuel support vehicle was kept very busy fuelling the machines with only a 400 Lt pod fitted to the vehicle. Two fuel support vehicles with a 500 - 600 Lt pod would have been more practical in ensuring the line preparation crews kept working throughout the day.

Radio communications also proved to be a problem with teams working large distances from the campsite. Although RPS supplied a 9m Clark Mast for the radio antenna at camp this was not enough for good reception over the vast area. It is recommended for future works that a radio repeater be deployed on a high hill so the Duplex system can be utilized. This is common practice for the cattle stations to use this Setup for their communications.

It is also recommended that permission is gained from the Northern Land Council prior to the start of the program to grade any existing access tracks and fence lines that may be utilised by the crew. In addition campsites need to be selected and cleared by the NLC as required or prior to the commencement of works

RPS has at all times endeavoured to carry out its duties in a professional and efficient manner.

Respectfully submitted,

Charlie Johnson

Senior Surveyor RPS

# Appendix A

# CONTROL NETWORK

Station	East	East North Elevation		Remarks
MCA01	472700.016	8193460.209	214.916	SIP
MCA02	472700.016	8193460.209	214.916	SIP
MCA03	468193.794	8201174.268	253.952	SIP
MCA04	470255.537	8216295.768	173.785	SIP
MCA05	479090.867	8181723.848	281.929	SIP
MCA06	484257.808	8198382.918	237.964	SIP
MCA07	499616.083	8195990.187	246.809	SIP
MCA08	453353.043	8190886.499	282.616	SIP
MCA09	477145.015	8169996.821	277.856	SIP
MCA10	461890.570	8181715.054	281.502	SIP
MCA11	499114.646	8177656.930	237.668	SIP
MCA12	511154.344	8186894.967	220.789	SIP
MCA13	519189.719	8184616.480	197.174	SIP
MCA14	533290.672	8195441.365	174.433	SIP
MCA15	481278.206	8163751.353	264.785	SIP
MCA16	496010.817	8150881.480	273.287	SIP
MCA17	477724.736	8151846.954	253.493	SIP
MCA18	483070.250	8141272.968	258.110	SIP
MCA19	489605.776	8129272.463	242.048	SIP

# Appendix B CONTROL TIES

Station	RTK Easting	RTK Northing	RTK Elev	AusPos E	AusPos N	AusPos Elev	dX	dY	dZ	Baseline
MCA01	NA	NA	NA	472700.016	8193460.209	214.916				0
MCA02	468193.791	8201174.266	253.960	468193.794	8201174.268	253.952	0.003	0.002	-0.008	8.94
MCA03	470255.540	8216295.760	173.777	470255.537	8216295.768	173.785	-0.003	0.008	0.008	15.27
MCA04	479090.865	8181723.888	281.876	479090.867	8181723.848	281.929	0.002	-0.04	0.053	22.30
MCA05	484257.811	8198382.917	237.963	484257.808	8198382.918	237.964	-0.003	0.001	0.001	16.31
MCA06	499616.081	8195990.181	246.824	499616.083	8195990.187	246.809	0.002	0.006	-0.015	31.86
MCA07	453353.052	8190886.505	282.639	453353.043	8190886.499	282.616	-0.009	-0.006	-0.023	23.32
MCA08	477145.015	8169996.857	277.832	477145.015	8169996.821	277.856	0	-0.036	0.024	11.89
MCA09	461890.583	8181715.096	281.464	461890.570	8181715.054	281.502	-0.013	-0.042	0.038	17.21
MCA10	499114.678	8177656.836	237.800	499114.646	8177656.930	237.668	-0.032	0.094	-0.132	23.28
MCA11	511154.340	8186894.966	220.776	511154.344	8186894.967	220.789	0.004	0.001	0.013	15.18
MCA12	519189.704	8184616.472	197.198	519189.719	8184616.480	197.174	0.015	0.008	-0.024	8.35
MCA13	533290.662	8195441.357	174.420	533290.672	8195441.365	174.433	0.01	0.008	0.013	17.78
MCA14	481278.213	8163751.350	264.803	481278.206	8163751.353	264.785	-0.007	0.003	-0.018	18.11
MCA15	496010.818	8150881.487	273.310	496010.817	8150881.480	273.287	-0.001	-0.007	-0.023	40.95
MCA16	477724.745	8151846.947	253.530	477724.736	8151846.954	253.493	-0.009	0.007	-0.037	12.43
MCA17	483070.297	8141272.962	257.680	483070.250	8141272.968	258.110	-0.047	0.006	0.430	Omni
MCA18	489605.967	8129272.448	241.740	489605.776	8129272.463	242.048	-0.191	0.015	0.308	Omni
MCA19	502242.202	8138101.151	243.673	502242.213	8138101.171	244.058	0.011	0.02	0.385	Omni

APPENDIX 2 – TERREX SEISMIC FINAL REPORT

McArthur River 2D Seismic Survey

TERREX SEISMIC

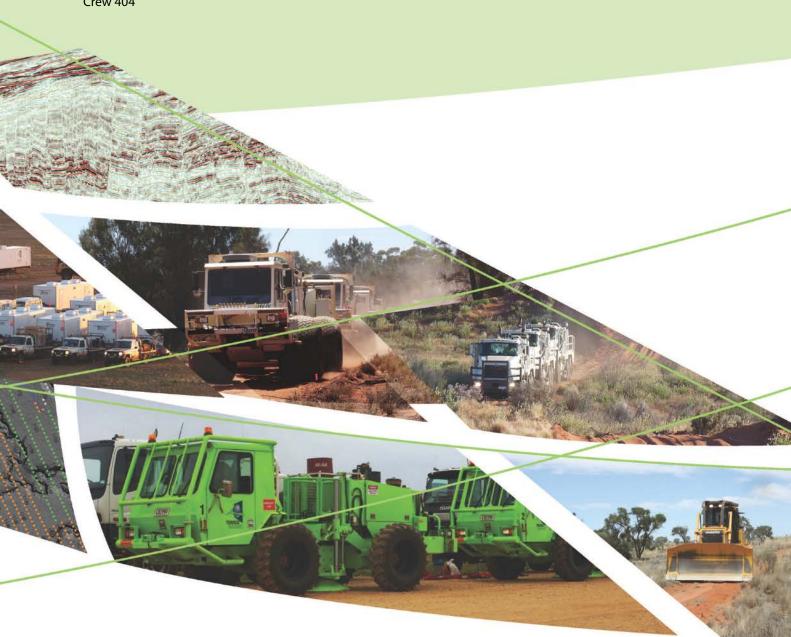
Field Operations Report

**Prepared for Santos Limited** 

19 August 2013 to 16 October 2013

Job No. D04026

Crew 404





# **Field Operations Report**

For

# McArthur River 2D Seismic Survey

**EP 161** 

Written by

# Anthony Bonderenko - Crew Manager

# Crew 404

This report is confidential and was prepared exclusively for Santos Limited Terrex Seismic is certified to OHSAS 18001, ISO 14001 and AS 4801.

Version:	Date:	Description:	Produced by:	Approved by:
Initial Draft	08/10/2013	Sent to Crew	Julie Grant	
Draft V.1	30/10/2013	Field Operations Report	Tony Bonderenko	
Draft V.2	06/12/2013	Field Operations Report	Terry Ernst	
Final V.3	02/04/2014	Final Field Operations Report	Terry Ernst	Terry Ernst





# **Table of Contents**

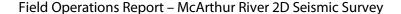
1.	Intr	oduction	1
	1.1	Geographic Area	
	1.2	Climatic Conditions	
	1.3	Health, Security, Safety and Environmental	3
	1.4	Logistics	4
2.	Sur	veying	5
	2.1	Line Pointing/Chaining/Surveying	
	2.2	Line Preparation and Restoration	
	2.3	Production figures	<del>(</del>
3.	Ser	vices	
	3.1	Permitting	
	3.2	Fencing	7
	3.3	Traffic Control	7
	3.4	Camp/Accommodation/KJM Services	7
	3.5	Paramedic	7
	3.6	Client Representative	8
4.	Rec	ording/Processing	g
	4.1	General Survey Details	9
	4.2	Cable Field Recording	9
	4.3	2D Recording	10
	4.4	Crew Performance	14
	4.5	Processing Tapes	14
5.	Qua	ılity Control	15
	5.1	Observer Comments	15





# **Appendices**

Appendix A	Cable Field Equipment Specifications	17
Appendix B	Vehicle Equipment Listing	
Appendix C	Tape Listings	
Appendix D	HSE Policy & OH&S Standards	21
Appendix E	HSE End of Contract Report	24
Appendix F	Personnel Crew List and Numbers	45
Appendix G	Recording Statistics	48
Appendix H	Survey Daily Reports	49
<b>Figures</b> Figure 1	Survey Map	2
<b>Photograp</b>	hs	
Photograph 1	Hand Carry Section	
Photograph 2	Recorder	
Photograph 3	Retrieval of Cable	16





#### 1. INTRODUCTION

Terrex Seismic (Terrex) was contracted by Santos Limited to conduct the McArthur River 2D Seismic Survey.

The crew mobilised from the Banyo office on August 15, 2013. The first days travel was slow because of road works but the crew did make it to Augathella that evening. The following day August 16, the crew continued to Winton. On August 17 the crew moved to Mt. Isa, August 18 arrived at the Barkley Roadhouse, then final arrival at Tanumbirini Station at the KJM Contractors' Camp on August 19, 2013.

Tanumbirini Station is located approximately 190 km north west of the small township of Cape Crawford NT, and 150 km north east of the township of Daly Waters, NT. Access to and from Tanumbirini was via the Carpentaria Hwy, then 30 km of gravel road to camp.

Recording was completed in 55 days with acquisition commencing on 22<sup>nd</sup> August to 15<sup>th</sup> October with a total of 497.06 kms recorded.

Production went quite well considering the terrain conditions and long travel times to and from the field. The use of a hire skid mounted camp also impacted on production as the camp stayed in one location for the duration oif the recording crew which meant longer than usual travel times as opposed to having a wheeled based camp. Average daily production for the program ended up at 8.9 km per/day. With a best production day of 14.04 km on the 10<sup>th</sup> October 2013.

The Terrex Group conducted line clearing and seismic acquisition. Terrex subcontracted KJM to provide the camp and catering services. HSE Plus for paramedical services. RPS was contracted by Santos directly for all GPS surveying.

### 1.1 Geographic Area

The Santos McArthur River 2D project was located in Northern Territory approximately 150 kms east of Daly Waters.

The terrain was a combination of flat, bull dust areas with some heavy dense timber in places. Approximately 40% to 60% wasfarm land with sections of infastructure such as sheds, water bores etc. Most of the area was predominately cattle grazing with an approximate combined total of 40,000 head of cattle agisted on the prospect between the multiple land owners.

On the eastern side of the cross lines, the crew ran into a rock shelf on the surface that made driving slow, rough and difficult to navigate around. Access around the program was in the form of Seismic Lines, access tracks and fence lines. The nearest town to where the crew was positioned was Daly Waters, 150 kms South-West and Cape Crawford, 150 kms South-East. The Carpentaria national highway was the road that connected both towns. It is mostly a single lane bitumen road with many hazards such as cattle crossing the road.

There was only 1 day of rain experienced on the project on October 02, 2013. This was good for line conditions as it helped drop the dust level down and made driving conditions easier. There were several fences on the project with many gates being required to be open and/or closed depending what the land owners requirement was at the time. The land owners were mustering cattle throughout the project in several different locations around the area.

#### 1.2 Climatic Conditions

Average Minimum Temperature: 13 degrees

Average Maximum Temperature: 36 degrees

Days lost due to wet weather: 2.8 Hours

Rainfall: 50.8 mm



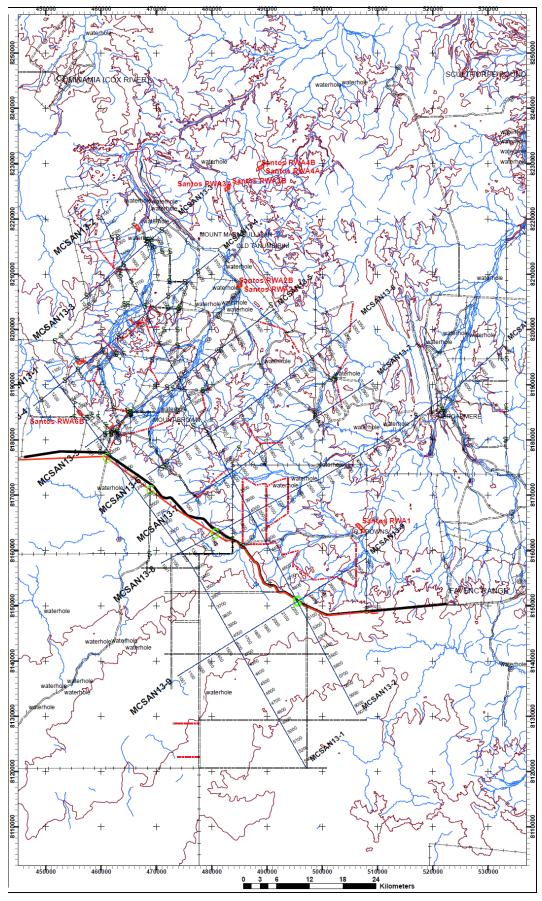
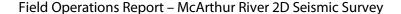


Figure 1 Survey Map





#### 1.3 Health, Security, Safety and Environmental

The Santos McArthur 2D Seismic Survey is situated in a remote location within Northern Territory. Minimal townships exist in this vicinity which meant that the crew are totally isolated from any help or anyone. The KJM skid mounted camp was located approximately 150 km north-east of the small township of Daly Waters and 150 km north-west from the small township of Cape Crawford. This meant that the crew had to be totally independent and supply everything onsite to be able to work and live in this remote location and harsh environment.

Another aspect of being in such a remote location is there was no mobile phone reception. VSAT communications were set up so that crew could call home when they required, email and sat phones for work, general and emergency.

A full time Paramedic was also onsite with the crew in case an emergency situation arose. Mostly the Paramedic just stayed with the crew in the field and tendered to crew personnel for first aid cases such as scratches, small cuts, coughs and colds etc.

The crew conducted themselves through the project very well and where well behaved whilst onsite.

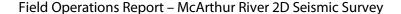
At the start of the project it was decided that the project would be an alcohol free camp. However after much consideration and negotiation with the Client it was agreed to allow the crew to have some mid strength beers twice per week. The crew were allowed to have 4 mid strength beers twice per week each for the night and was monitored closely by the Crew Manager. This allowed the crew to enjoy themselves a little and relax at the end of the day.

During McArthur River 2D there were three drills were performed.

- a fire drill involving the KJM camp staff and Terrex personnel in a camp fire situation.
- a field based drill; and
- a 'Man Lost' scenario.

Several incidents did occur on the project, four of which were of particular note were:

- A rear end collision on August 13 between two KJM vehicles before recording crew arrived. No one was
  injured. After this incident there was a major focus on vehicles travelling in dust and driving too close
  together. This was reiterated to the crew on a daily basis onsite to emphasise the risks of driving in the
  dust. Refer Appendix E HSE End of Contract Report for the Incident Report Investigation 492.
- Line Crew on August 29 sustained injury to knee whilst getting out of vehicle to start layout of geophones. The employee twisted his knee after stepping into a hidden hole. He was taken back to camp and evaluated by the medic. Rested for the remainder of the day with Ice. He was given light duties on crew for a few hours the following morning before returning to normal duties later that day. Refer Appendix E HSE End of Contract Report for the Incident Report Investigation 500.
- Line Crew sustained injury to right hand whilst pulling on cable on September 17, 2013. This particular incident led to a line crew employee pulling on cable and it getting it snagged around a bush. The employee then decided to try and yank the cable in a downwards motion to get the cable off the bush. This resulted in the employee's hand coming into contact with the inside of the cable cage metal rail. The employee had to be medivaced from site and flown out the next day via the Charter Crew Change plane for a suspected break to the back of his hand. Refer Appendix E HSE End of Contract Report for the Incident Report Investigation 504.
- Vehicle / Man lost A vehicle / man lost occurred on September 26, 2013 with a vehicle becoming lost on line after taking an access track that the driver and passenger were not familiar with. The result of this ended up with the Crew Manager having to head to the field at night and find the lost party. Upon their trip back to camp the driver missed a turn and veered off the track into a ditch, causing damage to the front end and underbody of the vehicle. No one was injured and the vehicle was recovered the following day. Refer Appendix E HSE End of Contract Report for the Incident Report Investigation 528.





Apart from the above 4 incidents and considering the conditions, heat and dust the crew did do an extremely good job in completing the project on time. After completion of the project the crew packed up everything and gave all the vehicles a good wash-down and clean out before demobilising to Brisbane.

 ${\it Please see Appendix E-HSE\ End\ of\ Contract\ Report\ for\ additional\ information.}$ 

#### 1.4 Logistics

#### Surveying

The Surveying Crew consisted of RPS and Terrex Contracting (TC).

RPS were contracted by Santos to perform all survey works and mobilised from Toowoomba, July 19 2013, meeting up with TC at Barkley Homestead on the July 22. TC and RPS arrived at the McArthur River Campsite on July 23, 2013. All food, water, diesel and supplies were set up by Terrex Contracting Operations Manager Rob Brown from Brisbane.

#### **Recording Crew**

The Recording crew started mobilisation from Brisbane on August 15, 2013 and took a total of five days to complete with the crew arriving onsite on August 19, 2013.

Accommodation was in the form of a KJM skid mounted camp and could sleep up to 48 persons. All meals and facilities including food, fuel, water and general supplies were transported via road and delivered to site.

All fuel was delivered to site by truck from Ausfuel in Darwin and was delivered every week whilst the crew stayed there. An initial 25,000 litre double bunded fuel tank was supplied by KJM, Terrex supplied all fuel for the camp, trucks and light vehicles.

Food supplies and consumables for the camp were delivered fortnightly via KJM truck from Adelaide.

All Terrex freight, parts and supplies were dispatched from either Brisbane or Adelaide which arrived in Daly Waters and were then picked up via truck or light vehicle from there and transported back to camp.

Some urgent requests, supplies and parts were also purchased locally from places like Daly Waters, Katherine, Darwin and Mount Isa. These were either shipped to Daly Waters or supply drivers picked them up using a light vehicle or the supply truck.

Being such a remote location where the crew resided, freight and supplies took quite some time to arrive and managing people journey's was a fulltime job for the HSE department, as personnel would have to overnight before returning the following day.



#### 2. SURVEYING

All surveying works and services were provided by Santos's subcontractor RPS from Brisbane.

Survey started mobilisation on July 19, 2013 and arrived onsite on July 23, 2013. RPS Survey operations were setup with Terrex Contracting. The RPS Senior Survey on site was Charlie Johnson. Survey teams consisted of 2 x one man teams with vehicles, a total of three survey personnel onsite for the program.

#### 2.1 Line Pointing/Chaining/Surveying

Line pointing and survey services were provided by RPS. The RPS Survey team consisted of one Senior Surveyor and  $2 \times 10^{-2}$  x one man teams with vehicles.

Charlie Johnson, the senior survey onsite was there for the entire program. Charlie setup the job, providing and double checking survey controls, surveying, final data, maps and line traces for the recording crew. Two other single man survey teams completed all pegging and line pointing.

There was a total of 497.34 km of line to be cut and surveyed. Environmental Monitoring Points (EMP) were located at intersections of lines and photographed once before line preparation, then again after the recording crew had been through the same area after the line was completed.

Seven significant Cultural Heritage (CH) areas were found by the CH Land Liaison and flagged off. Survey added these to their database and included them on the maps and line traced provided to enable the recording crew to identify these area easily.

During the program there were no real delays or issues with either TC dozers or RPS survey problems. Some areas did prove to be difficult with GPS, lack of satellite coverage due to some areas noted with dense tree foliage. Some areas of the prospect were rough with rocky outcrops and escarpments, which meant that these areas would have to be hand carried through. Backpacking was required for the surveyors in these areas but no injuries occurred and were completed in a timely and safe fashion.

Some of the main topics discussed each morning at the daily toolbox meetings included rehydration, sticking to lines, third party traffic, driving in dust and into the sun, and BAC testing. Survey operations began on July 25, 2013 and finished on August 30, 2013. Survey crew demobilised on August 31, 2013 with one surveyor remaining behind with the recording crew in case of any re-pegging required that may have been destroyed by cattle.

Table 1 RPS Personnel

Crew Member	Position
Charles Johnson On site Senior Surveyor	
Gerard McKenzie	Surveyor
Anthony Hutchinson	Surveyor

#### 2.2 Line Preparation and Restoration

Line preparation services were provided by Terrex Contracting who arrived on July 24, the same day as RPS.

Line preparation commenced the following day on July 24, 2013. The equipment used on crew was all rental, 1 x Caterpillar D10 Dozer, 1 x Komatsu D65 Dozer and a 1 x Caterpillar 12G grader. Line preparation started at the northern end of the project and worked its way south. There was no lost time because of permitting.

Line preparation operations had three different camp locations with one in the north for start-up, one in the south for the southern part of the prospect, and the third was at the KJM camp where the recording crew resided.





While Terrex Contracting stayed at Camp # 2 facilities provided by Broadmere Station, the Tanumbirini Station had a cook onsite that did not get along with the Terrex Contracting crew. Several issues arose between the crew and the stations catering staff which eventually resulted in one of the staff being terminated by the Tanumbirini station owners. Shortly after this Terrex Contracting completed the job with two personnel moving into the KJM camp with the recording crew.

Line Preparation Operations finished on August 29, 2013. Terrex Contracting personnel demobilised on August 30, 2013 with two Contracting personnel remaining behind at the KJM camp to start restoration works. Restoration works started on September 06, 2013 and were completed on November 07, 2013.

Table 2 Terrex Contracting Crew 6

Crew Member	Position			
Jonathon O'Neil	Crew Manager / Dozer Operator			
Aron Wilmot	Dozer operator			
Sefton Truuts	Off Sider			
Bradley Makejev	Grader Operator			
Michael Birrer	Dozer Operator			
Andrew Browne	Mechanic			

### 2.3 Production figures

	RPS Surveys	Terrex Contracting Crew 6
Range of Kms/day:	15.53	13.08
Average Kms/day:	13.44	13.43
Minimum Production:	0	2.04
Maximum Production:	28.68	22.86
Average Production:	672 Stations a day	674.5
Lost/Standby Days:	4	0
Total Days Onsite:	39	39
Total Production Kms:	497.06	497.06



### 3. SERVICES

#### 3.1 Permitting

All permitting services were provided by Santos.

#### 3.2 Fencing

Fencing services were carried out by Santos by KD Fences.

#### 3.3 Traffic Control

Traffic Control Services were provided by Terrex Seismic. Cherrine Collier and Shirley Bobrowski performed all road traffic control services.

### 3.4 Camp/Accommodation/KJM Services

A skid mounted camp was provided by KJM Contractors to the McArthur River 2D project. Infrastructure implemented onsite included a fully self contained camp from KJM, with air conditioned rooms, eating facilities, shower and toilet amenities, ice making facility, generators to produce power, water & food supplies, mechanics workshop and refuelling station. The camp was set up with 48 rooms with all food supplies delivered to site. Being a skid mounted camp the decision was made by the Operations Managers to station the camp in one location for the duration of the project.

KJM had two full time chefs on crew with one camp staff who completed all washing as well. Meals were excellent and consisted of breakfast, lunch and dinner. Lunch was supplied for camp staff in the camp and lunches for the field crew were supplied at breakfast and taken with crew to the field.

A full time water truck with driver was supplied by KJM to keep watering the access track in from the Carpentaria highway to site and to keep all water levels in camp filled along with emptying rubbish skip bins weekly.

All potable water was supplied by KJM from a nearby Turkey nest (Bore) with the permission of Tanumbirini station owners. The water was in fact very clean and good to drink with several water tests carried out to ensure that there were no contaminants and fit for drinking purposes. A full time water truck with driver was supplied by KJM to keep watering the access track in from the Carpentaria highway to site and to keep all water levels in camp filled along with emptying rubbish skip bins weekly.

Food supplies and consumables for the camp were delivered fortnightly via KJM truck from Adelaide.

The KJM Camp was located at coordinates South 160°22′06.0" and East 134°48′16.1" on the Tanumbirini Station.

#### 3.5 Paramedic

Health Safety Education (HSE Plus) provided paramedic services for the survey with a 4WD Ambulance onsite. Paramedics are provided to reduce <u>EMERGENCY RESPONSE</u> times due to the camp being in such a location that an injured person is unable to be conveyed to the nearest medical establishment within one hour.





### 3.6 Client Representative

The Client Representative for this survey was Dave Dobson from SSM Ltd. David was on site for the duration of the program; there were no back two back representatives required.

Several visitors arrived on crew from both Terrex and Santos. Richard Barnes (Senior Operations Manager) and Terry Ernst (Operations Manager) arrived the day before the crew to help set up and start the job. Also an inspection of the camp was performed by both to ensure that it was up to specification and any other concerns that the crew had could be addressed.

Mike Giles (Santos Operations Manager), Tiffany Irving (Terrex HSE Manager) and Robert Southee (Santos Field HSE) arrived on crew on October 09, 2013 to perform a Santos Audit in regards to Health, Safety & Environment. The audit went well and congratulated the crew on running their operations safely and efficiently.





### 4. RECORDING/PROCESSING

Over the course of the survey the number of line crew personnel tended to fluctuate, during some weeks this would impact production, especially during mid-week during crew change. Travel times could vary between 30 minutes and two hours, obviously depending on the distance to the line.

There were some areas where it was not permitted to travel off line at all, and other areas whereby the Santos representative had to be present when line crew were working across cultural heritage areas.

#### 4.1 General Survey Details

Survey: McArthur Basin 2D

Survey Location: NT

Total Kms/Sq Kms: 497.06
AFE Code: EP 161

#### 4.2 Cable Field Recording

Instruments: Sercel 428

No. Channels: 480

Tape Drives: LTO

Tape Format: SEGD

Filters: Hi-cut 200Hz, no low-cut

Sample Interval: 2mS

Record Length: 5 Seconds

RTC: Yes

Correlation Type: Zero phase
Stack: Diversity Stack

#### **Source Specifications**

Vibrators: 3 x Hemi 60 (1 group) + 1 spare

Peak Force: 60,000lbs

Electronics: Pelton Vib-Pro, VCE in vibrators, ESG in recorder

Sweep Frequency:5 – 85 hertzSweep Length:16 secondsNo. Sweeps:1 sweepVP Interval:20m

Vibrator Array: 3 in-line, 12.5m Sweep Amplitude Taper: 100% (none)

Drive Level: 60%

End Tapers (cosine) (s):

Phase Locking Type:

Amplitude Control:

O.5 start, 0.3 end

Ground Force

Peak to peak





#### Receivers

Receiver Group Interval: 20 meters

Spread: 480 channels live

Array: 12 phones inline, 1.67m spacing, centered on half station

Connection: 3 in parallel x 2 in series

Multiplicity: =240 FOLD

### 4.3 2D Recording

#### **Survey Line List**

Inductions for crew were held on August 20, which included Site Specific Induction by David Dobson, Cultural Heritage Induction delivered by Matthew Harvey and members of the Heritage clearance team, and Santos Level 3 induction.

The line equipment was unloaded from the spread truck and loaded into the Toyota cable and geophone trucks. One truck was sent to the north-eastern end of line MCSAN13-3 to scout ahead and check line conditions to orientate and prepare for the layout of equipment. It was decided to delay the layout teams to the following day of August 21, as the inductions took longer than expected and was late in the afternoon before all were completed.

Time was spent in setting up the CM / HSE office and all communications and antennas erected and working. Both VHF and UHF were set up, the VSAT system had issues logging into the satellite. A technician was flown in from ASCS to correct the VSAT.

Three significant issues all related to this program which reflected on recording, these were:

- 1. Constant cattle chewage of both geophones & cable which increased troubleshooting time in the morning which lowered production through the day.
- 2. Rough and rocky terrain created slow going for the Line Crew which also impeded on production & increased waiting on spread time. Also wear and tear on vehicles.
- Slow travel and detours due to long lines and minimal access other than using existing seismic lines.
   Bulldust sections of tracks and lines became increasingly difficult and rough which increased travel time as well.

#### Line No. MCSAN13-3

Recording commenced on MCSAN13-3 on August 21, with layout starting at the south-western end. The terrain was very rough with poor line clearance which caused slow going for vehicles and movement of equipment. No VP's were shot this day, but all available equipment was laid out and instrument tests were completed. Not including the time driving on line MCSAN13-3 the drive time from camp to the line took 1.15 hours.

Cattle on the line were everywhere and caused all sorts of delays during the whole line with a total of 5.5 hours down due to cattle damage. All access tracks and seismic lines were found to be very powdery bull dust and quite slow to drive on. However the crew managed to negotiate these conditions very well.

Line MCSAN13-3 was completed on August 25, 2013. The line was recorded from station 1001.5 to 2053.5. A scout by the Crew Manager was done on the line ahead of the crew as to ascertain how the survey pegs and pinflags stood up after the delay between survey and the recording crew arrival. It was decided that all lines would have to be re-pegged using paint as the cattle had removed most of the survey markers before the crew had arrived.

### Field Operations Report - McArthur River 2D Seismic Survey



#### Line No. MCSAN13-4

Production started on line MCSAN13-4 on August 25 and was completed on August 29, 2013. The line was recorded for station 3166.5 to 1001.5. In the south west the lines were more open and in better condition but excessive numbers of cattle existed in the area. There were several fence lines which meant detouring of line crew vehicles and Vibes, however with an abundance of access the line crew were able to use these instead and stay off the spread and away from the vibes. On line it was very narrow and relatively hard to find a suitable location to allow the light vehicles to pass around the vibes.

Cattle damage was a big issue on line MCSAN13-4. There was a total of 9.2 hours spent repairing the spread over the 5 days. It appeared that when the terrain became more open and flatter, the cattle appeared to roam across the spread, but when the terrain got rougher there was less cattle damage to equipment. The western end of line 4 was very rough and made driving conditions hard. This was line was slow moving with numerous fence lines and thick bulldust.

#### Line No. MCSAN13-5

Production started the following day on line MCSAN13-5 on August 30 and was completed on September 3, 2013. This was shot from the south-western end from station 1001.5 to 3103.5. Line MCSAN13-5 also had many fences and detours for the vibes and line crew vehicles. The eastern end had some very rocky hills that carried on for several stations with many offsets for vibes and slow moving for all.

One vibrator had an accumulator problem and another two vibes had fuel line breakages due to the rocky terrain. Supply driver was sent to Katherine to obtain fuel line material so that new lines could be made. Also a bottle of nitrogen with gauges to fill the accumulator back up on vibrator number three. On September 1 a vibe also had a torque motor fail, it was replaced with the spare torque motor that was on crew. Spare vibe was unavailable for most of line MCSAN13-5 as it was also suffering from other problems.

#### Line No. MCSAN13-6

Production commenced on September 3 and was completed on September 8, 2013. This was recorded from the north-eastern end. A long detour for the vibes from line MCSAN13-5 to the start of line MCSAN13-6. This line was started from station 3395.5 to 1001.5. Line MCSAN13-6 was very rocky and rough on the eastern end again causing line crew vehicles and vibrators to be slow moving. On the western end there was a bit of an escarpment that slowed down production as well. On the access tracks in the middle of the line we found three broken fence lines in different locations. These were added on to a map and handed to the station manager so that he could undertake repairs if required.

#### Line No. MCSAN13-7

Line MCSAN13-7 was started on September 8 from station 1001.5 to 3029.5 and was completed on September 11, 2013. It was shot in a south to north direction. Waiting on spread was a large problem on this line due to rocky areas and slow going for the Line Crew. Excessive travel times also impacted heavily on production rates. As did the cattle damage in the mornings; having to troubleshoot equipment and fix up any geophones that had been dragged out from the night before. Fence lines also proved to increase more detour time for the vibes thus impacting also on production.

#### Line No. MCSAN13-8

A very long line move from Line # 7 to 8 was completed on September 12. The vibes spent 5.40 Hrs travelling to get to Line # 8. Cattle damage to the spread was firstly troubleshot with the first VP taken on station 4690 later that afternoon. Long detours and long travel times became a main feature on this line.

Some long hand-carry areas and detours for the line crew through rocky outcrop areas slowed the layout and pickup of equipment. On September 17 Terrex also had their first case of mild heat stress. The Line crew employee was brought back to camp and rested for the remainder of the day. He returned to normal duties the following day.

The line was finally completed on September 22 on station 1001.5.





Photograph 1 Hand Carry Section

#### Line No. MCSAN13-9

Production commenced on Line MCSAN13-9 at station 1001.5 in an east-west direction after a very long line move on September 22, 2013. Some problems were encountered with tree cover foliage interfering with radio signals from the recorder to the vibes.

Waiting on spread time was encountered due to the rocky terrain and troubleshooting time due to cattle damage to the spread. Road crossings on this line had to be put in by our Crew personnel. Two trained and ticketed cable repair crew completed set up of signage for road crossing. Towards the end of the line, at VP 2700.5 it was decided to shoot with two vibes with 2 x 12 second sweeps. This enabled the other two vibes to start "walking" to the next line.

This line was completed on station 3001.5 on September 26, 2013.

#### Line No. MCSAN13-1

Production continued the following day on Line MCSAN13-1 on September 27 on station 5340.5. This was shot in a south-north direction. Travel times impeded on production rates as did two breakdowns on cable trucks from the rocky terrain that was encountered. As a result of this waiting on spread, was then reflected on production until they could be repaired.

October 2<sup>nd</sup> saw the only rain (a very heavy shower) of the survey late in the afternoon. Activities were suspended partly for safety reasons, and to prevent excessive damage to tracks and seismic lines. As a result of the overnight rain leakage of geophones became apparent until they had a chance to dry out.

Recording was completed on Line MCSAN13-1 on October 6, 2013 at station 1001.5.





#### Line No. MCSAN13-2

Production commenced on line MCSAN13-2 the following day October 7, 2013 on station 1001.5 in a north – south direction.

Overheating issues with vibrators appeared to worsen as the outside temperatures started to rise. Some technical problems with pumps also contributed to the overheating issues with two of the four vibrators. This meant that Terrex had to resort to using the other two good vibrators and shooting with two sweeps for short periods of time to give the other vibrators a chance to cool back down.

Damage to the spread continued as well in areas where large numbers of cattle existed.

This line was completed on October 15, 2013 at station 6072.5. This meant the end of recording and final pickup of spread could commence.

All final pickup of spread was then completed and loaded back on to the spread truck the following day on October 16, 2013. This then represented the completion of the Santos McArthur 2D with the crew packing up final equipment on October 17 and 18 and demobilising from site on October 19, 2013.



Photograph 2 Recorder





#### 4.4 Crew Performance

When the crew first started, things were a little slow as expected, getting to know the terrain, access tracks and fence lines with some inexperienced new staff. But as time went on the crew started performing very well with minimal incidents and not bad production given the conditions and no camp moves.

The crew were never pushed hard for production and it was stated all the time that safety was paramount and our number one priority not production. Later on into the project there were new staff added into the roster which then lead to some inexperience in our personnel which then led to slower production and more training given from our experienced staff personnel to show the new hires on what to do.

The camp location was in a good place as best as we could manage. It was in flat terrain with good access in any direction, however the lack of mobility of the skid mounted camp caused for some real long drive times for the crew to and from the field.

#### 4.5 **Processing Tapes**

All data was shipped to Brisbane via the weekly crew change plane which departed Tanumbirini airstrip arriving in Darwin, then Darwin to Brisbane and hand carried to the office. These were then sent to the processing centre here in Brisbane.

Refer to Appendix C for tape listings.

Crew No. 404 Job No: D04026 Page | 14 of 49



# 5. QUALITY CONTROL

#### 5.1 Observer Comments

At the start of the survey different frequency ranges (6-84Hz, 8-98Hz, 5-85Hz etc), were trialled for testing purposes on line 3. It was decided that the original option of 5-85 hz would be the best suited option for the program.

Over the course of the survey the spread and source parameters remained unchanged. An exception to this was when long line changes meant that 2 of the 4 vibes were sent to the start of the next line in advance. The remaining two vibes on line then performed two sweeps per VP at 12 seconds, all other sweep parameters remained unchanged. At the client's request, the two sweeps were recorded to tape separately, to be stacked in processing.

There were not many days when wind noise was at a very significant level, there was no need to increase the source effort. First breaks and data quality were obviously affected on such days, but only by up to 20% on each ends of the spread.

Where heavily timbered areas existed it made it difficult for line crew to navigate around the vibes, so it was unavoidable that some time was lost by line vehicles waiting to get spread laid out. Long travel times (up to two hours) to and from camp were unavoidable due to the location of the KJM camp. Heavy tree-cover also meant that in some areas radio (VHF) coverage became difficult between the recorder and vibes.

Visible reflectors were visible typically around 2,000 – 2,500 ms.

Shot records were saved every day as a back-up, the client checked these every day in camp. There was no SQC in the recorder, but paper plotter print outs were checked regularly.

### **Conclusion/Recommendations**

Generally, there were not too many problems regarding the recorder and spread, or with the vibes. On some days the vibes were overheating, due partly to high ambient temperatures, which persisted for most of the survey. Downtime was nevertheless kept to a minimum where possible.

- A wheeled camp would have been a far better option with about three more camp locations added would have saved a lot of lost production time in travel.
- The Nodal system also may have helped reduce the amount of cattle damage in the field as to fixing and repairing of any equipment. Due to the amount of cattle in the area this would have then also reduced troubleshooting time in the mornings.







Photograph 3 Retrieval of Cable





# **Appendix A** Cable Field Equipment Specifications

#### **Recording Equipment**

Data Acquisition System: SERCEL 428 - 24 Bit 3D Seismic

Similarity System: Pelton VIBRPO Real Time

Computing: Sun Blade Computer with 4 x 19inch Flat Screens

Plotter: Veritas V12 Plotter, UPS, LIM, APM

Tape Drives: 2 x LTO High Density

Comms: 1 x 10 metre 6 DB Boost High Gain Antenna

#### **Source Equipment**

Vibrators: 3 x Hemi 60 Online. 1 x Standby

Peak force: 60,000 lbs per Vibrator
Hold-Down Weight: 60,000 lbs per Vibrator
Vibrator Control Electronics: Pelton Vibpro Electronics
Sweep Generator: Pelton Vibpro electronics

Electronics are capable of Trade Marked Varisweep.

#### **Line Equipment**

Seismic Cables: 200 (4 FDU's per cable) 800 Channels

Takeouts: 55m separation between takeouts

LAUL Units: 20
LAUX Units: 3
Transverse Cables: 6
Batterys: 50

Battery Chargers: 4 Serce

Geophones: Sensor SM4 10Hz geophones or equivalent

Geophone Strings: 800 (6 ph/group)

Geophone Tester: 1 x Sensor SMT200

21 VHF Installed in all light vehicles and trucks. 19 UHF in light vehicles and trucks.

Vehicle Radios: One VHF in the HSE/Crew manager office and one VHF in the Cable repair unit.

Note: Terrex Seismic warrants that 90% of equipment will be used in field and up to 10% may be undergoing repair and maintenance.



# **Appendix B** Vehicle Equipment Listing

	Crew 404 Vehicle list.								
	Make and Type	Use	Rego						
1	White Land Cruiser Tray Back	Crew Managers	742 RQA						
2	White Land Cruiser Tray Back	Line Boss	024 RNR						
3	White Land Cruiser Tray Back	Cable Truck	981 SAH						
4	White Land Cruiser Tray Back	Jug Truck	982 SAH						
5	White Land Cruiser Tray Back	Jug Truck	760 KZP						
6	White Land Cruiser Tray Back	Supply Truck	741 RQA						
7	White Nissan Wagon	Vibe PC	162 JNA						
8	White Toyota Wagon	Back Crew	765 KZP						
9	White Toyota Wagon	Front Crew	763 KZP						
10	White Land Cruiser Tray Back	Mechanic	065 RAH						
11	White Land Cruiser Tray Back	Cable Truck	769 KZP						
12	White Land Cruiser Tray Back	Cable Truck	766 KZP						
13	White Land Cruiser Tray Back	Trouble Shooter	175 JNA						
14	White Land Cruiser Tray Back	Cable Truck	764 KZP						
15	White Toyota Wagon	HSE	762 KZP						
	<b>Heavy Vehicles</b>								
1	Hino	Supply c/w crane	1EFN 802						
2	Isuzu 3 Axle	Spread Truck	659 MRW						
3	Nissan	Vibe Store	1CZK 832						
4	Isuzu	Service Truck	804 RTA						
5	Isuzu	Cable Repair	919 RNG						
6	Isuzu	Recorder	1BSB 131						



# **Appendix C** Tape Listings

### Tape 1A and 2A

	Т	APE T	RANS	MITTAL			
TO:	Santos LTD						
	Operations Geophysics						
	Basement, 191 Pultney st						Page 1
	Adelaide 5000						
	ATTN : Nic Papanicolaou						
			McArthur 2	D Seismic Survey			
Tape #	Line	First FFID	Last FFID	First VP	Last VP	Date Recorded	Comments
1A	MCSAN13-3	16	421	Tests	Tests	21-08-2013 / 22-08-2013	All tests
2A	MCSAN13-3	290	1391	1001.5	2102.5	22-08-2013 / 25-08-2013	Complete
	MCSAN13-4	1392	3559	3166.5	1001.5	25-08-2013 / 29-08-2013	
Sent by	:Tony Bonderenk	0		Date: 2nd Septen	nber 2013		
Receive	ed by:		Date:				

Sent Via Brisbane office. August 31, 2013.

### Tape 3A

	Т						
TO:	Santos LTD						
	Operations Geophysics						
	Basement, 191 Pultney st						Page 1
	Adelaide 5000						
	ATTN : Nic Papanicolaou						
			McArthur 20	Seismic Survey			
Гаре #	Line	First FFID	Last FFID	First VP	Last VP	Date Recorded	Comments
ЗА	MCSAN13-5	3560	5679	1001.5	3103.5	30-08-2013 / 3-09-2013	Complete
	MCSAN13-6	5680	8042	3359.5	1001.5	3-09-2013 / 8-09-2013	Complete
Sent by	:Tony Bonderenk	0		Date: 10th Septer	mber 2013		
eceive	ed by:		Date:				

Sent Via Brisbane office. September 10, 2013.





#### Tape 4A, 1B, 2B and 3B

		TAPE	TRANSI	<b>IITTAL</b>			
TO:	Santos LTD						
	Operations Geophy	sics					
	Basement, 191 Pult	tney st					Page 1
	Adelaide 5000						
	ATTN : Nic Papanio	olaou				:	
		McA	rthur 2D Seism	ic Survey			
Tape #	Line	First FFID	Last FFID	First VP	Last VP	Date Recorded	Comments
4A	MCSAN13-7	8,043	10,080	1001.5	3029.5	07-09-2013 / 11-09-2013	Complete
4A	MCSAN13-8	10,081	13,939	4690.5	1001.5	12-09-2013 / 22-09-2014	Complete
1B	MCSAN13-3	001	0289	1274.5	1220.5	22-08-2013	Complete
2B	MCSAN13-3	290	1,391	1001.5	2102.5	22-08-2013 / 25-08-2013	Complete
2B	MCSAN13-4	1,392	3,559	3166.5	1001.5	25-08-2013 / 29-08-2013	Complete
3B	MCSAN13-5	3,560	5,679	1001.5	3103.5	30-08-2013 / 03-09-2013	Complete
3B	MCSAN13-6	5,680	8,042	3359.5	1001.5	03-09-2013 / 08-09-2013	Complete
Sent by R	ussell Gregg			Date 1st Octo	ober 2013		
Received B	у			Date			

Sent Via Brisbane office. October 2, 2013.

#### Tape 5A

	Т	APE T	RANSI	MITTAL			
TO:	Santos LTD						
	Operations Geophysics						
	Basement, 191 Pultney st						Page 1
	Adelaide 5000						
	ATTN : Nic Papanicolaou						
			McArthur 2	D Seismic Survey			
Tape #	Line	First FFID	Last FFID	First VP	Last VP	Date Recorded	Comments
5A	MCSAN13-9	13748	16054	1001.5	3001.5	22-09-2013 / 26-09-2013	Complete
	MCSAN13-1	16055	20938	5340.5	1001.5	23-09-2013 / 6-10-2013	Complete
Sont by	/:Tony Bonderenk	^		Date: 8th October	2013		
Cont by	Torry Boridererik	0		Date. oth October	2015		
Receive	ed by:		Date:				

Hand Carried by Michael Giles. October 10, 2013.

#### Tape 6A

	T	APE T	RANS	MITTAL			
TO:	Santos LTD						
	Operations Geophysics				irst VP         Last VP         Date Recorded         Comments           1001.5         6072.5         07-10-2013 / 15-10-2013         Complete		
	Basement, 191 Pultney st						Page 1
	Adelaide 5000						
	ATTN : Nic Papanicolaou						
			McArthur 2	D Seismic Survey			
Tape #	Line	First FFID	Last FFID	First VP	Last VP	Date Recorded	Comments
6A	MCSAN13-2	20939	20939         26191         1001.5         6072.5         07-10-2013 / 15-10-2013         Complete           8043         10080         1001.5         3029.5         07-09-2013 / 11-09-2013         Complete				
4B	MCSAN13-7	8043	10080	FFID         First VP         Last VP         Date Recorded         Comments           191         1001.5         6072.5         07-10-2013 / 15-10-2013         Complete           080         1001.5         3029.5         07-09-2013 / 11-09-2013         Complete			
4B	MCSAN13-8	10081	13939	4690.5	1001.5	12-09-2013 / 22-09-2013	Complete
5B	MCSAN13-9	13748	16054	1001.5	3001.5	22-09-2013 / 26-09-2013	Complete
5B	MCSAN13-1	First FFID         Last FFID         First VP         Last VP         Date Recorded         Comments           20939         26191         1001.5         6072.5         07-10-2013 / 15-10-2013         Complete           8043         10080         1001.5         3029.5         07-09-2013 / 11-09-2013         Complete           10081         13939         4690.5         1001.5         12-09-2013 / 22-09-2013         Complete					
Sent by	Operations Geophysics   Basement, 191 Pultney st   Adelaide 5000   ATTN : Nic Papanicolaou						
Receive	ed by:		Date:				

Left in Brisbane office with Richard Barnwell October 28, 2013.



## Appendix D HSE Policy & OH&S Standards



## Health Safety Environment and Quality Policy

Terrex is a Seismic Acquisition and Surveying Contractor providing services to the Oil, Gas, Mineral and Infrastructure Industries.

Our vision is to be one of the world's most operationally efficient, technologically advanced, innovative and safest onshore Seismic Acquisition and Survey service providers.

Our aim is to provide a healthy and safe workplace while minimising the environmental impacts of our activities and satisfying our customers' expectations.

We at Terrex are committed to:

- Providing a healthy and safe workplace for our employees, contractors and the general public.
- · Conducting all operations in such a manner as to minimise their impact on the environment.
- Promoting the protection of all Natural and Cultural environments that can be affected by our activities.
- Respecting all forms of indigenous and non-indigenous heritage and maintaining cultural heritage values.
- Seeking to continuously improve in the efficient use of natural resources and energy through recycling and waste management.
- Regularly review and improve our process to minimise health and safety hazards, negative significant impacts to the environment and prevent pollution.
- Establishing measurable objectives and targets for improving our safety and environmental performance.
- Working with our customers, suppliers and employees to seek continual improvement of our activities.
- · Complying with legislation and industry codes of practice wherever we conduct business.

To ensure this commitment we have implemented an Integrated Management System, which meets the requirements of:

- AS/NZS 4801 Occupational Health and Safety Management Systems
- OHSAS 18001 Occupational Health and Safety Management System
- AS/NZS ISO 14001 Environmental Management Systems.
- AS/NZS ISO 9001 Quality Systems

This policy is basic to all Terrex operations and adherence is the prime responsibility of management, every employee and all contractors / sub contractors.



Joe Dwyer Chief Executive Officer

Dated: 18th March 2013







## **Drug and Alcohol Policy**

#### Terrex is committed to:

- · Ensuring the Safety and Health of its employees and its subcontractors is maintained;
- · Maintaining a SAFE and Healthy workforce and workplace through a proactive approach.

#### Scope

This policy outlines the responsibilities and applies to all employees of TERREX and all of its subcontractors.

All personnel are considered "on the job" whenever he/she is on:

- · Any Company or client property, including parking areas; or
- · Company time even if off Company premises including paid lunch, rest periods, and periods of being on call.

#### Responsibilities

- Terrex is responsible for maintaining a Drug-Free Workplace and Workforce.
- As a Duty of Care to all employees and contractors, the company will initiate:
  - Random:
  - Upon suspicion;
  - With cause; and
  - Post-accident / incident Drug and Alcohol Testing

It is expected all employees and contractors will co-operate with the nominated Company Representative in this matter.

- The Company prohibits the use, unauthorized possession, manufacture, distribution or sale of illegal drugs, illegal inhalants, drug paraphernalia or controlled substances (i.e. all chemical substances or drugs listed in any controlled substances act or regulation applicable under any federal and /or state local laws) by any employee or contractor while on duty, while on Company premises or work sites or conducting Company business, or while operating or occupying any Company vehicle/equipment at any time.
- It is the responsibility of an individual to disclose to the nominated company representative any use of prescription drugs and over-the-counter drugs or designer / "look alike" drugs, prior to entering the work place. As the use of prescription drugs and/or over-the-counter drugs may also affect an employee's job performance and seriously impair his/her ability to work safely and effectively. Misusing prescribed or over-the-counter medication on company property or company assignment is strictly prohibited. Designer or "look alike" drugs are prohibited on all Terrex work sites. Non-disclosure will be treated as a breach of this Policy.
- Subject to Client approval and compliance with the Company's Drug and Alcohol and Fitness for Work Policies, outside
  of working hours Terrex permits the consumption of mid-strength and light beer only within Terrex camps.
- It is the responsibility of all employees and contractors to have a 0% blood alcohol reading before commencing and during work hours.
- Pertaining to employees and contractors in rehabilitation or self-rehabilitation, confidentiality of personal information will be maintained, although personal information will be released by the Medical Services on a need-to-know basis or as required by law.
- All personnel working on Company premises or performing Company work must have read this Policy and will be asked
  to cooperate with the administration of this Policy. A breach of this policy and the associated procedure may result in
  disciplinary action.



Joe Dwyer

Chief Executive Officer Dated: 13th May 2013







## Fitness for Work Policy

Terrex is committed to providing a safe, healthy and productive workplace for all its employees. The company recognises that alcohol, drugs, substance abuse, or fatigue will impair employees' ability to perform their jobs properly and that any of these factors will have adverse effects on the safety, efficiency, and productivity.

#### Scope

This policy outlines the responsibilities and applies to all employees of TERREX.

All personnel are considered "on the job" whenever on:

- · Any Company or client property, including parking areas; or
- · Company time even if off Company premises including paid lunch, rest periods, and periods of being on call.

#### **Policy**

- The company prohibits the misuse of legitimate drugs, or the use, possession, distribution or sale of illicit or non-prescribed controlled drugs, or other substances, on company business or premises.
- Any employee who takes prescription medication should check with their doctor to establish if the use of the
  medication will impair their work performance, or pose a safety risk to the worker or any other person in the
  workplace. If so, the worker should seek advice in writing from their doctor and provide a copy of this letter
  to their manager.
- In-line with community attitudes, legislation and legal liability, smoking shall only be permitted in designated smoking areas.
- The company recognises alcohol, drug or substance dependency as a treatable condition. Employees who
  suspect they have a dependency problem are encouraged to seek professional advice and to follow
  appropriate treatment promptly before it results in work performance problems.
- Employees working outdoors are required to undergo periodical medical examinations at the company's expense.
- Drug and Alcohol testing will be conducted by the company on a daily / random or for-case basis.
- All employees are required to comply with the requirements of the company's Workplace Rehabilitation program and actively support employees who are participating in rehabilitation.
- All employees are required to comply with this Fitness for Work Policy and the relevant company
  procedures that support this policy that are listed below. Failure to meet the requirement of this policy and
  its associated procedures will result in disciplinary action, up to, and including, dismissal.

- TS-PRO-18 Workplace Rehabilitation

TS-PRO-19 Drug and Alcohol
 TS-PRO-20 Code of Conduct
 TS-PRO-22 Journey Management
 TS-SOP-GEN009 Fatigue Management

Joe Dwyer

Chief Executive Officer

Dated: 14th December 2012

Crew No. 404 Job No: D04026 Page | 23 of 49





**Appendix E HSE End of Contract Report** 



## End of Contract Date 19/08/2013 to 17/10/2013 McArthur Basin 2D

Santos Limited.

**Location: McArthur Basin** 

**EP 161** 

Project Number: D04026

Crew 404

Operations Manager – Richard Barnes
<u>richard@terrexseismic.com</u> – Phone 08 9235 4600



## Contents

HSE	
Project Overview	2
Summary	3
Statistical Summary	5
Key Performance Indicators	7
Land Transportation	6
IVMS Risk Management Report	6
Risks Assessments	7
Emergency Response Procedures	7
Drills	7
Meetings	7
Induction	
Daily toolbox	7
Weekly meeting – Safety Sunday	8
Toolbox meeting man hours	9
Audits and inspections	10
Inspections	
Training	10
Events Reporting	11
Incident reporting	11
Hazard reporting	12
Action Tracking Register	
Health performance	
Alcohol test	
Drug test	
Clinical Attendancel	
Field Operations	8

#### HSE

#### Project Overview

Name of Project: McArthur Basin 2D Seismic Survey

**Permits:** EP161

Name of Client: Santos Limited.

Location: McArthur River

Camp Site: Latitude: 16 20' 22"S

Longitude: 134 44' 39 E

**Crew Conducting** 

Survey: Terrex Seismic 404

Key Personnel: Crew Manager: Tony Bonderenko/Russell Gregg

HSE Advisor: Sue Lewis/Sophia Partland

When: Start date by Line Clearing & Surveyors 23/7/2013

Start date by Seismic Crew 19/08/2013

Duration of survey 87 days

Duration of survey including Mobilisation 93 days

Completion date of survey 17/10/2013

The key activities include:

Mobilisation;

Line preparation crew & surveyors establishing a camp;

Preparation of seismic lines;

Establishing a survey base & pegging of lines; Seismic crew establishing a base & field office;

Acquiring data (surface seismic acquisition);

Rehabilitation of lines

Type of Survey: 2D

**Number of Kilometres:** 500 linear km

Number of Lines:

**Receiver (Rx):** 9-MCSN13-01 –AMSN13-09

Channels Live: 240

Working Channels: 800 channels required

Group Interval: 20 metres

VP interval: 20 metres

Energy Source: 4 x Hemi 60 4x4 Buggy

Explosives: Not scheduled to be used

Number of Terrex Seismic 36

**Terrex Contractors:** Line preparation – Terrex contracting

Paramedic – HSE Plus

**Client Contractors:** Terrex Seismic

Surveyors - RPS

Medical facilities: HSE+ Paramedic with 4WD Ambulance on site

RFDS Clinic is located at Katherine NT

Emergency Services 000 services are located at: - Tennant Creek/Katherine

Applicable Legislation Northern Territory

NT Petroleum Act

NT Petroleum Regulations

Work Health and Safety Act 2011

#### Summary

<i>Summuly</i>	
14-Aug-2013	Heavy Vehicle Convoy commenced mobilisation to site from Brisbane at 8.00am
15-Aug-2013	Light Vehicle Convoy commenced mobilisation to site from Brisbane at 7.00am with stops
	at Augathella, Winton, Mt Isa, Tennant Creek and then arriving in camp.
20-Aug-2013	Site Specific Inductions delivered by David Dobson
	Cultural Heritage Induction delivered by Matthew Harvey
	and members of the Heritage clearance team.
20-Aug-2013	Established base camp at the KJM camp 15, Field crew commenced operations.
24-Aug-2013	Australian Satellite Services established communications.
	Visitor Induction.
27-Aug-2013	Terrex Site & Camp Induction for incoming personnel delivered by HSEA.
	Project Site Specific Induction delivered by David Dobson
	Cultural Heritage Induction delivered by Matthew Harvey
28-Aug-2013	Terrex Contractors join Crew at KJM Camp 15. SP
30-Aug-2013	Matt Harvey- Cultural Heritage Advisor Joins Crew at KJM Camp
	Salt licks are put down to distract the cattle away from seismic equipment.
31-Aug-2013	RPS- Tony Hutchison joins the crew at KJM Camp.
	Site Specific Inductions delivered by HSEA.
03-Sep-2013	Crew Change-Tanumburini Air-strip Site Specific Inductions delivered by HSEA.
04-Sep-2013	Vibe Technician Crew Change Site Specific Inductions delivered by HSEA.
06-Sep-2013	Fire Drill completed, 1 per month to be completed
	Site Specific Inductions delivered by HSEA. KJM/HSEA/Chef/Electrician/Plumber.
07-Sep-2013	JSA Pre-dawn Start - driving to and from McArthur River Crew Change completed-
08-Sep-2013	Scouting of route to line 8, risk assessment with Crew Manager regarding pre-dawn starts
	for Machine (Vibe) Operators and senior personnel.
09-Sep-2013	review of Pre-dawn Starts JSA.
11-Sep-2013	Crew Change Tanumbirini Station/Crew Manager Russell Gregg inbound/Trainee Vi be
	Op/Line Crew and HSE Plus.

12-Sep-2013	JSA driving in the dark to field reviewed by Machine (Vibe) Operators.
13-Sep-2013	Review of Medial evacuation procedure for emergency preparedness with HSE Plus, Client
	Rep and Crew Manager. In relation to 40 Station hand carry completed on line 8.
15-Sep-2013	Scouting the North end of line 8-
<b>16-Sep-</b> 2013	Toolbox topic anticipated hazards on line 8 - Crew working in the highway easement.
	Line Conditions - Rough terrain, steep gullies, rocky surface, Crew advised to
	"Drive to conditions".
17-Sep-2013	Incident - Hand/Wrist (LTI)
20-Sep-2013	Traffic Controllers and HSEA activate Traffic Management Plan for line 8
	crossing on the Carpentaria Hwy. All crew issued High Visibility Vest at Toolbox
22-Sep-2013	Toolbox topic anticipated hazards HSEA Sue Lewis advised crew of extreme bull dust and
	to reiterated procedure traveling through extreme bull dust.
24-Sep-2013	Traffic Control and HSEA activated Traffic Management Plan for line 9 crossing on the
	Carpentaria Hwy and Grader crossing on the Carpentaria Hwy for line rehabilitation.
25-Sep-2013	Road crossing completed with the assistance of traffic management on line 9 for vibes
	Crew change - Site Specific Inductions delivered by HSEA.
26-Sep-2013	Incident - Man Lost/vehicle damage, ERP activated.
27-Sep-2013	Recovery of damaged car with the use of KJM tilt tray.
28-Sep-2013	HSEA Thanked station managers for their assistance on the 26 <sup>th</sup> of September regarding
	their helicopter to assist in search efforts if required. HSEA was informed the Station
	Managers where leaving the property. HSEA advised Client Representative of the change.
2-Oct-2013	Crew Change - Site Specific Inductions delivered by HSEA.
3-Oct-2013	HSEA assisted with setting up laser link with traffic management.
4-Oct-2013	Traffic Control and HSEA activated Traffic Management Plan for line 1 crossing on the
	Carpentaria Hwy.
7-Oct-2013	Santos visit Mike Giles, Steve Mackie, Robert Southee, DME visit.
	Terrex Seismic HSE Manager Tiffany Irving.
	Terrex Site Specific Inductions delivered by HSEA.
	Santos Site Specific & Cultural Heritage Inductions delivered by David Dobson
9-Oct-2013	Last crew change from Tanumbirini Homestead
	All Santos personnel left and Tiffany Irving.
13-Oct-2013	Line Boss handover / KJM crew change. Terrex Site Specific Inductions delivered by HSEA.
	Traffic Control and HSEA activated Traffic Management Plan for line 2 crossing on the
	Carpentaria Hwy.
15-Oct-2013	Seismic acquisition complete
	Field assistants continued to retrieve the equipment for the field.
16-Oct-2013	Spread trucks loaded for Demobilisation.
17-Oct-2013	Vehicles Wash down and inspection of all machinery, vehicles and equipment prior to
19-Oct-2013	commencement of demobilisation.  Heavy vehicles demobilized from site.
20-Oct-2013	Light vehicles demobilised from site.
20-001-2013	Light vehicles demobilised from site.

## **Statistical Summary**

Table 1. Monthly Safety Statistics

## **Crew 404**



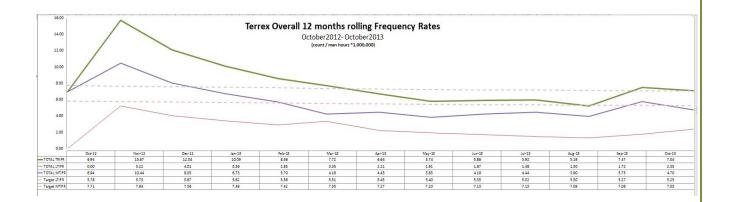
#### **Monthly Safety Stats**

rioliciny builty beats	- 3			
	Aug	Sep	Oct	YTD
Terrex Seismic Man-hours	1272.00	23688.00	17160.00	42120.00
Sub-Contractor Man-hours	3216.00	6144.00	2664.00	12024.00
Fatalities	0	0	0	0.00
LTI's	0	1	0	1.00
MTI's	0	0	0	0.00
Days since last MTI/LTI	13	30	31	74.00
Serious Potential Incidents (SPI)	0	1	0	1.00
First Aid Incidents	0	2	0	2.00
Environmental Incidents Land Spills (< 5 litres)	0	0	0	0.00
Cultural Heritage Incidents	0	0	0	0.00
Incident / Accident Reports	2	3	0	5.00
Near Miss Reports	0	0	0	0.00
Work Days Lost	0	0	0	0.00
Hazard Identification Reports	51	47	21	119.00
Training Hours	266.72	171.81	11.25	449.78
Tool Box / Safety Meeting Man-hours	123.30	323.70	182.40	629.40
Audits / Inspections	2	4	2	8.00
Drills	0	1	0	1.00
	gio a	Š		54144.0

TOTAL TRIFR	0.0	29.1	18.5	18.5
TOTAL LTIFR	0.0	29.1	18.5	18.5
TOTAL MTIFR	0.0	0.0	0.0	0.0
Hazard Identification Report	11363.6	2855.5	2197.8	2197.8

Lead Indicators	Aug	Sep	Oct	YTD
Hazard Identification Reports Received	51	47	21	119.00
Hazard Reports Closed - No. Closed out in ATR	51	46	21	118.00
Audits/Site Inspections inc HSE obs/ins.	2	2	1	5.00
Equipment Inspections	71	320	0	391.00
Training & Induction Hours	267	172	11	450.00
Tool Box / Safety Meeting Man-hours	162	387	237	786.00
Tool Box Meetings Conducted	17	24	18	59.00
HSE Meeting Conducted	1	5	2	8.00
Risk Assessments Conducted	0	0	0	0.00
JSA's &/or PTW Conducted	0	1	0	1.00
SOP's Reviewed	6	3	0	9.00
IVMS Kms Driven	0	0	0	0.00
IVMS Breaches	0	0	0	0.00
Drills	0	1	0	1.00
BAC Conducted	537	1,167	876	2580.00
BAC Passed	536	1,127	872	2535.00
Drug Test Conducted	20	14	12	46.00
Drug Test Passed	20	14	12	46.00
New Hires Commenced this week	7	3	0	10.00
Employees terminated /left this week	0	1	0	1.00

Table 2. Overall Terrex Safety Performance vs Terrex Targets



## Key Performance Indicators

Key Performance Indicator	Measure	Achieved (yes/no)	Performance Score
All personnel to complete Santos Level 1, 2 & Heat Stress Inductions as well as Santos Approved 4WD training	100% Compliance	yes	100% complete
Land Transportation Incidents per month	<2	Yes	1 in August, 1 in September
Emergency Drills Conducted per project (specifically fire or medical)	1+	Yes	2 drills conducted
ATR/Hazard Reports Closed out within 90 days	90%	Yes	100% closed
IVMS Exceptions per project	<10	No	
Documented Crew Manager Inspections per month	4	No	
Documented Department Head Inspections per month (Line Boss, Mechanic, Cable Repair)	each department head once per month	No	
Site Audit of Subcontractor Activity	each contractor 3 monthly	No	
Consistency in Hazard Reporting volume & Quality throughout all departments based the ratio of number of people in each department	At least 1 per person per month (all departments)	Yes	99% 119 Hazard Cards Submitted

## **Land Transportation**

## IVMS Risk Management Report

#### Risk Management Report

 Company Name
 Terrex

 Created on
 Apr 10, 2014

 From
 Aug 19, 2013

 To
 Oct 17, 2013

 Distance Unit
 km

 Speed Unit
 km/h

Speca out	Killeri										1 OGGIDIC 10	arripor		A
2 3 8 3 4 5 7 5 8 6 1 Fg	atteur	201	Terrex Exceed	ling 115 Kph	No Sea	tbelt	Harsh E	Braking	Device was	unplugged	Open Circuit	on Antenna	Short Circ	cuit on Antenna
Item	Group	Total Distance	Duration	Count	Duration	Count	Duration	Count	Duration	Count	Duration	Count	Duration	Count
(175JNA) Nissan Patrol 2001	Crew 404	5924.29	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0
Medic 03 (233RWV) Toyota Landcruiser	Crew 404	3235.64	0:01:18	0	0:00:00	0	0:00:03	0	0:00:00	0	0:00:00	0	0:00:00	0
(162JNA) Nissan Patrol 2001	Crew 404	4422.28	0:01:14	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0
(762KZP) Toyota 100 Series	Crew 404	8362.80	1:08:17	0	58:34:52	0	0:00:01	0	0:00:00	0	0:00:00	0	0:00:00	0
(742RQA) Landcruiser Trayback	Crew 404	9712.55	1:08:41	0	0:04:35	0	264:27:08	0	0:00:00	0	0:00:00	0	0:00:00	0
(763KZP) Toyota 100 Series	Crew 404	3628.00	0:00:00	0	8:36:45	0	0:00:00	0	0:00:00	0	6:16:49	0	0:00:00	0
(765KZP) Toyota 100 Series	Crew 404	5995.27	0:00:00	0	43:09:12	0	0:00:00	0	0:00:00	0	2:55:52	0	0:00:00	0
(982SAH) Toyota 79 Series	Crew 404	11299.82	0:03:38	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0
(764KZP) Toyota 79 Series	Crew 404	5891.84	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	12:22:20	0	0:00:00	0
(766KZP) Toyota 79 Series	Crew 404	5516.05	0:08:16	0	0:00:00	0	0:00:02	0	0:00:00	0	0:00:00	0	0:00:00	0
(981SAH) Toyota 79 Series	Crew 404	7218.56	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0	0:00:00	0
	·	94446.67	4:45:00	0.00	112:57:42	0.00	264:30:57	0.00	0:00:00	0.00	21:35:01	0.00	0:00:00	0.00

#### **Risks Assessments**



HSSSE Risk Register Santos\_McArthur Rive

#### **Emergency Response Procedures**

#### Drills







Emergency Emergency Emergency response Response Evaluation Response Evaluation evaluation 130927.pc

#### Meetings

#### Induction



Induction.pdf

#### Daily toolbox



130817.pdf



130819.pdf



130820.pdf



130821.pdf



130822.pdf



130823.pdf



130824.pdf



130826.pdf



130828.pdf



130829.pdf



130830.pdf



130831.pdf



020913.pdf



030913.pdf



040913.pdf



050913.pdf



060913.pdf



070913.pdf



090913.pdf



100913.pdf



110913.pdf



120913.pdf



130913.pdf



140913.pdf



150913.pdf



160913.pdf



170913.pdf



180913.pdf



190913.pdf



200913.pdf



210913.pdf



220913.pdf



230913.pdf



240913.pdf



250913.pdf



260913.pdf



270913.pdf



280913.pdf



290913.pdf



300913.pdf



11013.pdf



21013.pdf



31013.pdf



41013.pdf



51013.pdf



61013.pdf



71013.pdf



81013.pdf



91013.pdf



101013.pdf



111013.pdf



121013.pdf



131013.pdf





PDF

161013.pdf



Weekly meeting - Safety Sunday



130818 Safety Sunday.pdf



130825 Safety Sunday.pdf



010913 Safety Sunday.pdf



080913 Safety Sunday.pdf



150913 Safety Sunday.pdf



220913 Safety Sunday.pdf



290913 Safety Sunday.pdf



61013 Safety Sunday.pdf



Sunday.pdf

"Don't Gamble with SAFETY"

## Toolbox meeting man hours

#### Table 3. Meeting Man Hours

	TERREX								!	MAN			OR MI												hur Ba Seisn									
	Aug-13																																	
	1		1 Thu	2 Fri	3 Sat	4 Sun	5 Mon	6 Tue	7 Wed	8 Thu	9 Fri				13 14 Fue We	t 16 ed Th		17 Sat			0 2 Je We			24 Sat	25 Sun	26 Mon	27 Tue	28 Wed	29 Thu	30 Fri	31 Sat		Total Hours	# of Meetings
Tool box meetings	# Attendees Duration (min.)		18		18		18	18	18	18	18				18 1			18		18	2 3 8 1	1	3 18	18	18	33 18	34 18	31 18	31 18	38 18	36 18			
Safety meetings	Daily Total (hrs) # Attendees	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	1.0	0.0 0.	0 0.1	0.0	0.0	0.0	0.0 8	6 10.	2 11	.1 10.	5 10.5	35	9.9	10.2	9.3	9.3	11.4	10.8	112.80	112.80	11
(Combined Crews)	Duration(min.) Daily Total (hrs)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0 0.	0 0.0	0.0	0.0	0.0	0.0	0 0.	0 0	0 0.	0.0	18 10.5	0.0	0.0	0.0	0.0	0.0	0.0	10.50	10.50	1
	Sep-13																											Į	tot	als	0.00		123.30	12
			1 Sun	2 Mor	3 Tue	4 Wed	5 Thu	6 Fri	7 Sat	8 Sun	9 Mon	10 Tue			13 14 Fri Sa	t 15 at Su	i 16 n Mon	17 Tue	18 Wed		0 2 ri Sa	t S	2 23 un Mo	24 n Tue	25 Wed	26 Thu	27 Fri	28 Sat	29 Sun	30 Mon			Total Hours	# of Meetings
Tool box meetings	# Attendees Duration (min.)		18		18	18	39 18	39 18	38 18	0	38	18	38 3	18	37 3 18 1	1	35 18	34 18	18	18	5 3 8 1	: 0		18	34 18	33 18	31 18	36 18	18	36 18				1
Safety meetings (Combined Crews)	# Attendees Duration(min.)	0.0	0.0 37 18		11.7	11.4	11.7	11.7	11.4	38 18		11.4	1 1		11.1 10.	36		10.2	10.5	9.3 10	.5 10.	3	5	2 10.2	10.2	9.9	9.3	10.8	0.0 36	10.8	0.0	269.10	269.10	25
(Combined Crews)	Daily Total (hrs)					_																						- 1	10				_	
		0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0 0	0.0 0.	18 0 10.		0.0	0.0	0.0	0 0.		5 0.	0.0	0.0	0.0	0.0	0.0	18 10.8 Comb	0.0 pined	_	54.60	54.60	5
	Oct-13	0.0	1	2	3	4	5	6	7	8	9	10	11 1	12	13 14	0 10.	8 0.0	17	18	19 2	0 2	0 10	2 2:	24	25	26	0.0	28	10.8 Comb tot	oined als	31	54.60	323.70	30 # of
		0.0	1 Tue	2 Vec	3 I Thu	4 Fri	5 Sat		7 Mon	8 Tue	9 Wed	10 Thu	11 1 Fri S	12 Sat S	13 14 Sun Mr	0 10.	8 0.0	17 Thu	18 Fri		0 2	0 10	2 2:	24					10.8 Comb tot	oined als	0.00	54.60	323.70	30
Tool box meetings	Oct-13  # Attendees Duration (min.) Daily Total (hrs)	0.0	1	2 Wee	3 1 Thu 36 18	4 Fri 36 18	5	6	7 Mon 36 18	8	9 Wed 40 18	10 Thu 32 18	11 1 Fri S	12 Sat S	13 14	6 15 6 15 7 10 8 18	8 0.0 i 16 e Wed	17	18	19 4 Sat S	0 2	0 10	2 2: 1e We	24 d Thu	25	26 Sat	27 Sun	28 Mon	10.8 Comb tot	oined als	31	161.70	323.70 Total	30 # of
Tool box meetings Safety meetings (Combined Crews)	# Attendees Duration (min.)		1 Tue 36 18 10.8	2 Wee	3 1 Thu 36 18 10.8	4 Fri 36 18 10.8	5 Sat 36 18 10.8	6 Sun 0.0	7 Mon 36 18 10.8	8 Tue 40 18	9 Wed 40 18 12.0	10 Thu 32 18 9.6	11 1 Fri S 32 3 18 1 9.6 9	12 Siat S	13 14 Sun Mi 3 18 11 0.0 9	0 10.	i 16 Wed	17 Thu 28 18 8.4	18 Fri 28 18 8,4	19 2 Sat S	0 2 un Me	1 2 T	2 2: We	24 d Thu	25 Fri	26 Sat	27 Sun 0.0	28 Mon	10.8 Comb tot-	30 Wed	31 Thu		323.70  Total Hours	# of Meetings

## **Audits and inspections**

## Inspections











HSE OBS 210813.pdf HSE OBS 260813.pdf HSE OBS 120913.pdf HSE OBS 170913.pdf

Observation 2013-10-11.pdf

## **Training**

Training Summary			
	Personnel Participating	Training Time (Hrs)	Total Time (Hrs)
Terrex Client Inductions:	28	.5	14
Terrex New Hire Site Inductions:	13	4	52
Terrex Corporate Inductions	9	29	261
Terrex Site Re-inductions:	30	.25	7.5
Terrex Visitor Induction:	5	.25	1.25
Heat Stress Inductions:	20	.75	15
SOP Revisions:	7	.25	1.75
Safety Sunday:	286	.33	94.38
Crew Competency:	11	.25	2.75
Total Training Hours:			449.78

## **Events Reporting**

## Incident reporting

Terre	x		Incident Register Date Range: 19/08/2013-17/10/2013				
Incident No 🔻	Incident Type 🔻	Reported Time V	Short Description		Investigation Team Leader	Root Cause Identified	▼ Closed Date ▼
492	07 - Land Transport	13/08/2013 16:30	KJM Vehicle Interaction	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Tiffany Irving	Environment , Human Factors/Behaviour	12/11/2013 14:25
500	06 - Incident	29/08/2013 9:00	Rolled Ankle Injury	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Crew Manager 404	Environment	1/10/2013 13:10
507	07 - Land Transport	7/09/2013 14:00	A window broken in the back of a series 79 Toyota Wagon, whilst working on line.	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Crew Manager 404	Environment	1/10/2013 13:15
508	10 - Other	10/09/2013 12:30	Line Crew Member with Chest Tightness and Dizziness	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Crew Manager 404	Human Factors/Behaviour	1/10/2013 13:16
514	02 - LTI	17/09/2013 15:34	Line Crew Hand/Wrist Injury	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Russell Gregg	Human Factors/Behaviour	22/10/2013 13:49
528	06 - Incident	26/09/2013 20:00	lost man amnd driving in the dark	Terrex Seismic, 404, Santos, D04026 - McArthur 2D	Crew Manager 404	Environment , Human Factors/Behaviour	16/10/2013 13:08









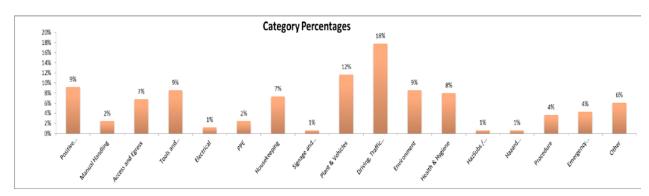


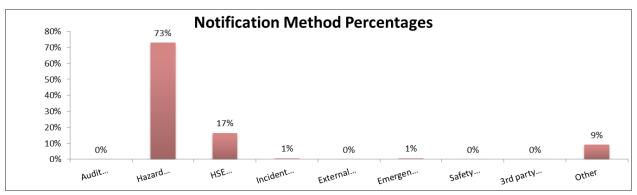


Investigation 528.pdf

#### Hazard reporting

119 Hazard Identification cards were received from crew over the project.





#### Action Tracking Register

Crew:	404	Actio	n Tra	cking Reg	ister 201	3									
ATR He.	Project Humber	Date of Report	Initiature Hame	Hex ID # Ohr # Insp	Category	Repurt Cuntent - Incident / Accident / Hexerd / Heer Miss	Rating	Actiun Plan / Cummont	Respunsible Party	Targot Dato	Cinro-nut Data	Statur	Huter	Days to Cluse Against Target	Days tu Clure
ΨĪ	-	~	₩.	<b>*</b>	¥	<b>▼</b>	~	<b>▼</b>	~	₩.	₩.	~	w.		
10	D04026	17/08/2013	Michael Hewitson	Hazard Card	Hazard Identification	Smoking while re fueling	Minor	Stopped the task and had the person move away from the re fueling and put cigarette out	All crew	18/08/2013	18/08/2013	Closed	discussed at tool box and everyone is awear of the policy and procedure	0	1
11	D04026	21/08/2013	Mathew MacAulay	Hazard Card	Driving, Traffic and Rail	If 3rd party is on the track and approuches you	Minor	Move over to the side of track ,let them go past ,wait for dust to settle then move on	All crew	22/08/2013	22/08/2013	Closed	discussed at tool box and everyone is awear of the 3rd party traffic	0	1
12	D04026	21/08/2013	Mathew MacAulay	Hazard Card	Other	Watch out for old wire on track or the line	Minor	Stop get out when dust settles and remove of track to a safe place where it wont get cought on anything	All crew	22/08/2013	22/08/2013	Closed	discussed at toolbox	0	1
13	D04026	21/08/2013	Mathew MacAulay	Hazard Card	Driving, Traffic and Rail	When vibes are stopped do not approach them as they could be still under preasure	Minor	Contact the dogbox or vibes if nessasary	All crew	22/08/2013	22/08/2013	Closed	discussed at toolbox	0	1
14	D04026	21/08/2013	Mathew MacAulay	Hazard Card	Driving, Traffic and Rail	There are heaps of pot holes and hidden bumps on the line and tracks	Minor	Watch were you are driving and slow down .Drive to the conditions	All crew	22/08/2013	22/08/2013	Closed	discussed at toolbox	0	1
15	□04026	22/08/2013	Michael Hewitson	Hazard Card	Driving, Traffic and Rail	Cattle on the track ,people not slowing down	Minor	slow down to waking pace only while driving near cattle	All crew	22/08/2013	22/08/2013	Closed	discussed at toolbox	0	0
16	□04026	22/08/2013	Michael Hewitson	Hazard Card	Rail	Not keeping a safe distance on the track	Minor	keep a 400mtr apart in the dust	All crew	22/08/2013	22/08/2013	Closed	discussed at toolbox	0	0
17	□04026	23/08/2013	Michael Hewitson	Hazard Card	Driving, Traffic and Rail	Speeding vehicles past parked cars	Minor	Please slow down	All crew	24/08/2013	24/08/2013	Closed	discussed at toolbox	0	1
18	D04026	24/08/2013	Mathew MacAulay	Hazard Card	Driving, Traffic and Rail	Make sure you do your vic checks properlly in the morning checking oil water brake fluid.	Minor	These vehicles are our life line out here and without them we don't have a job Keep maintained and clean and tidy	All crew	24/08/2013	24/08/2013	Closed	discussed at toolbox	0	0
19	□04026	25/08/2013	Mathew MacAulay	Other	Positive Reinforcement	Great job by the line crew keeping cable and jug strings of the line	Insignifican	Grat job keep up the great work	All crew	25/08/2013	25/08/2013	Closed	discussed at toolbox	0	0
20	D04026	25/08/2013	Mathew MacAulay	Hazard Card	Driving, Traffic and Rail	When reversing always get out and check behind car	Minor	Always use a spotter if you have one 90% of accidents happenwhile reversing	All crew	25/08/2013	25/08/2013	Closed	discussed at toolbox	0	0
21	D04026	25/08/2013	Back crew	Hazard Card	Environment	Driving past pegs and pinnies	Minor	Don't just drive past them stop and pick them up. Don't think someone else is going to do it	All crew	25/08/2013	25/08/2013	Closed	discussed at toolbox	0	0
22	D40426	25/08/2013	Back crew	Other	Positive Reinforcement	Everyone helping go team	Insignifican	Regardless of what job you are doing everyone is helping out	All crew	25/08/2013	25/08/2013	Closed	discussed at toolbox	0	0

23	D04026	25/08/2013	Wade	Other	Other	Taking to much food from the kitchen	Minor	Only take what you need There is other people to consider	All crew	25/08/2013	25/08/2013	Closed	discussed at toolbox	0	0
24	D04026	26/08/2013	Mathew MacAulay	Hazard Card	Positive Reinforcement	Hazard cards may be repeative but it	Minor	Fill in the cards if you see anything wrong out there	All crew	26/08/2013	26/08/2013	Closed	discussed at toobox	0	0
25	D04026	26/08/2013	iviacAdiay	Other	Other	is a good way to get thing across Drive like the cocky is always watching	Minor	wong out there	All crew	26/08/2013	26/08/2013	Closed	discussed at toolbox	0	0
26	D04026	26/08/2013	Rindo	Hazard Card	Manual Handling	Pulling on cable on rough terrain	Minor	Make sure your knees bent and tell driver to slow down or get out and walk	All crew	26/08/2013	26/08/2013	Closed	discussed at toolbox	0	0
			Fillido	nazaid Cald	Driving, Traffic and			it  Always be aware of traffic even at all	Allolew				uscussed at toolbox		
27	D04026	26/08/2013		Hazard Card	Rail	Third party cars on line. Make sure you check your tyre	Minor	intersections	All crew	26/08/2013	26/08/2013	Closed	discussed at toolbox	0	0
28	D04026	26/08/2013	Ashlee Windsor	Hazard Card	Driving, Traffic and Rail	preasure in your spare and also your	Minor	Check with mecho for the rim that fits your car and also spare tyre	All crew	26/08/2013	26/08/2013	Closed	discussed at toolbox	0	0
29	D04026	27/08/2013	Brendan Graham	Hazard Card	Manual Handling	rim size New gates have sharp edges where	Minor	Make sure you wear gloves and watch hand placement	All crew	27/08/2013	27/08/2013	Closed	discussed at toolbox	0	0
30	D04026	27/08/2013	Brendan Graham	Hazard Card	Tools and	the steal has been out Securing loads on cable truck and	Minor	Use correct chains and or rope to tie down loads	All crew	27/08/2013	27/08/2013	Closed	discussed at toolbox	0	
31	D04026	27/08/2013	Mick and Liam	Hazard Card	Equipment  Driving, Traffic and Rail	jug buggy Getting durted out while driving and doing	Miner	Mavo aver ta the side and wait far dust ta clear	Allereu	27/08/2013	27/08/2013	Clared	dircurred at toolbox		
32	D04026	27/08/2013				gater Gottingrick from not having yourrice bricks		bofaro qotting aut af tho car ta da tho gato back up Mako suro yau froozo yaur ico bricks at night		27/08/2013	27/08/2013	Clured			
33	D04026	27/08/2013	Liam Nick	Hazard Card Hazard Card	The area with quene	cald Natztarring your roller properly could course	Miner	roady for the next day Makezure the roller ir not hanging out part the car	Allereu	27/08/2013	27/08/2013	Clured	dircurred at toolbox	-	
34	D04026	27/08/2013	Liam	Hazard Card		damago ta carar posplo Cago rago	Minar	at alletore away properly Stopelou down and don't throw cable into trees	Allerou	27/08/2013	27/08/2013	Clured	dircurred at toolbox	0	
35	D04026	27/08/2013	Louir	Haxard Card	Other	Firer in field	Minor	Mako an allocated murter point in the field	Allerou	27/08/2013	27/08/2013	Clared	dircurred at toolbox	0	0
36	D04026	27/08/2013	Louir	Haxard Card	Driving, Traffic and Rail	Laure items in the car will became projectiles if natsecure	Miner	Makozuro all itomz in tho car arozocuro bohind tho zoat ar in back af waqan	Allerou	27/08/2013	27/08/2013	Clured	direwred at toolbox	0	0
37	D04026	27/08/2013	Michael Hewitran	Other	Paritivo Roinfarcoment	Frant crow holping aut the now hirez	Inzignificant	Good to am work	Allerou	2708/2013	27/08/2013	Clured	dircurred at toolbox		0
38	D04026	27/08/2013	Wado	Other	Haurokooping	Loaving things the way you found them	Inzignificant	Loave the bathraum clean dun't leave your things around for other people to clean up	Allereu	27/08/2013	27/08/2013	Clured	dircurred at toolbox	0	
39	D04026	27/08/2013	Nick & Liam	Hazard Card	Accord and Egross	fling gate upon and it flier back and hitr the car	Minor	Walk the gate upon and hut	Allerou	28/08/2013	28/08/2013	Clured	dicurred at taalbaxree minuter		1
40	D04026	27/08/2013	MHouitran	Hazard Card	PPE	zunglazzoz withwutzido prwtoctiwn ondangor	Miner	zafoty glazzoz aro ratod far impact. (froe eyez are	Allerou	28/08/2013	28/08/2013	Clared	dircurred at toolboxree minuter		
41	D04026	24/08/2013	Back crou	Hazard Card	Pracedure	yaur oyor, they lask gaad but driving off and hidingza you dan't have to help	Miner	pricless. thereenal in Terrex, it has an Eryhmes with you	Allerou	28/08/2013	28/08/2013	Clared	dircurred at toolboxree minuter		
42	D04026	27/08/2013	Wade	Hazard Card	Environment	halor in the graund an line that are dangerour	Minor	and me cawe we're a team Eyer apon, lift kneer and keep facw	Allerou	28/08/2013	28/08/2013	Clured	dircurred at toolboxree minuter		
-6	D04026	24/08/2013	Wade	Hazard Card	Health & Hygiene	Warh hands before and after eating and going	MC	thirstups the animals chowing phonestrings/dust	Allereu	28/08/2013	28/08/2013	Clared	dircurred at toolboxree minuter	0	1
						ta the tailet Getta knau peaple in yaur carbetter ta make	rinar	plugrand cable people may have an allergy you need to know							4
44	D04026	25/08/2013	Loo	Hazard Card	Health II Hygiene	for a friendly place Have first aid kit accessible at all times	Minor	abaut check aluayz	Allerou	28/08/2013	28/08/2013	Clured	dircurred at toolboxree minuter		3
45	D04026	26/08/2013	Louir	Hazard Card	Emorgoncy Proparodnoss	Going off and doing work without arking of	Minor	when you came up to people arkfradio up and get	Allereu	28/08/2013	28/08/2013	Clured	dicurred at toolboxree minuter		2
46	D04026	27/08/2013	Wado	Hazard Card	Pracoduro	carrective praceedure	Miner	when you came up to people askfradio up and get the all clear Walk down the centre of corridor, open doors	Allerou	28/08/2013	28/08/2013	Clured	dircurred at toolboxree minuter		1
47	D04026	29/08/2013	Mathou MacAulay	Hazard Card	Access and Egress	When pazzing rooms in camp watch for fast flying doors as they can hust	Minor	zlouly	Allerou	29/08/2013	29/08/2013	Clured	dicurrod at taalbaxroo minutor	0	
48	D04026	29/08/2013	Wado	Hazard Card	Howekeeping	Jab chango cloan quit/carnut cloanod praporly	Miner	Gatr murt cleaned/emptied and empty cigerette buttrna exceptionr	Allerou	29/08/2013	29/08/2013	Clared	dircurred at taalbaxree minuter		
49 50	D04026	30/08/2013 30/08/2013	Back crou	Hazard Card	Environment	caur an raad running upfdaun uhon bohind a vibo lot thom knau yau aro thoro	Miner	stap/dan't keep driving cantact the recarder and he will let the vibes knaw	Allerou	30/08/2013	30/08/2013	Clared	dircurred at taalbaxree minuter	0	0
	D04026		Matheu MacAulay	Hazard Card		zit back argund 100mtr niggly injuriez from repotition	Minor	yaurthoro ropart arap ta koop a niqqlinq injury bocaming a	Allerou	30/08/2013	30/08/2013	Clured	dircurred at toolbox ree minuter	0	
51	D04026		lachlan DoBronnio	Hazard Card	Hoalth & Hygiono	Chatter un radiureven when parked up	Miner	major injury and provent LTI too much can be distracting and frustrating	Allerou	30/08/2013	30/08/2013	Clured	dircurred at toolboxree minuter		
52	D04026	30#08#2013	lachlan DoBronnio	Hazard Card	Taals and Equipment		Minor	makezure UHF. VHF and AM/FM radiozzuitched	Allereu	30/08/2013	30/08/2013	Clured	dircurred at toolboxree minuter	0	
53	D04026	30/08/2013	lachlan DoBronnio	Hazard Card	Took and Equipment	radiar	Miner	makosuro UHF, YMF and AMFF M radiossuitchod off when vehicles are shut down after knock off	Allereu	30/08/2013	30/08/2013	Clured	dircurred at toolboxree minuter		
54	D04026	30/08/2013	lachlan DoBronnio	Hazard Card	Driving, Traffic and Rail	rovorziną, got aut and laak bohind az yaur	Minor	Uro ascout	Allerou	30/08/2013	30/08/2013	Clared	dircurred at toolboxree minuter	0	
55	D04026	31/08/2013				zurraundings may have changed leaving vehicles in the raad of ather cars,		Park off the zide		31/08/2013	31/08/2013	Clared		0	•
			Back crou	Hazard Card	Driving, Traffic and Rail	unattended. zelecting the right tyre for your vehicle when	Miner	have the same tread depth and pattern of the	Allerou				dircurred at toolboxree minuter	0	
56	D04026	31/08/2013	Jark Rinda	Hazard Card	Plant & Vehicler	changing flatz or blow outs zmoking butts left in cass	Minor	ather tyre your are chaning on the zame axil if your make remove your buttr expecially if your	Allerou	31/08/2013	31/08/2013	Clured	dircurred at toolboxree minuter	0	
57	D04026	31/08/2013	Wade	Hazard Card	Hawekeeping		Miner	DD ir a nanzmaker	Allerou	31/08/2013	31/08/2013	Clured	dircursed at toolboxsee minutes		
58	D04026	31/08/2013	Back crou	Hazard Card	PPE	hatr not worn	Miner	daern't matter wha you are, wide brim hatrare to be worn at all timer on line	Allerou	31/08/2013	31/08/2013	Clured	dircurred at toolboxree minuter		
59 60	D04026 D04026	31/08/2013	M Houitran Jark Rinda	Haxard Card Haxard Card	PPE Environment	durt hazard when blowing out vehicles jumping out from the air con car to the hot	Minor Minor	durt mark for uror Do not hvo air con up high at first, climatiro to the	All creu	31/08/2013	31/08/2013 31/08/2013	Clured	dircurred at toolboxree minuter dircurred at toolboxree minuter	0	
	D04026	31F00F2013		Maxara Cara	Environment	uoather Pay clare attentian ta vehicle temps & qauqes	Flinar	cald, ta prevent gettingzick da regular fit checkr and daily fit checkr	HII CTOLL	3170072013	31F00F2013	CIMPA	dir curred at tableauxee minuter	0	•
61	D04026	31/08/2013	LAchlan DoBronnio	Haxard Card	Plant & Vohicles	to make sure vehicles logetvity and condition is satisfactory.	Minor	,	All crou	2/09/2013	2/09/2013	Clured	dircursed at taalbaxsee minutes		
62	D04026	31/08/2013	lachlan DoBronnio	Hazard Card	Environment	padparition on lare & Rocky hill climb	Minor	abrorvo torrain mako aun judgomont an placomont ta oliminato rirk af damago ta vibo &	Allerou	2/09/2013	2/09/2013	Clured	dircurred at taubuxree minuter		
	DOVOCO	Javoneois	TOCHION DE DIDINIO	1102010				perzanalinjury	AllCivo	LIVALUI	LIVALUID	CILDA	30 C 20 P 20 C C C C C C C C C C C C C C C C C C		2
63	D04026	31/08/2013	Line Creu	Hazard Card	Access and Egress	Brakon wirez an farmerz qatez, barbed wire getting haaked tagether	Minor	Whon aponing strotch gate aut, walk it aut, dan't drap in a bundlo	Allerou	3/09/2013	3/09/2013	Clured	dircurred at toolboxree minuter	0	3
64	D04026	31/08/2013	Line Creu	Haxard Card	Procedure	Talking on the radio, keep chit chat off channel 1	Minor	anly for derignated talk	Allerou	3/09/2013	3/09/2013	Clured	dircursed at toolboxsee minuter	0	3
65	D04026	31/08/2013	Lee Male	Haxard Card	Health & Hygione	Check an peaple ar yau drive part even ald handr get heat streer	Minor	stap whon driving part, ark if they need water and check they are natshawing signs of heatstress	Allerou	3/09/2013	3/09/2013	Clured	dircursed at taalbaxsee minutes		
66	D04026	31/08/2013	Jarhua Rinda	Haxard Card		Odaur in vohiclor	Minor	Airfrozhnorzpray ta oliminatozuoat and fart	Allerou	3/09/2013	3/09/2013	Clured	direvered at toullances minutes	0	- 3
	ļ				Hawekeeping	viber can get very hat in numeraur placer and		fragrancer Ure caution andstay clear						0	3
67	D04026	29/08/2013	lachlan DoBronnio	Hazard Card	Plant & Vohicles	can caure bad burnr, og fuel tank uarking an farmerz praperty	Minor	Bo respectful to the farmers, so we reap a good	All creu	2/09/2013	2/09/2013	Clured	dircursed at toobaxsee minutes	0	3
68	D04026	29/08/2013	Jarhua Rinda	Hazard Card	Paritive Reinfarcoment	taalbax mootingrabautzafoty an line	Minor	rolationship with thom don't just write up on HIR Card, be vacal at taolbax	All crou	2/09/2013	2/09/2013	Clured	dircurred at taabaxree minuter		3
69	D04026	31/08/2013	Jarhua Rinda	Hazard Card	Other		Minor	dan t jurt urito up an HIK Card, be vacal at taalbax if there's a majar cancern its impartant ta makesure yau cansure water and	Allerou	2/09/2013	2/09/2013	Clured	dircurred at taubuxree minuter	0	2
70	D04026	31/08/2013	Jarkus Rinda	Hazard Card	Health & Hygiene	parkod up in vohiclor for a long poriod of time	Miner	faadovon if nat warking proventry au fooling run	Allerou	2/09/2013	2/09/2013	Clured	dir cursed at taubuxsee minutes		
71	D04026	31/08/2013	Jarkua Rinda	Hazard Card	Health & Hygione	fooling fatiqued an line	Minor	dawn whon you work again tako a broak, oat and drink to got onorgy back	Allerou	5/09/2013	5/09/2013	Clured	dircursod at taabaxsoo minutos	0	5
72	D04026	2/09/2013	lachlan DoBronnio	Hazard Card	Environment	Mwtor chappor havoring abavo and in frant of your vohicle	Minor	mare than likely is trying to communicate that droves/cattle or hazard is approaching	Allerou	5/09/2013	5/09/2013	Clured	dircursod at taabaxsoo minutos	0	3
73	D04026	2/09/2013	lachlan DoBronnio	Hazard Card	Environment	runrtriko thraugh windreroon	Minor	Line 6 uill have everyone driving eart into morning run, keep uindrcreenr clean and drive to	Allerou	5/09/2013	5/09/2013	Clured	dircurred at taabaxree minuter		
						ariontatian/lacatian		canditions always consult & plan trip with maps before moving	_						3
74	D04026	2/09/2013	lachlan DoBronnio	Hazard Card	Environment		Minor	ta a nowar unfamiliar aroa & koop track of	Allerou	5/09/2013	5/09/2013	Clured	dircurred at taubuxree minuter		
								lacatians/landmarks as a futuro roforonco paint							3
76	D04026	31/08/2013	Brondan Graham	Hazard Card	Environment	pallet placed in the walkway autride the cool room in the dark	Minor	mave away keep access area clear	All creu	5/09/2013	5/09/2013	Clured	dircursed at taalbaxsee minutes		5
77	D04026	11/11/2012	Jarh#DrufSimon	Hazard Card	Tools and Equipment	inade quato rallors being pravided far cable truck praduction	Moderate	Now doziqn far rallorzza can pravido bottor rallorz farzafor wark canditianz and lozz damago ta tho	HSE	10/12/2012		In Pragrozz	2012 ATR#128 HSE to create IOF with dezign zuggeztionz provided by crew memberz		
78	D04026	29/08/2013	lachlan DeBrennie	Hazard Card	Plant & Vohiclor	Exiting vehicle when any teep and rack	Minor	cauntry da nat oxit until 🏵 tap of hill ar park an azafo anglo	Allerou	6/09/2013	6/09/2013	Clured	dircuzzod at taalbaxzoo minutoz	319	348
79	D04026	6/09/2013	Jarhua Rinda	Hazard Card Hazard Card		hill climb with laure surface. Mecha's fixing aur vehicles	Minor	uith park brake and gears engaged Thanks.	All creu	6/09/2013	6/09/2013	Clured	an Caratra of Camida X See Minutes	0	7 0
80	D04026	31/08/2013	Jarhua Rinda	Hazard Card	Accour and Egrous	Cannot findshade when parked up	Minor	grab azun vizarta black thozun and alwayzztay an dozignatod diztanco fram lino	Allerou	6/09/2013	6/09/2013	Clured	dircurred at taulbuxree minuter		
81	D04026	1/09/2013	Mathou MacAulay	Haxard Card	Paritive Reinforcement	paritivo communication ir a mart in thir job, eq	Minor	cantact the person who has given information and	All crou	7/09/2013	7/09/2013	02	dircurred at taalbaxree minuter		
	D-4026	117776813	utnew/Techniley	nexer4V4r4		gotting back numbors	r-1160F	lot thom know you have received information correctly	en crou	1107/2013	114976413	Clured	an consea at soulbox see minutes		
*2	D04026	2/09/2013	lachlan DoBronnio	Haxard Card	Driving, Traffic and Rail	Firer in field	Minor	after driving through thick and dry grazz romove dobri	All crou	7/09/2013	7/09/2013	Clured	dircurred at taulbux ree minuter		5
*3	D04026	2/09/2013	lachlan DoBronnio	Hazard Card	Environment	lacation in an emergencyzituation	Minor	wo trip motro whon quinq in tu a now line ar frant tu back ar tu pazr an appraximato lucation tu holp	Allerou	7/09/2013	7/09/2013	Clured	dircurred at taalbaxree minuter		
***			vvivible					uro in the event of an emergency				V			5
84	D04026	7/09/2013	Saphia Partland	HSE Observation/Inspection	Health & Hygiene	Outdatod faad loft in tho fridgo (propackagod loft avore)	Minor	Check fridge mare frequently far aut of date food, to be address at KJM toolbox	KJM#Ohof	7/09/2013	7/09/2013	Clured	Talkod with KJM HSEA and Camp Managor, tabring up at KJM taalbax		
85	D04026	7/09/2013	Sophia Partland	HSE Observation/Inspection	Emorgoncy Proparodnozz	Fire extinquirher aut of date & fire blanket date lart checked July 2011	Minor	Fire extinguirher & fire blanket to be test & tagged	KJMfManager	7/09/2013	7/09/2013	Clured	Emailzont ta KJM hood office		
						Pantry not supplied for storing day to day items. Flour being stored under the table on the		flaurta be placed in a cantainer with a lid. Dane an the spat. 05/07/13					Talkod with KJM HSEA and Camp Managor,		
86	D04026	7/09/2013	Sophia Partland	HSE Observation/Inspection	Hawekeeping	itoms. Flaur beingstared under the table an the flaar apen and nat in a sealed cantainer	Minor		KJM#Chof	7/09/2013	7/09/2013	Clured	tabring up at KJM taalbax		.
	Do so.	240010	e	HEEDE	Disc A U. C.	Daarz ir natzolf-claring, KJM pracooduro ir ta	p.a.	omail arder war placed 07/09/13 for the purchase	V 12.10	240010	930000				
*7	D04026	7/09/2013	⇒apnıa r'artland	HSE Observation/Inspection	Plant & Vohiclor	have fly zappor and flystrips at the duar entry	Minor	of flystrips	KJM#Chof	7/09/2013	7/09/2013	Clured			
	D04026	7/09/2013	Suphia Partland	HSE Obzervation/Inspection	Health & Hygiene	lco machino availablo duor nutrupply adoquato ico daily	Minor	CrowManagerzupplomenting with buying ice at Daly Waters: Chefta place 5a x 500ml cantainers	KJM#Ohof	7/09/2013	7/09/2013	Clured			
			ertiand				, mudr	in the freezer far blackrafice tabe made	noher			VIII.24		0	
89	D04026	7/09/2013	Saphia Partland	HSE Observation/Inspection	Hawekeeping	Flour in the store room, stored on the floor and not in assessed container	Minor	ta be placed in a cantainer an the flaar ar an the shelf depending anspace available	KJM#Chof	8/09/2013	8/09/2013	Clured			_ , ]
90	D04026	7/09/2013	Saphia Partland	HSE Observation/Inspection	Hawokooping	Fridge fand and lidquidzpillage nat cleaned up	Minor	Fridge flaarspillage to cleaned up ar warhed out, rehedule not being kept up to date, to be direursed	KJM#Chof	8/09/2013	8/09/2013	Clured	Talkod with Camp Managor, to bring up at		
	<u>.                                    </u>							attaalbax08/09/13			***		KJM toolbox		1 1

92 0					I	Freezer floor - food and lidquidzpillage not		Freezer floorspillage to cleaned up or warhed out,	I		1				
	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection	Haurokooping	cleaned up	Miner	schodulo nat boing kopt up ta dato, ta bo discussod	KJMfChof	8/09/2013	8/09/2013	Clured	Talked with KJM H Camp Manager, to bring up at KJM toolbox		
						Shauor hoad mizzing in the female amenties		at tap bax 08/09/13 Part ardor on the 03/09/13					Talkod with KJM HSEA and Camp Managor,	<u>v</u>	11
93 0	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection	Plant & Vehicles		Minor		KJM/Manager	21/09/2013	21/09/2013	Clured	to bring up at KJM toolbox.4/10/13 the part har now turned up and har been out on and in		
93 0													we we	0	14
	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection	Plant & Vohicles	Acomodation room 13 air conditioner out of order	Minor	KJM notified room placed out of order. KJM wring or astorage room. Har been placed on the KJM	KJM/Manager	21/09/2013	21/09/2013	Clured	Talked with KJM HSEA and Camp Manager,		
	201020	110712013	Daymar arcana	TIDE COMPTONION IN PROCESSION	T Pairt W Tollica			maintonanco list 29/08/13	Ker ii ruii qe	Envators	LIIVALVIS	CIETO	to bring up at KJM toolbox	0	14
94 0	D04026	7/09/2013	Saphia Partland	HSE Observation/Inspection	Accorr and Egross	Wire matroutride of accomodation rooms is a trip hazard	Miner	KJM is aware of mats being a trip hazard and will be replacing mats or securing down. Emailsent	KJM/Manager	14/09/2013	15/09/2013	Clured			
			,					07/09/13				VIII.		1	
95 0	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection	Emorgoncy Proparodnoss	War terted in initial campret up-weekly rchedule ta be updated	Miner	Camp Attendant to update the testingschedule	Managor#KJM Campy	8/09/2013	8/09/2013	Clured	Talked with KJM HSEA and Camp Manager, to bring up at KJM toolbox	0	1
96 0	D04026	7/09/2013				Chemicalestared in a room that is not	Minor	KJM tamave chemicals ta Laundry cupbaard	ManagorfKJM	7/09/2013	7/09/2013		Talkod with KJM HSEA and Camp Managor,		
9% L	D04026	170972013	Saphia Partland	HSE Observation/Inspection	Pracedure	ventilated-Acomodation room 13	Minor	where the room has an extractor fon and we room. 13 for Linen if needed	Compy	170972013	170972013	Clured	ta bring up at KJM taalbax	0	
97 0	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection		MSDS not available for x7 different cleaning	Miner	KJM Managor har available an camputer jurt	KJMManager	7/09/2013	11/09/2013	Clured	Talked with KJM HSEA and Camp Manager,	4	
98 [	D04026	7/09/2013	Sankia Pastland	HSE Observation/Inspection	:	and chemical products only a few rooms have ERP parted in rooms	Miner	needs to print them off.  KJM have them ready to qo.	KJM Campy	8/09/2013	8/09/2013	Clured	to bring up at KJM toolbox Talked with KJM HSEA and Camp Manager,		1
			ļ			mart de net Reirod docking - trip hexerd		Trip hazardr covered with matr and tape		ļ	ł		ta bring up at KJM taalbax Talked with KJM HSEA and Camp Manager,	0	11
99 [	D04026	7/09/2013	Suphia Partland	HSE Observation/Inspection	I		Miner		KJMManager	7/09/2013	7/09/2013	Clared	to bring up at KJM toolbox	0	
100 E	D04026	31/08/2013	Jarhua Rinda	HSE Observation/Inspection	Access and Egress	Wingnow accour lines	Minor	alwayz ark line bazz ar client Rep whether track ir ak ta we	Allerou	31/08/2013	8/09/2013	Clured	dircurred in toolbox ree minuter		
	İ					When traveling through rough terrain, pazzengerzzhould hold onto Jezuz bar az they		Hald antazoat ar uro logr tazo curo yaurzolf							
101 0	D04026	8/09/2013	Matheu MacAulay	Hazard Card	Driving, Traffic and Rail	cauld got thraun around cabovon at lauzpoods	Miner		Allereu	8/09/2013	8/09/2013	Clured	dir curred at toolbox ree minuter		
-						Whon driving in to blow out your care		makozuro posplozo ysu caming in az natta run						0	
102 C	D04026	31/08/2013	Lee Male	Hazard Card	Plant & Vohicles		Minor	thomavor	Allereu	8/09/2013	8/09/2013	Clured	dircurred at taalbaxree minuter  Creu manager, Tany Banderenka, ta	0	
103 E	D04026	31/08/2013	Suo Louir	HSE Observation/Inspection	Electrical	Raums 1 & 2 na lights and pawer paints warking	Minor	CM to organize electrician	СМ	4/09/2013	4/09/2013	Clare4	Orou managor, lany Bandoronka, ta arganiro electrician	0	4
104 0	D04026	31/08/2013	Sue Louir	HSE Observation/Inspection	Haurokooping	All reams very dirty must be cleaned	Minor	CM to organize and track work done on Caravan by KJM Campy	CM/KJM Campy	1/09/2013	4/09/2013	Clured	Crowmanagor, Tany Bandoronka, zot up a cloaning zchodulo uith campy	3	4
105 C	D04026	31/08/2013	Sue Leuir	HSE Observation/Inspection	Electrical	Air Conr not working in 2 of the rooms	Minar	CM to organiza alactrician to chack over Air Conz	см	4/09/2013	4/09/2013	Clured	Crow Managor, Tany Bandoronka ta arganiro		
						There are no nonzmokingzignz in the caravan		HSEA ta mako nazmakingzignz ta ga up in oach					electrician tazart aut Saphia Partland and Janathan O'Neill	0	4
106 C	D04026	31/08/2013	Sue Louir	HSE Observation/Inspection	Signage and Barricader		Minur	reem	HSEA	2/09/2013	2/09/2013	Clured	arganized the zignz naw up in the caravan	0	2
						All fire extinguirher need to tagged and terted		KJM Managor tuzond omail tu havo Firo						<u>Y</u>	
107 0	D04026	31/08/2013	Suo Louir	HSE Observation/Inspection	Emorgoncy Proparodnoss		Minor	oxtinguisher to be tested and tagged to head office	HSEA	8/09/2013	8/10/2013	Clured		30	38
108 E	D04026	31/08/2013	Suo Louir	HSE Observation/Inspection	Haurokooping	All bod linen needs to be washed	Minor	K-IMComp attendent selection cost all had lines	CM/KJM Campy	4/09/2013	4/09/2013	Clured	KJM Campy duor all cloaning	^	4
	D04026	31/08/2013	Jarhua Rinda	Hazard Card	Paritive Reinfarcement	Toammaralo	Minor	zacializing uith callequer camplimentry uark	HSE/CM	9/09/2013	9/09/2013	Clured	dircurred at taulbaxree minuter	v	1
			ļ		ļ	Hard to do a prortart on the vehiclor in the dark		offertrandicy polor will beart merals assign a terch to every carse the prostarts are			ļ			0	
	D04026	8/09/2013	Alex Kerr	Haxard Card	Tools and Equipment		Minor	dune pruperly	HSE	9/09/2013	9/09/2013	Clured	dircurred at toolboxree minuter	0	1
	D04026	1/09/2013 6/09/2013	Brondan Graham	Hazard Card Hazard Card		Compazz for vohicles to orientate maps Truck driving fast on the access line	Miner	riou doun	CM KJM	10/09/2013	10/09/2013	Clured Clured	dircursed at toolboxsee minutes dircursed at toolboxsee minutes	0	9 4
			l			Dirinfect the shower for tines		spray buttles of disonfoctants owe conspraty							1
113 0	D04026	8109/2013	FGunzt	Hazard Card	Howekeeping		Minor	before and after ar well ar campy's clean	HSE	10/09/2013	10/09/2013	Clured	dircurred at toolbox ree minuter	0	2
	Do 401	20.000	Ī			One lane Hill road heading out to line \$( very		ta call up befare decending ar arcending that big							
114 C	D04026	12/09/2013		Hazard Card	Access and Egress	steep)	Miner	hill, so othre vehicles know that there is a vehicle already on that track	Allerou	13/09/2013	13/09/2013	Clured	dircurred at toolboxree minuter	0	1
115 C	D04026	13/09/2013	Suphia Partland	Hazard Card	Emorgoncy Proparodnoss	Confusion of a mooting place during a burk fire	Minor	derignated Murter Paint or the line or work mover further away from bore camp.	Allereu	13/09/2013	13/09/2013	Clured	dircurred at toolboxree minuter	Α	
116 0	D04026	13/09/2013		Hazard Card	Environment	parkod vohiclo idling avor lang dry grazz	Miner	move off the grazz anto az afor area to idle, i.e. an	Allereu	14/09/2013	17/09/2013	Clured	dir curred at taulburree minuter		
	D04026	14/09/2013	Brant Watron	Hazard Card		Reversing an line to turn around	Miner	are a without fuel for fire Get out and look or we aspotter if available q	Allerou	16/09/2013	16/09/2013	Clared	direured at toolbox ree minuter	3	4 2
	D04026	15/09/2013	Saphia Partland	Hazard Card		Doopfetoopfeacky track an line 8	Miner	For big rocks and large holes quinto low 4ud and	Allerou	16/09/2013	16/09/2013	Clured	dircurred at taalbaxree minuter		
						rlau daun when viber and truckr are parked		craul the people could be doing maintenance						0	1
119 C	D04026	15/09/2013	Jahrik Chalvatzir	Hazard Card	Access and Egress		Minor		Allerou	16/09/2013	17/09/2013	Clured	dircursed at toolboxsee minutes	11	2
120 E	D04026	15/09/2013	Bon Burhby	Hazard Card	Plant & Vohicles	repart vehicle damage immediately	Minor	be caure people that are on line maybe able to remedy the rituation, ie. Creu Manager	Allerou	16/09/2013	16/09/2013	Clared	dir curred at taalbax ree minuter	0	1
121 0	D04026	15/09/2013	Ronan Monaghan	Hazard Card	Manual Handling	Raugh track, dangeraw when thrawing aut and picking up jugr	Minor	get gaad faat encharege, bend kneez far neturel zwyenzian	Allereu	16/09/2013	17/09/2013	Clured	dircurred at toolbox ree minuter	4	2
123 0	D04026	16/09/2013	PaulLouir	Hazard Card	Pracedure	Nat calling vibe when pazzing, I wazztapped at a	Miner	at all timor even if you think they are parked up	Allerou	16/09/2013	16/09/2013	Clured	dircurred at toolbox ree minuter		<u> </u>
						gato to pazz through High prozzuo air horo can flick back whon		Hold firmly, we both hands, turn on slowly						0	<del></del>
124 0	D04026	17/09/2013	Brant Watron	Hazard Card	Tools and Equipment	turned an, pazzibly hittingzameane ar	Miner		Allerou	17/09/2013	17/09/2013	Clured	dir curred at toolbox ree minuter		
						zamothina High prozzuo air hazo can flick back whon		Hold firmly, we both honds, turn on clouly							
124 (	D04026	17/09/2013	Brant Watron	Haxard Card	Took and Equipment	turned on, pazzibly hittingzomeone or zomething	Minur		Allereu	17/09/2013	17/09/2013	Clured	dircurred at toolboxree minuter		
125 (	D04026	17/09/2013	Brant Watron	Hazard Card		luure builders unline especially in the hand	Miner	watch fauting. Tortstablility of large rocks before	Allereu	17/09/2013	17/09/2013	Clured	dircurred at toolboxree minuter		
						carrier		putting full weight an thom							0
	DOMON!	4710013043	D	H10-1	Barrier Barrier	Vory quad communication over the radio by all	M			4740047047	4740043043		P 1-1-1		
126 [	D04026	17/09/2013	Brant Watron	Hazard Card	Paritive Reinfarcement	yertorday	Minor		Allereu	17/09/2013	17/09/2013	Clured	dircurred at toolboxree minuter	0	0
	D04026	17/09/2013 17/09/2013	Brant Watron Johrik Chalvatzir	Hazard Card Hazard Card	Paritivo Roinfarcomont		Miner	ltr groatzooing cable, jugrand the trauble zhaaterz all helping frant crowwhen they can.	Allerou	17/09/2013 18/09/2013	17/09/2013 19/09/2013	Clured	dircurred at toolboxree minuter dicurred at toolboxree minuter	0	0
127 [	D04026	17/09/2013	Jehrik Chalvatzir	Hazard Card	Paritivo Roinfercomont	yartorday Toam Spirit	Miner	rhanters all helping front crow when they can.		18/09/2013	19/09/2013	Clared	dicursed at toolboxree minuter	1	2
127 [						yerterday Team Spirit Palletr autride the water tankffreezer wat and offigerry		zhauterz all helping frant crou when they can. ro-iteroate at taulbax ta be careful af yaur fauting in thir area and place azian up.	All crou					1 0	2
127 [	D04026	17/09/2013	Jehrik Chalvatzir	Hazard Card	Paritivo Roinfercomont	yerterday Team Spirit Pallotz autride the water tankffreexer wet and	Miner	zhauterz all helpingfrant crow when they can. re-itereate at taulbax ta be careful af yaur fauting		18/09/2013	19/09/2013	Clared	dicursed at toolboxree minuter	1 0	2
127 [	D04026	17/09/2013 17/09/2013	Johrik Chalvatzir Ronan Monaghan	Hazard Card Hazard Card	Paritive Reinfarcement Access and Egress	y ar torday Team Spirit  Palletr souride the water tankffreezer wet and eitherery in correct parture and technique while laying	Miner	Amaters all helping frant cross when they can, re-iterate at taulkax to be careful of your fauting in this area and place arism ye. Orou Manager domarterate carrect technique and quad placement of phanes, suby the impartant Haw to strike the quaphanes with the faut, haw to.	Allerou	18/09/2013 20/09/2013	19/09/2013 20/09/2013	Clared Clared	dicursed at taulbazzee minuter dicursed at taulbazzee minuter	1 0	2
127 [	D04026	17/09/2013	Johrik Chalvatzir Ronan Monaghan	Hazard Card	Paritive Reinfarcement Access and Egress	y ar torday Team Spirit  Palletr souride the water tankffreezer wet and eitherery in correct parture and technique while laying	Miner	Awaterr all helping frant crou when they can, re-itercate at trailbax to be careful of your franting in this area and place arisany. Crow Manager demartrated correct to chaique and good placement of planner, why it is important-		18/09/2013	19/09/2013	Clared	dicursed at toolboxree minuter	1	3
127 [	D04026	17/09/2013 17/09/2013	Johrik Chalvatzir Ronan Monaghan	Hazard Card Hazard Card	Paritive Reinfarcement Access and Egress	y ar torday Team Spirit  Palletr souride the water tankffreezer wet and eitherery in correct parture and technique while laying	Miner	Ameter all halping front cross whon they can, re-iterate at toolhout to be coreful of your footing in this area and place arisin up. Oran Manager domestrated correct technique and amob placement of phanes, suby it is important. Haustartike the quephanes with the foot houte measure 1162 passes with bent kneer centre of measure 1162 passes with bent kneer centre of	Allerou	18/09/2013 20/09/2013	19/09/2013 20/09/2013	Clared Clared	dicursed at taulbazzee minuter dicursed at taulbazzee minuter	0 1 0	3
127 C	D04026 D04026 D04026	17/09/2013 17/09/2013 17/09/2013	Jahrik Chalvatzir Ranan Manaqhan Saphia Partland	Hazard Card  Hazard Card  Hazard Card	Paritive Reinforcement Recease and Egypase Manual Handling	y ar torday Team Spirit  Palletr souride the water tankffreezer wet and eitherery in correct parture and technique while laying	Miner Miner Miner	Anators of Malaying front oraculator hay con- recited to the Malaying front oracle of your feature, in this eras and place or size on you. Oracul fronces of anomative december of the important, Malaying front oracle of the important of the important, Malaying front oracle of the important oracle or gravity for a total position or with the front, but the maximum of 10% position between the front place of gravity for the they are used and minimise with different amountment of right has the constraint.	All crou	18/09/2013 20/09/2013 17/09/2013	19/09/2013 20/09/2013 17/09/2013	Clured Clured	dicursed at teath auree minuter dicursed at teath auree minuter demand to the demand of the demand o	0	3
127 C	D04026	17/09/2013 17/09/2013	Jahrik Chalvatzir Ranan Manaqhan Saphia Partland	Hazard Card Hazard Card	Paritive Reinfarcement Accours and Egreux Manual Handling PPE	yesterday Team Spirit Fallis wantie the unter tankfreezer uset and filpeer Interest parture and technique utilis toying daun geophaner.  Glavor nat usern for tarkeye cific SOP	Miner	Anatories of the Angine of the	Allerou	18/09/2013 20/09/2013	19/09/2013 20/09/2013	Clared Clared	dicussed at teath ausse aniocutes dicussed at teath ausse aniocutes dicussed at teath ausse aniocutes demanutrated while crow were an line 8	1 0	3
127 C	D04026 D04026 D04026	17/09/2013 17/09/2013 17/09/2013	Jahrik Chalvatzir Ranan Manashan Saphia Partland Saphia Partland	Hazard Card  Hazard Card  HSE Observation flarge ction	Paritive Reinfercement Access and Egress Manual Handling PPE	yeaterday Team Spirit Team Spi	Miner Miner Miner	Anatories of the Alpine from Coroundon Pays con- recited early the Alpine from Coroundon Pays con- trol from a management of the Coronal Pays con- flowed Pays of the Alpine and the Alpine from Alpine Orac Pays of the Alpine and the Alpine from Alpine from Alpine from the Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine fro	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013	Clured Clured Clured	dicursed at hash burses minutes dicursed at hash burses minutes demandrated dubile creatures anding 8 demandrated dubile creatures anding 8 Speks to creat dear the insperious of treatment and treatment and treatment and treatment and treatment and treatment and the 2009/19	1	3
127 C	D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 20/09/2013	Jahrik Chalvatzir Ranan Manashan Saphia Partland Saphia Partland Cherrino Callier	Hazard Card  Hazard Card  HSE Observation florgs etilan  HSE Observation florgs etilan  HSE Observation florgs etilan	Paritive Reinfercement Recear and Egrear Manual Handling PPE Driving, Traffic and Rail	yesterday Team Spirit Team Spirit Fallicu wuri de the unter teahffreeuer unt med filmeers.  Fallicu wuri de the unter teahfreeuer unt med filmeers.  Glimeer auture met technique until le tyring deum geophaner.  Glimeer net unern fer teahrpocific SOP  Carefull Luben divini gan hightus y far vereile met deuer.	Miner Miner Miner Miner	Anatories of the Alphine from Coronal works of the rec'here arth art thanklant ha c'areful af ywar fanta, mithi area ann dahea arian ya.  Orus Manayer dannar ta ad arran ett e danigwa and quad glacaman da hamar, yah yi ta'impartant. Haut surinish ahu aya bhaner, aith ha fana, haut ta marwa 112-pass yah bhaner, aith ha fana, haut ta marwa 112-pass yah bhaner, aith ha fana, haut ta arawa 112-pass yah bhaner, aith ha fana, haut ta gerville pata ta thu grand and manie aith). dalla serta mawanan art of hythan. Glavor are ywar first paint af canada a quillet yandwan, yar zara, cuta, have and bilare. Pallat ta mbanda dar the rad and lat tweede up part also da da far rata da and and a dan da and a da da d	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013	Clared Clared Clared Clared	dicursed at hash barses minorter dicursed at hash barses minorter demandrated shalls cross some on line 8 demandrated shalls cross some on line 8 Spales to cross about the imperance of spales to the 2004DD Dicector of at teath as	0 0 0	3
127 C	D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013	Jahrik Chalvatzir Ranan Managhan Saphia Partland Saphia Partland Cherrino Callier	Hazard Card  Hazard Card  HSE Observation flarge cition  HSE Observation flarge cition  Hazard Card  Hazard Card	Puritive Reinfercoment Access and Exposs  Howal Hondling  PPE  Driving, Traffic and Rail  Howalkaysing	yeaterday Team Spirit Feller webries the water tembifreezer uset and finester Gibberter Gibberte	Miner Miner Miner Miner Miner	Anatories of the Alpine from Coroundon Pays con- recited early the Alpine from Coroundon Pays con- trol from a management of the Coronal Pays con- flowed Pays of the Alpine and the Alpine from Alpine Orac Pays of the Alpine and the Alpine from Alpine from Alpine from the Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine from Alpine fro	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013	Clared Clared Clared Clared Clared Clared	dicursed at teath surree minorter dicursed at teath surree minorter demandrante dualité creu users an line 8 Spalle to over the minorter and line 8 Spalle to over the minorter and line 8 Long to the minor and line 8 Lon	0	1 1
127 C 128 C 129 C 129 C 131 C 132 C 132 C 132 C 132 C 133 C 132 C 133 C	D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 20/09/2013	Jahrik Chalvatzir Ranan Managhan Saphia Partland Saphia Partland Cherrino Callier	Hazard Card  Hazard Card  HSE Observation florgs etilan  HSE Observation florgs etilan  HSE Observation florgs etilan	Puritive Reinfer comment Access and Egyess Henryal Henrelling  PPE Driving, Treffic and Rail Henrellooping Plant Workshoping	yesterday Team Spirit Team Spirit Fallicu wuri de the unter teahffreeuer unt med filmeers.  Fallicu wuri de the unter teahfreeuer unt med filmeers.  Glimeer auture met technique until le tyring deum geophaner.  Glimeer net unern fer teahrpocific SOP  Carefull Luben divini gan hightus y far vereile met deuer.	Miner Miner Miner Miner	Anatories of the Aprice of the	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013	Clared Clared Clared Clared	dicursed at hash barses minorter dicursed at hash barses minorter demandrated shalls cross some on line 8 demandrated shalls cross some on line 8 Spales to cross about the imperance of spales to the 2004DD Dicector of at teath as	0	0 2 3 0 4 1 1 1
127 C	D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013	Jahrik Chalvatzir Ranan Managhan Saphia Partland Saphia Partland Cherrino Callier	Hazard Card  Hazard Card  HSE Observation flarge cition  HSE Observation flarge cition  Hazard Card  Hazard Card	Puritive Reinfer comment Access and Egyess Henryal Henrelling  PPE Driving, Treffic and Rail Henrellooping Plant Workshoping	yeaterday Team Spirit Team Spirit Fallow weride the water teahffreezer unt and effects Glesser	Miner Miner Miner Miner Miner	Anatories of the Aprice of the	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013	Clared Clared Clared Clared Clared Clared	dicursed at teath surree minorter dicursed at teath surree minorter demandrante dualité creu users an line 8 Spalle to over the minorter and line 8 Spalle to over the minorter and line 8 Long to the minor and line 8 Lon	0 0 0 1 1 0 0	1 1
127 C	D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013	Jahrik Chelvetsir Ranen Maneshan Saphia Pertland Saphia Pertland Oherrine Callier Comeran Clerke Nick Ferrande	Hazer 4 Oard  Hazer 4 Oard  HSE Observation/Respection  HSE Observation/Respection  HSE Observation/Respection  Hazer 4 Oard  Maxer 4 Oard  Maxer 4 Oard	Paritive Relater coment Access and Eyess  Moncel Hendling  PPE  Driving, Treffic and Rail  Housekeeping  Flanck Vahicles	yeaterday Team Spirit Fallow analisa ha unter hankfrower uset and Alberte Alberte Glesser Gles	Miner Miner Miner Miner Miner Miner Miner Miner	Anatories of the Anti-research of consultant Nays can include a state of the Anti-research of	All crou  Frant Crou  All crou  All crou  All crou  All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 28/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 25/09/2013	Clared Clared Clared Clared Clared Clared Clared	dicursed at teath surses minorter dicursed at teath surses minorter demandrants dumble creasurers and line 8 Spales to creasurative that importance of sursering clawse and high, dicursed at teathers and 2004VI Discoursed at teathers all depart have been dess Discourse data assistance	0 0 0 0 1 1 0 0 0 0	1 1
127 C 128 C 129 C	D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013	Jahrik Chelvetsir Ranen Maneshan Saphia Pertland Saphia Pertland Oherrine Callier Comeran Clerke Nick Ferrande	Hazer 4 Oard  Hazer 4 Oard  HSE Observation/Respection  HSE Observation/Respection  HSE Observation/Respection  Hazer 4 Oard  Maxer 4 Oard  Maxer 4 Oard	Paritive Relater coment Access and Eyess  Moncel Hendling  PPE  Driving, Treffic and Rail  Housekeeping  Flanck Vahicles	yeaterday Team Spirit Team Spirit Fallow weride the water teahffreezer unt and effects Glesser	Miner Miner Miner Miner Miner Miner Miner Miner	Anatories of the Alphine from consultant Nays can be released to the Alphine from consultant Nays can be considered by wor franking in this state and a block as a sign to the consultant Nays and a send please and the Alphine Nays and the Nays and t	All crou	18/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 28/09/2013	19/09/2013 20/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 25/09/2013	Clared Clared Clared Clared Clared Clared Clared	dicursed at teath surses minorter dicursed at teath surses minorter demandrants dumble creasurers and line 8 Spales to creasurative that importance of sursering clawse and high, dicursed at teathers and 2004VI Discoursed at teathers all depart have been dess Discourse data assistance	0 0 0 0 1 1 0 0 0	1 1 0
127 C 128 C 129 C	D04026  D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 26/09/2013	Jahrik Chelvetzir Flanen Managhen Saphia Partland Saphia Partland Cherrino Callier Cameran Clarke Nick Ferrandr Jahna (TO)	Haser4 Card  Naser4 Card  HSE Observation/Repaction  HSE Observation/Repaction  Haser4 Card  Haser4 Card  Haser4 Card  Haser4 Card	Paritive Painfar coment Accase and Egrass  Manual Handling  PPE  Driving, Traffic and Pail  Driving, Traffic and Pail  Oriolog, Traffic and Pail	yeaterday Team Spirit Team Spirit Fallicus weride the water teachfreezer unt and effecters.  Fallicus weride the water teachfreezer unt and effecters.  Glisser spiritus end technique utalia laying dann quesphaner.  Glisser nat usern fer teachay-ocific SOP  Controll labor, driving an highau sy far traveler and cause.  High SPO-Obo deem hinges Stolke and teach couring fifth typer  Han Last  None keyr abstructing driving	Miner	Anatories of the Aprice of the	All crou  Frent Crou  All crou  All crou  All crou  All crou	19/09/2013 20/09/2013 17/09/2013 17/09/2013 21/09/2013 22/09/2013 24/09/2013 24/09/2013	19709/2013 20709/2013 17709/2013 21909/2013 21909/2013 22709/2013 26709/2013	Clared Clared Clared Clared Clared Clared Clared Clared Clared	dicursed at hash barses minorter dicursed at hash barses minorter demandrated shills cross some as fine 8 demandrated shills cross some as fine 8 Spale to cross about the importance of some interest in july, dicursed at some interest to 1944/19 Dicursed at teacher dicurse to the some and teacher dicurse to the some and teacher dicurse to the some and teacher Dicursed at teacher	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1
229 C	D04026  D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 26/09/2013	Jahrik Chelvetzir Flanen Managhen Saphia Partland Saphia Partland Cherrino Callier Cameran Clarke Nick Ferrandr Jahna (TO)	Haser4 Card  Naser4 Card  HSE Observation/Repaction  HSE Observation/Repaction  Haser4 Card  Haser4 Card  Haser4 Card  Haser4 Card	Paritive Painfar coment Accase and Egrass  Manual Handling  PPE  Driving, Traffic and Pail  Driving, Traffic and Pail  Oriolog, Traffic and Pail	yeaterday Team Spirit Fallow analisa ha unter hankfrower uset and Alberte Alberte Glesser Gles	Miner	Anatories of the Apriley from a consultant hay one.  ***Consultant that the time to be considered your feature.  ***Consultant that the time to consultant your feature.  **Consultant that the time to consultant the time time to consultant the time time to consultant the time time time to consultant the time time time time time time time tim	All crou  Frent Crou  All crou  All crou  All crou  All crou	19/09/2013 20/09/2013 17/09/2013 17/09/2013 21/09/2013 22/09/2013 24/09/2013 24/09/2013	19709/2013 20709/2013 17709/2013 21909/2013 21909/2013 22709/2013 26709/2013	Clared Clared Clared Clared Clared Clared Clared Clared Clared	dicursed at hash barses minorter dicursed at hash barses minorter demandrated shills cross some as fine 8 demandrated shills cross some as fine 8 Spale to cross about the importance of some interest in july, dicursed at some interest to 1944/19 Dicursed at teacher dicurse to the some and teacher dicurse to the some and teacher dicurse to the some and teacher Dicursed at teacher	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0
129 (100 (100 (100 (100 (100 (100 (100 (10	D04026  D04026  D04026  D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 26/09/2013 26/09/2013	Jahrik Cholvotzir Flanon Planoqhan Saphin Portland Saphin Portland Cherrina Callier Cameran Clarke High Forende Jahne (TC) Lucky	Hazer 4 Card  Hazer 4 Card  HSE Observation/Reportion  HSE Observation/Reportion  Hazer 4 Card	Paritive Reinfarcement Access and Egyper Henval Hendling  PPE Drivin, Traffic and Reil Drivin, Traffic and Reil Drivin, Traffic and Reil Tests and Egypnent	yeaterday Team Spirit Team Spirit Fallicus weride the water teachfreezer unt and effecters.  Fallicus weride the water teachfreezer unt and effecters.  Glisser spiritus end technique utalia laying dann quesphaner.  Glisser nat usern fer teachay-ocific SOP  Controll labor, driving an highau sy far traveler and cause.  High SPO-Obo deem hinges Stolke and teach couring fifth typer  Han Last  None keyr abstructing driving	Miner	Anatories of the Aprice of the Consultant Nation Con- recitation and the Aprice of the Consultant Section of the Consultan	All crou	18769/2013 20769/2013 17769/2013 21769/2013 21769/2013 22769/2013 22769/2013 22769/2013 22769/2013	19709/2013 17709/2013 2009/2013 2009/2013 2009/2013 2009/2013 2009/2013 3009/2013	Olared Clared	dicursed at teath burses minutes dicursed at teath burses minutes demandrated dubits creat users an line 8 Spekto to create that interest money of teathing at teath and teathing at teath and teathing at teath and teathing at teathing	0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 26/09/2013 26/09/2013 30/09/2013 30/09/2013	Jahrik Cholvotzir Flanen Flaneshin Saphia Partland Saphia Partland Cherrino Callier Cameran Clarke Hield Farrand Jahna (TO) Lucky Lucky	Haser4 Card  HSS Observation/Reportion  HSS Observation/Reportion  HSS Observation/Reportion  Haser4 Card  Maxer4 Card  Haser4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card	Paritive Reinfar coment Access on Egyess  Henval Hendling  PPE  Driving, Traffic and Rail  Hensekashina Plank Validar  Driving, Traffic and Rail  Teals and Equipment  Heads My given	yeaterday Team Spirit Team Spirit Team Spirit Fallicus weride the water teachfree were unt and efficients Glissers Glissers Glissers and teachelique utable laying deum quesphaner.  Glisser net usern far teachespocific SOP  Cornelal when driving an highway far travelor and casus.  Nick WO-No team hisper Stock and teach casusing first typer Hen Last  Verse keyr abstracting driving  Dears jamming  Lunch and reader	Miner	Anatories of the Alphine from a consultant Nary com- release as the statilises the two consolidation of the  Consultant consultant in the consolidation of the  Consultant consultant in the Consultant in the  Consultant consultant in the  Consultant consultant in the  Consultant consultant in the	All crou	19769/2013 20769/2013 17769/2013 21769/2013 22769/2013 22769/2013 22769/2013 24769/2013 30769/2013 30769/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 24/04/2013 30/04/2013 30/04/2013	Olared Clared	dicursed at half bases minertal dicursed at half bases minertal dicursed at half bases minertal dismonth and duffile creat users and fine 8 Spalls to creat when the importance of userine closure at his play forward on the fine to the fine of the fine of the fine of the fine of the fine Dicursed at half bases Dicursed of the fine Dicursed at half base	0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 0
127 C 129 C	D04026  D04026  D04026  D04026  D04026  D04026  D04026  D04026  D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 26/09/2013 30/09/2013 30/09/2013 30/09/2013	Jahrik Cholvotzir Flanon Pfanoqhan Saphin Portland Saphin Portland Cherrina Callier Cameran Clarke Hield Forenad Jahne (TC) Lacky Lacky	Hazer 4 Card  Hazer 4 Card  HSE Observation/Reportion  HSE Observation/Reportion  Hazer 4 Card	Paritive Painfar coment Accors and Egyers  Manual Handling  PPE  Driving, Traffic and Rull  House Avoided: Driving, Traffic and Rull  Taula and Equipment  Health & Hygiene  Other	yeaterday Team Spirit Team Spirit Team Spirit Fallia weater teacheff receiver use and efficients Team Spirit Team	Miner	Anatories of the Alleging from a consultant hay one of the Alleging from a consultant hay one of the Alleging from the A	All crou	18769/2013 20769/2013 17769/2013 21769/2013 21769/2013 22769/2013 22769/2013 22769/2013 22769/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 30/04/2013 30/04/2013 30/04/2013	Olared Clared	dicursed at hash barse minorter dicursed at hash barse minorter demandrated shills cross some as fine 8 demandrated shills cross some as fine 8 Spale to cross about the importance of some interest in july, decourse at some interest to 1944/15 Dicursed at teacher	0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 (128 (128 (128 (128 (128 (128 (128 (128	D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 26/09/2013 26/09/2013 30/09/2013 30/09/2013	Jahrik Cholvotzir Flanen Flaneshin Saphia Partland Saphia Partland Cherrino Callier Cameran Clarke Hield Farrand Jahna (TO) Lucky Lucky	Haser4 Card  HSS Observation/Reportion  HSS Observation/Reportion  HSS Observation/Reportion  Haser4 Card  Maxer4 Card  Haser4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card  Maxer4 Card	Paritive Reinfar coment Access on Egyess  Henval Hendling  PPE  Driving, Traffic and Rail  Hensekashina Plank Validar  Driving, Traffic and Rail  Teals and Equipment  Heads My given	yeaterday Team Spirit Team Spirit Team Spirit Fallicus weride the water teachfree were unt and efficients Glissers Glissers Glissers and teachelique utable laying deum quesphaner.  Glisser net usern far teachespocific SOP  Cornelal when driving an highway far travelor and casus.  Nick WO-No team hisper Stock and teach casusing first typer Hen Last  Verse keyr abstracting driving  Dears jamming  Lunch and reader	Miner	Anatories of the Alleging from a consultant hay you.  **re-iters are at stalling to be considered your fraction,  **inches and a stalling to be considered your fraction,  **ministers are mid-iterative from the considered of the consultant of the	All crou	19769/2013 20769/2013 17769/2013 21769/2013 22769/2013 22769/2013 22769/2013 24769/2013 30769/2013 30769/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 24/04/2013 30/04/2013 30/04/2013	Olared Clared	dicursed at half bases minertal dicursed at half bases minertal dicursed at half bases minertal dismonth and duffile creat users and fine 8 Spalls to creat when the importance of userine closure at his play forward on the fine to the fine of the fine of the fine of the fine of the fine Dicursed at half bases Dicursed of the fine Dicursed at half base	0	1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
27 ( 29 ( 29 ( 29 ( 29 ( 29 ( 29 ( 29 (	D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 26/09/2013 30/09/2013 30/09/2013 30/09/2013	Sahrik Chelvateir Ranan Manachan Saphia Partland Saphia Partland Charrina Callier Comment Olaria Nicht Forman Jahna (TC) Lacky Lacky Lacky	Haser4 Card  Maser4 Card  Maser4 Card  HSE Observation/Reportion  HASE Observation/Reportion  Haser4 Card  Haser4 Card  Maser4 Card	Paritive Relater comment Accase and Expass  Menual Headling  PPE  Driving, I reffic and Reil  Menuskeeping Plank it Vahicles  Driving, I reffic and Reil  Tente and Explane  Line of the Reil  Tente and Explane  Other  Health it Mygiene  Other  Health it Mygiene	yeaterday Team Spirit Team Spirit Team Spirit Fallia weater teacheff receiver use and efficients Team Spirit Team	Miner	Anatories of the Apriley from a consultant hay a con- plement of the Apriley from a consultant hay a fall from a safety from a consultant hay a fall from a safety from a consultant hay a fall from a fall fr	All crou	18769/2013 20769/2013 17769/2013 21769/2013 22769/2013 22769/2013 22769/2013 20769/2013 20769/2013 20769/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 30/04/2013 30/04/2013 30/04/2013	Olared Clared	dicursed at hash barse minorter dicursed at hash barse minorter demandrated shills cross some as fine 8 demandrated shills cross some as fine 8 Spale to cross about the importance of some interest in july, decourse at some interest to 1944/15 Dicursed at teacher	•	0 0
127 C 129 C	D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 20/09/2013 22/09/2013 22/09/2013 26/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013	Jahriit Chelvatzir Ranen Mane shan Saphie Pertland Saphie Pertland Cherrina Callier Comment Clarke Jahna (TC) Lecky Lecky Lecky Lecky Lecky	Henry Cord  Named Cord  HSE Observation/Reportion  HSE Observation/Reportion  HASE Observation/Reportion  Hases Cord  Other	Paritive Palafar coment Accase and Egrass  Menual Hendling  PPE  Driving Traffic and Pail  Menual Accase and Pail  Driving Traffic and Pail  Tout and Equipment  Health Bity glame  Other  Health Bity glame	yeaterday Team Spirit Team Spirit Team Spirit Falliar warside the active teachiff or over used and elipseer.  Falliar warside the active teachiff or over used and elipseer control of the choice of the large of the spirit deam query harner.  Glavor naturen for teaching on highway for trucker and cause.  Nick SUO-Oko Active hings Stock on the seck accurring flat types.  Mank teat  Deser jamming  Lunch and zenedor  Sleep  Lunch and zenedor  Sleep  Tealet paper	Miner	industries of the Alphine from the count of the year of of year of the year of	All cross  Frent Cross  All cross	11/09/2013 20/09/2013 11/09/2013 21/09/2013 21/09/2013 22/09/2013 24/09/2013 24/09/2013 20/09/2013 20/09/2013	14/04/2013 20/04/2013 11/704/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at hash barses minorities dicursed at hash barses minorities demonstrated shall be cross users and line 8 demonstrated shall be cross users and line 8 Spale to cross allow the imperance of suserine closure at his jab, decreased at health and 20 March 1997 Diceased at health and 20 March 1997 Diceased at health and Diceased At health	0	0
127 (129 (129 (129 (129 (129 (129 (129 (129	D04026	1770942013 1770942013 1770942013 1770942013 1770942013 1240942013 24409442013 244094200 24409420 2	Jahrik Chelvotzir  Fan an Manachan  Saphie Portland  Saphie Portland  Cherrina Callier  Comment Olatha  Jahna (TO)  Leeky  Leeky  Leeky  Leeky  Leeky  Leeky	Hazard Card  Hazard Card  HSE Observation/Reportion  HSE Observation/Reportion  HSE Observation/Reportion  Hazard Card  Hazard Card  Hazard Card  Mazard Card  Mazard Card  Mazard Card  Other  Other	Paritive Palisfer comant Access and Expess  Meaved Hondling  PPE  Driving, Traffic and Pail  Meavesheeping  Please th Vahislar  Please to Africa  Driving, Traffic and Pail  Tests and Explanate  Universe to Africa  Tests and Explanate  Driving, Traffic and Pail  Tests and Explanate  Driving, Traffic and Pail  Tests and Explanate  Other  Meaths My giana  Other	yeaterday Team Spirit Team Spirit Fallia warside the uniter teachiffereness uset and elipseer Team Spirit Giberer Gibe	Miner	Anatories of the Alphine from the count on they can be released to the Alphine from the Count of the Year of the Alphine from	All cross	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 24709/2013 24709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14704/2013 20704/2013 17704/2013 24704/2013 24704/2013 24704/2013 24704/2013 30704/2013 30704/2013 30704/2013 30704/2013 30704/2013 30704/2013	Clared	dicursed at health success minorates dicursed at health success minorates demandrated dutilities cross seem minorates demandrated between the jab, dicursed at tendines on the John John John John Dicursed at health see	•	0 0
127 ( 128 ( 129 (	D04026	17/09/2013 17/09/2013 17/09/2013 17/09/2013 17/09/2013 22/09/2013 22/09/2013 22/09/2013 20/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013	Jahriit Chelvotzir Ranan Manachan Saphie Pertland Saphie Pertland Cherrina Callier Jahna (TO) Leeky Leeky Leeky Leeky Leeky	Henry Cord  Named Cord  HSE Observation/Reportion  HSE Observation/Reportion  Hanny Cord	Paritive Reinfare coment Access and Eyess  Henry al Hendling  PPE  Driving, Traffic and Rail  House Allerian  Plant Ni Validar  Driving, Traffic and Rail  Tests and Equipment  He dth & Hygiene  Other  Health & Hygiene  Health & Hygiene  Other	Trans Spirit  Fallow everife the water technife over out and officers.  Fallow everife the water technife over out and officers.  Fallow everife the water technique utilite laying dean questioner.  Glover not come for technique utilite laying dean questioner.  Glover not come for technique in highway for tracks and come.  Glover not water for technique in highway for tracks and come.  Glover not technique in highway for tracks and come.  Glover not water come in great types  Han Lant  Dears journing  Lunch and reache  Sleep  Talle pages  Alleraise  For a didn's in the back of unques quetting wat.	Miner	Anaeteer of the Aprice of the	All cross	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 22709/2013 22709/2013 22709/2013 22709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14764/2013 20764/2013 17764/2013 24764/2013 24764/2013 24764/2013 24764/2013 24764/2013 26764/2013 20764/2013 20764/2013 20764/2013 20764/2013	Olared Clared	dicursed at hash barrer minoster dicursed at hash barrer minoster de manetrated shalle creau sere and line 8 Spake to creas about the imperance of survive (denve as the jak, dicursed at teathers to 2004/20 Dicursed at teathers	0	0
127 ( 128 ( 129 (	D04026	1770942013 1770942013 1770942013 1770942013 1770942013 1240942013 24409442013 244094200 24409420 2	Jahrik Chelvotzir  Fan an Manachan  Saphie Portland  Saphie Portland  Cherrina Callier  Comment Olatha  Jahna (TO)  Leeky  Leeky  Leeky  Leeky  Leeky  Leeky	Hazard Card  Hazard Card  HSE Observation/Reportion  HSE Observation/Reportion  HSE Observation/Reportion  Hazard Card  Hazard Card  Hazard Card  Mazard Card  Mazard Card  Mazard Card  Other  Other	Paritive Palisfer comant Access and Expess  Meaved Hondling  PPE  Driving, Traffic and Pail  Meavesheeping  Please th Vahislar  Please to Africa  Driving, Traffic and Pail  Tests and Explanate  Universe to Africa  Tests and Explanate  Driving, Traffic and Pail  Tests and Explanate  Driving, Traffic and Pail  Tests and Explanate  Other  Meaths My giana  Other	yeaterday Team Spirit Team Spirit Team Spirit Fallian wavide the author teachers are used and efficient. Team Spirit Glisser and teacher and teacher and teacher and deam queephoner.  Glisser and teacher and teacher and teacher and Glisser and teacher and teacher and deam.  Nick WD-40 the deam hispeacy feet trucke and cause.  Nick WD-40 the deam hispeacy feet trucke Heat Lear Heat Lear Home keyr substitution of frining  Deam jamming  Lunch and procedur  Sleep Teilala paper  Alleration  Feet Feet Feet Feet Feet Feet Feet Fe	Miner	Anatories of the Alphine from consultant Nary con- reciters and an the alphine from the countries of your restrict.  In this state and picked and your final to,  In this state and picked and your final to,  In this state and picked and you find your final  And you find the anatories of a state of the st	All cross	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 24709/2013 24709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14704/2013 20704/2013 17704/2013 24704/2013 24704/2013 24704/2013 24704/2013 30704/2013 30704/2013 30704/2013 30704/2013 30704/2013 30704/2013	Clared	dicursed at health success minorates dicursed at health success minorates demandrated dutilities cross seem minorates demandrated between the jab, dicursed at tendines on the John John John John Dicursed at health see	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04026	170942813 170942813 170942813 170942813 22094281 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 2209428	Jahriit Chelvotzie  Ranan Manachan  Saphie Pertland  Saphie Pertland  Cherrina Callier  Cameran Clarke  Jahna (TO)  Lacky   Henry Cord  Named Cord  HEE Observation/Reportion  HEE Observation/Reportion  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Other  Other  Henry Cord  Other  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Other	Paritive Relater comment Accase and Egess  Menevel Hendling  PPE  Driving, I reffic and Reil Menevinesing Pleas to Vahiclar  Driving, I reffic and Reil Teste and Egespment Health, Bity glane Other  Health, Bity glane Other  Health, My glane Other  Teste and Equipment Health, My glane Other	Trans Spirit  Fallow everife the water technife over out and officers.  Fallow everife the water technife over out and officers.  Fallow everife the water technique utilite laying dean questioner.  Glover not come for technique utilite laying dean questioner.  Glover not come for technique in highway for tracks and come.  Glover not water for technique in highway for tracks and come.  Glover not technique in highway for tracks and come.  Glover not water come in great types  Han Lant  Dears journing  Lunch and reache  Sleep  Talle pages  Alleraise  For a didn's in the back of unques quetting wat.	Miner	Anatories of the Alleging from a consultant hay you.  For these acts at stalling it to be consolided your families, in this state and alleging from the consolided your families, and good alleging from the consolided your families, and good alleging from the families and good had for the families and good alleging from the families and good alleging fro	All crou	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 22709/2013 22709/2013 22709/2013 22709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14/04/2013 20/04/2013 17/04/2013 24/04/2013 24/04/2013 22/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Olared  Clared	dicursed at hash barrer minorter dicursed at hash barrer minorter de manetrated shalle creau user an line 8 Spake to creas about the imperance of usering disease an high, dicursed at teather at 200400 Discoursed at teather	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
127 C 129 C	D04026	17004/2013 17004/2013	Jahrik Chelvotzir  Fan an Manachen  Saphie Portland  Saphie Portland  Cherrino Callier  Commerce Clarke  Johna (TO)  Lucky  Luck	Hazard Card  Hazard Card  HSE Observation/Reportion  HSE Observation/Reportion  Hazard Card  Hazard Card  Hazard Card  Mazard Card  Mazard Card  Mazard Card  Mazard Card  Mazard Card  Mazard Card  Other  Other  Hazard Card	Parities Painfar comant Access and Egress  Hannel Hendling  PPE  Driving, Traffic and Rull  House Available  Driving, Traffic and Rull  Toule and Equipment  Health Hy glane  Health Hy glane  Health Hy glane  Talls and Equipment  Health Hy glane  Health Hy glane  Facility Available  Talls and Equipment  Health Hy glane  Health Hy glane  Health Hy glane  Facility Available  The Ball And Equipment  First No. 10 Available  First No. 10 Available  Facility Available	Trans Spirit  Fallar words the backet weblife over out and digners.  Fallar words the backet weblife over out and digners.  Glover and users for technique while laying dean quephaner.  Glover and users for technique while laying dean quephaner.  Carefull then driving an highway for trucke and cours.  Glover and technique which a spirit trucket and cours.  Glover and technique which a spirit trucket and cours.  Glover has described and trucket  Glover backet cruins flist types  Heal law  Conch and ransche  Glover jemming  Lunch and drawate  Flee  Tallet page  Allergies  Per  First addition the backet organic question uset from under gath  Dut towns to the light to the backet organic question uset from under gath  These for Suce and Resole for coming uset and applies to the for Suce and Resole for coming uset and	Hiner	Anatories of the Alphine from the count on they can be relieved to the things of the count of the first of the count of the first on th	All cross	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 22709/2013 24709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14/04/2013 17/04/2013 17/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at hash barses minorter dicursed at hash barses minorter dicursed at hash barses minorter de manutested dubils crow were an line 8 de manutested dubils crow were an line 8 Spales to crow at how the importance of user into clowre an his jab, dicursed at hash barses to table to the label to label to the label to label	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
129 C	D04026	170942813 170942813 170942813 170942813 22094281 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 220942813 2209428	Jahriit Chelvotzie  Ranan Manachan  Saphie Pertland  Saphie Pertland  Cherrina Callier  Cameran Clarke  Jahna (TO)  Lacky   Henry Cord  Named Cord  HEE Observation/Reportion  HEE Observation/Reportion  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Other  Other  Henry Cord  Other  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Henry Cord  Other	Parities Painfar comant Access and Egress  Hannel Hendling  PPE  Driving, Traffic and Rull  House Available  Driving, Traffic and Rull  Toule and Equipment  Health Hy glane  Health Hy glane  Health Hy glane  Talls and Equipment  Health Hy glane  Health Hy glane  Facility Available  Talls and Equipment  Health Hy glane  Health Hy glane  Health Hy glane  Facility Available  The Ball And Equipment  First No. 10 Available  First No. 10 Available  Facility Available	zesterday Team Spirit Team Spirit Fallax warish the unter teachfree war and and disperse.  Fallax warish the unter teachfree war and disperse.  Gloves not usern for teachique until o laying dean querphaner.  Gloves not usern for teachique until o laying dean querphaner.  Carefull when deiving an highway for travelor and come.  Nick WO-Ohn dear hinges Stock and teach counting first typer Hen Lant  From keyr abstructing deiving  Dearse jamming  Lunch en denoche Sleep  Tellak par per Aller lase  Pre Fort addition in the backed accommand quetting war  Free teacher of the backed accommand quetting war  Free teacher of the backed accommand quetting war  Themse for Suc and Renaule for comming and and deithe at Materia.  Themse for Suc and Renaule for comming and and deithe at Materia.  Themse for Suc and Renaule for comming and and deithe at Materia.	Miner	industries of the labeling from the country of the	All crou	19709/2013 17709/2013 17709/2013 21709/2013 21709/2013 22709/2013 22709/2013 22709/2013 22709/2013 22709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013 20709/2013	14/04/2013 20/04/2013 17/04/2013 24/04/2013 24/04/2013 22/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Olared  Clared	dicursed at hash barrer minorter dicursed at hash barrer minorter de manetrated shalle creau user an line 8 Spake to creas about the imperance of usering disease an high, dicursed at teather at 200400 Discoursed at teather	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
129 C	D04026	170492813 170492813 170492813 170492813 200492813	Jahril Chelvatzie Ronen Monaghan Suphia Partland Suphia Partland Cherrina Callier Jahna (TC) Lucky Luc	Hazer 4 Card  Hazer 4 Card  HSE Observation/Repection  HSE Observation/Repection  Hazer 4 Card  Maser 4 Card	Paritive Reinfarcement Access and Egress  Manual Hendling  PPE  Drivinin, Traffic and Reil	Trans Spirit  Fallar words the backet weblife over out and digners.  Fallar words the backet weblife over out and digners.  Glover and users for technique while laying dean quephaner.  Glover and users for technique while laying dean quephaner.  Carefull then driving an highway for trucke and cours.  Glover and technique which a spirit trucket and cours.  Glover and technique which a spirit trucket and cours.  Glover has described and trucket  Glover backet cruins flist types  Heal law  Conch and ransche  Glover jemming  Lunch and drawate  Flee  Tallet page  Allergies  Per  First addition the backet organic question uset from under gath  Dut towns to the light to the backet organic question uset from under gath  These for Suce and Resole for coming uset and applies to the for Suce and Resole for coming uset and	Miner	Anatories of the Alleging from the counted with Page 2000.  The counted of the Co	All cross	117/09/2013 17/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 24/09/2013 24/09/2013 24/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013	14/04/2013 17/04/2013 17/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at teath basses minimized dicursed at teath basses minimized dicursed at teath basses minimized distinct the control of teath basses Dicercord at teath basses Dicercord at teath basses Dicercord at teath bass	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
129 C	D04026 D0	170942810 170942	Jahnit Chelvateir Renon Menaghen Sephia Partland Sephia Partland Charrino Clerke Canaran Clarke Jahnes (10) Lecky	Haser 4 Card  HSE Observation/Impaction  HSE Observation/Impaction  HSE Observation/Impaction  Haser 4 Card  Maser 4 Card  Maser 4 Card  Maser 4 Card  Maser 5 Card  Other  Maser 4 Card  Other  Maser 6 Card  Other  Maser 6 Card	Paritive Reinfare cament Access and Egyess  Heaved Hendling  PPE  Driving, Traffic and Reil  Test and Egyinnent Health Rigiste  Other  Health Rigiste  Health Rigiste  Driving, Traffic and Reil  Tast and Egyinnent Health Rigiste  Other  Tast and Egyinnent  Petent Nythicke  Other  Tast and Egyinnent  Driving, Traffic and Reil	Teacher day Team Spirit Fallar worde the unter teach frequence out and different Team Spirit Gibbert Gibert Gibert Gibbert Gibert G	Hiner	Anatories of the Alleging from the counted with Naye can include a control of your feet for including a control of the Alleging from the counted of your feet for including a control of the Alleging from the All	All cross  Front Ores  All cross	11/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 22/09/2013 20/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at teath source entireted dicursed at teath source entireted dicursed at teath source entireted demandment of united teath at tea		4 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
129 C	D04026	170942812 170942812 170942812 170942812 200942813 20094281 200942813 200942813 200942813 200942813 200942813 200942813 200942813 200942813 200942813 200942813 200942813 200942813 2009428	Jahnit Chelvateir Renon Mensehen Sephie Pertland Sephie Pertland Cherrico Cellier Cameran Clarke Welf Ferman Jahnes (10) Lecky	Haser 4 Card  HSE Observation florge ction  HSE Observation florge ction  HSE Observation florge ction  Haser 4 Card  Manual Card  Other  Manual Card  Other  Manual Card  Manual Card  Other  Manual Card  Manual Card  Manual Card  Manual Card  Manual Card  Manual Card	Paritive Painfar comant Access and Egress  Manual Headling  PPE  Driving, Traffic and Ruil  Memorkoping  Plank Workicker  Driving, Traffic and Ruil  Taule and Equipment  Headth Mrygiane  Headth Mrygiane  Headth Mrygiane  Headth Mrygiane  Paritive Rainfar comant  Taule and Equipment  Tour and Equipment  Drivine Rainfar comant  Drivine, Traffic and Ruil  Drivine, Traffic and Ruil	zesterday Team Spirit Team Spirit Team Spirit Fallist wearide the water teachforewer out and efficience.  Fallist wearide the water teachforewer out a mod efficience.  Glissour neat users for teacheliese while laying deam query home.  Glissour neat users for teacheliese while laying deam query home.  Construction of the spirit of the travelse of cause.  Native One of the spirit of the travelse of cause.  Native One of the spirit of the travelse of cause.  Native One of the spirit of the travelse Hean Leart  Denor jamming  Lunch and franche  Slope Tallan passe  Tallan pa	Hiner	industries of the Alleging from the countries they com- re-vision at the statistics the two consisted of your families.  In the countries of the consistence of the delivery of the consistence of the delivery of the consistence of the consist	All cross  Front Ores  All cross	12/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 22/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013 20/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 24/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at teath bases entireted dicursed at teath bases entireted dicursed at teath bases entireted demandrated duality creat users and fine 8 Speaks are solved about the insperment of teath		4 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127   128   129	D04026 D0	170942810 170942	Jahnit Chelvateir Renon Menaghen Sephia Partland Sephia Partland Charrino Clerke Canaran Clarke Jahnes (10) Lecky	Haser 4 Card  HSE Observation/Impaction  HSE Observation/Impaction  HSE Observation/Impaction  Haser 4 Card  Maser 4 Card  Maser 4 Card  Maser 4 Card  Maser 5 Card  Other  Maser 4 Card  Other  Maser 6 Card  Other  Maser 6 Card	Paritive Palafar comment Accase and Egress  Menoral Hendling  PPE  Driving, Traffic and Pail  Menoral Hendling  PPE  Pleas the Validate  Driving, Traffic and Pail  Tende and Equipment  Health, they given  Other  Health, they given  Other  Periting the definition of the Pail  Periting the Pail  Periting the Pail  Periting the Pail  Other  Periting the Pail  Other  Driving, Traffic and Pail  Other  Tende and Equipment  Periting the Pail  Other  Driving, Traffic and Pail  Other  Tende and Equipment  Periting the Pail  Other  Other  Other  Other  Other  Driving, Traffic and Pail	Transfer of the content of the conte	Hiner	Anatories of the Alleging from the counted with Naye can include a control of your feet for including a control of the Alleging from the counted of your feet for including a control of the Alleging from the All	All cross  Front Ores  All cross	11/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 22/09/2013 20/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013 20/04/2013	Clared	dicursed at teath source entireted dicursed at teath source entireted dicursed at teath source entireted demandment of united teath at tea		4 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04024 D04026	170442610 170442	Jahnit Chelwatei Ranon Managhan Saphia Partland Saphia Partland Cherrica Callier Canaran Clasha Mahna (TO) Lacky L	Haser 4 Card  Haser 4 Card  HSE Observation florge etion  HSE Observation florge etion  Haser 4 Card  Maser 4 Card  Maser 4 Card  Maser 4 Card  Maser 4 Card  Other  Maser 4 Card  Other  Maser 4 Card  Other  Maser 4 Card  Other  Maser 4 Card	Paritive Reinferenment Access and Egress  Henry Manual Mandling  PPE  Drivine, Traffic and Reil  Henry Mandling  Traffic and Reil  Drivine, Traffic and Reil  Totals and Equipment  Health & Hty giann  Other  Health & Hty giann  Health & Hty giann  Health & Hty giann  Plant & Vahidar  Trade and Equipment  Paritive Reinferenment  Other  Trade and Equipment  Pray the Vahidar  Pray the Vahidar  Drivine, Traffic and Reil  Other	zesterday Team Spirit Team Spirit Fallia waste has aster teachfrower are too de disperer Team Spirit Gillare and teach aster teachfrower are too de disperer Team Spirit Gillare and teach aster teachique ushillo laying deun querphaner.  Gillare not tearn for teach position SOP  Our of Ill Labor deining an highway for trucker and cause.  Nick SOP Ode de des hinges Stock on treach counting first typer Man Lace  Description of the description of the typer Man Lace  Description of the description of the typer Teach and tracked  Sleep  Teach and tracked  Sleep  Teach and tracked  Sleep  Teach and the back of ungainer question uses from waster goat.  Description of the typerer  Teach of the tracked of the typerer  defining the teach of the typerer  defining the teach of the typerer  defining the typerer  defin	Hiner	intentions the little price of the control of your finations of the little price of the control of your finations of the little price of the control of your finations of the little price	All cross	117/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 20/09/2013	14/04/2013 20/04/2013 17/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013	Clared	dicursed at teath basses minutes dicursed at teath basses minutes demandrated dublic ores users as line 8 Spales to count death the interaction of teathers and teathers and the 2000/VD Discoursed at teathers all death basses have been deathers all death basses deathers Discoursed at teathers		4 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04026	170042013 170042013 170042013 170042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 220042013 2200420 220	Sashis Partland Sashis Partland Sashis Partland Charries Callier Cameran Glarke High Terrand Jahne (TO) Leeky Leeky Leeky Leeky Leeky Leeky Anna Darrietun Nickf Ferrand Allien Charries Anna Darrietun Nickf Ferrand Jahne Charke Leeky	Heser's Cord  Maser's Cord  HSE Observation/Reportion  HSE Observation/Reportion  Haser's Cord  Haser's Cord  Haser's Cord  Maser's Cord  Maser's Cord  Other  Other  Maser's Cord	Paritive Relater coment Access and Egress  Heaved Heardling  PPE  Drivine, Traffic and Rell Heaved Noviches Please Workshooping Traffic and Rell Heaved Noviches Drivine, Traffic and Rell Drivine, Traffic and Rell Traffic and Equipment Health & Hygiene Other Traffic and Equipment Other Traffic and Rell Drivine, Traffic and Rell Drivine, Traffic and Rell Drivine, Traffic and Rell	Teacher day Team Spirit Team Spirit Fallist wearish the water teacher over use and officerer.  Fallist wearish the water teacher over use and officerer.  Glisses neat users for teaching we shill be laying dean query home.  Glisses neat users for teaching we shill be laying dean query home.  Control when deriving an highway for two does and cause.  Nick WO-No dean highway for two does and cause.  Nick WO-No dean highway for two does and cause.  Nord keys whe weating of finite query  Fine grant of the same of the same query of the control	Hiner	industries of the Alley in the result with they can be a constructed to the construction of the constructi	All cross  Front Cross  All cross	11/09/2013 17/09/2013 17/09/2013 21/09/2013 21/09/2013 21/09/2013 22/09/2013 24/09/2013 30/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013	Olared  Clared	dicursed at half bases minertal dicursed at half bases minertal dicursed at half bases minertal dismandrated dutility cross series as files 8  Spails to cross show the impartance of such the city in the course of		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04026	170042013 170042013 170042013 170042013 170042013 200042	Sashis Parland Sashis Parland Sashis Parland Charring Callier Comment Clark High Terrand Lacky	Hassel Card  Massel Card  Massel Card  MSE Observation/Reportion  MSE Observation/Reportion  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Other  Massel Card	Paritive Relater coment Access and Egyster Heaved Hendling  PPE  Driving, Traffic and Rull Heaved Natiche Please Workshoping Please Workshoping Head Natiche Driving, Traffic and Rull Tools and Equipment Health & Hy giane Other Health & Hy giane Health & Hy giane Tauls and Equipment Please Workshoping Traffic and Equipment Please Workshoping Traffic and Equipment Tools and Equipment Please Workshoping Traffic and Equipment Driving, Traffic and Rull Tauls and Equipment	zesterday Team Spirit Team Spirit Fallaw excide the author teachers are used and efficience.  Fallaw excide the author teachers are used and efficience.  Glinour captures and teached as adult leging deam query hanner.  Glinour neat usern fart teachers outfile leging deam query hanner.  Glinour neat usern fart teachers outfile SOP  Corefull tables driving an highway fart trucke of deaux.  Nick OPO 400 the dear hinges  Stock on treat counting first typer  Hen Leat  Londo keyr abstracting diriving  Dears journing  Londo the Grant Singes  Tallat pager  Tallat pager  Tallat pager  For a diditin in the back of segues quatting tase from water and  For a diditin in the back of segues quatting tase from mater and  Dears segues and Remain for coming and and ajoint gout treate.  Heat stracer  driving while feet gout d  When Tracoling and the ville or moderares all teachers are considered and short of the stracer  deform quality feet gout d  deform a segues of the specified for a segues and of the deform and the segues has higher and a dividence or one of the segment common and the or or an  and villed Strace from the or or mount.	Hiner	intentions the little price of the control of your finations of the little price of the control of your finations of the little price of the control of your finations of the little price	All cross  Front Cross  All cross	11/09/2013 20/09/2013 11/09/2013 21/09/2013 21/09/2013 21/09/2013 22/09/2013 22/09/2013 20/09/2013	14/04/2013 24/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013	Olared  Olared  Clared	dicursed at teath succession should discussed at teath succession should demand the defendence of teath succession of teath su		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 129 C	D04026	170942812 170942812 170942812 170942812 170942812 220942 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942812 220942 220	Sahrik Chelwatzir Ranan Manachan Saphia Partland Saphia Partland Charrina Callier Commann Clarke Mick Forman Jahna (TC) Lecky	Hassel Card  Massel Card  Massel Card  MSE Observation/Reportion  MSE Observation/Reportion  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Other  Massel Card	Paritive Painfar comant Access and Egress  Manual Headling  PPE  Driving, Traffic and Ruil  Memoral Available  Pleas to Whiteles  Driving, Traffic and Ruil  Taule and Equipment  Headth Mrygiane  Headth Mrygiane  Headth Mrygiane  Headth Mrygiane  Paritive Rainfar comant  Driving, Traffic and Ruil  Taule and Equipment  Taule and Equipment  Driving, Traffic and Ruil	Teacher day Team Spirit Fallax avariate the unter teacher over unt and dispers Team Spirit General sparare and technique unbile laying dean questioner.  Glover not users for teachique unbile laying dean questioner.  Glover not users for teachique unbile laying dean questioner.  Glover not users for teachique unbile laying dean dean.  Glover not users for teachique unbile laying dean de caus.  Glover not teach de cause for travel Hock WO-60 the dean himper Stude and rate causin effectivers  Hock wo not be cause for travel Hock wo not be cause de dean Lover handers de causin effectivers  Hock wo not be caused of the cause question user from moster goal  Allergias  Pre First addrir in the back of unquest question user from moster goal  Therefore Su conditional  The	Hiner	Anaeteer of the Aprice of the	All cross	11/09/2013 26/09/2013 17/09/2013 21/09/2013 21/09/2013 22/09/2013 24/09/2013 26/09/2013 20/09/2013	14/04/2013 20/04/2013 11/704/2013 21/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013	Olared Clared	dicursed at hash barse a minorter dicursed at hash barse a minorter dicursed at hash barse a minorter demandrated shills cross some as minor to demandrated shills cross some as minor dicursed shills and deman Dicursed at hashbar		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127   128   129	D04026	170942913 170942	Sashis Partland Sashis Partland Sashis Partland Sashis Partland Charries Callier Cameran Clarke Well Terrand Jahan (TO) Lecky	Haser 4 Card  Haser 4 Card  HSE Observation/Impaction  HSE Observation/Impaction  Haser 4 Card  Maxer 4 Card  Haser 4 Card  Haser 4 Card  Other  Haser 4 Card  Other  Maxer 4 Card  Maxer 4 Card  Haser 4 Card  Maxer 4 Card	Paritive Reinfere coment Access on d Egyess  Henval Hendling  PPE  Driving, Treffic and Reil Henrakasajana Planch Nakasajana Driving, Treffic and Reil Tente and Equipment Health & Hygiene Other Health & Hygiene Other Planch Nakasajana Health & Hygiene Other Printing, Treffic and Reil  Tente and Equipment Health & Hygiene Other  Tente and Equipment Planch & Validate  Publica Reinferenment Other  Tente and Equipment Driving, Treffic and Reil  Driving, Treffic and Reil Tente and Equipment Driving, Treffic and Reil Tente and Equipment Tente and Equipment Publica Reinferenment Other  Driving, Treffic and Reil Tente and Equipment	Trans Spirits Tr	Hiner	industries of the Alley Services of the Alle	All crou	11/09/2013 17/09/2013 17/09/2013 24/09/2013 24/09/2013 24/09/2013 24/09/2013 26/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 50/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013	Clared	dicursed at teath ourse animate dicursed at teath ourse animate dicursed at teath ourse animate dismandrated dubility creat users and fine 8 Spalls the creat advert this inspersons of teath ourse the second of teath ourself oursel		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127   128   129	D04026	170042013 170042013 170042013 170042013 170042013 200042	Sashis Parland Sashis Parland Sashis Parland Charring Callier Comment Clark High Terrand Lacky	Hassel Card  Massel Card  Massel Card  MSE Observation/Reportion  MSE Observation/Reportion  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Massel Card  Other  Massel Card	Parisine Reinferenment Access and Egress  Henrel Hendling  PPE  Drivine, Treffic and Reil Henrelscoping Flows Workshoping Treffic and Reil Henrelscoping Treffic and Reil Henrelscoping Treffic and Reil	Trans Spirits  Fallics were in the water techniferower are took and efficiency.  Fallics were in the choice will be laying drain query to the choice will be laying drain query to the choice will be laying drain query to the choice will be laying drain query three of course.  Glower and turn far technique will be laying drain query far twelve and course.  Hick WD-40 the drain highest year twelve and course.  Hick WD-40 the drain highest year.  Han Lart  Doner jamming  Lunch and fanocke driving.  Doner jamming  Lunch and fanocke driving.  Free  Fart and filter in the back of sequence question to the famount of the course of th	Hiner	industries of the Alley Service of the Construction Physics of the Construction of the	All cross  Front Cross  All cross	11/09/2013 20/09/2013 11/09/2013 21/09/2013 21/09/2013 21/09/2013 22/09/2013 22/09/2013 20/09/2013	14/04/2013 24/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013	Olared  Olared  Clared	dicursed at teath succession should discussed at teath succession should demand the defendence of teath succession of teath su		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127   128   129	D04026	170942913 170942	Sashis Partland Sashis Partland Sashis Partland Sashis Partland Charries Callier Cameran Clarke Well Terrand Jahan (TO) Lecky	Haser 4 Card  Haser 4 Card  HSE Observation/Impaction  HSE Observation/Impaction  Haser 4 Card  Maxer 4 Card  Haser 4 Card  Haser 4 Card  Other  Haser 4 Card  Other  Maxer 4 Card  Maxer 4 Card  Haser 4 Card  Maxer 4 Card	Parision Reinferenment Access and Egress  Henry Mendling  PPE  Driving, Treffic and Ruil  Hearshavening Planch Whistor  Driving, Treffic and Ruil  Tests and Equipment  Health My giane  Other  Tests and Equipment  Health My giane  Other  Tests and Equipment  Prince My State  Driving, Treffic and Ruil  Tests and Equipment  Health My giane  Other  Tests and Equipment  Prince Ruinferenment  Driving, Treffic and Ruil	Teacher day Team Spirits Fallax avariate the untert teacher research and additioners. Fallax avariate the untert teacher research and different teachers are the choice and teachers.  Glover not users for teachers of the travel of the choice and course.  First of the World Other dearn himper Studen and rate course of the choice and course.  First of the choice and the choice and course.  First of the choice and the choice and course and the choice and course an	Hiner	Anaether of the Alphine from the count on Naye can.  The contract of the Alphine from the count of all your families.  The contract of the Count of	All crou	11/09/2013 17/09/2013 17/09/2013 24/09/2013 24/09/2013 24/09/2013 24/09/2013 26/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 30/09/2013 50/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013	Clared	dicursed at teath source entirest dicursed at teath source entirest demandred dubile creat users and fine 8 Speaks to creat when the insperiment of teathers and teathers are also and teathers and teathers are also and teathers and teathers are also and		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127   128   129	D04026	170042013 170042	Ashrik Chelwateir Ranan Manachan Saphia Partland Saphia Partland Charrina Callier Cameran Clarke Hick Terrand Jahna (TO) Leeky	Haser4 Card  Haser4 Card  HSE Observation/Impaction  HSE Observation/Impaction  Haser4 Card  Haser4 Card  Haser4 Card  Haser4 Card  Other  Other  Haser4 Card  Other  Haser4 Card  Maser4 Card	Parision Rainfara camant Accarr and Egrer  Henwal Hendling  PPE  Drivina, Treffic and Rail Henrakasaina Plank Wahislar Drivina, Treffic and Rail Teals and Equipment Heath & Higgiene Other Heath & Higgiene Other Plank Wahislar Tank and Equipment Heath & Higgiene Other Plank Wahislar Tank and Equipment Plank Wahislar Tank and Equipment Drivina, Treffic and Rail Other Tank and Equipment Plank Wahislar Plank Wahislar Plank Man Caption and Rail Drivina, Treffic and Rail Drivina, Treffic and Rail Drivina, Treffic and Rail Tank and Equipment Drivina, Treffic and Rail Tank and Equipment Tank and Equipment Tank and Equipment Partition Rainfararamant Drivina, Treffic and Rail Tank and Equipment Tan	Teacher day Team Spirits Fallist we work in this waster teacher over unit and officerer. Team Spirits Glimeer and teachelines while laying dean query harmer and techniques while laying dean query harmer.  Glimeer naturers for teachelines while laying dean query harmer.  Glimeer naturers for teachelines while laying dean query harmer dean dean dean hisphary for traveler and come.  Nick WO-00 the dean hisphary for traveler and come.  Nick WO-00 the dean hisphary Solicia and teach counting first typer.  Hean lant  None keye what westing dirining  Deanse jamming  Lunch en dennecter  Sleep  Tellet par or  Aller day  Per  First didder in the backed a sequent quetting user, formunater and  Aller day  Per  The didder in the backed a sequent quetting user, formunater and  Aller day  Themse for Suc and Remain for comining unit and official authority.  Rest are served.  Themse for Suc and Remain for comining unit and official authority.  Rest are served.  Rest ar	Hiner	industries of the highing from the country they are not recovered to the constitution of the constitution	All cross  Front Ores  All cross	11/09/2013 17/09/2013 17/09/2013 17/09/2013 24/09/2013 24/09/2013 24/09/2013 26/09/2013 20/09/2013	14/04/2013 20/04/2013 17/04/2013 21/04/2013 21/04/2013 22/04/2013 22/04/2013 22/04/2013 20/04/2013	Olared  Clared	dicursed at teath surree minester dicursed at teath surree minester demandre and dutilitie creat some as tilling it demandre and dutilitie creat some as tilling it demandre and dutilitie creat some as tilling it demandre and teath surree and it desired at teath surree dices and demandre and at teath surree dices and at teath sur		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
127 C 128 C 129 C	D04026	170042013 170042013 170042013 170042013 170042013 200042	Sashis Parland Sashis Parland Sashis Parland Charries Callier Comman Clarke Hacky Lacky La	Hasser Coard  HSE Observation/Repection  HSE Observation/Repection  Hasser Coard  Hasser Coard  Hasser Coard  Hasser Coard  Masser Coard	Paritive Reinferenment Access and Egess  Heavel Hendling  PPE  Drivine, Treffic and Reil Heavel Noviches Please Workshooping  Treffic and Reil Heavel Noviches Drivine, Treffic and Reil Tests and Egessen Other Health & Hygiene Other Health & Hygiene Other Health & Hygiene Other Tests and Egessen Tests and Egessen Drivine, Treffic and Reil Drivine, Treffic and Egessen Tests and Egessen Drivine, Treffic and Reil Tests and Egessen Tests and Egessen Drivine, Treffic and Reil Tests and Egessen Tests and Egessen Tests and Egessen Drivine, Treffic and Reil Tests and Egessen Tests and	particulary Trans Spirit Trans	Hiner	industries of the Alley Services of the Alle	All cross  Front Cress  All cross   11/09/2013 11/09/2013 11/09/2013 11/09/2013 11/09/2013 11/09/2013 12/09/2013	14/04/2013 24/04/2013 17/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 24/04/2013 20/04/2013	Olared   dicursed at teath successionates dicursed at teath successionates dicursed at teath successionates dismandrated dubility creatures and line it Spale to creat show the importance of teather dictives on this jab, dicursed at teathers at 10 jab, dicursed at teathers		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		

156	D04026	7/10/2013	Lacky	Hazard Card	Took and Equipment	Makezure laad in uter and waganz are ze cure	Miner	Secure leads in uter with carga nets and in wagens make sure everthing is behind the carga barrier	Allerou	7/10/2013	7/10/2013	Clured	Dircurred attentions		
157	D04026	7/10/2013	Mathou MacAulay	Other	Paritive Reinfarcement	Beingrafe today ir rewarded by waking up tomorrow	Minar	Dan't take risks Playsafe	Allerou	7/10/2013	7/10/2013	Clured	Dircurred attaulbux	0	
158	D04026	8/10/2013	Glen Jackran	Haward Card	Took and Equipment	durty invirament affects the service abilty af equipment	Minor	Once a week raise and lawer your jack to make sure it is still sevicable	Allerou	8/10/2013	8/10/2013	Clured	Dircurred attaal bax	0	0
159	D04026	8#10#2013	Mathou MacAulay	Emorgoncy Rozpanzo/Drill		Makozure you know where the recorder in located arthir ir your murter point for an emergency	Minor	Knou were you are on line and knou how to get there in care of an emergency	Allerou	8/10/2013	8/10/2013	Clured	Direuzzod at taulbux	0	0
160	D04026	10/10/2013	Glen Jackran	Haward Card	Driving, Traffic and Rail	Camplancoy when driving the rame track every day	Miner	Yaustill need to be looking out for sticks and stock on the track	Allerou	10/10/2013	10/10/2013	Clured	Dirawzod attaalbax	0	0
161	D04026	11/10/2013	Glen Jackran	Hazard Card	Plant & Vohicles	Rocammended that all driver check aut their Tyers befare camp mave	Minor	Tyers that can handlespeeds on line might not be able to handlespeeds on the huy. Check and report to Mecho if any damage	Allerou	11/10/2013	11/10/2013	Clured	Dircurred attaulbux	0	
162	D04026	11/10/2013	Ronan Monaghan	Hazard Card	Other	Dan't got camplacant an tho jab	Minor	Kopp your mind on the job at hand	Allerou	11/10/2013	11/10/2013	Clured	Dircurred at taalbax	0	
163	D04026	11/10/2013	Mathou MacAulay	Other	Plant & Vohicles	Production is not worth the life of anyone and damage to cars	Minor	Slau daun if it ir vurafo	Allerou	11/10/2013	11/10/2013	Clured	Dircurred at taalbax	0	
16-4	D04026	11/10/2013	Liam Gillan	Hazard Card	Plant & Vohicles	Gotting last	Minor	Familuriro yourself with the maps or asksomeone	Allerou	11/10/2013	11/10/2013	Clured	Dircurred at toolbox	0	
165	D04026	11/10/2013	Sue Lewir	HSE Observation/Inspection		Driving to clare and capped door against the part	Minor	Gotspotter to quide through the gates.	Allerou	11/10/2013	11/10/2013	Clured	Driver did a 3 page repart an hau he became camplacent and lazy. Taking up ta 5 minuter tareed ta the crou. The persanhar been taken aff DD dutier.	0	
166	D04026	11/10/2013	Sue Lewir	HSEObrorvation/Inspection		rpodingan line	Minor	Drive to the conditions. Dontspeed along fence lines and around corners. This has been mentioned a few times.	Allerou	11/10/2013	11/10/2013	Clured	Driver talked about the danger; of driving at speed and should a video. Also the driver spoke about a personal incedent. The person has been taken of that duty and placed on another duty. The person is beingsont home	0	0
167	D04026	12/10/2013	Rabort Piorpaint	Haward Card	Plant & Vohicler	Whon parked waiting for the viber to pazz do not get ouit of the car.	Miner	If you trip or stumble you might just not get injured you could end up dead.	Allerou	12/10/2013	12/10/2013	Clured	Dircurred at toolbox		
168	D04026	12/10/2013	Liam Byrne	Incident Carrective Action	Plant & Vohicles	When you are the first to the car get out and have a look before you make any movement	Minor	Scaut around the car before moving off or parking	Allereu	12/10/2013	12/10/2013	Clured	Driver of the corrective action did aspeech on driving the car and not dommaging any of the car or yourself	0	
169	D04026	14/10/2013	Glen Jackran	Hazard Card	Plant & Vohicles	Latr of corregation on the main track	Minar	Koop chocking all cars and oquiptment an yaur cars ta makosuro things dan't rattle laase	Allerou	14/10/2013	14/10/2013	Clured	Disrowred attaalbax	0	
170	D04026	16/10/2013	Luko	Hazard Card	Environment	rubirh an line	Miner	makozuro yau pick up all rubirh, even if it ir nat yauzz. What ever yau take aut uith yau bring it back.	Allerou	16/10/2013	16/10/2013	Clared	Disrowsed at toolbox	0	
171	D04026	16/10/2013		Other	Health & Hygione	Uro the tailet brush in bathraams	Miner	You wouldn't do it at home don't do it here	All creu	16/10/2013	16/10/2013	Clared	Dirzewzed at toolbox	0	0
172	D04026	16/10/2013	Mathou MacAulay	Hazard Card	Driving, Traffic and Rail	Speeding part the viber on line	Minar	Walking pace anly	Allerou	16/10/2013	16/10/2013	Clured	Disrouzed at tealbax	0	0
173	D04026	16/10/2013	Glen Jackran	Other	Paritivo Roinfarcomont	Good comunication with the driver in and out to the line	Inzignificant	keep up the quad wark	Allerou	16/10/2013	16/10/2013	Clured	Disroussed at tealbax	0	0
174	D04026	16/10/2013	Nick Forrandr	Hazard Card	Driving, Traffic and Rail	Durting people out on line	Minor	Oraul part people in first idle	Allerou	16/10/2013	16/10/2013	Clured	Dirrowred at toolbox	0	0

#### **Health performance**

#### Alcohol test

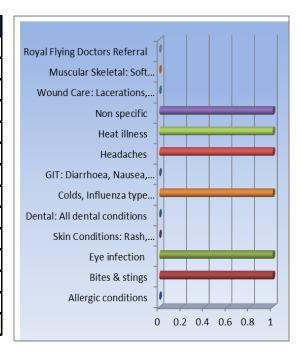
# BAC Tests Conducted over the project Total No. Tested 2580 % Passed 98%

#### Drug test

Prelimina	ry Drug Tests over the project
	Total
No. Tested	43
% Passed	100%

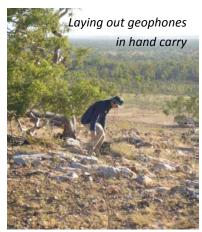
#### Clinical Attendance

Condition	Visits
Allergic conditions	0
Bites & stings	1
Eye infection	1
Skin Conditions: Rash, Fungal Infection	0
Dental: All dental conditions	0
Colds, Influenza type symptoms	1
GIT: Diarrhoea, Nausea, Vomiting	0
Headaches	1
Heat illness	1
Non specific	1
Wound Care: Lacerations, Dressings, Suture removal	0
Muscular Skeletal: Soft tissue injury, Sprain/Strain	0
Royal Flying Doctors Referral	0
Total	6



## **Field Operations**



















## **Appendix F** Personnel Crew List and Numbers

#### **CREW LIST**

Admin Staff           Crew Manager         Anthony Bonderenko           Crew Manager         Russell Gregg           HSE Advisor         Sue Lewis           HSE Advisor         Sophia Partiand           Camp Staff           Mechanic         Bernie O'Connor           Mechanic         Adam Hubbard           Mechanic         Robert Harrington           Cook (KIM)         Adam Lynagh           Cook (KIM)         Shannon Davies           Supply         N/A           Campy (KIM)         Jessica Ward           Campy (KIM)         Saria Gow           Cable Repair         Shirley Bobrowski           Cable Repair         Cherrine Collier           Paramedic (HSE +)         Michael Hewitson           Paramedic (HSE +)         Mark Harris           Paramedic (HSE +)         Balade           Observer         Denis Balde           Observer         Denis Balde           Observer         Michael Gardner           Vibe Op         Lachlan DeBrenni           Vibe Op         Michael Gardner           Vibe Op         Julien Timu           Vibe Op         Johrik Chaivatzis           Vibe Op         Paul Lewis	CREW LIST	
Crew Manager Russell Gregg HSE Advisor Sue Lewis HSE Advisor Sophia Partland  Camp Staff  Mechanic Bernie O'Connor  Mechanic Robert Harrington  Cook (KIM) Adam Lynagh  Cook (KIM) Shannon Davies  Supply N/A  Campy (KIM) Jessica Ward  Campy (KIM) Jessica Ward  Cappy (KIM) Shrifey Bobrowski  Cable Repair Shirley Bobrowski  Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Andy Munn  Technical  Observer Denis Balde  Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Paul Lewis  Vibe Tech John Phillipson  Vibe Tech Colin Sharam  Vibe Tech Colin Sharam  Vibe Tech Colin Sharam  Vibe Tech Bob Garden  Vibe Tech  Vibe Tech Colin Sharam  Vibe Tech Bob Garden  Senior Line	Admin Staff	
HSE Advisor Sophia Partland  Camp Staff  Mechanic Bernie O'Connor  Mechanic Robert Harrington  Cook (KIM) Adam Lynagh  Cook (KIM) Shannon Davies  Supply N/A  Campy (KIM) Jessica Ward  Campy (KIM) Sarah Gow  Cable Repair Shirley Bobrowski  Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Bohnakon  Cobserver Denis Balde  Observer Denis Balde  Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Michael Gardner  Vibe Op Matthew MacAulay  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Paul Lewis  Vibe Op Paul Lewis  Vibe Op Paul Lewis  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibrator Technical  Vibrator Technical  Vibe Op Johrik Chalvatzis  Vibe Op Johrik Chalvatzis  Vibe Op Bob Robert Pierpoint  Vibrator Technical	Crew Manager	Anthony Bonderenko
HSE Advisor Sophia Partland  Camp Staff  Mechanic Bernie O'Connor  Mechanic Adam Hubbard  Mechanic Robert Harrington  Cook (KJM) Adam Lynagh  Cook (KJM) Shannon Davies  Supply N/A  Campy (KJM) Jessica Ward  Campy (KJM) Sarah Gow  Cable Repair Shirley Bobrowski  Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Gien Jackson  Technical  Observer Denis Balde  Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Michael Gardner  Vibe Op Matthew MacAulay  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Boorer  Vibrator Technical	Crew Manager	Russell Gregg
Camp Staff  Mechanic Bernie O'Connor  Mechanic Adam Hubbard  Mechanic Robert Harrington  Cook (KJM) Adam Lyngh  Cook (KJM) Shannon Davies  Supply N/A  Campy (KJM) Jessica Ward  Campy (KJM) Sarah Gow  Cable Repair Shirley Bobrowski  Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Gien Jackson  Technical  Observer Denis Balde  Observer Denis Balde  Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Metheal Gardner  Vibe Op Matthew MacAulay  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Paul Lewis  Vibe Op Rober Pierpoint  Vibrator Technical  Vibrator Technical  Vibrator Technical  Vibrator Demis Marthew MacAulay  Vibe Op Johrik Chalvatzis  Vibe Op Baul Lewis  Vibe Op Rober Pierpoint  Vibrator Technical	HSE Advisor	Sue Lewis
Mechanic Adam Hubbard Mechanic Robert Harrington Cook (KIM) Adam Lynagh Cook (KIM) Shannon Davies Supply N/A Campy (KIM) Jessica Ward Campy (KIM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Mark Harris Paramedic (HSE +) Gien Jackson  Technical Observer Denis Balde Observer Andy Munn Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Julien Timu Vibe Op Paul Lewis Vibe Op Robert Pierpoint Vibe Op Robert Pierpoint Vibe Tech  Vibe Tech  Vibe Tech John Phillipson Vibe Tech Bob Garden Vibe Tech Senior Line  Vibe Tech Bob Garden	HSE Advisor	Sophia Partland
Mechanic Robert Harrington Cook (KJM) Adam Lynagh Cook (KJM) Shannon Davies Supply N/A Campy (KJM) Jessica Ward Campy (KJM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Glen Jackson  Technical Observer Denis Balde Observer Andy Munn Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner Vibe Op Julien Timu Vibe Op Julien Timu Vibe Op Julien Timu Vibe Op Robert Pierpoint Vibe Tech Vibe Tech  Vibe Tech  Vibe Tech  Vibe Tech  Vibe Tech  John Phillipson Vibe Tech Bob Garden  Vibe Tech Bob Garden  Vibe Tech Bob Garden  Vibe Tech Bob Garden  Senior Line  Senior Line	Camp Staff	
Mechanic Robert Harrington  Cook (KJM) Adam Lynagh  Cook (KJM) Shannon Davies  Supply N/A  Campy (KJM) Jessica Ward  Campy (KJM) Sarah Gow  Cable Repair Shirley Bobrowski  Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner  Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Julien Timu Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibe Tech  Vibe Tech  Vibe Tech  Vibe Tech  John Phillipson Vibe Tech Bob Garden  Vibe Tech Bob Garden  Vibe Tech Bob Garden  Senior Line	Mechanic	Bernie O'Connor
Cook (KJM) Adam Lynagh Cook (KJM) Shannon Davies Supply N/A Campy (KJM) Jessica Ward Campy (KJM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Mark Harris Paramedic (HSE +) Gen Jackson  Technical Observer Denis Balde Observer Denis Balde Observer Andy Munn  Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalwatzis Vibe Op Robert Pierpoint  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson Vibe Tech Bob Garden  Vibe Tech Bob Garden  Vibe Tech Bob Garden  Senior Line  Senior Line	Mechanic	Adam Hubbard
Cook (KJM)     Shannon Davies       Supply     N/A       Campy (KJM)     Jessica Ward       Campy (KJM)     Sarah Gow       Cable Repair     Shirley Bobrowski       Cable Repair     Cherrine Collier       Paramedic (HSE+)     Michael Hewitson       Paramedic (HSE+)     Mark Harris       Paramedic (HSE+)     Glen Jackson       Technical       Observer     Denis Balde       Observer     Denis Balde       Observer     Andy Munn       Viba Op       Vibe Op     Michael Gardner       Vibe Op     Michael Gardner       Vibe Op     Matthew MacAulay       Vibe Op     Julien Timu       Vibe Op     Johrik Chalvatzis       Vibe Op     Paul Lewis       Vibe Op     Robert Pierpoint       Vibrator Technical       Vibe Tech     John Phillipson       Vibe Tech     Bob Garden       Senior Line	Mechanic	Robert Harrington
Supply N/A Campy (KJM) Jessica Ward Campy (KJM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Glen Jackson  Technical Observer Denis Balde Observer Andy Munn  Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Julien Timu Vibe Op Paul Lewis Vibe Op Robert Pierpoint Vibe Op Robert Pierpoint Vibe Tech  Vibe Tech Vibe Tech Senior Line  Vibe Tech Son Paramedic (HSE +) Sarah Gow Sarah	Cook (KJM)	Adam Lynagh
Campy (KJM) Jessica Ward Campy (KJM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Glen Jackson  Technical Observer Denis Balde Observer Andy Munn  Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalvatzis Vibe Op Paul Lewis Vibe Op Robert Pierpoint Vibe Op Robert Pierpoint Vibe Tech  Vibe Tech  Vibe Tech Sarah Gow Sarah Gow Cherrine Andy Cherrine Cherrine Andy Cherrine Andy Cherrine C	Cook (KJM)	Shannon Davies
Campy (KJM) Sarah Gow Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier Paramedic (HSE +) Michael Hewitson Paramedic (HSE +) Mark Harris Paramedic (HSE +) Glen Jackson  Technical Observer Denis Balde Observer Andy Munn Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner Vibe Op Clive Parkyn Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalvatzis Vibe Op Paul Lewis Vibe Op Robert Pierpoint Vibe Tech Vibrator Technical Vibe Tech John Phillipson Vibe Tech Bob Garden Senior Line	Supply	N/A
Cable Repair Shirley Bobrowski Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner  Vibe Op Matthew MacAulay  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis Robert Pierpoint  Vibe Tech  John Phillipson  Vibe Tech Bob Garden  Senior Line	Campy (KJM)	Jessica Ward
Cable Repair Cherrine Collier  Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Campy (KJM)	Sarah Gow
Paramedic (HSE +) Michael Hewitson  Paramedic (HSE +) Mark Harris  Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Michael Gardner  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Cable Repair	Shirley Bobrowski
Paramedic (HSE +) Mark Harris Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner  Vibe Op Clive Parkyn Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalvatzis Vibe Op Paul Lewis Vibe Op Robert Pierpoint  Vibe Tech John Phillipson Vibe Tech Bob Garden  Senior Line	Cable Repair	Cherrine Collier
Paramedic (HSE +) Glen Jackson  Technical  Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner  Vibe Op Clive Parkyn  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Paramedic (HSE +)	Michael Hewitson
Technical Observer Denis Balde Observer Andy Munn  Vibrator Crew Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner Vibe Op Clive Parkyn Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalvatzis Vibe Op Paul Lewis Vibe Op Robert Pierpoint  Vibertech John Phillipson Vibe Tech Bob Garden  Senior Line	Paramedic (HSE +)	Mark Harris
Observer Denis Balde Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner  Vibe Op Clive Parkyn Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Paramedic (HSE +)	Glen Jackson
Observer Andy Munn  Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Micheal Gardner  Vibe Op Clive Parkyn  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Technical	
Vibrator Crew  Vibe Op Lachlan DeBrenni  Vibe Op Micheal Gardner  Vibe Op Clive Parkyn  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Observer	Denis Balde
Vibe Op Lachlan DeBrenni Vibe Op Micheal Gardner Vibe Op Clive Parkyn Vibe Op Matthew MacAulay Vibe Op Julien Timu Vibe Op Johrik Chalvatzis Vibe Op Paul Lewis Vibe Op Robert Pierpoint  Vibrator Technical Vibe Tech John Phillipson Vibe Tech Bob Garden  Senior Line	Observer	Andy Munn
Vibe Op Micheal Gardner  Vibe Op Clive Parkyn  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Vibrator Crew	
Vibe Op Clive Parkyn  Vibe Op Matthew MacAulay  Vibe Op Julien Timu  Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Bob Garden  Senior Line	Vibe Op	Lachlan DeBrenni
Vibe OpMatthew MacAulayVibe OpJulien TimuVibe OpJohrik ChalvatzisVibe OpPaul LewisVibe OpRobert PierpointVibrator TechnicalVibe TechJohn PhillipsonVibe TechColin SharamVibe TechBob Garden	Vibe Op	Micheal Gardner
Vibe OpMatthew MacAulayVibe OpJulien TimuVibe OpJohrik ChalvatzisVibe OpPaul LewisVibe OpRobert PierpointVibrator TechnicalVibe TechJohn PhillipsonVibe TechColin SharamVibe TechBob Garden	Vibe Op	Clive Parkyn
Vibe Op Johrik Chalvatzis  Vibe Op Paul Lewis  Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Colin Sharam  Vibe Tech Bob Garden		
Vibe OpPaul LewisVibe OpRobert PierpointVibrator TechnicalVibe TechJohn PhillipsonVibe TechColin SharamVibe TechBob Garden	Vibe Op	Julien Timu
Vibe Op Robert Pierpoint  Vibrator Technical  Vibe Tech John Phillipson  Vibe Tech Colin Sharam  Vibe Tech Bob Garden  Senior Line	Vibe Op	Johrik Chalvatzis
Vibrator Technical       Vibe Tech     John Phillipson       Vibe Tech     Colin Sharam       Vibe Tech     Bob Garden       Senior Line	Vibe Op	Paul Lewis
Vibe Tech     John Phillipson       Vibe Tech     Colin Sharam       Vibe Tech     Bob Garden       Senior Line	Vibe Op	Robert Pierpoint
Vibe Tech Colin Sharam Vibe Tech Bob Garden  Senior Line	Vibrator Technical	
Vibe Tech Bob Garden  Senior Line	Vibe Tech	John Phillipson
Senior Line	Vibe Tech	Colin Sharam
	Vibe Tech	Bob Garden
Line Boss Brodie Klein	Senior Line	
	Line Boss	Brodie Klein



#### Field Operations Report – McArthur River 2D Seismic Survey

Troubleshooter	
Troubleshooter	Ashley Windsor
Troubleshooter	Joshua Rindo
Troubleshooter	Sherry Mallory
Line Crew	
Line Crew	Christopher Bradley
Line Crew	Luke Chapman
Line Crew	Christopher Dunn
Line Crew	Nichols Farrands
Line Crew	Liam Gillen
Line Crew	Karan Gupta
Line Crew	Jason Leahy
Line Crew	Lee Male
Line Crew	Wade Ohl
Line Crew	Lewis Thomas
Line Crew	Brant Watson
Line Crew	Ben Bushby
Line Crew	Brendan Graham
Line Crew	Max Worthington
Line Crew	Michael Lowe
Line Crew	Peter Allen
Line Crew	Jacob Kuru
Line Crew	Danny Neumann
Line Crew	Janine Reimann
Line Crew	Thomas Hill
Line Crew	Alex Kerr
Line Crew	Matthew Montgomery
Line Crew	Ronan Monaghan
Line Crew	Aaron Brockway
Line Crew	Cameron Clarke
Line Crew	Anna Dorrington
Line Crew	Rhiann O'Reilly
Line Crew	Paul Laing
Line Crew	John Bellamy
Line Crew	Liam Byrne
Line Crew	Jamie Thompson





#### **CREW NUMBERS**

POSITION	NUMBERS
Crew Manager	1
HSE Advisor	1
Mechanic	2
Cook	2
Supply	1
Campy	1
Observer	1
Cable Repair	1
Vib Crew	5
Vib Tech	1
Line Boss	1
Trouble Shooter	1
Line Crew	22



#### Appendix G **Recording Statistics**



## Charge Summary

Initial S Sween	OC Dail	y Recorder	Spread		Waiting on	11	Trouble	Recorder	Vibes Vi	be		Total Work	la la se	ST Tro	ouble -	Total	Total Down	Camp Sw	eep	QC Daily			NCT Line	Trouble F	Recorder V	ibes Human	Total Non	- T-1-1-11	Total Hour	S	VD TO	CL:	TOTAL	
Initial Recording Sweep Layout Tests	Tests	Moveup	Damage	Detours	Spread	Line Mov	shooting	Down	Down Tra	ivel Weat	ther Other	Time	Inductions To	oolbox sho	oting St	andby Other Time	Time	Setup Te	sts QC Sp	read QC Daily Tests	Travel	Spread	Move :	shooting	Down D	own Error	Other Charge	Total Hour		VPs	VPs TD	Skips Ski	ps TD LK	
													8.00	0.30		8.30												8.30	8.30					
9.00	0.40											9.40		0.30		0.30					2.30						2.30	12.00	20.30					
1.60	3.00		1.40						1.	70		7.70		0.30		0.30		0.	60	0.20	2.90				(	0.60	4.30	12.30	32.60	128	128		2.56	500
6.30		0.50	1.00		0.80				0.	20		8.80		0.30		0.30				0.20	2.70						2.90	12.00	44.60	491	619		9.82	200
5.50			2.90						0.	50		8.90		0.30		0.30				0.10	2.30				(	0.10	2.50	11.70	56.30	433	1052	9	9 8.66	500
5.90		0.90	0.20		0.80				0.	80	0.20	8.80		0.30 0	.50	0.80				0.20	2.10						2.30	11.90	68.20	400	1452		9 8.00	000
5.10		1.00	3.10									9.20		0.30		0.30				0.10	2.00				(	0.10	2.20	11.70	79.90	409	1861		9 8.18	300
5.70		1.30	1.50		1.00				0.	10		9.60		0.30		0.30				0.10	2.30				(	0.10	2.50	12.40	92.30	508	2369		9 10.1	600
4.90		1.00	2.70		0.80				0.	20		9.60		0.30		0.30				0.10	1.90				0.10		2.10	12.00	104.30	369	2738		9 7.38	300
6.60			1.70		0.80							9.10		0.30		0.30				0.10	2.10			0.30	(	0.20	0.10 2.80	12.20	116.50	530	3268		9 10.6	000
4.70		1.30							3.	60		9.60		0.30		0.30				0.10	1.70				(	0.60	0.10 2.50	12.40	128.90	370	3638		9 7.40	000
6.70		1.80	0.90						0.	40		9.80		0.30		0.30				0.10	1.70			0.10		0.20	0.10 2.20	12.30	141.20	_			9 11.3	
5.30 0.40		0.60	1.30		1.00						0.90	9.50		0.50	_	0.50		0.	80	0.10	0.40						0.10 2.40	12.40	153.60		4647		9 8.82	_
7.00		1.40	1.40							40 0.5	50	10.70		0.30	_	0.30			_	0.10	1.20			0.10	(	0.10	1.50	12.50		543			9 10.8	_
3.90		1.20	1.00						4.	30		10.40		0.30	_	0.30			_	0.10	1.40						1.50	12.20	178.30				17 6.22	_
7.60		0.90	1.30		0.80							10.60		0.30		0.30				0.10	0.90				(	0.70	1.70	12.60	190.90				17 11.0	_
7.10	-		1.10		1.50		_	0.10				9.80		0.30		0.30				0.30	1.20						1.50	11.60	202.50				17 11.4	_
6.50		0.90	0.50		2.70	-	-	-	-	00		10.60		0.50	_	0.50				0.10	1.10			0.46			1.20	12.30	214.80		7140		17 10.3	_
6.70	-	1.30	0.40		0.60		-			80		9.80		0.30		0.30			60	0.10	1.70			0.40			2.20	12.30		531			18 10.6	_
4.70	-	2.00	0.50							20		9.40		0.30	_	0.30		0.	60	0.10	1.90			0.20			2.60	12.30	239.40		8072		20 8.02	_
7.50	-	2.20	0.30	-	150	-	-			10		10.10		0.30		0.30				0.10	2.00			0.20			2.30	12.70	252.10				20 13.0	_
5.80		2.00	0.30		1.50 0.50	-	-			10		9.70		0.30	_	0.30			-	0.10	2.10					0.50	0.60 3.00	12.20	264.30			-	20 10.6	
5.80 1.70		1.80	0.60		0.50	1.50	-			30 40		9.00 8.60		0.30		0.30				0.10	1.80 3.00					J.JU	0.60 3.00 3.20	12.30 12.10	276.60 288.70				22 10.00 22 2.32	
5.60	-	1.90	1.20			1.50			3.	40		8.70		0.30		0.30			_	0.10	3.60						3.70			_	10310		22 8.70	_
4.80		1.50	0.80	1.50								8.60		0.30	_	0.30				0.10	3.10			0.60			3.80	12.70 12.70	301.40 314.10		10702		61 7.84	_
4.90	-	1.10	0.70	0.20								6.90		0.50		0.50				0.10	2.70	2.00		0.00			4.80	12.20	326.30	_			61 7.38	_
3.60	-	3.80	1.80	0.20								9.20		0.30	_	0.30				0.10	2.00	2.00			-	0.50	0.10 2.70	12.20	338.50		11300		61 4.58	_
4.80		5.00	1.60				0.20					6.60		0.30		0.30 1.60	1.60			0.10	3.30	0.80				5.50	4.20	12.70	351.20		11648		61 6.96	_
5.00		3.10	0.60									8.70		0.30	_	0.30				0.10	2.80				(	0.10	3.00	12.00	363.20		12032		61 7.68	_
5.20		0.90	1.50									7.60		0.30		0.30				0.10	1.90	1.40		0.70			4.10	12.00	375.20		12460		61 8.56	
5.30		0.60	1.20	0.80								7.90		0.30		0.30				0.10	2.60	1.70					4.40	12.60	387.80		12864		61 8.08	_
5.40		0.90	3.00									9.30		0.30		0.30				0.10	2.40						2.50	12.10	399.90		13340		64 9.52	_
3.50						4.80						8.30		0.30		0.30				0.10	3.10				(	0.60	3.80	12.40	412.30		13641		64 6.02	_
7.20		1.30										8.50		0.30		0.30				0.10	2.80			0.60			0.20 3.70	12.50	424.80	590	14231		64 11.8	000
6.00		0.50										6.50		0.30		0.30				0.10	2.70	2.50		0.40			5.70	12.50	437.30	498	14729		64 9.96	500
5.10		0.70										5.80		0.30		0.30				0.10	2.50	3.40		0.20			6.20	12.30	449.60	420	15149		64 8.40	000
5.20		0.70	0.30			2.40						8.60		0.30		0.30				0.10	3.00			0.40			3.50	12.40	462.00	301	15450		64 6.02	200
5.40						2.40					0.10	7.90		0.30		0.30				0.10	3.80			0.70			4.60	12.80	474.80	356	15806		64 7.12	200
5.30		1.00								0.3	30	6.60		0.30		0.30				0.10	3.90	1.10		0.20	(	0.20	5.50	12.40	487.20	446	16252		64 8.92	200
5.70		1.00										6.70		0.30		0.30				0.10	4.00	0.70		0.60			5.40	12.40	499.60	501	16753		64 10.0	200
6.00		1.10										7.10		0.30		0.30			0.7	0 0.10	3.50	0.50		0.20			5.00	12.40	512.00	500	17253		64 10.0	000
7.20		0.80										8.00		0.30		0.30			0.5	0 0.10	2.80	0.60		0.20	(	0.20	4.40	12.70	524.70	623	17876		64 12.4	600
4.40		1.00								1.0	00	6.40		0.30		0.30				0.10	2.00			2.70	(	0.30	5.10	11.80	536.50	389	18265		64 7.78	300
5.00		1.10	1.10						0.	90 1.0	00	9.10		0.30		0.30				0.30	1.80			0.40	0.50	0.50	3.50	12.90	549.40	382	18647		64 7.64	400
6.10		0.90	1.50		0.40				1.	80		10.70		0.30		0.30				0.20	1.60						1.80	12.80	562.20	528	19175		64 10.5	600
6.80		1.00	0.40		0.60	-			0.	90		9.70		0.30	_	0.30				0.10	1.60			1.10			2.80	12.80	575.00		19617		80 8.84	
2.90		2.50	0.30									5.70		0.50		0.50				0.40	2.30			0.40		2.40	5.50	11.70	586.70				80 3.46	
6.10	-	1				1.30	-		1.10	_		8.50		0.30	_	0.30				0.10	2.50		1.20				3.80	12.60			20272		80 9.64	_
7.40	-	1.00	0.60		4	-	-			90		9.90		0.30		0.30				0.10	2.00			0.15	- 0	0.50	2.60	12.80	612.10		20925		80 13.0	_
7.40		1.00	1.20		1.10	-	-	-		20		10.90		0.40	_	0.40			_	0.10	1.30			0.10			1.50	12.80		644		-	80 12.8	_
7.80	-	1.90	0.70		0.30		-		0.	20		10.90		0.30	_	0.30			_	0.10	1.30			0.20			1.60	12.80		702		-	80 14.0	_
7.00	-	1.20	1.50	-	1.20	-	-		$\vdash$			10.90		0.30	_	0.30			_	0.10	1.40	-				20	1.50	12.70		594			80 11.8	_
6.60 5.70		1.60	0.60 1.40	-	1.50	-	-	-	-	30		10.30 8.70		0.30	_	0.30				0.10	1.70 2.50	-		0.70		0.30	2.10 3.50	12.70	663.10	539	23404		80 10.7	_
5.60	-	1.00	1.40		1.60	-	-		0.	30		8.70		0.30	_	0.30			-	0.10	3.00		-		0.30	7.20	4.30	12.70 12.80	675.80		24295		80 8.66 80 9.16	_
6.50	-	1.00			0.40	-	-					7.90		0.30	_	0.30			_	0.10	3.50			1.00	0.50		4.60	12.80	701.40		24862		80 9.16	_
4.80	-	1.00			0.40	-	-	-	-	_		4.80		0.30		0.30		1.	00	0.10	3.50		-	1.00			4.00	9.10	701.40		24862		80 11.3	400
	-	-				-	-			_		1.00		0.30	_	0.30		7.70	00		3.00						7.70	8.00	710.50		24862		80	
		+		-		-	-		$\vdash$					0.30		0.30		7.70	_								7.70	8.00	726.50		24862		80	
		+		-		-	-		$\vdash$					0.30	_	0.30		7.70	_							_	7.70	8.00	734.50		24862		80	
				-		-			$\vdash$					0.30		0.30		7.70									7.70	8.00	742.50		24862		80	
		+				1	-		$\vdash$					0.30		0.30		7.70							-		7.70	8.00	750.50		24862		80	
							_							0.30		0.30		7.70						_			7.70	8.00	758.50		24862		80	
							_							0.30		0.30		7.70						_	_		7.70	8.00	766.50		24862		80	
							_							0.30	_	0.30		7.70						_			7.70	8.00	774.50		24862		80	
						-	_		$\vdash$	_				0.30	_	0.30		7.70						_	-		7.70	8.00	782.50		24862	-	80	
			46.40	0.50	10.00	12.40	0.20	0.10	1 10 20	20 29	20 120	400 00	8.00 2				1.00				120.70	14.70	1.20	12.40	0.00 5	7.60 2.40								





## **Appendix H** Survey Daily Reports

				Terr	ex Seisn	nic - Dail	y Repo	rt						
		Crew:	40		Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08		
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		Sunny 3/2013	Est. Finish 2D / 3D	#DI		
o z i o i i i i											, , ,			
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	Cum.L.Km	0.0000	
Line	rne	rne	Stil	Stil	Swatii #	L/ Kills.	3q / Kilis.	экірэ	vps	Stil S		Pgm.L.Km:	497.3400	
												m.Remain:	497.3400	
												Completed: Prod L.Km:	0% 0.0	
											Av Daily	r rou E.Kiii.	0.0	
												Cum.Sq.Km	0.0000	
												Pgm.Sq.Km: Remaining:	0.0000	
												Completed:	0.0000	
												rod Sq.Km:	0.0	
Daily Total Cum Total							-	-	-					
Cum I otai						-	-	-	-	-				
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge					
<u></u>		Charge	Charge	N/Charge	N/Charge	N/Charge		10111	Hours					
Car	mp Setup/Packup							-	-					
W11	Inductions							-	-					
Toolbox	/ Ind / S-Meeting Recorder Setup							-	-					
Initi	al Layout/Pick up							-	-					
	Recording							-	-					
	Experimental		•					-	-					
n/Wires & S	SIMS: Sweep Tests QC Spread							-	-					
QC / Da	aily Tests/Testing							-	-					
	Recorder Moveup		•					-	-					
Spread D	amage / Chewage Detours							-	-					
	Travel							-	-					
v	Vaiting On Spread							-	-					
	Line Move							-	-					
	Troubleshooting Recorder Down		•					-	-					
	Vibes Down							-	-					
Pros	spect/Camp Move							-	-					
	Traverse Move Swath Move		•					-	-					
	Vibe Travel							-	-					
	Weather							-	-					
	Human Error		•					-	-					
Crew	Washdown Demobe/Remobe		•					-	-					
	Spread Security							-	-					
	Other							-	-					
	TOTAL CUM TOTAL	-				-		-	-					
	***************************************	Į.												
Client :	0		Visitor's :	1		Spread Movement:								
Line Crew : Camp Crew :	21 0		Light Vehicles :	12		Client: McArthur Basin 2D Date: Thursday, 15 August 2013  Layout Pickup								
Total Crew :	21		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total	
COMMENTS:														
*Toolbox at 0530	hre													
	ne office at 05:00 arr	rived at Augathell	a at 1813.											
*3 heavy vehicles	sent to Miles on the	14th of August to	over night.											
							7	Fotal Stations: Bad Cables	0			al Stations: Bad Phones	0	
								Dad Gabies				LAUL	0	
[									Traffic (					
						Front Crew:		Vib Crew:		Back Crew:		Signage:		
						Personnel:		Personnel:		Personnel:	<u> </u>	ersonnel:		
EXTRAS:	Line Clearing													
	Floor	Vehicle: Hours:												
	Float	Hours:				Trouble Shooters	ž.	Security:		Comments:				
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:		_				
Weather:	Uat Cumm	East 134° 48' 16' 12°-25°	'.1											
Weather :	Hot Sunny	14 -45				Traffic Control:		Personnel:						
						Vehicles	0	0						
	Crew Manager: Ton	y Bonderenko								Client Rep: Dav	id Dobson			

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthui		Client Rep:		Dobson	Acq Start Date		
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		Sunny 3/2013	Est. Finish 2D / 3D	#DIV 21	
o z i o i i i i											, -		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	n.L.Km	0.0000
Line	rne	rne	3111	Stil	Swatti #	L/ Kills.	3q / Kilis.	зкірз	vps	3th s		ı.L.Km:	497.3400
											L.Km.Re		497.3400
											% Comp Av Daily Prod		0% 0.0
											AV Daily F100	L.KIII.	0.0
												.Sq.Km	0.0000
											Pgm.: Sq.Km.Rem	Sq.Km:	0.0000
											% Comp		0%
											Av Daily Prod	Sq.Km:	0.0
Daily Total Cum Total						-	-	-	-	-			
					V 0						•		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-	-				
Toolbox	/ Ind / S-Meeting							-	-				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
00.45	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup							-	-				
	amage / Chewage							-	-				
	Detours							-	-				
v	Travel Vaiting On Spread							-	-				
· ·	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel												
	Weather							-	-				
	Human Error							-	-				
Cmann	Washdown Demobe/Remobe												
Crew	Spread Security							-	-				
	Other		-					-	-				
	TOTAL CUM TOTAL	-						-	-				
	COM TOTAL												
Client :	0		Visitor's :	1		Spread Movement:							
Line Crew : Camp Crew :	21		Light Vehicles :	12		Client: McArthur Basin 2D Date:  Layout					Friday, 16 August 2013 Pickup		
Total Crew :	21		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line		ion#	Total
COMMENTS:													
*Toolbox at 0700	hre												
	n Augathella to Wint	on arriving in Wir	nton at 1630 hrs.										
												J	
							7	Fotal Stations: Bad Cables	0		Total St	Phones	0
												LAUL	0
[									Traffic (		1		
						<u>Front Crew:</u> <u>Personnel:</u>		Vib Crew: Personnel:		Back Crew: Personnel:	<u>Sig</u> Person	gnage: nnel:	
								J. J. Jimol.			1 01301		
EXTRAS:	Line Clearing										]		
	Float	Vehicle: Hours:									]		
	11040	. Hours.				Trouble Shooters	ž.	Security:		Comments:	1		
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:					
Weather :	Hot Sunny	East 134° 48′ 16′ 12°-28°	T.1										
						Traffic Control:	=	Personnel:					
						Vehicles	0	0					
	Crew Manager									Client Rep			

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	4(		Area:	McArthui		Client Rep:		Dobson	Acq Start Date		
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		Sunny 3/2013	Est. Finish 2D / 3D	#DI'	
SEISITIC						100,700				-,	/		-
PRODUCTION	Pil.	EII.	Ch	Ch	C	I / V	C- / V	Cl-i	¥71-	Chl-	1 ,		0.0000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km gm.L.Km:	0.0000 497.3400
												n.Remain:	497.3400
												ompleted:	0%
											Av Daily P	rod L.Km:	0.0
											_		
												um.Sq.Km gm.Sq.Km:	0.0000
												emaining:	0.0000
												ompleted:	0%
											Av Daily Pro	od Sq.Km:	0.0
Daily Total						-	-	-	-	-			
Cum Total						-	-	-	-	-	J		
					Non-Charge	_							
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Cal	Inductions							-	-				
Toolbox	/ Ind / S-Meeting							-	-				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording							-	-				
U/Miros & S	Experimental							-					
n/ wires & S	SIMS: Sweep Tests QC Spread							-	-				
QC / Da	aily Tests/Testing							-	-				
	Recorder Moveup							-	-				
Spread D	amage / Chewage							-	-				
	Detours							-	-				
7	Travel							- -					
·	Vaiting On Spread Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
	Washdown	***************************************						-	-				
Crew	Demobe/Remobe							-					
	Spread Security Other							-	-				
	TOTAL	-	-	-	-				-				
	CUM TOTAL	-	-										
Client : Line Crew :	21		Visitor's :	1		Spread Movement:  Client: McArthur Basin 2D Date: Saturday, 17 August 2013							
Camp Crew :	21		Light Vehicles :	14		Client: McArthur Basin 2D Date: Saturday, 17 August 2013  Layout Pickup						2013	
Total Crew :	21		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	1	Station #	Total
COMMENTS:													
*Toolbox at 0700			0.1										
Crew urove from	n Winton to Mount Is	a. Arriveu at 130	v 1113.										
											] [		
								Catal Charles	0		T-1-1	l Charlana	0
							-	Fotal Stations: Bad Cables	0			l Stations: ad Phones	0
												LAUL	0
[									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:	<u>Per</u>	rsonnel:	
EXTRAS:	Line Clearing	Personnel:											
	anc orearing	Vehicle:											
	Float												
						Trouble Shooters	ž.	Security:	· <u> </u>	Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:					
Weather :	Hot Sunny	East 134° 48′ 16′ 10°-25°	.1										
		- <del>-</del>				Traffic Control:	-	Personnel:					
						Vehicles	0	0					
	Crew Manager; Ray	Manicaros								Client Rep: Patr	ick Mee		

				Terr	ex Seisr	mic - Daily Report								
	-	Crew:		04	Area:			Client Rep:		Dobson	Acq Start Date			
ILIVILA		Client: Survey Name:		ntos r Basin 2D	State: Crew Mgr:			Weather: Date:		nny 8/2013	Est. Finish #DIV/0 2D / 3D 2D			
SEISMIC		Survey Name.	Meri titu	I Dasili ED	Crew Mgr.	Tony Bon	aci ciiko	Date.	10/0	0/2013	20/30			
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	7	Cum.L.Km	0.0000	
Line	riie	riie	Stil	Stil	Swatii #	L / Kills.	Sq / Kills.	экірѕ	vps	3til 8		Pgm.L.Km:	497.3400	
												Km.Remain:	497.3400	
												Completed:	0%	
											AV Dang	y Prod L.Km:	0.0	
												Cum.Sq.Km	0.0000	
												Pgm.Sq.Km:	0.0000	
												.Remaining: Completed:	0.0000 0%	
												Prod Sq.Km:	0.0	
Daily Total							-		-	-				
Cum Total						-	-	-	•	•	ı			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge					
<u>nooks</u>		Charge	Charge	N/Charge	N/Charge	N/Charge		rotar	Hours					
Ca	ımp Setup/Packup							-	-					
T11	Inductions							-	-	ł				
1001008	k / Ind / S-Meeting Recorder Setup							-	-					
Initi	ial Layout/Pick up							-	-					
	Recording							-	-	ļ				
U/Miros 8.	Experimental SIMS: Sweep Tests							-	-					
ii/ wires & .	QC Spread							-	-					
QC / D	aily Tests/Testing							-	-					
	Recorder Moveup							-	-					
Spread D	Damage / Chewage Detours							-	-					
	Travel							-	-	]				
1	Waiting On Spread							-	-	ļ				
	Line Move Troubleshooting							-	-					
	Recorder Down	•••••						-	-					
	Vibes Down							-	-					
Pro	spect/Camp Move							-	-					
	Traverse Move Swath Move							-	-					
	Vibe Travel	•••••						-	-					
	Weather							-	-					
	Human Error Washdown							-	-					
Crew	Demobe/Remobe							-	-					
	Spread Security							-	-					
	Other		-		-			-	-					
	TOTAL CUM TOTAL	-	-		-			-	-					
							•			•				
Client : Line Crew :			Visitor's :	1		Spread Movement:								
Camp Crew :			Light Vehicles :	14		CHERC.	Layo			Date.	Picku			
Total Crew :	23		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total	
COMMENTS:														
*Toolbox at 0700	) hrs .													
	n Mount Isa to Barkl	ey Roadhouse. Ar	rived at 1200 hrs.											
*2 light vehicles a	and the spread truck	truck left Alice Sp	orings to head to ca	mp.										
						-								
						-		Total Stations: Bad Cables	0		To	otal Stations: Bad Phones	0	
								Dad Gables				LAUL	0	
									Traffic (					
						Front Crew: Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage:		
						rersonner:		rersonner:		rersonner:		Personnel:		
EXTRAS: Line Clearing Personnel:						Ī								
	pt -	Vehicle:												
	Float	Hours:				Trouble Shooter	Si	Security:		Comments:				
Camp Location/Co	o-ords :	South 16° 22' 06	".0			Personnel:		Personnel:						
W	C	East 134° 48' 16	".1	Consol	0.45.00-									
Weather:	Sunny	6°-25°		Sunrise: Sunset:	0645 (CST) 1755 (CST)	Traffic Control:		Personnel:		1				
				ounset.	1,33 (G1)	Vehicles	- 0	Personnei: 0		<u>L</u>				
	Crow Manager:									Client Ren				

				Terr	ex Seisr	smic - Daily Report							
		Crew:		05	Area:	McArthu		Client Rep:		Dobson	Acq Start Date		
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		nny 8/2013		IV/0! 2D	
DEIDITIC		our rey nume.	Pieri ciru	Dusin 25	arem rigi.	Tony Bone	ici cinto	Dute	15/0	0/2010	20 / 00		
PRODUCTION	PII.	EII.	Ct		Countly #	I / W	S- / W	Cl.i	W-I-	Ct1-	1	0.0000	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	Cum.L.Km Pgm.L.Km:	0.0000 497.3400	
											L.Km.Remain:	497.3400	
											% Completed:	0%	
											Av Daily Prod L.Km:	0.0	
											Cum.Sq.Km	0.0000	
											Pgm.Sq.Km: Sq.Km.Remaining:	0.0000	
											% Completed:	0.0000	
											Av Daily Prod Sq.Km:	0.0	
Daily Total							-	-		-			
Cum Total						-							
					Non-Charge		l			l			
HOURS		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Ca	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Ca	Inductions							-	-				
Toolbox	/ Ind / S-Meeting							-	-				
	Recorder Setup							-	-				
Initi	ial Layout/Pick up							-	-				
	Recording								-				
H/Miros 9 6	Experimental SIMS: Sweep Tests												
II/ WII es & S	QC Spread							-	-				
QC / D	aily Tests/Testing							-	-				
	Recorder Moveup							-	-				
Spread D	Damage / Chewage							-	-				
	Detours Travel												
١	Waiting On Spread					•		-	-				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
Duo	Vibes Down								-	}			
PIOS	spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-					
	Human Error							-	-				
Crew	Washdown Demobe/Remobe							-	-				
	Spread Security					•		-	-				
	Other		-					-	-				
	TOTAL	-	-	-	-	-		-	-				
	CUM TOTAL	-	-	-	•	•		-	-				
Client :			Visitor's :	1					Spread M	ovement:			
Line Crew :	23					Client: McArthur Basin 2D Date: Monday, 19 August 2013							
Camp Crew :			Light Vehicles :			Layout					Pickup		
Total Crew:	23		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station # Station #	Total	
COMMENTS:													
*Toolbox at 0730	hrs.												
*Crew drove from	n Barkley Roadhouse	to Camp arrivive	d at 1630 hrs.										
*2 light vehicles a	and the spread truck	arrive in camp.											
							1	Total Stations:	0		Total Stations:	0	
								Bad Cables			Bad Phones	1	
									Traffic (	Control:	LAUL	0	
						Front Crew:		Vib Crew:	,,	Back Crew:	Signage:		
						Personnel:		Personnel:		Personnel:	Personnel:		
						ļ							
EXTRAS:	Line Clearing										1		
	Float	Vehicle: Hours:									1		
	11000	2104131				Trouble Shooter:	šž.	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:					
L		East 134° 48' 16'			0.44.45								
Weather:	Sunny	12°-28°		Sunrise: Sunset:	0645 (CST)	Traffic Control:		Personnel:		ł			
				Janoeti	1755 (CST)	Vehicles	0	Personnel: 0					
	Crow Maragan					-				Client Pon-			
	Crew Manager:									Client Rep:			

				Terr	ex Seisr	mic - Daily Report								
ALAREST AND		Crew:				McArthu				Dobson	Acq Start Date			
TERREX Client: SEISMIC Survey Name:			Santos McArthur Basin 2D		State: Crew Mgr:			Weather: Date:		nny 8/2013	Est. Finish 2D / 3D		V/0! D	
SEISIVIC		Survey Name.	Meri didi	Dasili 2D	Crew Mgr.	Tony Bon	acrenko	Date.	20/0	0/2013	20/30			
PRODUCTION		1	1	1	1	1	1		1	1	1	ī		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	0.0000	
												Pgm.L.Km: Km.Remain:	497.3400 497.3400	
												Completed:	0%	
												Prod L.Km:	0.0	
												Cum.Sq.Km	0.0000	
												Pgm.Sq.Km:		
											_	.Remaining:	0.0000	
												Completed:	0%	
Daily Total						-	-	-	-	-	Av Daily	Prod Sq.Km:	0.0	
Cum Total						-		-						
											•			
		Mandala - Time	Charalles Time	D Ti	Non-Charge	0111			at.					
HOURS		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge					
Ca	ımp Setup/Packup	Charge	Charge	ry charge	14/ Gharge	rt/ Charge			Hours -					
Ca	Inductions	•	8.00			t		8.00	8.00					
Toolbox	x / Ind / S-Meeting		0.30			<b>•</b> ······	1	0.30	0.30	1				
	Recorder Setup						1	-	-	1				
Init	ial Layout/Pick up							-	-					
	Recording							-	-					
1	Experimental						l	-	-					
H/Wires & S	SIMS: Sweep Tests								ļ					
	QC Spread					<b></b>		-	-					
	Recorder Moveup						•			4				
	Damage / Chewage	•				<del> </del>								
Spreau B	Detours					<b></b>		-	-					
	Travel	•				<b>†</b>		-	-					
1	Waiting On Spread							-	-					
	Line Move							-	-					
	Troubleshooting							-	-					
	Recorder Down								-					
	Vibes Down							-						
Pro	spect/Camp Move Traverse Move					<del> </del>			ļ					
	Swath Move					<del> </del>								
	Vibe Travel	•				t		-	-					
	Weather							-	-					
	Human Error							-	-					
	Washdown							-	-					
Crew	Demobe/Remobe							-	-					
	Spread Security					<b></b>		-	-					
	Other							-	-					
	TOTAL	-	8.30	•	-			8.30	8.30					
	CUM TOTAL	•	8.30	-	•	•	J	8.30	8.30	J				
Client :	1		Visitor's :	4					Spread M	ovement:				
Line Crew :						Client:	McArthur Bas	in 2D		Date: Tuesday, 20 August 2013				
Camp Crew :			Light Vehicles :	14		Layout					Picku	р		
Total Crew :	31		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total	
COMMENTS:														
*Toolbox at 0600	onrs . ading cable and jug t	also												
	ng mechanical and o													
-	up radio mast and VS		e to get communic	ations from VSAT s	vstem									
_	aiting for Cultural H		-		,									
*Scout sent to lin	e MSCAN-13-3. Man	y pinflags missing	and spotted location	on for spread truck										
	nduction completed	with all crew.												
*All hardwires co	omplete.							Total Stations:	0		To	tal Stations:	0	
								Bad Cables				Bad Phones	3	
									T	Ct1		LAUL	0	
						Front Crew:		Vib Crew:	Traffic (	Back Crew:		Sianaga		
						Personnel:		Personnel:		Personnel:		Signage: Personnel:		
						<u>r croomien</u>		r er sommen		r cr somicii		r croomen		
EXTRAS:	Line Clearing	Personnel:				Ī								
1		Vehicle:												
	Float	Hours:												
			_			Trouble Shooter	S:	Security:		Comments:				
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:		ĺ				
Weather :	Sunny	East 134° 48′ 16 12°-31°	.1	Sunrise:	0645 (CST)			1		ĺ				
	y	01		Sunset:	1755 (CST)	Traffic Control:		Personnel:		1				
<u></u>						Vehicles	0	0		<u>L</u>				
	C									CV P				
I	Crew Manager:									Client Rep:				

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	4(		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond	erenko	Weather: Date:		nny 3/2013	Est. Finish 2D / 3D	#DI\ 21	
SEISMIC		survey Name.	Mezit titul	Basin 2D	crew mgr.	Tony Bond	crenko	Date.	21/00	5/2015	20/30	L	
PRODUCTION	I		I _								1 _		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	m.L.Km n.L.Km:	0.0000 497.3400
											L.Km.R		497.3400
												pleted:	0%
											Av Daily Pro	d L.Km:	0.0
												ı.Sq.Km .Sq.Km:	0.0000
											Sq.Km.Rem		0.0000
												pleted:	0%
											Av Daily Prod		0.0
Daily Total						-	•	-	•		-		
Cum Total						-	•	-	•	•	ı		
					Non-Charge								
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Can	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up	9.00						9.00	9.00				
	Recording							-	-				
H/Wires & S	Experimental SIMS: Sweep Tests							-	-				
11/ 14/11 CS 02 3	QC Spread							-	-				
QC / Da	aily Tests/Testing	0.40						0.40	0.40				
	Recorder Moveup							-	-				
Spread D	amage / Chewage	•						-	-				
	Detours				2.20			- 20	-				
v	Travel Vaiting On Spread				2.30			2.30					
·	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down	•••••						-	-				
	Vibes Down							-	- 				
Pros	spect/Camp Move	•						-	-				
	Traverse Move Swath Move							-					
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
	Washdown	•						-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other		-					-					
	TOTAL	9.40	0.30	-	2.30	-		12.00	9.70				
	CUM TOTAL	9.40	8.60		2.30			20.30	18.00				
CH	-		711-14I-	4					C 1 M				
Client : Line Crew :	1 32		Visitor's :	4		Client:	McArthur Basi	n 2D	Spread M	ovement: Date:	Wednesday, 21 August	t 2013	
Camp Crew :			Light Vehicles :	14			Layo				Pickup		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station # Sta	tion#	Total
COMMENTS:						MCSAN13-3	1001	1699	699				
*T11+ 0.000	h												
*Toolbox at 0600	hrs.												
*Started tests wit	h full spread.												
*Crew layed out 6													
	d from line MCSAN1												
	ager left camp and C												
	d pegs removed by o f loose dust and pow			shen driving on pro	ogram		,	otal Stations:	699		Total S	tations:	0
					.0			Bad Cables	2			Phones	2
												LAUL	0
									Traffic (				
						Personnel:		Vib Crew:		Back Crew: Personnel:		ignage:	
						Personnel:		Personnel:		i ci suintet:	rerso	onnel:	
EXTRAS:	Line Clearing	Personnel:											
		Vehicle:											
	Float	Hours:				m 1: -:							
Camp Location/Co-	ords ·	South 16° 22' 06	" O			Trouble Shooters Personnel:	·	Security: Personnel:		Comments:			
camp Locucion/CO	us .	East 134° 48' 16'				· CI SUIIICI.		. cr somiet:					
Weather :	Sunny	10°-30°		Sunrise:	625								
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crew Manager:									Client Rep:			

				Terr	ex Seisr	nic - Dail	y Repo	rt					
	-	Crew:	41		Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		nny 8/2013	Est. Finish 2D / 3D	12/09/	
SEISMIC		survey Name.	MCH that	Dasin 2D	Crew Mgr.	Tony Bone	ici ciiko	Date.	22/01	0/2013	20/30		D
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	China	Vp's	Stn's	1	Cum.L.Km	2.5600
Line	rne	rne	Stil	Stil	Swatii #	L / Kills.	Sq / Kills.	Skips	vps	Sui S		Pgm.L.Km:	497.3400
MCSAN13-3	32	421	1,001.5	1,128.5		2.5600			128	128		Km.Remain:	494.7800
												Completed: Prod L.Km:	1% 1.3
											,		
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												Remaining:	0.0000
												Completed:	0%
Daily Total						2.5600	-	-	128	128	Av Daily P	Prod Sq.Km:	0.0
Cum Total						2.5600	-	-	128	128			
					Non-Charge	1				l			
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup	Charge	Charge	ity charge	14) Charge	IV/ Charge		-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30 -				
Initi	ial Layout/Pick up							-	-				
	Recording	1.60						1.60	1.60	ł			
H/Wires & S	Experimental SIMS: Sweep Tests		•		0.60			0.60	-				
	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup	3.00			0.20			3.20	3.00	ł			
	amage / Chewage	1.40						1.40	1.40				
	Detours		•		2.00			- 200	-				
v	Travel Waiting On Spread				2.90			2.90 -	-	ľ			
	Line Move							-	-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down				0.60			0.60	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	1.70						1.70	1.70				
	Weather Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security								-	ł			
	Other		-					-	-				
	TOTAL	7.70	0.30	-	4.30	-		12.30	8.00				
	CUM TOTAL	17.10	8.90	•	6.60	-	]	32.60	26.00				
Client :			Visitor's :	2					Spread M				
Line Crew : Camp Crew :			Light Vehicles :	15		Client:	McArthur Basi			Date:	Thursday, 22 Augu Pickup		
Total Crew :			Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-3	1699	1699	1				
*Toolbox at 0600	hrs.												
-	uction on line MCSA!	N13-3											
*Travel = Long tra *Vibe 2 had probl	avel to the neid. lems with overheatir	ıg.											
*2 guests left can	np including Sernior	Operations Mana	ger.										
	hard wires on Vibes age in the morning.	3 and 4.											
	n early waiting for cl	earence of spread					1	Total Stations:	1			tal Stations:	0
								Bad Cables	1			Bad Phones LAUL	0
									Traffic (	Control:		Little	Ü
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:	<u>P</u>	ersonnel:	
EXTRAS:	Line Clearing					Ī							
	Float	Vehicle: Hours:											
	rioat	nours:				Trouble Shooters	SZ.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:					
Weather :	Sunny	East 134° 48′ 16′ 14°-29°	.1	Sunrise:	625								
	•			Sunset:		Traffic Control:		Personnel:		1			
						Vehicles	0	0					
	Crew Manager:									Client Rep:			

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew: Client:	40		Area: State:	McArthui NT		Client Rep: Weather:		Dobson / Windy	Acq Start Date Est. Finish		3/2013 1/2013
SEISMIC		Survey Name:	San McArthur		Crew Mgr:	Tony Bond		Date:		3/2013	2D / 3D		D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	12.3800
MCSAN13-3	422	917	1,129.5	1,619.5		9.8200			491	491	L.	Pgm.L.Km: Km.Remain:	497.3400 484.9600
												Completed: / Prod L.Km:	2%
											Av Dany	/ Prou L.KIII: [	4.1
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Km	.Remaining:	0.0000
												Completed: Prod Sq.Km:	0% 0.0
Daily Total						9.8200	-	-	491	491	·		
Cum Total						12.3800	-	-	619	619	l		
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
C	Catana (Darahana	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-					
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
Initi	Recorder Setup al Layout/Pick up							-	-				
	Recording Experimental	6.30						6.30	6.30				
H/Wires & S	SIMS: Sweep Tests								-				
OC / D:	QC Spread aily Tests/Testing				0.20			- 0.20	-				
	Recorder Moveup	0.50			0.20			0.50	0.50				
Spread D	amage / Chewage Detours	1.00						1.00	1.00				
	Travel				2.70			2.70	-				
V	Vaiting On Spread Line Move	0.80						0.80	0.80				
	Troubleshooting							-	-				
	Recorder Down Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	0.20						0.20	0.20				
	Weather Human Error							-	-				
G	Washdown							-	-				
Crew	Demobe/Remobe Spread Security							-	-				
	Other TOTAL	8.80	0.30	_	2.90			12.00	9.10				
	CUM TOTAL	25.90	9.20	-	9.50	-		44.60	35.10				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	32					Client:	McArthur Basi		-1		Friday, 23 Augus		
Camp Crew : Total Crew :	32		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:						MCSAN13-3	1700	1939	240	MCSAN13-3	1001	1379	379
*Toolbox at 0600	hrs.												
	action on line MCSAN	V13-3											
*Travel = Long tra *All lines and acco													
	manager in camp. mpleted on all vibes												
*Cattle damage in		•											
							1	Fotal Stations: Bad Cables	<b>240</b>		To	tal Stations: Bad Phones	<b>379</b> 8
												LAUL	0
						Front Crew:		Vib Crew:	Traffic (	Control: Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				4		ь		5		0	
	_	Vehicle:											
	Float	Hours:				Trouble Shooters	ž.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny / Windy	East 134° 48' 16' 10°-29°		Sunrise:	625	4		0		2 People on jugs	5		
				Sunset:	1900	Traffic Control: Vehicles	- 0	Personnel: 0					
	Crew Manager: Ton	y Bonderenko				· Smerts				Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date		2/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond	erenko	Weather: Date:		/ Windy 3/2013	Est. Finish 2D / 3D		/2013 D
nn on warran													
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	21.0400
							- 17					Pgm.L.Km:	497.3400
MCSAN13-3	918	1,341	1,620.5	2,052.5		8.6600		9	433	433		Km.Remain:	476.3000
												Completed: y Prod L.Km:	4% 5.3
												-	
												Cum.Sq.Km	0.0000
											Sq.Kn	Pgm.Sq.Km: n.Remaining:	0.0000
												Completed:	0%
Daily Total						8.6600		9	433	433	Av Daily	Prod Sq.Km:	0.0
Cum Total						21.0400	-	9	1,052	1,052			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
C.	C. t (Dl	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	5 50						- 5.50	- 5.50				
	Experimental	5.50						-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			- 0.10	-				
	Recorder Moveup				0.10			0.10 -	-				
Spread D	amage / Chewage	2.90						2.90	2.90				
	Detours	•	•		2.20			- 20					
V	Travel Vaiting On Spread				2.30			2.30 -	-				
	Line Move							-	-				
	Troubleshooting	•	•					-	-				
	Recorder Down Vibes Down		•		0.10			- 0.10	-				
Pros	spect/Camp Move							-	-				
	Traverse Move	•	•					-	-				
	Swath Move Vibe Travel	0.50	•					- 0.50	0.50				
	Weather							-	-				
	Human Error	•	•					-	-				
Crew	Washdown Demobe/Remobe	•	•					-	-				
	Spread Security							-	-				
	Other		-					-	-				
	TOTAL CUM TOTAL	8.90 34.80	0.30 9.50	-	2.50 12.00	-		11.70 56.30	9.20 44.30				
										!			
Client : Line Crew :	1 26		Visitor's :	2		Client:	McArthur Basi	n 2D	Spread M		Saturday, 24 Aug	กเรt 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Picku		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-3 MCSAN13-4	1940 3166	2102 2992	163 175	MCSAN13-3	1380	1730	351
*Toolbox at 0600	hrs.					WCOANTO-4	3100	2332	1/3				
	action on line MCSAN	N13-3											
*Travel = Long tra *All lines and acco													
	esses very dusty. Bys. They moved spre	ead at night and ca	attle caused delays	in the afternoon.									
*Vibe 4 had issue	s with shaking, repla	ced by Vibe 1 and	repaired.										
								Total Stations:	338		Tr	otal Stations:	351
								Bad Cables	2			Bad Phones	5
												LAUL	0
						Front Crew:		Vib Crew:	Traffic (	Control: Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						4		5		5		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float	Hours:											
						Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel: 0		6 People on Cab 2 People on jugs			
Weather :	Sunny / Windy	6°-29°		Sunrise:	625					. copic on jugs	•		
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew:	40		Area:	McArthur		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy 3/2013	2D / 3D		1/2013 PD
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	29.0400
Maganyan n	4.040	4.004	0.050.5	0.100.5		4 0000					_	Pgm.L.Km:	497.3400
MCSAN13-3 MCSAN13-4	1,342 1,392	1,391 1,741	2,053.5 3,166.5	2,102.5 2,817.5		1.0000 7.0000			50 350	50 350		Km.Remain: Completed:	468.3000 6%
				·								y Prod L.Km:	5.8
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
												.Remaining:	0.0000
												Completed: Prod Sq.Km:	0% 0.0
Daily Total						8.0000	-	-	400	400	Av Dany	r rou sq.mii.	0.0
Cum Total						29.0400		9	1,452	1,452			
			a. " ""	D	Non-Charge	0.1 4			_				
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup			, ,	, ,	, ,		-	-				
_ ,	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	ial Layout/Pick up							-	-				
	Recording	5.90						5.90	5.90				
H/Wires & S	Experimental SIMS: Sweep Tests	•••••						-	-				
	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup	0.90			0.20			0.20 0.90	- 0.90				
	amage / Chewage	0.20						0.20	0.20				
	Detours							-	-				
,	Travel Waiting On Spread	0.80			2.10			2.10 0.80	- 0.80				
	Line Move							-	-				
	Troubleshooting	•	0.50					0.50	0.50				
	Recorder Down Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	0.80						0.80	0.80				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other TOTAL	0.20 8.80	0.80	-	2.30	-		0.20 11.90	0.20 9.60				
	CUM TOTAL	43.60	10.30		14.30			68.20	53.90				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	26		risitor s.	-		Client:	McArthur Basi	n 2D	opreda M		Sunday, 25 Augu	st 2013	
Camp Crew :	6 32		Light Vehicles :	15		T. Constitution of the Con	Layo		m-+-1	T. Co	Picku		m-+-1
Total Crew : COMMENTS:	32		Heavy Vehicles :	6		Line MCSAN13-4	Station # 2991	Station # 2468	Total 524	Line MCSAN13-3	Station # 1731	Station # 2102	Total 372
*Toolbox at 0600	hrs. uction on line MCSA	N12-2											
*Travel = Long tra													
*All lines and acce													
	Iajor cattle delays. Tl ion on line MCSAN13		at night and cattle	caused delays in tr	ie afternoon.								
	eeting held with all.												
*Lack of access ca	nused vehicle noise o	n spread. So reco	rder stoodby for 0.2	hours.			7	Fotal Stations: Bad Cables	<b>524</b> 0		To	otal Stations: Bad Phones	<b>372</b>
								Dua Gubics	· ·			LAUL	0
						Fuont C		Wr. C	Traffic (			C'	
						<u>Front Crew:</u> <u>Personnel:</u>		Vib Crew: Personnel:		Back Crew: Personnel:		<u>Signage:</u> Personnel:	
						4		5		5		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float	Hours:											
		County of County				Trouble Shooters	<u> </u>	Security:		Comments:	1.		
Camp Location/Co-	-oras :	South 16° 22' 06' East 134° 48' 16'				Personnel: 2		Personnel:		6 People on Cab 2 People on jugs			
Weather :	Sunny / Windy	6°-29°		Sunrise:	625					,			
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew: Client:	40 San		Area: State:	McArthur NT		Client Rep: Weather:		Dobson / Windy	Acq Start Date Est. Finish		3/2013 /2013
SEISMIC		Survey Name:	McArthur		Crew Mgr:	Tony Bond		Date:		3/2013	2D / 3D		2D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	37.2200
MCSAN13-4	1,742	2,150	2,816.5	2,408.5		8.1800			409	409		Pgm.L.Km: .Km.Remain:	497.3400 460.1200
												6 Completed: y Prod L.Km:	7% 6.2
												Cum.Sq.Km	0.0000
											Sq.Kn	Pgm.Sq.Km: 1.Remaining:	0.0000
												6 Completed: Prod Sq.Km:	0% 0.0
Daily Total						8.1800	-	-	409	409	iii buily	r rou oquium	510
Cum Total						37.2200	•	9	1,861	1,861			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
6	Catana (Darahana	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Cal	mp Setup/Packup Inductions												
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up								-				
	Recording Experimental	5.10						5.10	5.10				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			- 0.10	-				
	Recorder Moveup	1.00						1.00	1.00				
Spread D	amage / Chewage Detours	3.10						3.10	3.10				
	Travel				2.00			2.00	-				
· v	Vaiting On Spread Line Move							-	- -				
	Troubleshooting							-	-				
	Recorder Down Vibes Down				0.10			- 0.10	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel Weather							-	<u>-</u>				
	Human Error							-	-				
Crew	Washdown Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other TOTAL	9.20	0.30		2.20			11.70	9.50				
	CUM TOTAL	52.80	10.60	•	16.50	-		79.90	63.40				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew : Camp Crew :	26 6		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Monday, 26 Augu Picku		
Total Crew:	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-4	2467	2120	348	MCSAN13-4	3166	2700	467
*Toolbox at 0600	hrs.												
*Travel = Long tra	avel to the field.												
*All lines and acco	esses very dusty.												
	aused delays. In the r another cable was ch				rs).								
*Continued produ	action on line MCSAN	V13-4.						E-t-1 St-H	240		T.	otal Stations:	467
*Vibe 4 changed v	with Vibe 1. No prob	lems just service.						Fotal Stations: Bad Cables	<b>348</b>		10	Bad Phones	9
									Traffic (	Control		LAUL	0
						Front Crew:		Vib Crew:	таунс (	Back Crew:		Signage:	
						Personnel: 4		Personnel: 5		Personnel: 5		Personnel: 0	
EXTRAS:	Line Clearing					•							
	Float	Vehicle: Hours:											
						Trouble Shooters	E	Security:		Comments:	,		
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel: 2		Personnel:		6 People on Cab 2 People on jugs			
Weather:	Sunny / Windy	60-290		Sunrise:	625	Traffic Control		Dorconn -1					
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
	Crew Manager: Ton	y Bonderenko	<u> </u>							Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew:	40		Area:	McArthur		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish	21/08 1/11	/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy 3/2013	2D / 3D		D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	47.3800
MCSAN13-4	2,151	2,659	2,404.5	1,900.5		10.1600			508	508	9/	Pgm.L.Km: Km.Remain: Completed: Prod L.Km:	497.3400 449.9600 10% 6.8
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											9/	i.Remaining: Completed: Prod Sq.Km:	0.0000 0% 0.0
Daily Total Cum Total						10.1600 47.3800		- 9	508 2,369	508 2,369			
cum rotar					N O	47.3000		,	2,307	2,307			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge		-	Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording Experimental	5.70						5.70	5.70				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			- 0.10	-				
	Recorder Moveup	1.30			0.10			0.10 1.30	1.30				
Spread D	amage / Chewage Detours	1.50						1.50	1.50				
	Travel				2.30			- 2.30	-				
V	Vaiting On Spread	1.00						1.00	1.00				
	Line Move Troubleshooting							-	-				
	Recorder Down	•••••			0.40			-	-				
Pros	Vibes Down spect/Camp Move				0.10			0.10 -	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel	0.10						0.10	0.10				
	Weather							-	-				
	Human Error Washdown	•••••						-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	9.60	0.30		2.50			12.40	9.90				
	CUM TOTAL	62.40	10.90	•	19.00	•		92.30	73.30				
Client :	1		Visitor's :	1				an.	Spread M				
Line Crew : Camp Crew :	24 5		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Tuesday, 27 Aug Picku		
Total Crew :	29		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:					1	MCSAN13-4	2119	1620	500	MCSAN13-4	2699	2200	500
*Total Travel = Lo	3 had a enviromental ong travel to the field	l (2.3 hrs).	-		that were left be								
	1 cable was chewed action on line MCSAN		ed.										
	ers left and two arri						7	Total Stations:	500		To	otal Stations:	500
								Bad Cables	2			Bad Phones LAUL	0
									Traffic (	Control:			,
						Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
EXTRAS:	Line Clearing	Personnel:				, - 						-	
	Float	Vehicle: Hours:											
						Trouble Shooters	ž	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel:		6 People on Cab 2 People on jugs			
Weather :	Sunny / Windy	6°-33°		Sunrise:	625					_ recpic on jugs	-		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
	Crew Manager: Ton	y Bonderenko					-			Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew:	40		Area:	McArthur		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy 3/2013	2D / 3D		)/2013 !D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	54.7600
MCSAN13-4	2,660	3,028	1,899.5	1,531.5		7.3800			369	369	9/	Pgm.L.Km: .Km.Remain: 6 Completed: y Prod L.Km:	497.3400 442.5800 11% 6.8
												Cum.Sq.Km	0.0000
											9/	Pgm.Sq.Km: 1.Remaining: 6 Completed:	0.0000
Daily Total						7.3800		-	369	369	Av Daily	Prod Sq.Km:	0.0
Cum Total						54.7600	-	9	2,738	2,738			
			G. 11 mi	n m:	Non-Charge	0.1 4							
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup							-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					- 0.30	- 0.30				
100100X	Recorder Setup		0.30					-	0.30 -				
Initi	al Layout/Pick up							-	-				
	Recording Experimental	4.90						4.90	4.90				
H/Wires & S	SIMS: Sweep Tests							-	-				
00.45	QC Spread				0.40			-	-				
	aily Tests/Testing Recorder Moveup	1.00			0.10			0.10 1.00	1.00				
	amage / Chewage	2.70						2.70	2.70				
	Detours				1.00			- 1.00	-				
V	Travel Vaiting On Spread	0.80			1.90			1.90 0.80	- 0.80				
	Line Move							-	-				
	Troubleshooting Recorder Down				0.10			- 0.10					
	Vibes Down				0.10			0.10 -	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel	0.20						0.20	0.20				
	Weather							-	-				
	Human Error Washdown	••••••						-	<u> </u>				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other TOTAL	9.60	0.30		2.10			12.00	9.90				
	CUM TOTAL	72.00	11.20	-	21.10	-		104.30	83.20				
Client :	1		Visitor's :	1					Spread M	ovement.			
Line Crew :	24		VISILUT S:	1		Client:	McArthur Basi	n 2D	эргеац М		Wednesday, 28 A	August 2013	
Camp Crew:	5		Light Vehicles :	15			Layo				Picku		
Total Crew : COMMENTS:	29		Heavy Vehicles :	6		Line MCSAN13-4	Station # 1619	Station # 1213	Total 407	Line MCSAN13-4	Station # 2199	Station # 1780	Total 420
*Toolbox at 0600	hrs.												
*Total Travel = La	ong travel to the field	l (1.9 hrs).											
*All lines and acco		,											
	aused delays. In the r blems caused file nu												
-	l but 39 files don't ha	-		rs.									
							1	Total Stations:	407		To	otal Stations:	420
*Continued produ	action on line MCSAN	I13-4.						Bad Cables	3			Bad Phones LAUL	8
									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 3		Personnel: 5		Personnel: 3		Personnel: 0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	rioat	nours:				Trouble Shooters	ž	Security:		Comments:		<u> </u>	
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny / Windy	East 134° 48′ 16′ 6°-33°		Sunrise:	618	2		0		4 People on jugs	s		
	, , <u>,</u>			Sunset:		Traffic Control:	_	Personnel:					
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date	,	/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond	erenko	Weather: Date:		/ Windy 3/2013	Est. Finish 2D / 3D		/2013 D
					_								
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	65.3600
							- 17					Pgm.L.Km:	497.3400
MCSAN13-4	3,029	3,559	1,530.5	1,001.5		10.6000			530	530		Km.Remain: Completed:	431.9800 13%
												y Prod L.Km:	7.3
													0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												Completed:	0%
Daily Total						10.6000	-	-	530	530	AV Daily	Prod Sq.Km:	0.0
Cum Total						65.3600	-	9	3,268	3,268			
					Non-Charge								
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	Ny Charge	14/ Charge	14) Charge		-	Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording	6.60						6.60	6.60				
H/Wires & S	Experimental SIMS: Sweep Tests							-	-				
.,	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10					
	Recorder Moveup amage / Chewage	1.70						1.70	1.70				
	Detours							-	-				
7.	Travel	0.00			2.10			2.10	-				
v	Vaiting On Spread Line Move	0.80						0.80 -	0.80 -				
	Troubleshooting				0.30			0.30	-				
	Recorder Down Vibes Down				0.20			- 0.20	-				
Pros	spect/Camp Move				0.20			-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
Crew	Washdown Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other TOTAL	9.10	0.30	_	0.10 2.80	_		0.10 12.20	9.40				
	CUM TOTAL	81.10	11.50	•	23.90	-		116.50	92.60				
en .			*** /- /										
Client : Line Crew :	1 25		Visitor's :	7		Client:	McArthur Basi	n 2D	Spread M		Thursday, 29 Au	gust 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Picku		
Total Crew : COMMENTS:	31		Heavy Vehicles :	6		Line MCSAN13-4	Station # 1212	Station # 1001	Total 212	Line MCSAN13-4	Station # 1779	Station # 1360	Total 420
COMMENTS:						MCSAN13-4 MCSAN13-5	1001	1080	80	WCSAN 13-4	1779	1300	420
*Toolbox at 0600													
*Two people arriv	ved on crew. ong travel to the field	1 (2 1 hre)											
*All lines and acco		(L.1 III 3).											
	nused delays. In the r		moved and 2 cable	s chewed.									
	s and vibe 2 was put on back crew cause	-	ne.										
	ut equipment on line						1	Total Stations:	292		To	otal Stations:	420
	uction on line MCSA ing arrived in base ca							Bad Cables	2			Bad Phones LAUL	5
Terrex Contracti	ing arrived in base ca	imp.							Traffic (	Control:		LAUL	0
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 3		Personnel: 6		Personnel: 4		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:											
	77	Vehicle:											
	Float	Hours:				Trouble Shooters	<u> </u>	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny / Windy	East 134° 48' 16' 60-330		Sunrise:	618	2		0		2 People on jugs	S		
camer.	James / William	- 55		Sunset:		Traffic Control:	-	Personnel:					
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		2/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy 3/2013	Est. Finish 2D / 3D		/2013 D
JEIJITIC		our vey manner	Picin that	Dagin 2D	oren nigir	Tony Bond	ierenno	Dute	30/00	5/2015	25,05		
PRODUCTION	Т	ı				1					Ì		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	72.7600
MCSAN13-5	3,560	3,929	1,001.5	1,370.5		7.4000			370	370		Pgm.L.Km: .Km.Remain:	497.3400 424.5800
MC3AN13-3	3,300	3,929	1,001.3	1,370.3		7.4000			370	370		6 Completed:	15%
												y Prod L.Km:	7.3
												-	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining:	0.0000
												6 Completed: Prod Sq.Km:	0% 0.0
Daily Total						7.4000		-	370	370	iii buily	r rou oquium	0.0
Cum Total						72.7600		9	3,638	3,638			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	4.70						4.70	470				
	Experimental	4.70						4.70 -	4.70 -				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.30						1.30	1.30				
Spread D	amage / Chewage												
	Detours Travel				1.70			- 1.70					
v	Vaiting On Spread				1.70				-				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down				0.60			0.60	-				
Pros	spect/Camp Move												
	Traverse Move Swath Move							-	-				
	Vibe Travel	3.60						3.60	3.60				
	Weather							-	-				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security				0.40			-					
	Other TOTAL	9.60	0.30		0.10 2.50			0.10 12.40	9.90				
	CUM TOTAL	90.70	11.80	-	26.40	-		128.90	400 #0				
Client :	1		Visitor's :	4					Spread M				
Line Crew :	25					Client:	McArthur Basi			Date:	Friday, 30 Augus		
Camp Crew:	6		Light Vehicles :	15		1000	Layo		m. s. l	17	Picku		T-1-1
Total Crew : COMMENTS:	31		Heavy Vehicles :	6		Line MCSAN13-5	Station # 1081	Station # 1714	Total 634	Line MCSAN13-4	Station # 1359	Station # 1001	Total 359
COMMENTS.						WCSAN13-3	1001	1714	034	MCSAN13-5	1001	1059	59
*Toolbox at 0600	hrs.										1001	1000	3,
	ntracting people left												
*Total Travel = Lo	ong travel to the field	d (1.7 hrs).											
*All lines and acco													
_	nused delays. In the r	-											
	ilator blown. Taken one repair working												
	on on line MCSAN13						1	Total Stations:	634		Te	otal Stations:	418
•								Bad Cables	1			Bad Phones	1
												LAUL	0
									Traffic (				
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				ľ		Ĭ		~			
	anic orearing	Vehicle:											
	Float					<u></u>						<u></u>	
						Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Woath ···	Commer / No. 1	East 134° 48' 16'		Cumule -		2		0		2 People on jugs	3		
Weather:	Sunny / Windy	6°-33°		Sunrise: Sunset:	605 1900	Traffic Control:		Personnel:					
				Junet:	1900	Vehicles	0	Personnel: 0					
	a .v. :	n 1 :								di in -	10.1		
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	a Donson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
The state of the s		Crew:	4(		Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy 8/2013	Est. Finish 2D / 3D	24/10	D/2013
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	84.1200
MCSAN13-5	3,930	4,497	1,371.5	1,938.5		11.3600			568	568		Pgm.L.Km: .Km.Remain:	497.3400 413.2200
MCSAN13-3	3,930	4,497	1,5/1.5	1,930.5		11.3000			300	500		Completed:	17%
											Av Dail	y Prod L.Km:	7.6
												Cum.Sq.Km	0.0000
											Sq.Kn	Pgm.Sq.Km: n.Remaining:	0.0000
											9,	6 Completed:	0%
Daily Total						11.3600	-	-	568	568	Av Daily	Prod Sq.Km:	0.0
Cum Total						84.1200	-	9	4,206	4,206			
HOURE		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Chausa				
<u>HOURS</u>		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Charge Hours				
Car	mp Setup/Packup Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initia	al Layout/Pick up Recording	6.70	•					6.70	- 6.70				
	Experimental							-	-				
H/Wires & S	IMS: Sweep Tests QC Spread							-	-				
	nily Tests/Testing				0.10			0.10	-				
	Recorder Moveup amage / Chewage	1.80 0.90						1.80 0.90	1.80 0.90				
op. till 2	Detours							-	-				
v	Travel Vaiting On Spread				1.70			1.70 -	-				
,	Line Move							-	-				
	Troubleshooting Recorder Down		•		0.10			0.10	-				
	Vibes Down				0.20			0.20	-				
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather	0.40						0.40	0.40				
	Human Error							-	-				
Crow	Washdown Demobe/Remobe		•					-	-				
Grew :	Spread Security							-	-				
	Other TOTAL	9.80	0.30		0.10 2.20			0.10 12.30	10.10				
	CUM TOTAL	100.50	12.10		28.60	-		141.20	112.60				
Client :	1		Visitor's :	6					Spread M	ovement:			
Line Crew :	25					Client:	McArthur Basi			Date:	Saturday, 31 Aug		
Camp Crew : Total Crew :	6 31		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:						MCSAN13-5	1715	2215	501	MCSAN13-5	1060	1619	560
*Toolbox at 0600	hrs.												
	er on site and stayin												
*Total Travel = Lo  *All lines and acce	ong travel to the field esses very dusty.	1 (1.7 hrs).											
	used delays. In the	norning 21 traces	moved and 2 cable	es chewed.									
*Vibe 1 had fuel li *Cable and geoph	ne break. one repair working	2 shifts.											
	ction on line MCSA						1	Total Stations:	501		T	otal Stations:	560
_	tered around line 5. ed from Daly Water							Bad Cables	4			Bad Phones LAUL	0
								T	Traffic (				
						Front Crew: Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
		_				4		5		4		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float												
Camp Location/Co-	ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	E.	Security: Personnel:		Comments: 6 People on Cab	le		
		East 134° 48' 16'				2		0		2 People on jugs	3		
Weather:	Sunny / Windy	6°-33°		Sunrise: Sunset:	605 1900	Traffic Control:		Personnel:		2 People in cabl	e repair		
					1,00	Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy //2013	Est. Finish 2D / 3D		/2013 D
SLISITIC		our vey manner	Picin that	Dagin 2D	arem rigit	Tony Bond	ici cinto	Dutei	1/03	72010	25 / 55	_	
PRODUCTION	T	ı				1		1		1	Ì	Ī	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	92.9400
MCSAN13-5	4,498	4,963	1,939.5	2,379.5		8.8200			441	441		Pgm.L.Km: .Km.Remain:	497.3400 404.4000
MC3AN13-3	4,490	4,703	1,939.3	2,37 9.3		0.0200			441	441		Completed:	19%
												y Prod L.Km:	7.7
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining:	0.0000
												Completed: Prod Sq.Km:	0% 0.0
Daily Total						8.8200	-	-	441	441	AV Daily	r rou sq.kiii.	0.0
Cum Total						92.9400		9	4,647	4,647			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.50					0.50	0.50				
	Recorder Setup												
Initi	ial Layout/Pick up Recording	5.30						- 5.30	530				
	Experimental	5.30						3.30	5.30				
H/Wires & S	SIMS: Sweep Tests	0.40	•		0.80			1.20	0.40				
,	QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	0.60						0.60	0.60				
Spread D	amage / Chewage	1.30						1.30	1.30				
	Detours Travel				0.40			0.40	-				
v	Waiting On Spread	1.00			0.40			1.00	1.00				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down				1.00			1.00	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel												
	Weather							-	-	Ì			
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security												
	Other TOTAL	0.90 9.50	0.50		0.10 2.40			1.00	0.90 10.00				
	CUM TOTAL	110.00	12.60	-	31.00	-		153.60	122.60				
										ı			
Client :	1		Visitor's :	6					Spread M				
Line Crew :	25					Client:	McArthur Basi			Date:	Sunday, 1 Septer		
Camp Crew : Total Crew :	6 31		Light Vehicles :	15 6		Line	Layo Station #		Total	Line	Picku	Station #	Total
COMMENTS:	31		Heavy Vehicles :	0		MCSAN13-5	2216	Station # 2662	447	MCSAN13-5	Station # 1620	2059	Total 440
COMPLEXIS.						WICC/WITC C	2210	2002	117	1000/114100	1020	2000	110
*Toolbox at 0545	hrs. Changed tool bo	ox meeting to take	advantage of extra	sun light.									
	er on site and stayin												
*Total Travel = Lo	ong travel to the field	d (0.4 hrs).											
*All lines and acco													
	aused delays. In the r												
	ine break and a bad t one repair working :		e 3 still waiting for	parts to repair acci	imilator.								
	uction on line MCSAN						1	Total Stations:	447		To	otal Stations:	440
*Cattle being mus	stered around line 5.	Two helicopters i	n the air in the mrr	ing causing "other	" delay.			Bad Cables	1			Bad Phones	7
	off client specs to de		sweep effort off a 2	vibrator array.								LAUL	0
*Hardwires comp	oleted after repair of	vibe.							Traffic (		1		
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 4		Personnel: 5		Personnel: 4		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				İ						-	
	310411116	Vehicle:						I					
	Float												
						Trouble Shooters	<u> </u>	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Woath ···	Commer (347)	East 134° 48' 16'		Cumule:	2	2		0			red) People on ju	gs	
Weather:	Sunny / Windy	6°-33°		Sunrise: Sunset:	605 1900	Traffic Control:		Personnel:		2 People in cabl	e repair		
				Juneti	1900	Vehicles	0	Personnel: 0					
	a 11 :	n 1 :					•			au . n =	10.1		
Ī	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	a Dobson		

					ex Seisr	nic - Dail		-					
		Crew:		04	Area:	McArthur		Client Rep:		Dobson	Acq Start Date		/2013
SEISMIC		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy 9/2013	Est. Finish 2D / 3D		/2013 D
02.07.110								•	,	,	, -		
PRODUCTION	T 703		6.					a		0.1	Ì		400,0000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	103.8000 497.3400
MCSAN13-5	4,964	5,506	2,380.5	2,922.5		10.8600			543	543	L	Km.Remain:	393.5400
	, .	.,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,								Completed:	21%
											Av Dail	y Prod L.Km:	8.0
												ı	
												Cum.Sq.Km	0.0000
											Sa Vm	Pgm.Sq.Km: n.Remaining:	0.0000
												Completed:	0.0000
												Prod Sq.Km:	0.0
Daily Total						10.8600			543	543		-	
Cum Total						103.8000		9	5,190	5,190			
				Г	Non-Charge			I		I			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
_		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Ca	mp Setup/Packup							-	-				
Toolbox	Inductions ( / Ind / S-Meeting		0.30					0.30	- 0.30	ł			
100100x	Recorder Setup	•	0.30					-	-				
Initi	ial Layout/Pick up							-	-				
	Recording	7.00						7.00	7.00	,			
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread							-	-				
OC / D	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.40						1.40	1.40				
Spread D	amage / Chewage	1.40						1.40	1.40				
	Detours		•					-	-				
	Travel				1.20			1.20	-	,			
١ '	Waiting On Spread Line Move								-	,			
	Troubleshooting				0.10			0.10	-				
	Recorder Down							-	-				
	Vibes Down				0.10			0.10	-				
Pro	spect/Camp Move	•••••						-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel	0.40						0.40	0.40				
	Weather	0.50						0.50	0.50				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe								-	,			
	Spread Security Other								-				
	TOTAL	10.70	0.30	-	1.50	-		12.50	11.00				
		120.70	12.90	-	32.50	-		166.10	133.60				
						1							
Client : Line Crew :			Visitor's :	5		Client:	McArthur Basi	in 2D	Spread M		Monday, 2 Septe	mher 2013	
Camp Crew :			Light Vehicles :	15		GITCHE.	Layo			Dutter	Picku		
Total Crew :	33		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-5	2663	3103	441	MCSAN13-5	2060	2619	560
+m 'V	.,												
*Toolbox at 0545	er on site and stayin	g in camp											
	ong travel to the field												
*All lines and acc	esses very dusty.												
_	aused delays. In the r	_	moved.										
	ng for parts to repair												
	none repair working : uction on line MCSAN							Fotal Stations:	441		T	otal Stations:	560
*Vibe down for re		115-5.						Bad Cables	0			Bad Phones	0
	ne morning caused w	eather delay.							•			LAUL	0
	the line had a TX err								Traffic (				
*Two new line cr	ew members arrived	on crew.				Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 4		Personnel: 5		Personnel: 6		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				İ						-	
		Vehicle:											
	Float	Hours:											
Camp I	anda.	Cough 100 001 c -	" 0			Trouble Shooters	E.	Security:		Comments:	la.		
Camp Location/Co	-oras :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel: 0		6 People on Cab 2 (4 when requi	le red) People on ju	gs	
Weather :	Sunny / Windy	6°-33°		Sunrise:	605			L °		2 People in cable		·	
				Sunset:	1900			Personnel:		]			
						Vehicles	0	0					
ĺ	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		

					ex Seisn	nic - Dail							
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy /2013	Est. Finish 2D / 3D	22/10	D
					· ·				<u>'</u>	,	,		
PRODUCTION			g.	a.				at :		g. 1		[	440,0000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	110.0200 497.3400
MCSAN13-5	5,507	5,679	2,931.5	3,103.5		3.6200		8	181	181	L	Km.Remain:	387.3200
MCSAN13-6	5,680	5,809	3,359.5	3,230.5		2.6000			130	130	%	Completed:	22%
											Av Dail	y Prod L.Km:	7.9
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining:	0.0000
												Completed:	0%
Daily Total						6.2200		8	311	311	AV Daily	Prod Sq.Km:	0.0
Cum Total						110.0200	-	17	5,501	5,501			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-	<u>-</u>				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-					
	Recording Experimental	3.90						3.90	3.90				
H/Wires & S	SIMS: Sweep Tests							-	-				
·	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup amage / Chewage	1.20 1.00						1.20 1.00	1.20 1.00				
Spread D	Detours	1.00						-	-				
	Travel				1.40			1.40	-				
v	Vaiting On Spread							-	<del>-</del>				
	Line Move Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	4.30						4.30	4.30				
	Weather							-	-				
	Human Error Washdown							-	<u>-</u>				
Crew	Demobe/Remobe	•						-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	10.40 131.10	0.30 13.20		1.50 34.00	-		12.20 178.30	10.70 144.30				
		202.20			0.1100			21000	21100				
Client :	1		Visitor's :	4		au .	McArthur Basi	- 2D	Spread M		m 1 00 :	1 0040	
Line Crew : Camp Crew :	26 6		Light Vehicles :	15		Client:	Layo			Date:	Tuesday, 3 Septe		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-6	3359	2940	420	MCSAN13-5	2620	3103	484
*Toolbox at 0545	hrs												
	er on site and stayin	g in camp.											
	ong travel to the field	l (1.4 hrs).											
*All lines and acce	esses very dusty. aused delays. In the r		mana d										
_	iuseu ueiays. III uie i ips because of water	-	moved.										
	•												
	uction on line MCSAl						1	otal Stations:	420		To	otal Stations:	484
	on on line MCSAN13 etween line MCSAN1		N13-6					Bad Cables	0			Bad Phones LAUL	0
	d up on line MCSAN1								Traffic (	Control:			
	people went out and					Front Crew:		Vib Crew:		Back Crew:		Signage:	
*1 Santos reprsen	native (Heritage) left	project.				Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				2		O		o O		U	
	anic orearing	Vehicle:											
	Float												
Camp Location/Co-	ords ·	South 16° 22' 06'	'0			Trouble Shooters Personnel:	ž .	Security: Personnel:		Comments: 6 People on Cab	le		
camp Location/Co-		East 134° 48' 16"				2		0		2 (4 when requi		gs	
Weather:	Sunny / Windy	6°-33°		Sunrise:	605					1 Person in cable			
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
	Crew Manager: Ton	y Bonderonko					,			Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy /2013	Est. Finish 2D / 3D		/2013 D
nn on warraw													
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	121.0200
							-1/					Pgm.L.Km:	497.3400
MCSAN13-6	5,810	6,362	3,229.5	2,680.5		11.0000			550	550		Km.Remain:	376.3200
												Completed: y Prod L.Km:	24% 8.1
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	.Remaining:	0.0000
												Completed:	0%
Daily Total						11.0000	-	_	550	550	Av Daily	Prod Sq.Km:	0.0
Cum Total						121.0200	-	17	6,051	6,051			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Cal	Inductions	•••••						-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
Turisi	Recorder Setup												
IIIICI	al Layout/Pick up Recording	7.60						- 7.60	7.60				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread												
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	0.90						0.90	0.90				
Spread D	amage / Chewage	1.30						1.30	1.30				
	Detours Travel				0.90			- 0.90	-				
V	Vaiting On Spread	0.80						0.80	0.80				
	Line Move							-	-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down				0.70			0.70	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other TOTAL	10.60	0.30		1.70	-		12.60	10.90				
	CUM TOTAL	141.70	13.50		35.70			190.90	155.20				
Client :	1		Visitor's :	4					Spread M	ovement:			
Line Crew :	27		3.	•		Client:	McArthur Basi	n 2D	Sp. cau M		Wednesday, 4 Se		
Camp Crew :	6 33		Light Vehicles :	15			Layo		m . 1		Picku		m . 1
Total Crew : COMMENTS:	33		Heavy Vehicles :	6		Line MCSAN13-6	Station # 2939	Station # 2319	Total 621	Line MCSAN13-6	Station # 3359	Station # 2966	Total 394
,													
*Toolbox at 0545													
	er on site and staying ong travel to the field												
*All lines and acco													
	nused delays. In the r ssues with the radio	norning 5 traces r	noved.										
VIDIATOI 2 HAU IS	ssues with the ratho												
							1	Total Stations:	621		To	otal Stations:	394
*Continued produ	action on line MCSAN	N13-6.						Bad Cables	1			Bad Phones LAUL	5
									Traffic (	Control:		III O I	
*Crew Change - 1	person in.					Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 4		Personnel: 6		Personnel: 3		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:											
		Vehicle:											
	Float	Hours:				Trouble Shooters	*	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Personnel:	-	Personnel:		6 People on Cab	le		
147 ab	C	East 134° 48′ 16′		C		2		0		4 People on jugs			
Weather :	Sunny / Windy	6°-33°		Sunrise: Sunset:	605 1900	Traffic Control:	_	Personnel:		1 Person in cabl	e repair		
					1,30	Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	ort					
		Crew:		04	Area:			Client Rep:		Dobson	Acq Start Date	,	3/2013
SEISMIC		Client: Survey Name:		ntos r Basin 2D	State: Crew Mgr:			Weather: Date:		/ Windy 9/2013	Est. Finish 2D / 3D		D/2013 2D
SEISIMIC									.,,,,,	-,			-
PRODUCTION								et :		g. 1	1		400 4000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	132.4200 497.3400
MCSAN13-6	6,363	6,932	2,679.5	2,110.5		11.4000			570	570	L	Km.Remain:	364.9200
												Completed:	27%
											Av Dail	y Prod L.Km:	8.3
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
											_	n.Remaining:	0.0000
												Completed:	0%
Daily Total						11.4000	-	-	570	570	AV Daily	Prod Sq.Km:	0.0
Cum Total						132.4200	-	17	6,621	6,621			
		ı	ı	1	Non-Charge	1	ı	1	T				
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Ca	mp Setup/Packup Inductions			<b></b>				-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30	1			
	Recorder Setup							-	-				
Initi	ial Layout/Pick up							-	-				
	Recording	7.10						7.10	7.10				
II /Minos 9	Experimental SIMS: Sweep Tests							-	-				
n/wires & s	QC Spread							-	-				
QC / D	aily Tests/Testing				0.30			0.30	-				
	Recorder Moveup							-	-				
Spread D	amage / Chewage	1.10						1.10	1.10				
	Detours Travel				1.20			1.20	-				
1	Waiting On Spread	1.50						1.50	- 1.50	1			
	Line Move							-	-				
	Troubleshooting												
	Recorder Down Vibes Down	0.10						0.10	0.10				
Pro	spect/Camp Move								-	1			
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-					
	Weather Human Error								-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-	•			
	Other TOTAL	9.80	0.30		1.50			11.60	10.10				
	CUM TOTAL	151.50	13.80		37.20			202.50	165.30				
		,								-			
Client : Line Crew :			Visitor's :	4		Client:	McArthur Bas	in 2D	Spread M	lovement: Date:	Thursday, 5 Sept	ember 2013	
Camp Crew :			Light Vehicles :	15		CHCHC.	Layo			Date.	Picku		
Total Crew :			Heavy Vehicles :			Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-6	2318	1820	499	MCSAN13-6	2965	2380	586
*Toolbox at 0545	hua												
	er on site and stayin	g in camp.											
	ong travel to the fiel												
*All lines and acc													
	aused delays. In the												
*Radio connectio	n problems with rec	order caused dela	ys.										
								Total Stations:	499		To	otal Stations:	586
*Continued produ	uction on line MCSAl	N13-6.						Bad Cables	0			Bad Phones	3
									Tuaffia	Control:		LAUL	0
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						4		7		3		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	riuat	Hours:				Trouble Shooters	E	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06	".0			Personnel:		Personnel:		6 People on Cab	ole		
L		East 134° 48' 16	".1			2		0		4 People on jug			
Weather:	Sunny / Windy	6°-33°		Sunrise: Sunset:	605	Traffic Control:		Personnel:		1 Person in cab	ie repair		
				ounset.	1900	Vehicles	- 0	Personnei: 0					
	Crew Manager: Ton	v Ronderenko								Client Rep: Dav	id Dobson		
	or cw manager. 101	, Donacienko								onene nep. Dav	2003011		

				Terr	ex Seisr	nic - Dail	y Repo	rt			•		
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/ Windy /2013	Est. Finish 2D / 3D		/2013 D
SLISITIC		our vey manner	Picin that	Dagin 2D	oren nigir	Tony Bond	ierenno	Dute	0,03	/2010	25/05		
PRODUCTION	T	ı									Ì		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	142.8000
MCSAN13-6	6,933	7,452	2,109.5	1,591.5		10.3800			519	519		Pgm.L.Km: .Km.Remain:	497.3400 354.5400
MCSAN13-6	0,933	7,432	2,109.5	1,591.5		10.3600			519	519		Completed:	29%
												y Prod L.Km:	8.4
												,	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
											Sq.Kn	n.Remaining:	0.0000
											9/	6 Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						10.3800			519	519			
Cum Total						142.8000	-	17	7,140	7,140			
					Non-Charge	1							
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
m 17	Inductions		0.50					-					
Toolbox	/ Ind / S-Meeting		0.50					0.50	0.50				
Initi	Recorder Setup ial Layout/Pick up								-				
inici	Recording	6.50						6.50	6.50				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	0.90						0.90	0.90				
Spread D	amage / Chewage	0.50						0.50	0.50				
	Detours				1.10			1 10	-				
v	Travel Waiting On Spread	2 70			1.10			1.10 2.70	2.70				
•	Line Move	2.70						-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move								·				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error												
	Washdown							-	-				
Crew	Demobe/Remobe		•					-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL	10.60	0.50	-	1.20	-		12.30	11.10				
	CUM TOTAL	162.10	14.30	-	38.40	-		214.80	176.40				
CH	-		***			ī			C 1 M				
Client : Line Crew :	1 26		Visitor's :	4		Client:	McArthur Basi	n 2D	Spread M		Friday, 6 Septem	her 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Picku		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-6	1819	1360	460	MCSAN13-6	2379	1870	510
*Toolbox at 0545													
	norning was the reas		oolbox meeting.										
	ong travel to the field	l (1.1 hrs).											
*All lines and acco	esses very dusty. aused delays. In the r		mound										
	d long detours cause												
	in hills caused radio												
*Crew change - or		•					1	Total Stations:	460		T	otal Stations:	510
*Continued produ	uction on line MCSAN	N13-6.						Bad Cables	1			Bad Phones	2
*RPS has re-pegg	er on site and staying	g in camp.										LAUL	0
						<u> </u>			Traffic (			a:	
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				† ·		-		~		-	
	anc orearing	Vehicle:											
	Float												
						Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
		East 134° 48' 16'		_		2		0		4 People on jugs			
Weather:	Sunny / Windy	6°-33°		Sunrise:	600	Tuaffi - C ·		n		1 Person in cabl	e repair		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
						· cmats	U						
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	-					
		Crew:	40		Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy 9/2013	Est. Finish 2D / 3D	17/10	D D
SEISMIC		our vey manner	Pierii ciidi	Dagin 2D	oren nigir	Tony Bone	ici ciiito	J Dute.	,,03	72015	25,05	_	
PRODUCTION								1		l	İ	[	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	153.4200 497.3400
MCSAN13-6	7,453	7,982	1,590.5	1,060.5		10.6200		1	531	531	L	Km.Remain:	343.9200
												Completed:	31%
											Av Dail	y Prod L.Km:	8.5
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												Completed:	0%
Daily Total						10.6200		1	531	531	Av Daily	Prod Sq.Km:	0.0
Cum Total						153.4200	-	18	7,671	7,671			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-	,			
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording	6.70				<u> </u>		6.70	6.70				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / Da	QC Spread aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.30						1.30	1.30				
Spread D	amage / Chewage	0.40						0.40	0.40				
	Detours					ļ			-				
l v	Travel Vaiting On Spread	0.60			1.70			1.70 0.60	0.60	,			
1	Line Move	0.60						-	0.60 -	ì			
	Troubleshooting				0.40			0.40	-				
	Recorder Down												
Duos	Vibes Down spect/Camp Move							-	-	·			
PIOS	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel	0.80				•		0.80	0.80	ļ			
	Weather								-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other	0.00	0.20		2.20			42.20	- 10.10				
	TOTAL CUM TOTAL	9.80 171.90	0.30 14.60		2.20 40.60	-		12.30 227.10	10.10 186.50				
		212190	2.000		20100				200.00	1			
Client :	1		Visitor's :	4					Spread M				
Line Crew : Camp Crew :	26 6		Light Vehicles :	15		Client:	McArthur Basi			Date:	Saturday, 7 Sept Pickt		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:			-			MCSAN13-6	1359	1001	359	MCSAN13-6	1869	1340	530
						MCSAN13-7	1001	1181	181				
*Toolbox at 0545	hrs.												
*Total Travel = Lo	ong travel to the field	d (1.7 hrs).											
*All lines and acce		,											
	aused delays. In the r												
	d long detours cause nove up, spread need												
*One skip because		ieu to be trouble s	iiot.					Total Stations:	540		Т	otal Stations:	530
	action on line MCSAN	N13-6.						Bad Cables	0			Bad Phones	2
*RPS has re-pegge	er on site and stayin	g in camp.										LAUL	0
						Front Crew:		Vib Crew:	Traffic (	Control: Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						4		6		3		0	
EXTRAS:	Line Clearing			· <u> </u>									
	Float	Vehicle: Hours:											
	rioat	Hours:				Trouble Shooters	E.	Security:		Comments:		1	
Camp Location/Co-	-ords :	South 16° 22' 06	".0			Personnel:	-	Personnel:		6 People on Cab	le		
L		East 134° 48' 16'	'.1			2		0		4 People on jugs			
Weather:	Sunny / Windy	6°-33°		Sunrise: Sunset:	600 1900			Darcar al.		1 Person in cabl	e repair		
				Janseti Janseti	1900	Vehicles	0	Personnel: 0					
	Crow Manager T	y Dondoner 1				-				Client Box D.	d Dobess		
	Crew Manager: Ton	у рониегенко								Client Rep: Davi	u DODSON		

					ex Seisr	nic - Dail	y Repo	•					
		Crew:	41		Area	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		/ Windy //2013	Est. Finish 2D / 3D	17/10	D D
SEISIMIC		our rey numer	Pierii cirdi	Dagin 2D	arem rigit	Tony Bond	ierenno	Dutei	0,03	72010	20,00		
PRODUCTION	1							ı		1	Ì	Ī	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	161.4400
MCSAN13-6	7,983	8,042	1,059.5	1,001.5		1.1800			59	59	1	Pgm.L.Km: .Km.Remain:	497.3400 335.9000
MCSAN13-7	8,043	8,387	1,001.5	1,342.5		6.8400		2	342	342		6 Completed:	32%
											Av Dail	y Prod L.Km:	8.5
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining: % Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total						8.0200		2	401	401	ni bany	. rou oquum	0.0
Cum Total						161.4400		20	8,072	8,072			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting	•	0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	4.70						4.70	470				
	Experimental	4.70						4.70	4.70				
H/Wires & S	SIMS: Sweep Tests		•		0.60			0.60	-				
·	QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup								-				
Spread D	amage / Chewage	0.50						0.50	0.50				
	Detours Travel				1 00			- 1.90	-				
v	Vaiting On Spread				1.90			-	-				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move								-				
	Vibe Travel	4.20	•					4.20	4.20				
	Weather							-	-	Ì			
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other	9.40	0.30	-	2.60	-		12.30	9.70				
	TOTAL CUM TOTAL	181.30	14.90		2.60 43.20	-		239.40	196.20				
					33.23		ļ		270120	l			
Client :	1		Visitor's :	4					Spread M				
Line Crew :	26					Client:	McArthur Basi			Date:	Sunday, 8 Septe		
Camp Crew :	6		Light Vehicles :	15			Layo				Pick		
Total Crew:	32		Heavy Vehicles :	6		Line MCSAN13-7	Station # 1182	Station # 1719	Total 538	Line MCSAN13-6	Station # 1339	Station # 1001	Total 339
COMMENTS:						WCSAN13-7	1102	1719	330	MCSAN13-0	1001	1001	79
*Toolbox at 0545	hrs.										1001	10.0	,,
*Two skips becau													
*Total Travel = Lo	ong travel to the field	l (1.9 hrs).											
*All lines and acce													
	nused delays. In the r												
	d long detours cause ed before line move.		ment of spread.										
	ove for the vibrators						7	Fotal Stations:	538		Т	otal Stations:	418
	uction on line MCSAI							Bad Cables	0			Bad Phones	4
*RPS has re-pegge	er on site and staying	g in camp.										LAUL	0
*Started producti	ion on line MCSAN13	3-7.							Traffic (				
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				† ·		Ĭ		ľ		Ĭ	
	anic orearilly	Vehicle:											
<u> </u>	Float					<u></u>		L		<u></u>		<u></u>	
						Trouble Shooters	ï	Security:		Comments:			
Camp Location/Co-		South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
L., .,		East 134° 48' 16'	1.1			2		0		4 People on jug			
Weather:	Sunny / Windy	10°-33°		Sunrise:	600	Traffic Control		Dono '		1 Person in cabl	e repair		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
						· cmats	U						
Ī	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew:	40		Area:	McArthur	Basin	Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond	erenko	Weather: Date:		/ Windy /2013	2D / 3D		/2013 D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	174.4400
MCSAN13-7	8,388	9,037	1,343.5	1,992.5		13.0000			650	650	9/	Pgm.L.Km: .Km.Remain: Completed: y Prod L.Km:	497.3400 322.9000 35% 8.7
											9/	Cum.Sq.Km Pgm.Sq.Km: n.Remaining: o Completed: Prod Sq.Km:	0.0000 0.0000 0% 0.0
Daily Total Cum Total						13.0000 174.4400		20	650 8,722	650 8,722			
					Non-Charge						-		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge		-	Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup	•	0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording Experimental	7.50						7.50 -	7.50				
H/Wires & S	IMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			- 0.10	<del>-</del>				
	Recorder Moveup	2.20			0.10			0.10 2.20	2.20				
Spread D	amage / Chewage	0.30						0.30	0.30				
	Detours Travel				2.00			- 2.00	-				
v	Vaiting On Spread							-	-				
	Line Move Troubleshooting				0.20			- 0.20	-				
	Recorder Down				0.20			-	-				
	Vibes Down							-	-				
Pros	Spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather	0.10						0.10	0.10				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	10.10 191.40	0.30 15.20		2.30 45.50			12.70 252.10	10.40 206.60				
		171110			15.50			202.10					
Client : Line Crew :	1 26		Visitor's :	4		Client:	McArthur Basi	n 2D	Spread M		Monday, 9 Septe	mber 2013	
Camp Crew :	6		Light Vehicles :	15			Layo	ut			Picku		
Total Crew : COMMENTS:	32		Heavy Vehicles :	6		Line MCSAN13-7	Station #	Station # 2259	Total 540	Line MCSAN13-7	Station # 1080	Station # 1659	Total 580
*Toolbox at 0545 *Two skips becau *Total Travel = Lo *All lines and acco *Cattle damage ca	se of water line. ong travel to the field	norning 21 traces	moved.										
							1	Total Stations:	540		Te	otal Stations:	580
tppg)								Bad Cables	1			Bad Phones	1
	er on site and stayin; uction on line MCSA								Traffic (	Control:		LAUL	0
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 4		Personnel: 6		Personnel: 3		Personnel: 0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
						Trouble Shooters	i	Security:		Comments:			
Camp Location/Co-	ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel: 0		6 People on Cab 4 People on jug			
Weather :	Sunny / Windy	10°-33°		Sunrise:	600					4 People on jug 1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:	_				
	Crew Manager: Ton	v Ronderenko				Vehicles	0	0		Client Rep: Davi	d Dobson		
	ULCYV MIGHINGER: 10H	, DonacienKO								onene nep: Davi	~ D003011		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
TEDDEN	•	Crew: Client:		04 ntos	Area: State:	McArthui NT		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish	21/08 15/10	
SEISMIC		Survey Name:		· Basin 2D	Crew Mgr:	Tony Bond		Date:		9/2013	2D / 3D		D D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	185.1200
MCSAN13-7	9,038	9,572	1,993.5	2,526.5		10.6800			534	534	I.	Pgm.L.Km: .Km.Remain:	497.3400 312.2200
MGMH13-7	2,030	7,372	1,773.3	2,320.3		10.0000			334	334		Completed:	37%
											Av Daily	y Prod L.Km:	8.8
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining: Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total  Cum Total						10.6800 185.1200	-	20	534 9,256	534 9,256			
					Non-Charge	·							
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Can	np Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge		_	Hours				
	Inductions							-	-				
Toolbox ,	/ Ind / S-Meeting		0.30					0.30	0.30				
Initia	Recorder Setup al Layout/Pick up							-	-				
	Recording	5.80						5.80	5.80				
H/Wires & SI	Experimental IMS: Sweep Tests							-	-				
n, mes a si	QC Spread							-	-				
	nily Tests/Testing	2.00			0.10			0.10	-				
	Recorder Moveup amage / Chewage	2.00 0.30	•					2.00 0.30	2.00 0.30				
	Detours							-	-				
w	Travel Vaiting On Spread	1.50			2.10			2.10 1.50	- 1.50				
	Line Move							-	-				
	Troubleshooting		•					-	-				
	Recorder Down Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	0.10						0.10	0.10				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew I	Demobe/Remobe							-	-				
	Spread Security Other	•	•					-	-				
	TOTAL	9.70	0.30	-	2.20	-		12.20	10.00				
	CUM TOTAL	201.10	15.50	-	47.70	-		264.30	216.60				
Client :	1		Visitor's :	4					Spread M				
Line Crew : Camp Crew :	26 6		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Tuesday, 10 Sept Picku		
	32		Heavy Vehicles :	6		Line	Station #		m . 1	Line	Station #	Station #	Total
Total Crew :	32							Station #	Total		oution "		600
	32		•			MCSAN13-7	2260	Station # 2765	506	MCSAN13-7	1660	2259	000
Total Crew :			-			MCSAN13-7							000
*Toolbox at 0545	hrs.	1(2.2 km)	-			MCSAN13-7							000
*Toolbox at 0545	hrs. ong travel to the field	1 (2.2 hrs).				MCSAN13-7							000
Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo. *All lines and acce *Cattle damage car	hrs. ong travel to the field esses very dusty. uused delays. In the r	norning 21 traces				MCSAN13-7							880
Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo.  *All lines and acce  *Cattle damage ca  *East end of line M	hrs. ong travel to the field esses very dusty. uused delays. In the r MCSAN13-7 very roo	norning 21 traces	ing.	d for the day.		MCSAN13-7							000
*Total Crew:  *Toolbox at 0545 l  *Total Travel = Lo.  *All lines and acce  *Cattle damage ca  *East end of line M	hrs. ong travel to the field esses very dusty. uused delays. In the r	norning 21 traces	ing.	d for the day.		MCSAN13-7	2260	2765	506 506		1660	2259  otal Stations:	600
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me	hrs. ong travel to the field esses very dusty. used delays. In the r MCSAN13-7 very roc ember not feeling we	norning 21 traces cky and slow mov ell and brought to	ing.	d for the day.		MCSAN13-7	2260	2765	506		1660	2259 <b>otal Stations:</b> Bad Phones	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge	hrs. ong travel to the field esses very dusty. uused delays. In the r MCSAN13-7 very roo	norning 21 traces cky and slow mov ell and brought to g in camp.	ing.	d for the day.		MCSAN13-7	2260	2765	506 506	MCSAN13-7	1660	2259  otal Stations:	600
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge	hrs. ong travel to the field esses very dusty. used delays. In the r MCSAN13-7 very roc ember not feeling we	norning 21 traces cky and slow mov ell and brought to g in camp.	ing.	d for the day.		Front Crew:	2260	2765  Fotal Stations: Bad Cables  Vib Crew:	506 506	MCSAN13-7  Control:  Back Crew:	1660	2259  otal Stations: Bad Phones LAUL  Signage:	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge	hrs. ong travel to the field esses very dusty. used delays. In the r MCSAN13-7 very roc ember not feeling we	norning 21 traces cky and slow mov ell and brought to g in camp.	ing.	d for the day.			2260	2765  Total Stations:  Bad Cables	506 506	MCSAN13-7	1660	2259 otal Stations: Bad Phones LAUL	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge	hrs. ong travel to the field esses very dusty. used delays. In the r MCSAN13-7 very roc ember not feeling we	morning 21 traces cky and slow mov ell and brought to g in camp. N13-7.	ing.	d for the day.		Front Crew:	2260	2765  Fotal Stations: Bad Cables  Vib Crew:	506 506	MCSAN13-7  Control:  Back Crew:	1660	2259  otal Stations: Bad Phones LAUL  Signage:	600
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge  *Continued product	hrs.  ong travel to the field esses very dusty.  sused delays. In the r  MCSAN13-7 very roc  ember not feeling we  er on site and staying action on line MCSAI	morning 21 traces cley and slow mov ell and brought to g in camp. N13-7.  Personnel: Vehicle:	ing.	d for the day.		Front Crew:	2260	2765  Fotal Stations: Bad Cables  Vib Crew:	506 506	MCSAN13-7  Control:  Back Crew:	1660	2259  otal Stations: Bad Phones LAUL  Signage:	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo: *All lines and acce *Cattle damage ca: *East end of line M *One line crew me  *RPS has re-pegge *Continued product  EXTRAS:	hrs.  ong travel to the field esses very dusty.  used delays. In the r  MCSAN13-7 very roc  ember not feeling we  er on site and staying tection on line MCSAI  Line Clearing	morning 21 traces cky and slow mov ell and brought to g in camp. N13-7.  Personnel: Vehicle: Hours:	ing. camp and observe	d for the day.		Front Crew: Personnel: 4 Trouble Shooters	2260	2765  Fotal Stations: Bad Cables  Vib Crew: Personnel: 6  Security:	506 506	MCSAN13-7  Control: Back Crew: Personnel: 3	1660	2259  otal Stations: Bad Phones LAUL  Signage:	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage car  *East end of line M  *One line crew me  *RPS has re-pegge  *Continued product	hrs.  ong travel to the field esses very dusty.  sused delays. In the r MCSAN13-7 very rocember not feeling we ear on site and staying action on line MCSAI  Line Clearing  Float	morning 21 traces cky and slow mov ell and brought to g in camp. N13-7.  Personnel: Vehicle: Hours:	ing. camp and observe	d for the day.		Front Crew: Personnel: 4	2260	2765  Fotal Stations: Bad Cables  Vib Crew: Personnel: 6  Security: Personnel:	506 506	MCSAN13-7  Control: Back Crew: Personnel: 3  Comments: 6 People on Cab	1660 To	2259  otal Stations: Bad Phones LAUL  Signage:	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage ca  *East end of line M  *One line crew me  *RPS has re-pegge  *Continued product  EXTRAS:  Camp Location/Co-e	hrs.  ong travel to the field esses very dusty.  sused delays. In the r MCSAN13-7 very roc ember not feeling we er on site and staying action on line MCSAI  Line Clearing Float	morning 21 traces cky and slow mov ell and brought to g in camp. N13-7.  Personnel: Vehicle: Hours:	ing. camp and observe	d for the day.	600	Front Crew: Personnel: 4 Trouble Shooters	2260	2765  Fotal Stations: Bad Cables  Vib Crew: Personnel: 6  Security:	506 506	MCSAN13-7  Control: Back Crew: Personnel: 3	To  To  le trucks trucks	2259  otal Stations: Bad Phones LAUL  Signage:	<b>600</b> 2
*Total Crew:  COMMENTS:  *Toolbox at 0545 l  *Total Travel = Lo  *All lines and acce  *Cattle damage ca  *East end of line M  *One line crew me  *RPS has re-pegge  *Continued product  EXTRAS:  Camp Location/Co-e	hrs.  ong travel to the field esses very dusty.  sused delays. In the r MCSAN13-7 very roc ember not feeling we er on site and staying action on line MCSAI  Line Clearing Float	norning 21 traces cky and slow mov ell and brought to g in camp. N13-7.  Personnel: Vehicle: Hours:  South 16° 22' 06 East 134° 48' 16'	ing. camp and observe			Front Crew: Personnel: 4 Trouble Shooters	2260	2765  Fotal Stations: Bad Cables  Vib Crew: Personnel: 6  Security: Personnel:	506 0 Traffic 6	MCSAN13-7  Control: Back Crew: Personnel: 3  Comments: 6 People on Cab 4 People on jug	To  To  le trucks trucks	2259  otal Stations: Bad Phones LAUL  Signage:	600

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	4(		Area:	McArthu		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 D
								-					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	195.1800
							947	5	.,,,	00		Pgm.L.Km:	497.3400
MCSAN13-7	9,573	10,080	2,527.5	3,029.5		10.0600		2	503	503		.Km.Remain:	302.1600
												6 Completed: y Prod L.Km:	39% 8.9
												Cum.Sq.Km	0.0000
											Sa.Kn	Pgm.Sq.Km: 1.Remaining:	0.0000
												6 Completed:	0%
								_			Av Daily	Prod Sq.Km:	0.0
Daily Total  Cum Total						10.0600 195.1800		2 22	503 9,759	503 9,759			
					v. a								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup		•						-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up												
	Recording Experimental	5.80						5.80	5.80				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup	1.80			0.10			0.10 1.80	- 1.80				
	amage / Chewage	0.60	•••••					0.60	0.60				
	Detours							-	-				
,,	Travel	0.50			1.80	•		1.80	-				
ľ	Vaiting On Spread Line Move	0.50						0.50 -	0.50 -				
	Troubleshooting							-	-				
	Recorder Down		•		0.50			-	-				
Pros	Vibes Down spect/Camp Move				0.50			0.50	-				
1100	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather	0.30						0.30	0.30				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security							- -	- -				
	Other				0.60			0.60	-				
	TOTAL	9.00	0.30		3.00	-		12.30	9.30				
	CUM TOTAL	210.10	15.80	-	50.70	-		276.60	225.90				
Client :	1		Visitor's :	3					Spread M				
Line Crew:	26		11-L-11-1			Client:	McArthur Basi			Date:	Wednesday, 11		.3
Camp Crew : Total Crew :	6 35		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:						MCSAN13-7	2766	3029	264	MCSAN13-7	2260	2800	541
						MCSAN13-8	4690	4550	141				
*Toolbox at 0545	hrs.												
*Total Travel = Lo	ong travel to the field	l (1.8hrs).											
*All lines and acce													
_	nused delays. In the r MCSAN13-7 very roo	-											
	ember not feeling we		-	and observed durir	ng the day.								
*Crew change 6 in							1	Total Stations:	405		T	otal Stations:	541
	s for water Pipeline. er on site and stayin	g in camp						Bad Cables	0			Bad Phones LAUL	0
	action on line MCSA								Traffic (	Control:			
	due to Overheating.					Front Crew:		Vib Crew:		Back Crew:		Signage:	
*Line Crew comm	nencing laying spread	i on line MSCAN1	3-8, Vibes finish lin	e MSCAN13-7		Personnel: 4		Personnel: 6		Personnel: 3		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:								-		-	
	_	Vehicle:											
	Float	Hours:				Trouble Cl *	•	Cocumita		Commont-			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	Œ.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'				2		0		4 People on jug	trucks		
Weather:	Sunny	10°-33°		Sunrise: Sunset:	600	Traffic Control:		Personnel:		1 Person in cabl	e repair		
				Junset:	1900	Vehicles	0	Personnel: 0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
	•	Crew: Client:		04	Area: State:	McArthu		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013 0/2013
SEISMIC		Survey Name:	Sar McArthur	Basin 2D	State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		2D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	197.5000
MCSAN13-8	10,081	10,200	4,690.5	4,575.5		2.3200			116	116	1.	Pgm.L.Km: .Km.Remain:	497.3400 299.8400
	,	,	1,414.6	1,01010							9/	6 Completed:	40%
											Av Dail	y Prod L.Km:	8.6
												Cum.Sq.Km	0.0000
											Sq.Kn	Pgm.Sq.Km: 1.Remaining:	0.0000
											9/	6 Completed:	0%
Daily Total						2.3200	-	-	116	116	Av Daily	Prod Sq.Km:	0.0
Cum Total						197.5000	-	22	9,875	9,875			
HOURE		Working Time	Standby Time	Down Time	Non-Charge	Othor 1		Total	Ch				
<u>HOURS</u>		Working Time Charge	Charge	N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Can	mp Setup/Packup							-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	- 0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	1.70	• • • • • • • • • • • • • • • • • • • •					- 1.70	- 1.70				
	Experimental							-	-				
H/Wires & S	GIMS: Sweep Tests QC Spread		• • • • • • • • • • • • • • • • • • • •					-	-				
	aily Tests/Testing				0.20			0.20	-				
	Recorder Moveup amage / Chewage		• • • • • • • • • • • • • • • • • • • •					-	-				
	Detours							-	-				
v	Travel Vaiting On Spread				3.00	• • • • • • • • • • • • • • • • • • • •		3.00 -	-				
	Line Move	1.50						1.50	1.50				
	Troubleshooting Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move		•					-	-				
	Swath Move							-	-				
	Vibe Travel Weather	5.40				•		5.40	5.40				
	Human Error								-				
Crow	Washdown Demobe/Remobe		•					-	-				
Crew	Spread Security							-	-				
	Other TOTAL	8.60	0.30	_	3.20	_		12.10	8.90				
	CUM TOTAL	218.70	16.10	-	53.90	-		288.70	234.80				
Client :	1		Visitor's :	3		1			Spread M	ovement:			
Line Crew :	26					Client:	McArthur Bas				Thursday, 12 Sep		
Camp Crew : Total Crew :	6 35		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:													
*Toolbox at 0545	hrs.					MCSAN13-8	4091	4549	459	MCSAN13-7	2801	3029	229
*Total Travel = Lo	ong travel to the field esses very dusty.	1 (3.4hrs) Plus 1.5	hrs line change for	Recorder									
	used delays in daily												
_	n MSCAN13-07 to lin e for Vibes changing												
	en along the line due		ear yards and water	r sources.				Fotal Stations: Bad Cables	459 4		To	otal Stations: Bad Phones	<b>229</b>
	ording on line MCSA er on site and stayin							Bau Cables	4			LAUL	0
*Line crew finish	picking up on line M	CSAN13-07				F		Wh Comm	Traffic (	1		Ci	
						<u>Front Crew:</u> <u>Personnel:</u>		Vib Crew: Personnel:		Personnel:		Signage: Personnel:	
FYTDAC.	Lina Classic -	Doresman				4		6		3		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float					T1' C'		C ':		C			
Camp Location/Co	-ords :	South 16° 22' 06'	".0			<u>Personnel:</u>	E.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'	1.1	Summino.		2		0		4 People on jug	trucks		
Weather :	Sunny	10°-35°		Sunrise: Sunset:	600 1900	Traffic Control:	=	Personnel:		1 Person in cabl	е гераїг		
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
TEDDEN		Crew: Client:		04 ntos	Area: State:	McArthui NT		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013 0/2013
SEISMIC		Survey Name:		· Basin 2D	Crew Mgr:	Russell		Date:		9/2013	2D / 3D		2D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	206.2000
MCSAN13-8	10,201	10,637	4,574.5	4,140.5		8.7000			435	435	L	Pgm.L.Km: .Km.Remain:	497.3400 291.1400
		24,000	1,01.110	1,210.0							9,	6 Completed:	41%
											Av Dail	y Prod L.Km:	8.6
												Cum.Sq.Km	0.0000
											Sa.Kn	Pgm.Sq.Km: 1.Remaining:	0.0000
											9,	6 Completed:	0%
Daily Total						8.7000	-	-	435	435	Av Daily	Prod Sq.Km:	0.0
Cum Total						206.2000	-	22	10,310	10,310			
					Non-Charge								
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup			7 - 0	7 - 0	7 - 0		-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30			•		0.30	- 0.30				
1001000	Recorder Setup		0.50					-	-				
Initi	al Layout/Pick up Recording	5.60	•					- 5.60	- 5.60				
	Experimental	5.00						-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread		•						-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup amage / Chewage	1.90 1.20	•					1.90 1.20	1.90 1.20				
Spread Di	Detours	1.20						-	-				
v	Travel Vaiting On Spread				3.60			3.60	-				
·	Line Move							-	-				
	Troubleshooting Recorder Down		•					-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move								-				
	Vibe Travel Weather							-	-				
	Human Error							-	-				
Crow	Washdown Demobe/Remobe		•					-	-				
Crew	Spread Security							-	-				
	Other TOTAL	8.70	0.30	_	3.70	_		12.70	9.00				
	CUM TOTAL	227.40	16.40	-	57.60	-		301.40	243.80				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :	26		713107 37	5		Client:	McArthur Basi	n 2D	opreuu n		Friday, 13 Septe		
Camp Crew : Total Crew :	6 35		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:													
*Toolbox at 0545	hrs.					MCSAN13-8	4090	3868	223	MCSAN13-8	4690	4380	311
*Total Travel = Lo	ong travel to the field	d (3.6hrs).											
*All lines and acce	esses very dusty.												
*Cattle damage ca *Recorder move (	aused delays in daily [1.9hrs].	testing.											
	y over rocky terrain:								999			. 10	244
	en along the line due ding on line MCSAN		ear yards and water	r sources.				Fotal Stations: Bad Cables	<b>223</b> 0		1	otal Stations: Bad Phones	311 1
*RPS has re-pegge	er on site and stayin	g in camp.							Traffic (	Control		LAUL	0
						Front Crew:		Vib Crew:	тијје (	Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				*		o o				v	
	F1	Vehicle:											
	Float	Hours:				Trouble Shooters	ž.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel:		6 People on Cab 4 People on jug			
Weather :	Sunny	10 <sup>0</sup> -38 <sup>0</sup>		Sunrise:	600	_		,		1 Person in cabl			
				Sunset:	1900	Traffic Control: Vehicles	- 0	Personnel: 0	_				
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
	-	Crew:	40	)4	Area:	McArthui	Basin	Client Rep:	David	Dobson	Acq Start Date		3/2013
TERREX		Client:	San		State:	NT		Weather:		inny	Est. Finish		0/2013
SEISMIC		Survey Name:	McArthur	Basin 2D	Crew Mgr:	Russell	aregg	Date:	14/0	9/2013	2D / 3D		2D
PRODUCTION	ı					1		ı	ı	ı			
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	214.0400
MCSAN13-8	10,638	10,991	4,139.5	3,748.5		7.8400		39	392	392		Pgm.L.Km: Km.Remain:	497.3400 283.3000
MCS/HV13-0	10,030	10,771	4,137.3	3,7 40.3		7.0400		37	372	372		% Completed:	43%
											Av Dail	ly Prod L.Km:	8.6
												ı	
												Cum.Sq.Km	0.0000
											Sa Kr	Pgm.Sq.Km: n.Remaining:	0.0000
												% Completed:	0.0000
												Prod Sq.Km:	0.0
Daily Total						7.8400	-	39	392	392			
Cum Total						214.0400	-	61	10,702	10,702			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time Charge	Down Time	Time N/Charge	Other 1 N/Charge		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Cnarge			Hours				
Car	Inductions	••••••						-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-					
	Recording	4.80						4.80	4.80				
H/Wires & S	Experimental SIMS: Sweep Tests												
n/wires & c	QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.50						1.50	1.50				
Spread D	amage / Chewage	0.80						0.80	0.80				
	Detours Travel	1.50			2 10			1.50	1.50				
v	Vaiting On Spread				3.10			3.10 -	-				
	Line Move							-	-				
	Troubleshooting				0.60			0.60	-				
	Recorder Down							-	-				
D	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move												
	Swath Move		•					-	-				
	Vibe Travel							-	-	]			
	Weather							-	-				
	Human Error							-	-				
Crew	Washdown Demobe/Remobe	•••••						-					
	Spread Security							-	-				
	Other							-	-				
	TOTAL	8.60	0.30		3.80	-		12.70	8.90				
	CUM TOTAL	236.00	16.70	•	61.40	-		314.10	252.70	]			
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :						Client:	McArthur Basi	n 2D	op.c		Saturday, 14 Sep	otember 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Pick		
Total Crew :	35		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-8	3867	3420	448	MCSAN13-8	4379	4060	320
*Toolbox at 0545	hrs.					WICOAIV15-0	3007	3420	440	WICOAIV15-0	4575	4000	320
*Total Travel = Lo	ong travel to the field	l (3.00hrs).											
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
_	nused delays in daily whilst Vibes on long	-											
	rocky terrain as wel		ose rocky line slow	line crew un durin	g the day.								
	om camp is Bulldusti				gy-		7	Γotal Stations:	448		Т	otal Stations:	320
*Continued recor	ding on line MCSAN	13-08.						Bad Cables	2			Bad Phones	1
	er on site and stayin	g in camp.										LAUL	0
*Large area of Ski	ips due to terrain.							a	Traffic (	1		a:	
						Personnel:		<u>Vib Crew:</u> Personnel:		Personnel:		<u>Signage:</u> <u>Personnel:</u>	
						4		6		3		0	
EXTRAS:	Line Clearing	Personnel:											
		Vehicle:											
	Float	Hours:				Trouble Chast	•	Cocumitor		Comments:		<u> </u>	
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	tu.	Security: Personnel:		6 People on Cab	le trucks		
,, 00		East 134° 48' 16'				2		0		4 People on jug			
Weather :	Sunny	10°-38°		Sunrise:	600					1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0		<u> </u>			
	Crow Manager: Rue	call Cuana								Client Ren: Davi	J. D. J		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (	Fregg	Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		/2013 D
nn on warraw											-		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	221.4200
							- 17					Pgm.L.Km:	497.3400
MCSAN13-8	10,992	11,362	3,747.5	3,379.5		7.3800			369	369		.Km.Remain: 6 Completed:	275.9200 45%
												y Prod L.Km:	8.5
												Ī	
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												6 Completed:	0%
Daily Total						7.3800		-	369	369	Av Daily	Prod Sq.Km:	0.0
Cum Total						221.4200	-	61	11,071	11,071			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting	•	0.50					0.50	0.50				
Initi	Recorder Setup al Layout/Pick up							-					
11110	Recording	4.90						4.90	4.90				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.10						1.10	1.10				
Spread D	amage / Chewage Detours	0.70 0.20						0.70 0.20	0.70 0.20				
	Travel				2.70			2.70	-				
V	Vaiting On Spread				2.00			2.00	-				
	Line Move Troubleshooting	•						-					
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move	•						-					
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	6.90	0.50		4.80	-		12.20	7.40				
	CUM TOTAL	498.80	29.70	1.60	252.40	•		782.50	260.10				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :	26					Client:	McArthur Basi			Date:	Sunday, 15 Sept		
Camp Crew : Total Crew :	6 35		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:										-			
*Toolbox/Safety S	Sunday at 0545 hrs.					MCSAN13-8	3419	3140	280	MCSAN13-8	4059	3650	410
*Total Travel = Lo	ong travel to the field	l (2.7hrs).											
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
	aused delays in daily												
	Carry sections at fro waiting on spread.	ont and back of lin	e is slowing spread	movement causing	g the								
* This particular s	section of line has no						1	Total Stations:	280		T	otal Stations:	410
	ise is very rocky slov er on site and stayin		st over walking pac	e for around 760 s	tations.			Bad Cables	0			Bad Phones LAUL	3
	r handcarry sections		terrain slow going.						Traffic (	Control:		LAGE	Ū
	ons are loose rocky		some sections.			Front Crew:	_	Vib Crew:		Back Crew:		Signage:	
*Prouction ongoin	ng Line MCSAN13-08	3				Personnel: 4		Personnel: 6		Personnel: 3		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:											
	_	Vehicle:											
	Float	Hours:				Trouble Shooters	<u> </u>	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 10°-37°		Sunrise:	600	2		0		4 People on jug 1 Person in cabl			
cumer .	Janny	20 -37		Sunrise: Sunset:		Traffic Control:	_	Personnel:		a cason in cabi	стеран		
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	-	Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 !D
								•					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	226.0000
							- 1/					Pgm.L.Km:	497.3400
MCSAN13-8	11,363	11,591	3,378.5	3,150.5		4.5800			229	229		.Km.Remain:	271.3400 45%
												6 Completed: y Prod L.Km:	45% 8.4
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	1.Remaining:	0.0000
												6 Completed:	0%
Daily Total						4.5800	_	-	229	229	Av Daily	Prod Sq.Km:	0.0
Cum Total						226.0000	-	61	11,300	11,300			
					Non-Charge			ı					
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Cai	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	3.60						3.60	3.60				
	Experimental							-	-				
H/Wires & S	IMS: Sweep Tests							-	-				
OC / Da	QC Spread aily Tests/Testing		•		0.10			- 0.10	-				
	Recorder Moveup	3.80						3.80	3.80				
Spread D	amage / Chewage	1.80						1.80	1.80				
	Detours Travel	•	•		2.00			2.00	-				
v	Vaiting On Spread							-	-				
	Line Move							-	-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down				0.50			0.50	-				
Pros	spect/Camp Move								-				
	Traverse Move Swath Move	•	•					-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error Washdown	•	•					-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security	•	•						-				
	Other TOTAL	9.20	0.30		0.10 2.70	-		0.10 12.20	9.50				
	CUM TOTAL	498.80	29.70	1.60	252.40	-		782.50	269.60				
Client :	1		Visitor's :	3					Spread M	ovomont			
Line Crew :	26		visitor 3.	3		Client:	McArthur Basi	n 2D	эргеац м		Monday, 16 Sept	ember 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Pickt		
Total Crew : COMMENTS:	35		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
<u> </u>						MCSAN13-8	3139	2860	280	MCSAN13-8	3649	3400	250
	Sunday at 0545 hrs.												
	for Recorder move u ong travel to the field		wn line will comple	te move up next m	orning.								
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
	used delays in daily												
	due to problem with due to Trouble shoo			ther Vibe.									
	section of line has no			back is down the li	ne,		1	Γotal Stations:	280		T	otal Stations:	250
	se is very rocky slov		st over walking pac	e for around 760 s	tations.			Bad Cables	0			Bad Phones	1
	er on site and staying handcarry sections		terrain slow going						Traffic (	Control:		LAUL	0
	ain overnight,causes		J- ***			Front Crew:		Vib Crew:	.,,,	Back Crew:		Signage:	
*Prouction ongoin	ng Line MCSAN13-08	3				Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				*		U		3		U	
		Vehicle:											
	Float	Hours:				T		C '-		C			
Camp Location/Co-	ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	E.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'	1.1			2		0		4 People on jug	trucks		
Weather:	Sunny	10°-37°		Sunrise: Sunset:	600 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
				Juli3CL.	1900	Vehicles	0	Personnei: 0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

March   Fig.   Fig.   Same   Same   March					Terr	ex Seisn	nic - Dail	y Repo	rt					
Second   S		-	Crew:	40	)4	Area:	McArthur	Basin	Client Rep:	David	Dobson	Acq Start Date		
The content of the	TERREX													
Mathematical   Mat	SEISMIC		Survey Name:	McArthur	Basin 2D	Crew Mgr:	Russell	iregg	Date:	17/09	9/2013	2D/3D	2	2D
March   1,300	PRODUCTION		1					1						
11-900   1	Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's			
Companies   Part	MCSAN13-8	11 592	11 939	3 149 5	2 802 5		6 9600			348	348			
Daily   Faul	MCS/HV13-0	11,572	11,555	3,143.3	2,002.3		0.5000			540	340			
Part   Part														8.3
Part   Part														
Section   Sect														0.0000
Secondary   Seco												Sa Kr		0.0000
Mary   Mary												_	_	
Marie   Mari												Av Daily	Prod Sq.Km:	0.0
Marie   Mari									-					
Medius   Medius   Medius   Mino   Mino   Name   N	Cum Total						232.9600	-	61	11,648	11,648			
Security   Product   Pro	HOURC		Working Time	Ctondby Time	Down Time		Othou 1		T-1-1	Charre				
Camp Setting Proclays  Brother Field   Selection   Sel	HOURS								Total					
Teacher Foreign	Car	mp Setup/Packup	onar ge	Gharge	117 Ghange	11/ Gharge	117 Ghange		-	-				
Teacher   February									-	-				
March   Marc	Toolbox	/ Ind / S-Meeting		0.30										
Recording   1,000		-							-	-				
Experimental	Initi		4.90						4 90	490				
Note   S. Note   Several			4.00						-	-				
Secret Horse  Separal Damage / Throwge   1,60   1,00   1	H/Wires & S	-							-	-				
Spread Declaration   Change		QC Spread							-	-				
Spread   Dame   Change   1.60						0.10				-				
Deform   Trace			1.60							160				
Travelle	Spread D		1.00						-	-				
Waiting to Sprond						3.30			3.30	-				
Trouble-Rooting   G20	V								0.80	-				
Recorder Down									-	-				
Viber   Travers May   Viber   Travers May   Viber		_	0.20						0.20	0.20				
Prospect/Camp Move									-	-				
Soverish More	Pros								-	-				
Vibe Travel   Weather									-	-				
Weather   Weat									-	-				
Huma Fror   Washdown   Crew Demoke/Remoke   Spread Scrutty   Other   Spread Scrutty   Other   TOTAL   6.60   0.30   1.60   4.20   -   351.0   276.50   12.70   6.90   301   1.60   4.20   -   351.0   276.50   12.70   6.90   301   1.60   4.20   -   351.0   276.50   301									-					
Washdown   Spread Security									-	-				
Spread Scarrity									-	-				
Client   1	Crew								-	-				
TOTAL   CUM TOTA		-			4.00				-					
Client:   1			6.60	0.30		4.20				6.90				
Client:   McArthur Basin   ZD							-							
Client:   McArthur Basin   ZD							ī		,		•			
Camp Crew   6				Visitor's :	3		Client:	McArthur Basi	n 2D	Spread M		Tuesday 17 Sen	tember 2013	
*Toolbox/Safety Sunday at 0545 hrs. *Long slow walk for Recorder move up as no access down line. *Total Travel = Long travel to the field (3.30hrs). *All lines and accesses every dusty, Slowing travel time down as well as spread/Vibe movement. *Cattle damage caused delays in daily testing, as well as .20 for trouble shooting during the day. *Evac of 1 line crew caused other downtime in Recording (1.6hrs) *Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1 hr after sunset Crew Manager with late vehicles assessed situation hence taking longer smoother route for Patient comfort. Also intereasing the traval in each staying in camp. *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *EXTRAS:  **Line Clearing**  *Personnel:  **Vehicle:  **Float**  **Hours:  **Linuble Shooters:  **Camp Location/Co-ords:  **South 16° 22° 06°.0  **East 134° 48° 16°.1  **Sunny**  **Junny**  **Sunny**  **Junny**  **Sunny**  **Junny**  **Sunny**  **Junny**			Light Vehicles :	15		onena.				Dutei				
*Toolbox/Safety Sunday at 0545 hrs. *Long slow walk for Recorder move up as no access down line. *Total Travel = Long travel to the field (3.30hrs). *All lines and accesses very dusty, Slowing travel time down as well as spread/Vibe movement. *Extract a line crew caused delays in daily testings as well as 2.0 for trouble shooting during the day. *Evac of 1 line crew caused other downtime in Recording (1.6hrs) *Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assessed situation hence taking longer smoother route for Patient confort. Also increasing the travel time back from the field.  *RPS has re-pegeer on site and staying in camp. *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  Line Clearing Personnel:  *Prouction ongoing Line MCSAN13-08  Line Clearing Personnel:  *Provincie:  *Float Hours:  *South 16° 22° 06°.0  East 134° 48° 16°.1  Sunset:  *Sunset:  *Sunset:  **Inoffice Control:  *Personnel:	35		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total	
*Toolbox/Safety Sunday at 0545 hrs.  *Long slow walk for Recorder move up as no access down line.  *Total Travel = Long travel to the field (3.30hrs).  *All lines and accesses very dusty. Slowing travel time down as well as spread/Vibe movement.  *Cattle damage caused delays in daily testing, as well as 2 of or trouble shooting during the day.  *Evac of 1 line crew caused other downtime in Recording (1.6hrs)  *Injured crew member was in bad terrain area wey slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assesed situation hence taking longer smoother route for Patient comfort. Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Line Clearing Personnel:  Vehicle:  *Float Hours:  **Trouble Shooters:  **Security:  **Trouble Shooters:  **Security:  **Comments:  **Comments:  **Comments:  **Personnel:  **Person in cable repair	COMMENTS:						MCCANIA O	2050	2500	260	MCCANIA O	2250	2400	260
*Long slow walk for Recorder move up as no access down line. *Total Trave! - Long travel to the field (3.30 hrs.). *All lines and accesses very dusty; Slowing travel time down as well as spread/Vibe movement. *Cattle damage caused delays in daily testing, as well as .20 for trouble shooting during the day.  *Evac of 1 line crew caused other downtime in Recording (1.6 hrs)  *Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles asseed situation hence taking longer smoother route for Patient comfort. Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Line Clearing Personnel:  Vehicle:  Float Hours:  *Camp Location/Co-ords:  South 16° 22' 06°.0  East 134° 48' 16'.1  Sunny  10°-37°  Sunrise:  Sunny  10°-37°  Sunrise:  Sunset:  *Inoute South S	*Toolboy/Safety S	Sunday at 0545 hre					MCSAN13-8	2859	2500	360	WCSAN13-8	3359	3100	260
*Total Travel = Long travel to the field (3.30hrs).  *All lines and accesses very dusty, Slowing travel time down as well as spread/Vibe movement.  *Cattle damage caused delays in daily testing, as well as 2.0 for trouble shooting during the day.  *Evac of 1 line crew caused other downtime in Recording (1.6hrs)  *Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assesed situation hence taking longer smoother route for Patient comfort. Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Ininc Clearing Personnel:  Vehicle:  Float Hours:   **Touble Shooters:  East 134° 48' 16'.1  **Sunny 10°-37°  Sunrise:  Sunny 10°-37°  Sunset:  **Inough Extended Also in the field day.  **All lines and accesses very dusty, Slowing travel time down as well as 2.0 for trouble shooting during the day.  **Total Stations:  **Bad Cables 2 Bad Phones 3  **Bad Cables 2 Bad Phones 3  **Back Crew:  **Front Crew:  **Prosonnel:  **Personnel:  **Prosonnel:  **Personnel:  **Prosonnel:  **Personnel:  **Personnel:  **Personnel:  **Personnel:  **Personnel:  **Personnel:  **Personnel:  **Person in cable trucks  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair		-	ıp as no access do	wn line.										
*Cattle damage caused delays in daily testing, as well as .20 for trouble shooting during the day.  *Evac of 1 line crew caused other downtime in Recording (1.6hrs)  *Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assessed situation hence taking longer smoother route for Patient comfort.Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *EXTRAS:  **Line Clearing**  *Personnel:  **Float**  *Hours:  **Line Clearing**  **Personnel:  **Float**  **Hours:  **Juli 0  **Bad Cables**  **Traffic Control:  **Front Crew:  **Personnel:  **														
*Evac of 1 line crew caused other downtime in Recording (1.6hrs)  * Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assesed situation hence taking longer smoother route for Patient confort.Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *EXTRAS: Line Clearing Personnel:  Vehicle:  Float Hours:  *Camp Location/Co-ords:  South 16° 22' 06°.0  East 134° 48' 16°.1  Sunset:  1900  *Traffic Control:  Personnel:  Personnel:  Personnel:  Personnel:  Personnel:  O 4 People on Cable trucks  4 People on jug trucks  1 Person in cable repair  Traffic Control:  Personnel:  Personnel:  Personnel:  Personnel:  O 4 People on jug trucks  1 Person in cable repair														
*Injured crew member was in bad terrain area very slow trip back to camp arriving approx 1hr after sunset Crew Manager with late vehicles assessed situation hence taking longer smoother route for Patient comfort. Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  EXTRAS: Line Clearing Personnel:  Vehicle:  Float Hours:  *Camp Location/Co-ords:  South 16° 22' 06".0  East 134° 48' 16".1  Sunset:  1900  Traffic Control:  Personnel:  Person in cable repair					oting during the da	ıy.								
sunset Crew Manager with late vehicles assesed situation hence taking longer smoother route for Patient comfort.Also increasing the travel time back from the field.  *RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Dersonnel:  Vehicle:  Float Hours:  *Touble Shooters:  *Personnel:  Personnel:  Person					n arriving annrox 1	hr after								
*RPS has re-pegger on site and staying in camp.  *Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08								7	Γotal Stations:	360		Т	otal Stations:	260
*Access tracks for handcarry sections rough with rocky terrain slow going.  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Personnel:  *Person in cable repair  *Person in cable repair	Patient comfort	.Also increasing the	travel time back f	rom the field.					Bad Cables	2				
*Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Prouction ongoing Line MCSAN13-08  *Personnel:  Vehicle:  Vehicle:  Float Hours:  **Trouble Shoaters:  **Personnel:  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair  **Person in cable repair													LAUL	0
*Prouction ongoing Line MCSAN13-08	*Access tracks for	nandcarry sections	rough with rocky	terrain slow going.			Front Crown		Vib Crave	Traffic (			Signage	
EXTRAS: Line Clearing Personnel:	*Prouction ongoin	ng Line MCSAN13-08	3											
Vehicle:   Float   Hours:		9					4		6		3			
Float Hours:    Camp Location/Co-ords : South 16° 22' 06".0   Personnel:   Personne	EXTRAS:	Line Clearing												
Trouble Shooters: Security: Comments:  Camp Location/Co-ords: South 16° 22' 06".0  East 134° 48' 16".1  Weather: Sunny 10°-37° Sunrise: 600  Sunset: 1900 Traffic Control: Vehicles 0 0  Trouble Shooters: Security: Comments: 6 Personnel: 6 Personnel: 1 Personnel: 1 Person in cable repair 6 Person in cable repair 6 Person in cable repair 7 Person in cable repair 6 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 7 Person in cable repair 8 Person in cable repair 8 Person in cable repair 9 Person		773												
Camp Location/Co-ords: South 16° 22' 06".0  East 134° 48' 16".1  Weather: Sunny 10°-37° Sunrise: 600  Sunset: 1990 Traffic Control: Vehicles 0 0 0  Personnel: 6 People on Cable trucks 4 People on jug trucks 1 Person in cable repair 6 People on Cable trucks 4 People on jug trucks 1 Person in cable repair 6 People on Cable trucks 4 People on jug trucks 1 Person in cable repair 6 People on Cable trucks 4 People on Cable		Float	Hours:				Trouble Shootors		Security		Commenter			
East 134° 48' 16".1 2 0 4 People on jug trucks  Weather: Sunny 10°-37° Sunrise: 600 Sunset: 1900 Traffic Control: Vehicles 0 0  4 People on jug trucks 1 Person in cable repair  Vehicles 0 0	Camp Location/Co-	ords :	South 16° 22' 06	".0				4				le trucks		
Sunset: 1900 Traffic Control: Personnel:  Vehicles 0 0			East 134° 48' 16'	'.1			2				4 People on jug	trucks		
Vehicles 0 0	Weather :	Sunny	10°-37°						ļ		1 Person in cabl	e repair		
· · · · · · · · · · · · · · · · · · ·					Sunset:	1900								
							remues	U	. 0					

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 !D
JEIJITIC		our vey manner	Picin that	Dagin 2D	arem rigit	Russen	37-68	Dutei	10/0	7/2013	25,05	_	
PRODUCTION	T	ı				1					Ì	Ī	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	240.6400
MCSAN13-8	11,940	12,324	2,801.5	2,418.5		7.6800			384	384		Pgm.L.Km: .Km.Remain:	497.3400 256.7000
MGMH13-0	11,540	12,324	2,001.3	2,410.3		7.0000			304	304		6 Completed:	48%
												y Prod L.Km:	8.3
												-	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining:	0.0000
												6 Completed: Prod Sq.Km:	0% 0.0
Daily Total						7.6800		-	384	384	Dully	. rou oquum	0.0
Cum Total						240.6400		61	12,032	12,032			
											•		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
1.00	Recorder Setup							-	-				
Initi	ial Layout/Pick up Recording	5.00						5.00	- 5.00				
	Experimental	5.00						-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	3.10						3.10	3.10				
Spread D	amage / Chewage Detours	0.60						0.60	0.60				
	Travel				2.80			- 2.80	-				
v	Waiting On Spread							-	-				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
_	Vibes Down				0.10			0.10					
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel		•					-	-				
	Weather							-	-				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other												
	TOTAL	8.70	0.30	-	3.00	-		12.00	9.00				
		267.40	18.10	1.60	76.10	-		363.20					
Client :	1		Visitor's:	3		CH	McArthur Basi	- 2D	Spread M		147- 1		2
Line Crew : Camp Crew :	23 6		Light Vehicles :	15		Client:	Layo			Date:	Wednesday, 18 S		.3
Total Crew :	33		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:				-									
						MCSAN13-8	2499	2151	349	MCSAN13-8	3099	2740	360
*Toolbox at 0545	hrs.												
	ong travel to the field			1 0721									
	esses very dusty,Slov aused delays in daily			ad/vibe inovenie	IL.								
	out of bad rocky sect		,										
	y, good effort for the												
	er on site and stayin						7	Total Stations:	349		To	otal Stations:	360
*Prouction ongoing	ng Line MCSAN13-08	3						Bad Cables	0			Bad Phones	0
									Traffic (	Control		LAUL	0
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						2		6		2		0	
EXTRAS:	Line Clearing												
		Vehicle:											
	Float	Hours:				T		Cir		C			
Camp Location/Co-	-ords ·	South 16° 22' 06'	" 0			Trouble Shooters Personnel:	ž.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
camp Locucion/CO	43 .	East 134° 48' 16'				2		Personnei:		4 People on Jug			
Weather :	Sunny	17-37 <sup>0</sup>		Sunrise:	600					1 Person in cabl			
				Sunset:	1900			Personnel:					
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	-	Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 !D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	249.2000
MCSAN13-8	12,325	12,752	2,417.5	1,990.5		8.5600			428	428	9,	Pgm.L.Km: .Km.Remain: 6 Completed: y Prod L.Km:	497.3400 248.1400 50% 8.3
											24		
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												n.Remaining: 6 Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total Cum Total						8.5600 249.2000		61	428 12,460	428 12,460			
oum roun					Non-Channe	213.2000		01	12,100	12,100			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge		-	Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording Experimental	5.20						5.20	5.20				
H/Wires & S	IMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			- 0.10	-				
	Recorder Moveup	0.90			0.10			0.10 0.90	0.90				
Spread D	amage / Chewage Detours	1.50						1.50	1.50				
	Travel				1.90			1.90	-				
V	Vaiting On Spread				1.40			1.40	-				
	Line Move Troubleshooting				0.70			0.70	-				
	Recorder Down							-	-				
Pros	Vibes Down spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move Vibe Travel							-	-				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	7.60	0.30	-	4.10	-		12.00	7.90				
	CUM TOTAL	275.00	18.40	1.60	80.20	•		375.20	293.40				
Client : Line Crew :	1 23		Visitor's :	3		Clima	McArthur Basi	2D	Spread M		m 10 C-		
Camp Crew :	6		Light Vehicles :	15		Client:	Layo			Date:	Thursday, 19 Se Picku		
Total Crew :	33		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
*Toolbox at 0545	hrs.					MCSAN13-8	2150	1670	481	MCSAN13-8	2739	2300	440
*Total Travel = Lo	ong travel to the field	l (1.90hrs).											
	esses very dusty,Slov			ad/Vibe movemen	nt.								
_	used delays in daily ad time due to crew		)										
*DDC has us used	er on site and stayin	- !						Fotal Stations:	481		T	otal Stations:	440
	ng Line MCSAN13-08							Bad Cables	3			Bad Phones	3
									Traffic (	Control		LAUL	0
						Front Crew:		Vib Crew:	rujjic	Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				~				Ĩ			
	T1	Vehicle:											
	Float	Hours:				Trouble Shooters	Z	Security:		Comments:			
Camp Location/Co-	ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 17-37 <sup>0</sup>		Sunrise:	600	-		0		4 People on jug 1 Person in cabl			
				Sunset:	1900	Traffic Control: Vehicles	- 0	Personnel: 0					
	Crew Manager: Rus	sell Gregg				· emues	U			Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 !D
					_								
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	257.2800
												Pgm.L.Km:	497.3400
MCSAN13-8	12,753	13,164	1,989.5	1,586.5		8.0800			404	404		.Km.Remain: 6 Completed:	240.0600 52%
												y Prod L.Km:	8.3
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	ı.Remaining:	0.0000
												6 Completed:	0%
Daily Total						8.0800	-	-	404	404	AV Daily	Prod Sq.Km:	0.0
Cum Total						257.2800		61	12,864	12,864			
					Non-Charge								
HOURS		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/ Charge	N/ Charge	N/Charge		-	Hours -				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting	•	0.30					0.30	0.30				
Initi	Recorder Setup al Layout/Pick up							-	-				
	Recording	5.30						5.30	5.30				
	Experimental							-	-				
H/Wires & S	GIMS: Sweep Tests QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	0.60						0.60	0.60				
Spread D	amage / Chewage Detours	1.20 0.80						1.20 0.80	1.20 0.80				
	Travel				2.60			2.60	-				
V	Vaiting On Spread				1.70			1.70	-				
	Line Move Troubleshooting	•						-					
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move	•						-					
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error							-					
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	7.90	0.30		4.40			12.60	8.20				
	CUM TOTAL	282.90	18.70	1.60	84.60			387.80	301.60				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew:	23					Client:	McArthur Basi			Date:	Friday, 20 Septe		
Camp Crew : Total Crew :	6 33		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:													
*TII	h					MCSAN13-8	1669	1300	370	MCSAN13-8	2299	1842	458
*Toolbox at 0545	nrs.												
*Total Travel = Lo	ong travel to the field	l (2.60hrs).											
	esses very dusty,Slov aused delays in daily			ad/Vibe movemen	nt.								
_	ad time due to crew		• )										
	penteria Hwy compl		fficently.										
	er on site and stayin ng Line MCSAN13-08						7	Fotal Stations: Bad Cables	370 1		T	otal Stations: Bad Phones	<b>458</b>
r rouetion ongon	ng 2me 1100m110 ot	,						Dua Guores	•			LAUL	0
									Traffic (				
						<u>Front Crew:</u> <u>Personnel:</u>		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						2		5		2		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
						Trouble Shooters	ï	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 16-38 <sup>0</sup>		Sunrise:	600	4		0		2 People on jug 1 Person in cabl			
				Sunset:		Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date Est. Finish		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		9/2013	Est. Finish 2D / 3D		)/2013 D
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	266.8000
							-1/					Pgm.L.Km:	497.3400
MCSAN13-8	13,165	13,638	1,585.5	1,110.5		9.5200		3	476	476		.Km.Remain:	230.5400 54%
												6 Completed: y Prod L.Km:	8.3
												-	
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sq.Kn	rgiii.5q.Kiii: i.Remaining:	0.0000
											9,	6 Completed:	0%
Daily Total						9.5200	-	3	476	476	Av Daily	Prod Sq.Km:	0.0
Cum Total						266.8000	-	64	13,340	13,340			
					Non-Charge					1			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
	a	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions	•••••	•					-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	5.40						- 5.40	- 5.40				
	Experimental	5.40						-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D	QC Spread aily Tests/Testing		•		0.10			- 0.10	-				
	Recorder Moveup	0.90			0.10			0.10 0.90	0.90				
Spread D	amage / Chewage	3.00						3.00	3.00				
	Detours	•	•		2.40			- 2.40					
v	Travel Vaiting On Spread				2.40			2.40 -	-				
	Line Move							-	-				
	Troubleshooting	•	•					-	-				
	Recorder Down Vibes Down		•					-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move	•	•					-	-				
	Swath Move Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
Crew	Washdown Demobe/Remobe							-	-				
o.c.	Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	9.30 292.20	0.30 19.00	1.60	2.50 87.10			12.10 399.90	9.60 311.20				
	00.7 10 1112	272120	13.00	1100	07110			533.50	511.20	I			
Client : Line Crew :	1 23		Visitor's:	3		Client:	McArthur Basi	n 2D	Spread M		Catuaday 21 Can	tombou 2012	
Camp Crew :	6		Light Vehicles :	15		Chent:	Layo			Date:	Saturday, 21 Sep Picku		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-8	1299	1001	299	MCCANIA2 0	1011	1077	465
*Toolbox at 0545	hrs.					MCSAN13-9	1001	1099	99	MCSAN13-8	1841	1377	465
	ong travel to the field		,,	1.0771									
	esses very dusty,Slov aused delays in daily				nt.								
	laying spread on Li												
	penteria Hwy compl		fficently.					Total Stations:	398		Tr.	otal Stations:	465
	er on site and stayin; ng Line MCSAN13-08							Bad Cables	5		1	Bad Phones	7
* Spread being lay	yed on Line MCSAN1	3-9							•			LAUL	0
* Start of line MCS	SAN13-9 slow to trav	vel down due to be	eing very Dusty.			F		IIII Commi	Traffic (	1		61	
						<u>Front Crew:</u> Personnel:		Vib Crew: Personnel:		Personnel:		<u>Signage:</u> Personnel:	
						2		5		2		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	1.000					Trouble Shooters	ï	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 26-38 <sup>0</sup>		Sunrise:	600	14		0		2 People on jug 1 Person in cabl			
	•			Sunset:		Traffic Control:		Personnel:			-		
						Vehicles	0	0		<u> </u>			
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
THE STATE OF THE S		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	,	3/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		0/2013 2D
JEIJIMIC		survey rame.	PICAL CITCL	Basili ED	crew mgr.	Russen	areas	Date.	22/0	7/2013	20/30		
PRODUCTION			_	_				I	l		Ī		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	272.8200 497.3400
MCSAN13-8	13,639	13,747	1,109.5	1,001.5		2.1800			109	109	L	.Km.Remain:	224.5200
MCSAN13-9	13,748	13,939	1,001.5	1,192.5		3.8400			192	192	9,	6 Completed:	55%
											Av Dail	y Prod L.Km:	8.3
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												6 Completed:	0%
Daily Total						6.0200	-		301	301	Av Daily	Prod Sq.Km:	0.0
Cum Total						272.8200	-	64	13,641	13,641			
oum roun						272.0200		U.	10,011	15,011			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
<u></u>		Charge	Charge	N/Charge	N/Charge	N/Charge		10	Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting	•	0.30					0.30	0.30				
Initi	Recorder Setup al Layout/Pick up							-					
	Recording	3.50						3.50	3.50				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests	•	•										
0C / De	QC Spread				0.10			- 0.10	-				
	aily Tests/Testing Recorder Moveup				0.10			0.10 -	-				
	amage / Chewage							-	-				
	Detours	•••••						-	-				
	Travel				3.10			3.10	-				
v	Vaiting On Spread Line Move	4.80				• • • • • • • • • • • • • • • • • • • •		4.80	4.80				
	Troubleshooting	4.00						-	-				
	Recorder Down							-	-				
	Vibes Down				0.60			0.60	-				
Pros	spect/Camp Move	••••••	•					-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel		•					-	-				
	Weather							-	-				
	Human Error							-	-				
Crow	Washdown Demobe/Remobe							-	-				
Crew	Spread Security							-	-				
	Other							-	-				
	TOTAL	8.30	0.30		3.80	-		12.40	8.60				
	CUM TOTAL	300.50	19.30	1.60	90.90	-		412.30	319.80				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :	25					Client:	McArthur Basi	n 2D		Date:	Sunday, 22 Septe	ember 2013	
Camp Crew :	6 35		Light Vehicles :	15 6		14	Layo		m-+-1	17	Pickt		m-+-1
Total Crew : COMMENTS:	35		Heavy Vehicles :	ь		Line	Station #	Station #	Total	Line	Station #	Station #	Total
						MCSAN13-9	1100	1701	602	MCSAN13-8	1376	1001	376
*Toolbox at 0545	hrs.												
+m - 1m - 1 - 1		1 (0 40)											
	ong travel to the field esses very dusty,Slov		own se wall se enre	ad/Vihe movemer	nt								
	or vibes from MCSA	-	-	au, ribe moreme									
* Line Crew finish	Picking up Spread o	on Line MCSAN13	-8 and continue to l	ay on line MCSAN1	13-9								
+nng l								16				. 10	
	er on site and stayin; eted on Line MCSAN							Fotal Stations: Bad Cables	<b>602</b> 0		T	otal Stations: Bad Phones	<b>376</b>
-	mences on Line MCS							Dua Gubies	Ü			LAUL	0
*Line move to MO	CSAN13-9 slow to tra	avel down due to	being very Dusty.						Traffic (	Control:			
						Front Crew:		<u>Vib Crew:</u>		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				ļ -						-	
		Vehicle:											
	Float	Hours:											
Camp 1! '-	anda .	Cough 100 001 c -	" 0			Trouble Shooters	Ľ	Security:		Comments:	lo tonici		
Camp Location/Co-	oras :	South 16° 22' 06' East 134° 48' 16'				Personnel: 2		Personnel: 0		6 People on Cab 2 People on jug			
Weather :	Sunny	26-38 <sup>0</sup>		Sunrise:	600			<u> </u>		1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crow Managor: Rue	call Cuana								Client Ren: Davi	d Dohoon		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	,	/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		/2013 D
SEISITIC									-0/0	,	/		-
PRODUCTION			6:	g.				at :		g. 1	1		204 (200
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	284.6200 497.3400
						0.0000					L	Km.Remain:	212.7200
MCSAN13-9	13,940	14,532	1,193.5	1,782.5		11.8000			590	590	9/	Completed:	57%
											Av Dail	y Prod L.Km:	8.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												Completed:	0%
Daily Total						11.8000	-		590	590	Av Daily	Prod Sq.Km:	0.0
Cum Total						284.6200		64	14,231	14,231			
										,			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions								-				
Toolbox	/ Ind / S-Meeting Recorder Setup	•	0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording	7.20						7.20	7.20				
	Experimental	•	•						-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / Da	QC Spread aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.30						1.30	1.30				
Spread D	amage / Chewage							-	-				
	Detours								-				
v	Travel Vaiting On Spread				2.80			2.80	-				
,	Line Move							-	-				
	Troubleshooting				0.60			0.60	-				
	Recorder Down							-	-				
Duos	Vibes Down							-	-				
PIOS	spect/Camp Move Traverse Move		•					-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather		•						-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other				0.20			0.20	-				
	TOTAL CUM TOTAL	8.50 309.00	0.30 19.60	1.60	3.70 94.60			12.50 424.80	8.80 328.60				
	COM TOTAL	307.00	17.00	1.00	74.00			724.00	320.00	ļ			
Client :	1		Visitor's :	3					Spread M				
Line Crew:	25		ra-baw-ba-l	45		Client:	McArthur Basi			Date:	Monday, 23 Sept		
Camp Crew : Total Crew :	6 35		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:													
						MCSAN13-9	1702	2073	372	MCSAN13-9	1001	1500	500
*Toolbox at 0545	hrs.												
*Total Travel = Lo	ong travel to the field	1 (2 80hre)											
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
* Not much areas	to pass vibes with sp	oread vehicles up	and down the line.										
	due to lots of bulldus												
	g time due to getting er on site and stayin	-	the line.And line ch	neck in the morning	3		1	Fotal Stations:	372		т	otal Stations:	500
	due to trees blockin		0.20hrs)					Bad Cables	0		•	Bad Phones	2
* Production cont	inues on Line MCSA	N13-9										LAUL	0
* Second best pro	duction day so far go	ood job by line cre	w						Traffic (				
						Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						Personnel: 3		5		3		0	
EXTRAS:	Line Clearing	Personnel:											
		Vehicle:											
	Float	Hours:				Tuonbl- Ct.		Committee		Comm			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	Z	Security: Personnel:		Comments: 6 People on Cab	le trucks		
,, 60		East 134° 48' 16'				2		0		2 People on jug			
Weather :	Sunny	21-39 <sup>0</sup>		Sunrise:	600					1 Person in cabl	e repair		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
						· cmues	U	U	U				
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	,	3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		)/2013 !D
								•					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	294.5800
							- 1/					Pgm.L.Km:	497.3400
MCCAN12 0	14.522	15.021	1 702 5	2 274 5		0.0000			400	400		.Km.Remain:	202.7600
MCSAN13-9	14,533	15,031	1,783.5	2,271.5		9.9600			498	498		6 Completed: y Prod L.Km:	59% 8.4
												Cum.Sq.Km	0.0000
											Sa.Kn	Pgm.Sq.Km: n.Remaining:	0.0000
												6 Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total Cum Total						9.9600 294.5800	-	64	498 14,729	498 14,729			
					v. 61								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions		•					-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up	6.00						-	-				
	Recording Experimental	6.00						6.00 -	6.00 -				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread	•	•						-				
	aily Tests/Testing Recorder Moveup	0.50			0.10			0.10 0.50	0.50				
	amage / Chewage							-	-				
	Detours							-	-				
v	Travel Vaiting On Spread				2.70 2.50			2.70 2.50					
	Line Move				2.50			-	-				
	Troubleshooting				0.40			0.40	-				
	Recorder Down Vibes Down	•	•										
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move		•										
	Vibe Travel Weather							-	-				
	Human Error							-	-				
Cuon	Washdown	•	•										
crew	Demobe/Remobe Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	6.50 315.50	0.30 19.90	1.60	5.70 100.30	-		12.50 437.30	6.80 335.40				
	COM TOTAL	313.30	19.90	1.00	100.50	•		437.30	333.40				
Client :	1		Visitor's :	3					Spread M				
Line Crew : Camp Crew :	25 6		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Tuesday, 24 Sep Pickt		
Total Crew :	35		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:													
*Toolbox at 0545	hre					MCSAN13-9	2074	2560	487	MCSAN13-9	1501	1999	499
100100x at 0343	1113.												
	ong travel to the field	-											
	esses very dusty,Slov to pass vibes with sp			ad/Vibe movemen	nt.								
	due to lots of bulldus		and down the mic.										
	g time due to getting	-	the line.And line ch	eck in the morning	3								
	er on site and staying out in Safely and Effic						7	Fotal Stations: Bad Cables	<b>487</b>		T	otal Stations: Bad Phones	<b>499</b>
	inues on Line MCSA											LAUL	0
*Waiting on Sprea	ad due to vehicle mo	vement up narrov	v line and road cro	ssing and handcarr	y (2.50hrs)				Traffic (				
						<u>Front Crew:</u> <u>Personnel:</u>		<u>Vib Crew:</u> Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						3		5		3		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	11040	nouls.				Trouble Shooters	ž.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48′ 16′ 21-38°		Sunrise:	600	2		0		2 People on jug 1 Person in cabl			
				Sunset:		Traffic Control:	=	Personnel:		m cabi	p		
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	ort					
		Crew:		04	Area:			Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:		ntos r Basin 2D	State: Crew Mgr:			Weather: Date:		unny 19/2013	Est. Finish 2D / 3D		D/2013 2D
		-						_					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	302.9800
Line	1110	1110	J.L.I	oen .	owaci ii	27 IIII.	oq/ mis	Siaps	· p s	Jen 3		Pgm.L.Km:	497.3400
						0.0000						.Km.Remain:	194.3600
MCSAN13-9	15,032	15,451	2,281.5	2,700.5		8.4000			420	420		6 Completed: y Prod L.Km:	61% 8.4
											AV Dali	y Prou L.Kiii:	0.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining: 6 Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total						8.4000	-	-	420	420			
Cum Total						302.9800	-	64	15,149	15,149			
					Non-Charge								
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
Ca	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup						·		-				
Initi	ial Layout/Pick up Recording	E 10					·	- E 10	- 510				
	Experimental	5.10						5.10 -	5.10 -	1			
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing	0.70			0.10			0.10	-	4			
	Recorder Moveup Jamage / Chewage	0.70						0.70	0.70				
op. tall	Detours							-	-				
	Travel				2.50			2.50	-				
,	Waiting On Spread				3.40			3.40	-				
	Line Move Troubleshooting				0.20			0.20					
	Recorder Down				0.20			-	-	•			
	Vibes Down							-	-				
Pro	spect/Camp Move							-	-	•			
	Traverse Move Swath Move								-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
G	Washdown			<b></b>		<b></b>							
Crew	Demobe/Remobe Spread Security							············	-	1			
	Other							-	-				
	TOTAL	5.80	0.30		6.20			12.30	6.10				
	CUM TOTAL	321.30	20.20	1.60	106.50	•		449.60	341.50				
Client :	1		Visitor's :	3					Spread M	Iovement:			
Line Crew :						Client:	McArthur Bas			Date:	Wednesday, 25		13
Camp Crew : Total Crew :			Light Vehicles : Heavy Vehicles :			Line	Layo Station #	Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:	34		neuvy venicies.	0		Line	Station #	Station #	Total	Line	Station #	Station #	Total
						MCSAN13-9	2561	2959	399	MCSAN13-9	2000	2351	352
*Toolbox at 0545	hrs.												
*Total Tuessal - L	on a tuorrol to the Gal	d (2 E0hus)											
	ong travel to the field esses very dusty,Slo		own as well as spr	ead/Vibe moveme	nt.								
	to pass vibes with s												
	ad due to having 7 le			nge.(3.4Hrs)									
	out 8 in, 4 more line of er on site and stayin		he 27th					Total Stations:	399		т.	otal Stations:	352
	out in Safely and Effi							Bad Cables	1			Bad Phones	1
	tinues on Line MCSA											LAUL	0
								1		Control:		1	
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel: 2		Personnel: 4		Personnel: 2		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				†							
		Vehicle:											
	Float	Hours:				m 1:							
Camp Location/Co	-ords :	South 16° 22' 06	".0			Trouble Shooters Personnel:	<u>S:</u>	Security: Personnel:		Comments: 4 People on Cal	ile trucks		
Location/CO		East 134° 48' 16				2		0		1 People on jug			
Weather:	Sunny	21-38 <sup>0</sup>		Sunrise:	600					1 Person in cab			
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0		I			
1	Crew Manager: Rus	sell Gregg								Client Rep: Dav	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		/2013
TERREX		Client: Survey Name:	Sar McArthur		State: Crew Mgr:	Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		/2013 D
SLISITIO		our vey manner	Pierii cirdi	Dayin 20	arem rigit	rasser	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Dute	20/0	7/2013	25/05	_	
PRODUCTION	1	I	ı	ı		1				1	i	ī	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	309.0000
												Pgm.L.Km:	497.3400
						0.0000						.Km.Remain:	188.3400
MCSAN13-9	15,452	16,054	2,701.5	3,001.5		6.0200			301	301	9/	6 Completed:	62%
											Av Dail	y Prod L.Km:	8.4
												ı	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
											Sq.Kn	n.Remaining:	0.0000
												6 Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						6.0200			301	301			
Cum Total						309.0000	•	64	15,450	15,450			
		1	1	1	Non-Charge					1			
HOURS		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup												
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording	5.20						5.20	5.20				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
1	Recorder Moveup	0.70						0.70	0.70	ĺ			
Spread D	amage / Chewage	0.30						0.30	0.30				
	Detours							-	-				
	Travel				3.00			3.00	-				
v	Vaiting On Spread							-	-				
	Line Move	2.40						2.40	2.40				
	Troubleshooting				0.40			0.40	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-	Ì			
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-	Ì			
	Other							-	-				
	TOTAL	8.60	0.30	-	3.50	-		12.40	8.90				
		329.90	20.50	1.60	110.00	-		462.00	350.40				
										-			
Client :	1		Visitor's :	3	<u> </u>				Spread M				
Line Crew :	25					Client:	McArthur Basi			Date:	Thursday, 26 Sep		
Camp Crew :	6		Light Vehicles :	15			Layo		m. · ·		Picku		m 1
Total Crew:	34		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-9 MCSAN13-01	2960 5340	3001 5150	42 191	MCSAN13-9	2352	2925	574
*Toolbox at 0545	huo					WCSAN13-01	3340	3130	191				
100100x at 0545	1115.												
*Total Troval - Le	on a tuorral to the Gale	1 (2 00hua)											
	ong travel to the field esses very dusty,Slov			and (Miles marromes									
	Station 2701.5 Vibes	-	-										
	nue on line 9 the oth				X Z VIDES								
	e (2.4hrs) still not co		iik to start or line 1.										
	er on site and staying						7	Total Stations:	233		T	otal Stations:	574
	out in Safely and Effic							Bad Cables	1			Bad Phones	1
	pleted on Line MCSA		e to MCSAN13-01					Dua Gubico	-			LAUL	0
									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						2		5		3		0	
EXTRAS:	Line Clearing	Personnel:				Ī							
		Vehicle:											
	Float					<u> </u>				<u> </u>			
			-			Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Personnel:		Personnel:		6 People on Cab	le trucks		
		East 134° 48' 16'	'.1			2		0		2 People on jug			
Weather :	Sunny	21-38 <sup>0</sup>		Sunrise:	600					1 Person in cabl	e repair		
				Sunset:	1900			Personnel:					
						Vehicles	0	0		<u> </u>			
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
The state of the s		Crew:	4(		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		/2013 D
JEIJIMIC		survey rame.	PICAL CITCL	Basili ED	crew mgr.	Russen	negg	Date.	27/0	7/2013	20/30		.D
PRODUCTION						1 .					1		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	316.1200 497.3400
						0.0000					L	.Km.Remain:	181.2200
MCSAN13-1	16,055	16,619	5,340.5	4,985.5		7.1200			356	356		6 Completed:	64%
											Av Dail	y Prod L.Km:	8.3
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												n.Remaining: 6 Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total						7.1200	•		356	356		•	
Cum Total						316.1200	-	64	15,806	15,806			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
	a	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup	• • • • • • • • • • • • • • • • • • • •						-	-				
Initi	al Layout/Pick up							-	-				
	Recording	5.40						5.40	5.40				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup							-	-				
	amage / Chewage							-	-				
	Detours							-	-				
	Travel				3.80			3.80	-				
V	Vaiting On Spread	3.40						-	-				
	Line Move Troubleshooting	2.40			0.70			2.40 0.70	2.40				
	Recorder Down	•••••			0.70				-				
	Vibes Down	•						-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather							- -					
	Human Error							-	-				
	Washdown	•····						-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other	0.10	0.00		4.60			0.10	0.10				
	TOTAL CUM TOTAL	7.90 337.80	0.30 20.80	1.60	4.60 114.60	-		12.80 474.80	8.20 358.60				
	COM TOTAL	337.00	20.00	1.00	114.00	-		474.00	330.00				
Client :	1		Visitor's :	3					Spread M				
Line Crew :	26					Client:	McArthur Basi			Date:	Friday, 27 Septe		
Camp Crew : Total Crew :	6 37		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:	3/		neavy venicies :	0		Line	Station #	Station #	Total	MCSAN13-9	2926	3001	76
						MCSAN13-01	5149	4624	526	MCSAN13-1	5340	5276	65
*Toolbox at 0545	hrs.												
	ong travel to the field												
	esses very dusty,Slov K Vibes from 5340.5				nt.								
	nue to walk from line												
* Long line change													
*RPS has re-pegge	er on site and stayin	g in camp.					1	Total Stations:	526		T	otal Stations:	141
	s breakdown during							Bad Cables	1			Bad Phones	1
	mences on Line MCS				-09				T	Control		LAUL	0
	to changing sweep			on line.		Front Crown		Vib Crown	Traffic (			Cianaga	
Thew retreater	ew arrive inducted a	ma reauy ioi wor	K CHIOLLOW.			Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		<u>Signage:</u> Personnel:	
						2		5		3		0	
EXTRAS:	Line Clearing	Personnel:											
		Vehicle:											
	Float	Hours:				T		C		C			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Trouble Shooters Personnel:	ž.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'				2		0		2 People on jug			
Weather :	Sunny	16-38 <sup>0</sup>		Sunrise:	600					1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:	_				
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
W	-	Crew:	40	)4	Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client:	San		State:	NT NT		Weather:		/Windy	Est. Finish		)/2013
SEISMIC		Survey Name:	McArthur	Basin 2D	Crew Mgr:	Russell (	iregg	Date:	28/09	9/2013	2D / 3D	2	!D
PRODUCTION											1		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	325.0400
												Pgm.L.Km:	497.3400
						0.0000						.Km.Remain:	172.3000
MCSAN13-1	16,620	17,066	4,984.5	4,538.5		8.9200			446	446		6 Completed:	65%
											Av Dail	y Prod L.Km:	8.3
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sa Kr	n.Remaining:	0.0000
											_	% Completed:	0.0000
												Prod Sq.Km:	0.0
Daily Total						8.9200	-	-	446	446			
Cum Total						325.0400	-	64	16,252	16,252			
		1		1	N 61		1	T	1	1			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup								-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording	5.30						5.30	5.30				
	Experimental												
H/Wires & S	SIMS: Sweep Tests								-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.00						1.00	1.00				
Spread D	amage / Chewage							-	-				
	Detours				2.00			- 2.00	-				
	Travel				3.90			3.90	-				
v	Vaiting On Spread				1.10			1.10					
	Line Move Troubleshooting				0.20			0.20					
	Recorder Down	•			0.20			- 0.20					
	Vibes Down				0.20			0.20	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather	0.30						0.30	0.30				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL	6.60	0.30		5.50	-		12.40	6.90				
	CUM TOTAL	344.40	21.10	1.60	120.10	-		487.20	365.50				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :						Client:	McArthur Basi	n 2D	•	Date:	Saturday, 28 Sep	otember 2013	
Camp Crew :	6		Light Vehicles :	15			Layo	ut			Pick	ір	
Total Crew :	37		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:													
						MCSAN13-01	4623	4274	350	MCSAN13-1	5275	4848	428
*Toolbox at 0545	hrs.												
	ong travel to the field	-											
	esses very dusty,Slov due to a Vibe overhe		own as well as spre	ead/Vibe movemen	nt.								
	ad due to two Cable?		e today due to brea	kdowne (1 10)bre									
	lue to Wind Noise on	-		.Kuowiis.(1.10)iii s									
	er on site and staying						1	Total Stations:	350		Т	otal Stations:	428
. 55	,	•						Bad Cables				Bad Phones	2
* Production cont	inues on Line MCSA	N13-01.										LAUL	0
									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						5		5		5		0	
EXTRAS:	Line Clearing												
		Vehicle:											
	Float	Hours:				m 1·							
Camp I '-	anda .	Courth 100 001 5 **	" 0			Trouble Shooters	E.	Security:		Comments:	lo tomos!		
Camp Location/Co-	-oras :	South 16° 22' 06'				Personnel:		Personnel: 0		4 People on Cab			
Weather :	Sunny/Windy	East 134° 48′ 16′ 15-38 <sup>0</sup>		Sunrise:	600	_		l "		4 People on jug 1 Person in cabl			
cauici .	Junity/ Willing	15-50		Sunset:		Traffic Control:		Personnel:		a a croon in cabi	c repair		
				Juliotti	1900	Vehicles	- 0	reisonnei: 0					
	Crow Manager: Rue	II C					-			Client Ren: Davi	In.L		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date		/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Russell (	regg	Weather: Date:		nny 9/2013	Est. Finish 2D / 3D		/2013 D
nn on warran											-		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	335.0600
		- 110								0,0		Pgm.L.Km:	497.3400
						0.0000						.Km.Remain:	162.2800
MCSAN13-1	17,067	17,567	4,538.5	4,038.5		10.0200			501	501		6 Completed:	67%
											AV Dali	y Prod L.Km:	8.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												<ul><li>n.Remaining:</li><li>6 Completed:</li></ul>	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total						10.0200		-	501	501			
Cum Total						335.0600	-	64	16,753	16,753	ļ		
					Non-Charge								
<u>HOURS</u>		Working Time Charge	Standby Time Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup	Charge	Charge	ity charge	N/ Charge	14) Charge		-	- nours				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
1	Recorder Setup		•						-				
initi	al Layout/Pick up Recording	5.70						5.70	5.70				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D	QC Spread aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.00			0.10			0.10 1.00	1.00				
	amage / Chewage							-	-				
	Detours							-	-				
7	Travel				4.00			4.00	- -				
·	Vaiting On Spread Line Move				0.70			0.70 -	-				
	Troubleshooting				0.60			0.60	-				
	Recorder Down	•	•										
Pros	Vibes Down spect/Camp Move												
1103	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error												
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security		•					-	-				
	Other TOTAL	6.70	0.30		5.40			12.40	7.00				
	CUM TOTAL	351.10	21.40	1.60	125.50	-		499.60	372.50				
Client :	1		Visitor's :	3					Spread M	ovomont.			
Line Crew :	26		visitor 3.	3		Client:	McArthur Basi	n 2D	эргеац м		Sunday, 29 Sept	ember 2013	
Camp Crew :	6		Light Vehicles :	15			Layo		1		Picku		
Total Crew : COMMENTS:	37		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS.						MCSAN13-01	4273	3760	514	MCSAN13-1	4847	4284	564
*Toolbox at 0545	hrs.												
***************************************		l (4 00l·····)											
	ong travel to the field esses very dusty,Slov		own as well as spre	ad/Vibe moveme	nt.								
*Waiting on sprea				,									
*RPS has re-pegg	er on site and staying	g in Camp.											
							-	Fotal Stations:	514		т	otal Stations:	564
								Bad Cables	314			Bad Phones	1
* Production cont	inues on Line MCSA	N13-01.										LAUL	0
						Fuent Cuero		Vib Cuarre	Traffic (			Cianaaa.	
						<u>Front Crew:</u> <u>Personnel:</u>		Vib Crew: Personnel:		Back Crew: Personnel:		<u>Signage:</u> Personnel:	
						4		5		4		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	1.540					Trouble Shooters	i.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 16-36 <sup>0</sup>		Sunrise:	545	2		0		4 People on jug 1 Person in cabl			
	•			Sunset:		Traffic Control:	_	Personnel:			•		
						Vehicles	0	0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	•	Crew:		04	Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Russell (		Weather: Date:		9/2013	Est. Finish 2D / 3D		)/2013 !D
DD OD HOW ION						•					-		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	345.0600
							7,					Pgm.L.Km:	497.3400
MCSAN13-1	17,568	18,067	4,037.5	3,538.5		0.0000 10.0000			500	500		.Km.Remain: 6 Completed:	152.2800 69%
MCSAN13-1	17,300	10,007	4,037.3	3,330.3		10.0000			500	500		y Prod L.Km:	8.4
												Cum.Sq.Km	0.0000
											Sq.Kr	Pgm.Sq.Km: n.Remaining:	0.0000
											9	6 Completed:	0%
Daily Total						10.0000	_	_	500	500	Av Daily	Prod Sq.Km:	0.0
Cum Total						345.0600	-	64	17,253	17,253			
		ı		ı	Non-Charge		1	1	1	1	-		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge		_	Hours				
Çai	Inductions	•••••	•••••					-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
To del	Recorder Setup												
IIIICI	al Layout/Pick up Recording	6.00	•••••					6.00	6.00				
	Experimental							-	-				
H/Wires & S	IMS: Sweep Tests QC Spread				0.70			0.70	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.10						1.10	1.10				
Spread D	amage / Chewage Detours	•	••••••										
	Travel				3.50			3.50	-				
V	Vaiting On Spread				0.50			0.50	-				
	Line Move Troubleshooting		•••••		0.20			0.20	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	Spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather					•			-				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security							-	-				
	Other							-	-				
	TOTAL	7.10	0.30	-	5.00			12.40	7.40				
	CUM TOTAL	358.20	21.70	1.60	130.50	•	ļ	512.00	379.90	]			
Client :	1		Visitor's :	3					Spread M				
Line Crew : Camp Crew :	26 6		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Monday, 30 Sep		
Total Crew :	37		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:							0750	2000			4000	0040	
*Toolbox at 0530	hrs.					MCSAN13-01	3759	3299	461	MCSAN13-1	4283	3840	444
	ong travel to the field												
	esses very dusty,Slov forward 15mins due			ead/vibe movemen	nt.								
*RPS has re-pegge	er on site and staying	g in Camp.											
*The area of line or room for passing	crew working in now	very narrow tree	ed both sides of the	line very dusty,no	t much		l	Fotal Stations:	461		Т	otal Stations:	444
room for passing	g venicies.							Bad Cables	401			Bad Phones	1
* Production cont	inues on Line MCSA	N13-01.										LAUL	0
						Front Crew:		Vib Crew:	Traffic (	Control: Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EVTDAC.	Line Clear'	Donoons -1				4		5		4		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float												
Camp Location/Co-	ords :	South 16° 22' 06'	'.0			Trouble Shooters Personnel:	E.	Security: Personnel:		Comments: 6 People on Cab	ile trucks		
p Location/CO-		East 134° 48' 16'				2		0		4 People on jug			
Weather:	Sunny	21-38 <sup>0</sup>		Sunrise:	545	T		n :		1 Person in cabl	e repair		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client:	San McArthur		State: Crew Mgr:	NT Russell (		Weather: Date:		/2013	Est. Finish 2D / 3D		)/2013 !D
SEISIMIC		Survey Name:	MCAI tilti	Dasiii 2D	Crew Mgr.	Russen	negg	Date.	1/10	/2013	20/30	2	.D
PRODUCTION PRODUCTION		1						1	1				
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	357.5200
												Pgm.L.Km:	497.3400
						0.0000						.Km.Remain:	139.8200
MCSAN13-1	18,068	18,690	3,537.5	2,915.5		12.4600			623	623		6 Completed:	72%
											Av Dail	y Prod L.Km:	8.5
												C C V	0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sa Va	1.Remaining:	0.0000
												6 Completed:	0.0000
												Prod Sq.Km:	0.0
Daily Total						12.4600			623	623	·		
Cum Total						357.5200	-	64	17,876	17,876			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup			, ,	, ,	, ,							
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording	7.20						7.20	7.20				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests												
	QC Spread				0.50			0.50	-				
	aily Tests/Testing	0.00			0.10			0.10	-				
	Recorder Moveup	0.80						0.80	0.80				
Spread D	amage / Chewage Detours							-					
	Travel				2.80			2.80	-				
v	Vaiting On Spread				0.60			0.60	-				
	Line Move					• • • • • • • • • • • • • • • • • • • •		-	-				
	Troubleshooting				0.20			0.20	-				
	Recorder Down							-	-				
	Vibes Down				0.20			0.20	-				
Pros	spect/Camp Move							-	-				
	Traverse Move												
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
C	Washdown							-	-				
Crew	Demobe/Remobe Spread Security												
	Other							-	-				
	TOTAL	8.00	0.30	-	4.40	-		12.70	8.30				
		366.20	22.00	1.60	134.90	-		524.70					
							•			•			
Client :	1		Visitor's :	3				20	Spread M		-		
Line Crew:	26			4.5		Client:	McArthur Basi			Date:	Tuesday, 1 Octol		
Camp Crew : Total Crew :	6 37		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:	37		neuvy venicies.	0		Line	Station #	Station #	Total	Line	Station #	Station #	Total
CO-MADIN TO:						MCSAN13-01	3298	2660	639	MCSAN13-1	3839	3236	604
*Toolbox at 0530	hrs.						0200	2000	057		0000	0200	001
*Total Travel = Lo	ong travel to the field	l (2.80hrs).											
*All lines and acce	esses very dusty,Slov	ving travel time d	own as well as spre	ad/Vibe movemen	nt.								
*Toolbox bought	forward 15mins due	to sun rising earl	ier										
*RPS has re-pegge	er on site and stayin	g in Camp.											
	crew working in now	very narrow tree	ed both sides of the	line very dusty,not	much								
room for passing	-						7	Total Stations:	639		T	otal Stations:	604
	due to overheating ( tinues on Line MCSA							Bad Cables				Bad Phones LAUL	0
Production cont	inues on Line MCSA	N13-01.							Traffic (	Control:		LAUL	U
						Front Crew:		Vib Crew:		ontroi: Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						4		5		4		0	
EXTRAS:	Line Clearing	Personnel:				Ī							
	Ü	Vehicle:											
	Float	Hours:											
	_					Trouble Shooters	:	Security:	_	Comments:			_
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
147 al	S	East 134° 48′ 16′		C	<b>-</b>	2		0		4 People on jug			
Weather:	Sunny	21-38 <sup>0</sup>		Sunrise:	545 1900	Traffic Control:		Dorconn -1		1 Person in cabl	e repair		
				Sunset:	1900	Vehicles	0	Personnel: 0					
							•						
	Crew Manager: Rus	sell Gregg								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		inny 1/2013	Est. Finish 2D / 3D		)/2013 D
SEISITIC										,	/		-
PRODUCTION			6:	G:				a		0.1	1		0.57.0000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	365.3000 497.3400
											L	.Km.Remain:	132.0400
MCSAN13-1	18,691	19,079	2,914.5	2,526.5		7.7800			389	389		6 Completed:	73%
											Av Dail	y Prod L.Km:	8.5
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sq.Kn	n.Remaining:	0.0000
												6 Completed:	0%
Daily Total						7.7800	-		389	389	Av Daily	Prod Sq.Km:	0.0
Cum Total						365.3000	-	64	18,265	18,265			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	al Layout/Pick up								-				
	Recording	4.40						4.40	4.40				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
oc / n-	QC Spread aily Tests/Testing				0.10			0.10					
	Recorder Moveup	1.00			0.10			1.00	1.00				
	amage / Chewage							-	-				
	Detours							-	-				
	Travel				2.00			2.00	-				
v	Vaiting On Spread Line Move												
	Troubleshooting		•		2.70			2.70	-				
	Recorder Down							-	-				
	Vibes Down				0.30			0.30	-				
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move		•					-	-				
	Vibe Travel							-	-				
	Weather	1.00						1.00	1.00				
	Human Error							-	-				
Crew	Washdown Demobe/Remobe	•	•										
die.	Spread Security							-	-				
	Other							-	-				
	TOTAL	6.40	0.30		5.10	-		11.80	6.70				
	CUM TOTAL	372.60	22.30	1.60	140.00	•		536.50	394.90	J			
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :	26					Client:	McArthur Basi	n 2D		Date:	Wednesday, 2 O	ctober 2013	
Camp Crew :	6		Light Vehicles :	15			Layo				Picku		
Total Crew : COMMENTS:	37		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMPLETE.						MCSAN13-1	2659	2195	465	MCSAN13-1	3235	2774	462
*Toolbox at 0530	hrs.												
	ong travel to the field esses very dusty,Slov	-	arım aq ruall aq anını	ad (Who morrower									
	forward 15mins due			au/vibe illovelllei	IL.								
	er on site and stayin												
	crew working in now	very narrow tree	ed both sides of the	line very dusty,not	much							L	
room for passin	-	20)han					7	Fotal Stations: Bad Cables	<b>465</b>		Te	Bad Phones	<b>462</b>
	due to overheating ( tinues on Line MCSA	-						Dau Cables	,			LAUL	0
	ck caught a cable and		repair.						Traffic (	Control:			
	er the line late in the					Front Crew:		Vib Crew:		Back Crew:		Signage:	
*Crew change - 7	came in and 8 went	out.				Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				*		,				Ü	
	Greating	Vehicle:											
	Float	Hours:											
						Trouble Shooters	-	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel: 0		6 People on Cab 4 People on jug			
Weather :	Sunny	21-38 <sup>0</sup>		Sunrise:	545	-		"		4 People on Jug 1 Person in cabl			
				Sunset:		Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/2013	Est. Finish 2D / 3D		)/2013 D
						•			· · · · ·	,			
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	372.9400
Line	THE	The	Stil	Stil	Swath #	L/ Kills.	Sq / Kills.	Зкірэ	vp s	Stil 3		Pgm.L.Km:	497.3400
												.Km.Remain:	124.4000
MCSAN13-1	19,080	19,461	2,525.5	2,144.5		7.6400			382	382		6 Completed: y Prod L.Km:	75% 8.5
											Av Dan	y Frou E.Kiii.	0.3
												Cum.Sq.Km	0.0000
											Sa Vm	Pgm.Sq.Km: n.Remaining:	0.0000
												6 Completed:	0.0000
											Av Daily	Prod Sq.Km:	0.0
Daily Total Cum Total						7.6400 372.9400	-	- 64	382 18,647	382 18,647			
cum rotar						372.7400		04	10,047	10,047	I		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	- 0.30				
1001001	Recorder Setup		0.00					-	-				
Initi	al Layout/Pick up							-	-				
	Recording Experimental	5.00						5.00	5.00				
H/Wires & S	IMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing	1.10			0.30			0.30	110				
	Recorder Moveup amage / Chewage	1.10 1.10	•					1.10 1.10	1.10 1.10				
	Detours							-	-				
	Travel				1.80			1.80	-				
v	Vaiting On Spread Line Move							-	-				
	Troubleshooting				0.40			0.40	-				
	Recorder Down	•	•		0.50			0.50	-				
Pros	Vibes Down spect/Camp Move				0.50			0.50 -	-				
1100	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather	0.90 1.00						0.90 1.00	0.90 1.00				
	Human Error	1.00						-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security							-	-				
	Other							-	-				
	TOTAL	9.10	0.30		3.50			12.90	9.40				
	CUM TOTAL	381.70	22.60	1.60	143.50	•		549.40	404.30				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew:	27			4.5		Client:	McArthur Basi			Date:	Thursday, 3 Octo		
Camp Crew : Total Crew :	5 32		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickt Station #	Station #	Total
COMMENTS:													
*TII	h					MCSAN13-1	2194	1764	431	MCSAN13-1	2773	2338	436
*Toolbox at 0530	nrs.												
*Total Travel = Lo	ong travel to the field	l (1.80 hrs).											
*All lines and acce	esses very dusty,Slov	ving travel time d	own as well as spre	ad/Vibe movemen	nt.								
*RPS has re-pegg	er on site and stayin	g in Camp.											
	crew working in now		ed both sides of the	line very dusty,not	much								
room for passing		blom Fixed (0.50	Ohre				1	Total Stations:	<b>431</b>		T	otal Stations:	<b>436</b>
	due to hydraulic pro inues on Line MCSA		jiis					Bad Cables	۷			Bad Phones LAUL	0
	d slow moving arou								Traffic (	Control:			
	evious afternoon car				the night.	Front Crew:		Vib Crew:		Back Crew:		Signage:	
necorder had a l	oose connection on a	а шошеог тоок 0.5	oo iii s to trouble sh	oot and repair.		Personnel: 4		Personnel: 5		Personnel: 4		Personnel: 0	
EXTRAS:	Line Clearing												
	ri. ·	Vehicle:											
	Float	Hours:				Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	ords :	South 16° 22' 06	".0			Personnel:		Personnel:		6 People on Cab	le trucks		
Weather:	Cunny	East 134° 48' 16'		Supries:		2		0		4 People on jug			
Weather :	Sunny	21-380		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		inny 1/2013	Est. Finish 2D / 3D		)/2013 !D
SEISIMIC		our vey Name.	MCAI tilti	Dasiii 2D	Crew Mgr.	Tony Bond	ierenko	Date.	4/10	72013	20/30	2	.D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	383.5000
												Pgm.L.Km:	497.3400
											L	.Km.Remain:	113.8400
MCSAN13-1	19,462	19,989	2,143.5	1,616.5		10.5600			528	528	9	6 Completed:	77%
											Av Dail	y Prod L.Km:	8.5
												_	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
											Sq.Kn	n.Remaining:	0.0000
											9	6 Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						10.5600		-	528	528		=	
Cum Total						383.5000		64	19,175	19,175			
HOURC		Mouling Time	Standby Time	Down Time	Non-Charge	Othor 1		T-1-1	Characa				
<u>HOURS</u>		Working Time Charge	Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge				
	a	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup												
	Inductions		2.22						-	}			
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
_	Recorder Setup												
Initi	al Layout/Pick up												
	Recording	6.10						6.10	6.10	Į.			
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread								-				
	aily Tests/Testing				0.20			0.20	-	Į.			
	Recorder Moveup	0.90						0.90	0.90				
Spread D	amage / Chewage	1.50						1.50	1.50				
	Detours							-					
	Travel				1.60			1.60		ļ			
V	Vaiting On Spread	0.40						0.40	0.40	ļ			
	Line Move							-	-				
	Troubleshooting												
	Recorder Down							-	-				
	Vibes Down							-	-	ļ			
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel	1.80						1.80	1.80				
	Weather							-	-				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL	10.70	0.30		1.80	-		12.80	11.00				
	CUM TOTAL	392.40	22.90	1.60	145.30	-		562.20	415.30				
							,						
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew:	27					Client:	McArthur Basi	n 2D		Date:	Friday, 4 Octobe	r 2013	
Camp Crew :	5		Light Vehicles:	15			Layo	ut			Pickı	ıp	
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:													
						MCSAN13-1	1763	1366	398	MCSAN13-1	2337	1884	454
*Toolbox at 0530	hrs.												
*Total Travel = Lo	ong travel to the field	l (1.60 hrs).											
*All lines and acce	esses very dusty,Slov	ving travel time d	own as well as spre	ead/Vibe movemen	nt.								
*Multiple long det	tours for vibes becau	ise of small paddo	cks.										
*RPS has re-pegge	er on site and stayin	g in Camp.											
*The area of line of	crew working in now	very narrow tree	ed both sides of the	line very dusty,not	much								
room for passing	g vehicles.						7	Fotal Stations:	398		T	otal Stations:	454
*Layout through I	HC site slow going.							Bad Cables	5			Bad Phones	3
* Production cont	inues on Line MCSA	N13-01.										LAUL	0
*Many detours an	nd slow moving arou	nd pipeline.							Traffic (	Control:			
*Cattle damaged s	spread during the ni	ght.				Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
						4		5		5		0	
EXTRAS:	Line Clearing	Personnel:				Ī							
		Vehicle:						Ī					
	Float							Ī					
						Trouble Shooters	:	Security:		Comments:	•		
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Personnel:		Personnel:		6 People on Cab	le trucks		
,		East 134° 48' 16'				2		0		4 People on jug			
Weather :	Sunny	13-36 <sup>0</sup>		Sunrise:	545	<u> </u>				1 Person in cabl			
				Sunset:	1900	Traffic Control:	_	Personnel:		1			
						Vehicles	0	0					
						-		-					
I	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
W T		Crew:		04	Area:	McArthui		Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		/2013	Est. Finish 2D / 3D		)/2013 D
SEISITIC										,	,		-
PRODUCTION			6.							G: 1	1	[	2022400
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	392.3400 497.3400
											I	.Km.Remain:	105.0000
MCSAN13-1	19,990	20,592	1,615.5	1,174.5		8.8400		16	442	442	9	6 Completed:	79%
											Av Dai	y Prod L.Km:	8.5
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
											Sq.Kr	n.Remaining:	0.0000
												6 Completed:	0%
Daily Total						8.8400	_	16	442	442	Av Daily	Prod Sq.Km:	0.0
Cum Total						392.3400	-	80	19,617	19,617			
										.,.			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup	•••••						-	-				
	Inductions								-				
Toolbox	/ Ind / S-Meeting Recorder Setup	•	0.30			<del> </del>		0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording	6.80						6.80	6.80				
	Experimental	•	•										
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / Da	QC Spread aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.00						1.00	1.00				
Spread D	amage / Chewage	0.40						0.40	0.40				
	Detours				4.00	<b></b>		-	-				
l v	Travel Vaiting On Spread	0.60			1.60			1.60 0.60	- 0.60				
	Line Move							-	-				
	Troubleshooting				1.10			1.10	-				
	Recorder Down							-	-				
Pros	Vibes Down spect/Camp Move												
1108	Traverse Move		•••••					-	-				
	Swath Move							-	-				
	Vibe Travel	0.90						0.90	0.90				
	Weather Human Error							-	-				
	Washdown	•••••	•					-	-				
Crew	Demobe/Remobe		•••••					-	-				
	Spread Security							-	-				
	Other	9.70	0.30		2.80			12.80	10.00				
	TOTAL CUM TOTAL	402.10	23.20	1.60	148.10			575.00	425.30				
Client : Line Crew :	1 27		Visitor's :	3		Client:	McArthur Basi	in 2D	Spread M		Saturday, 5 Octo	hou 2012	
Camp Crew :	5		Light Vehicles :	15		Chent:	Layo			Date:	Pick		
Total Crew :	32		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:													
+m 11						MCSAN13-1	1365	1001	365	MCSAN13-1	1883	1460	424
*Toolbox at 0530	nrs.					MCSAN13-2	1001	1020	20				
*Total Travel = Lo	ong travel to the field	l (1.60 hrs).											
	esses very dusty,Slov	ving travel time d	own as well as spre	ead/Vibe movemen	nt.								
*Vibe detour arou													
	er on site and stayin; ocky area in the Nort												
	inues on Line MCSA						1	Fotal Stations:	385		Т	otal Stations:	424
	h 2 sweeps on line M		1350.5					Bad Cables	1			Bad Phones	2
	re moving to line MC ad slow moving arou					-			Traffic (	Control:		LAUL	0
	id slow moving arou spread during the ni					Front Crew:		Vib Crew:	тијје (	ontroi: Back Crew:		Signage:	
	it on line MCSAN13-					Personnel:		Personnel:		Personnel:		Personnel:	
						4		5		5		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	1.000	110413.				Trouble Shooters	šž.	Security:		Comments:		1	
Camp Location/Co-	ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 13-36 <sup>0</sup>	'.1	Sunrico	545	2		0		4 People on jug			
weamer:	Sunny	13-30		Sunrise: Sunset:		Traffic Control:		Personnel:		1 Person in cabl	c repail		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko							<del></del>	Client Rep: Davi	d Dobson	<del></del>	

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		nny /2013	Est. Finish 2D / 3D	18/10	/2013 D
						Ť							
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	395.8000
Line	rne	riie	Stil	Stil	Swatii #	L / Kills.	3q / Kills.	экірэ	vps	3015		Pgm.L.Km:	497.3400
											L.I	Km.Remain:	101.5400
MCSAN13-1	20,593	20,938	1,173.5	1,001.5		3.4600			173	173		Completed:	80%
											Av Daily	Prod L.Km:	8.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												.Remaining:	0.0000
												Completed:	0%
Daily Total						3.4600		-	173	173	AV Daily I	Prod Sq.Km:	0.0
Cum Total						395.8000		80	19,790	19,790			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.50					0.50	0.50				
	Recorder Setup	•						-	-				
Initi	al Layout/Pick up							-	-				
	Recording	2.90						2.90	2.90				
H //Al/ 0 C	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread								-				
QC / Da	aily Tests/Testing				0.40			0.40	-				
Ī	Recorder Moveup	2.50						2.50	2.50				
Spread D	amage / Chewage	0.30						0.30	0.30				
	Detours				2.20			2 20	-				
v	Travel Vaiting On Spread				2.30			2.30 -	-				
	Line Move							-	-				
	Troubleshooting	***************************************			0.40			0.40	-				
	Recorder Down							-	-				
Proc	Vibes Down spect/Camp Move							- -					
1108	Traverse Move	••••••						-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather								-				
	Human Error Washdown	•	•		2.40			2.40	-				
Crew	Demobe/Remobe	•						-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	5.70 407.80	0.50 23.70	1.60	5.50 153.60	-		11.70 586.70	6.20 431.50				
	COM TOTAL	407.80	23.70	1.00	155.00	•		300.70	431.50				
Client :	1		Visitor's :	3					Spread M				
Line Crew:	27 5		Liaht Vahialas	15		Client:	McArthur Basi Layo			Date:	Sunday, 6 Octobe Picku		
Camp Crew : Total Crew :	32		Light Vehicles : Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	1021	1531	511	MCSAN13-1	1459	1001	459
*Toolbox at 0530	hre												
100100x at 0550	111 3.												
*Total Travel = Lo	ong travel to the field	l (2.30 hrs).											
*All lines and acce	esses very dusty,Slov	ving travel time d	own as well as spre	ad/Vibe movemen	nt.								
+nng l													
	er on site and stayin; ocky area in the Nort												
_	pleted on Line MCSA						1	Total Stations:	511		То	tal Stations:	459
	h 2 sweeps on line M							Bad Cables	1			Bad Phones	1
*2 vibes moved to	o line MCSAN13-02	drove past line an	d had to return bac	k to the intersectio	n.				Tu-60	Control.		LAUL	0
*Cattle damaged	spread during the ni	ght.				Front Crew:		Vib Crew:	Traffic (	Control: Back Crew:	1	Signage:	
	it on line MCSAN13-					Personnel:		Personnel:		Personnel:	ļ	Personnel:	
						4		5		5		D	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	ridat	nours:				Trouble Shooters	ž.	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06	".0			Personnel:		Personnel:		6 People on Cab	le trucks		
		East 134° 48' 16'				2		0		4 People on jug			
Weather:	Sunny	13-36 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
				oanset.	1900	Vehicles	0	Personnei: 0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		/2013	Est. Finish 2D / 3D	17/10 2	
						•				,			
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	405.4400
Line	THE	The	Stil	Stil	Swatti #	L/ Kills.	Sq / Kills.	Зкірз	vp s	Stil 3		Pgm.L.Km:	497.3400
												Km.Remain:	91.9000
MCSAN13-2	20,939	21,530	1,001.5	1,483.5		9.6400			482	482		Completed: Prod L.Km:	82%
											AV Dally	Prod L.Km:	8.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												.Remaining: Completed:	0.0000 0%
												Prod Sq.Km:	0.0
Daily Total Cum Total						9.6400 405.4400		- 80	482	482			
Cum I otal						405.4400	-	80	20,272	20,272	l		
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
HOURS		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Hours				
Car	mp Setup/Packup							-	-				
Toolhou	Inductions / Ind / S-Meeting		0.20					- 0.20	- 0.20				
TOOLDOX	Recorder Setup	•	0.30					0.30	0.30				
Initi	al Layout/Pick up							-	-				
	Recording	6.10						6.10	6.10				
H/Wires & S	Experimental SIMS: Sweep Tests							-	-				
.,	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup amage / Chewage	•••••	•					-	-				
opreda D	Detours							-	-				
	Travel				2.50			2.50	-				
V	Vaiting On Spread	1 20			1.20			2.50	- 1.30				
	Line Move Troubleshooting	1.30			1.20			-	-				
	Recorder Down							-	-				
	Vibes Down	1.10						1.10	1.10				
Pros	spect/Camp Move Traverse Move	•	•					-					
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security	•	•					-	-				
	Other TOTAL	8.50	0.30	-	3.80	-		12.60	8.80				
	CUM TOTAL	416.30	24.00	1.60	157.40			599.30	440.30				
Client :	1		Visitor's :	7					Spread M	ovement:			
Line Crew :	27		713107 37	•		Client:	McArthur Basi	n 2D	оргени и		Monday, 7 Octobe	er 2013	
Camp Crew :	5		Light Vehicles :	15			Layo				Picku		
Total Crew : COMMENTS:	32		Heavy Vehicles :	6		Line MCSAN13-2	Station # 1532	Station # 1840	Total 309	Line MCSAN13-2	Station # 1001	Station # 1220	Total 220
									***				
*Toolbox at 0530	hrs.												
*Total Travel = Le	ong travel to the field	1 (2 E0 brc)											
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
-	on on line MCSAN13												
_	spread during the ni ocky area in the Nort		ations and 1 cable.										
	ng during the day ca						7	Total Stations:	309		To	tal Stations:	220
	h 2 sweeps on line M	ICSAN13-02 from	1181.5 to 1289.5.					Bad Cables	3			Bad Phones	2
*RPS has complet *Vibes still movin	ed re-pegging. Ig in the morning to (	and of line							Traffic (	Control:		LAUL	0
, noce sum movill	morning to t	o. mic.				Front Crew:		Vib Crew:	Trujjič (	Back Crew:	Ī	Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EVTDAC.	Line Classe	Dono				4		5		5	ľ	D	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float	Hours:											
C		Court too Too				Trouble Shooters		Security:		Comments:	la toma d		
Camp Location/Co-	-oras :	South 16° 22' 06' East 134° 48' 16'				Personnel: 2		Personnel: 0		6 People on Cab 4 People on jug			
Weather :	Sunny	22-38 <sup>0</sup>		Sunrise:	545					1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthui		Client Rep:		Dobson	Acq Start Date		/2013
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		inny 1/2013	Est. Finish 2D / 3D		/2013 D
					_								
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	418.5000
						,	17					Pgm.L.Km:	497.3400
MCCANIA 2	21 521	22 102	1 402 5	2 125 5		12.0000			652	653		Km.Remain:	78.8400
MCSAN13-2	21,531	22,183	1,483.5	2,135.5		13.0600			653	653		Completed: Prod L.Km:	84% 8.5
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km: .Remaining:	0.0000
												Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total Cum Total						13.0600 418.5000	-	- 80	653 20,925	653 20,925			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup		•					-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-					
	Recording Experimental	7.40						7.40	7.40				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing	1.00			0.10			0.10	-				
	Recorder Moveup amage / Chewage	1.00 0.60						1.00 0.60	1.00 0.60				
	Detours							-	-				
	Travel				2.00			2.00	-				
v	Vaiting On Spread Line Move								-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
P	Vibes Down				0.50			0.50	-				
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel	0.90						0.90	0.90				
	Weather Human Error												
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	9.90	0.30	-	2.60	-		12.80	10.20				
	CUM TOTAL	426.20	24.30	1.60	160.00	-		612.10	450.50				
Client :	1		Visitor's :	6					Spread M	ovement:			
Line Crew :	27		713107 37	Ü		Client:	McArthur Basi	n 2D	opreda		Tuesday, 8 Octob	er 2013	
Camp Crew :	5		Light Vehicles :	15			Layo				Picku		
Total Crew : COMMENTS:	32		Heavy Vehicles :	6		Line MCSAN13-2	Station # 1841	Station # 2419	Total 579	Line MCSAN13-2	Station # 1221	Station # 1840	Total 620
<u> </u>								20	0,,		1221	.0.0	020
*Toolbox at 0530	hrs.												
*VIPs on crew.		1 (2 0 1 )											
	ong travel to the field esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
	action on line MCSAN		•										
	spread during the ni		ations and 3 cable.										
	ocky area in the Nort ng during the day ca						1	Total Stations:	579		To	tal Stations:	620
*Many fence lines	on with vibes havin	g to detour.						Bad Cables	5			Bad Phones	5
*RPS has left cam	p.								Tuaffic	Control		LAUL	0
						Front Crew:		Vib Crew:	Traffic (	ontrol: Back Crew:	I	Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EVTDAC	12	n				4		5		5		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
	Float	Hours:											
						Trouble Shooters	ii	Security:	_	Comments:		_	_
Camp Location/Co-	-ords :	South 16° 22' 06' East 134° 48' 16'				Personnel:		Personnel: 0		6 People on Cab 4 People on jug			
Weather :	Sunny	22-38 <sup>0</sup>		Sunrise:	545					1 Person in cabl			
				Sunset:	1900	Traffic Control:		Personnel:					
						Vehicles	0	0		<u> </u>			
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
	-	Crew:		04	Area:			Client Rep:		Dobson	Acq Start Date		3/2013
TERREX		Client:		ntos	State			Weather:		inny	Est. Finish		0/2013
SEISMIC		Survey Name:	McArthur	Basin 2D	Crew Mgr:	Tony Bone	derenko	Date:	9/10	0/2013	2D / 3D	2	2D
PRODUCTION											•		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	431.3800
												Pgm.L.Km:	497.3400
MCSAN13-2	22,184	22,827	2,136.5	2,779.5		12.8800			644	644		Km.Remain: Completed:	65.9600 87%
MCSAN13-2	22,104	22,027	2,130.3	2,779.3		12.0000			044	044		y Prod L.Km:	8.6
											Dun	, i i ou Liitiii.	0.0
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
											_	.Remaining:	0.0000
												Completed:	0%
Delle Tetal						12.8800			(11	(11	Av Daily	Prod Sq.Km:	0.0
Daily Total  Cum Total						431.3800	-	- 80	644 21,569	644 21,569			
oum roun						101.0000		00	21,000	21,000			
HOURE		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Change				
<u>HOURS</u>		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Charge Hours				
Ca	mp Setup/Packup	8-	8-	.,,	,	,		-	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.40					0.40	0.40				
	Recorder Setup							-	-				
Initi	ial Layout/Pick up							-	-				
	Recording	7.40						7.40	7.40	ł			
H/Wires &	Experimental SIMS: Sweep Tests							-	-				
ii/ wiics & s	QC Spread							-	-				
QC / D	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.00						1.00	1.00				
Spread D	Damage / Chewage	1.20						1.20	1.20				
	Detours				4.00			-	-				
,	Travel Waiting On Spread	1.10			1.30			1.30	110	•			
,	Line Move	1.10					·	1.10	1.10	ì			
	Troubleshooting	•	••••••		0.10			0.10	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move						·	-	-				
	Traverse Move	•					·						
	Swath Move Vibe Travel	0.20						0.20	0.20				
	Weather	0.20					·	0.20	0.20 -	1			
	Human Error	•						-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security						·	-	-				
	Other	10.00	0.40		4.50			- 12.00	44.20				
	TOTAL CUM TOTAL	10.90 437.10	0.40 24.70	1.60	1.50 161.50	-		12.80 624.90	11.30 461.80				
	COM TOTAL	437.10	24.70	1.00	101.50			024.70	401.00	•			
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :						Client:	McArthur Basi			Date:	Wednesday, 9 Oc		
Camp Crew :			Light Vehicles :				Layo		1		Picku		
Total Crew:	29		Heavy Vehicles :	6		Line MCSAN13-2	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	2420	3059	640	MCSAN13-2	1841	2425	585
*Toolbox at 0530	l hrs												
*VIPs on crew.													
*Total Travel = Lo	ong travel to the fiel	d (1.3 hrs).											
	esses very dusty,Slo		lown as well as spre	ead/Vibe moveme	nt.								
-	uction on line MCSAl												
_	spread during the ni	-	ations and 3 cable.										
Longer tool box	meeting as VIPs wer	re on iocation.					L .	Total Stations:	640		T <sub>4</sub>	otal Stations:	585
*Many fence lines	s on with vibes havir	ng to detour.						Bad Cables	1			Bad Phones	4
												LAUL	0
									Traffic	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Lipo Cloarino	T Percent al.				3		5		3		U	
EATRAS:	Line Clearing	g Personnel: Vehicle:											
1	Float												
						Trouble Shooter	Si	Security:		Comments:			
Camp Location/Co	-ords:	South 16° 22' 06	.0.".0			Personnel:		Personnel:		6 People on Cab	ole trucks		
L		East 134° 48' 16	".1			2		0		4 People on jug			
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise:	545	Tuaffia Ct		D		1 Person in cab	ie repair		
1				Sunset:	1900	Traffic Control: Vehicles	- 0	Personnel: 0					
<u> </u>						· cmcres							
I	Crew Manager: Tor	ny Bonderenko								Client Rep: Day	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
		Crew: Client:		04 ntos	Area: State:	McArthui NT		Client Rep: Weather:		Dobson	Acq Start Date Est. Finish		3/2013 0/2013
SEISMIC		Survey Name:		· Basin 2D	Crew Mgr:	Tony Bond		Date:		0/2013	2D / 3D		2D
PRODUCTION													
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	445.4200
MCSAN13-2	22,828	23,529	2,780.5	3,481.5		14.0400			702	702	9,	Pgm.L.Km: .Km.Remain: 6 Completed: y Prod L.Km:	497.3400 51.9200 90% 8.7
						440400				200	9,	Cum.Sq.Km Pgm.Sq.Km: n.Remaining: 6 Completed: Prod Sq.Km:	0.0000 0.0000 0% 0.0
Daily Total  Cum Total						14.0400 445.4200		80	702 22,271	702 22,271			
			o. 11 m:	n	Non-Charge	0.1 4		l		1			
<u>HOURS</u>		Working Time Charge	Standby Time Charge	N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Car	mp Setup/Packup							-	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	- 0.30	,			
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	7.80						- 7.80	- 7.80				
	Experimental	7.00						-	-	j			
H/Wires & S	SIMS: Sweep Tests QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.90 0.70						1.90	1.90				
Spreau D	amage / Chewage Detours	0.70						0.70 -	0.70 -				
	Travel	0.00			1.30			1.30	-	}			
V	Vaiting On Spread Line Move	0.30						0.30 -	0.30 -	ł			
	Troubleshooting				0.20			0.20	-				
	Recorder Down Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move Swath Move							-	-				
	Vibe Travel	0.20						0.20	0.20				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	10.90	0.30	-	1.60	-		12.80	11.20				
	CUM TOTAL	448.00	25.00	1.60	163.10	-		637.70	473.00				
Client :	1		Visitor's :	2					Spread M				
Line Crew : Camp Crew :	24 5		Light Vehicles :	15		Client:	McArthur Basi Layo			Date:	Thursday, 10 Oc		
Total Crew:	29		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	3060	3779	720	MCSAN13-2	2426	3173	748
*Toolbox at 0530	hrs.												
*Total Travel = (1	.3 hrs).												
*All lines and acce	esses very dusty,Slov		own as well as spre	ead/Vibe movemen	nt.								
	uction on line MCSA! spread during the ni												
	for mobilization to E												
							1	Fotal Stations: Bad Cables	<b>720</b>		T	otal Stations: Bad Phones	<b>748</b>
												LAUL	0
						Front Crow		Vib Crew:	Traffic (	Control: Back Crew:		Sianage	
						<u>Front Crew:</u> <u>Personnel:</u>		Personnel:		Personnel:		Signage: Personnel:	
EXTRAS:	Line Clearing	Personnel:				3		5		3		0	
EVIVO:	Line Gearing	Vehicle:											
	Float	Hours:				Tuouk!- Cl		Fagu-dt-		Comve			
Camp Location/Co-	-ords :	South 16° 22' 06	'.0			<u>Personnel:</u>	N.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'		S		2		0		4 People on jug	trucks		
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	15/10 2	
nn on warraw													
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km	457.3000
		- 110						opo		0,0		Pgm.L.Km:	497.3400
												Km.Remain:	40.0400
MCSAN13-2	23,530	24,123	3,482.5	4,075.5		11.8800			594	594		Completed:	92%
											AV Daily	Prod L.Km:	8.8
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	
												.Remaining:	0.0000
												Completed: Prod Sq.Km:	0% 0.0
Daily Total						11.8800	-	-	594	594			
Cum Total						457.3000	-	80	22,865	22,865			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	Inductions	••••••						-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up	7.00						-	-				
	Recording Experimental	7.00						7.00 -	7.00 -				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup amage / Chewage	1.20 1.50						1.20 1.50	1.20 1.50				
opreda 2	Detours	1.00	•					-	-				
	Travel				1.40			1.40	-				
V	Vaiting On Spread	1.20						1.20	1.20				
	Line Move Troubleshooting							-	-				
	Recorder Down	•	•					-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move							-	-				
	Traverse Move	••••••	•					-	-				
	Swath Move Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
Cross	Washdown	•	•					-					
crew	Demobe/Remobe Spread Security							-	-				
	Other							-	-				
	TOTAL	10.90	0.30		1.50			12.70	11.20				
	CUM TOTAL	458.90	25.30	1.60	164.60	•		650.40	484.20				
Client :	1		Visitor's :	3					Spread M				
Line Crew :	24					Client:	McArthur Basi			Date:	Friday, 11 Octobe		
Camp Crew : Total Crew :	5 29		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:	23		neavy venicies.	0		MCSAN13-2	3780	4319	540	MCSAN13-2	3174	3751	578
*Toolbox at 0530	hrs.												
*Total Travel = (1	4 hre)												
-	esses very dusty,Slov	ving travel time d	own as well as spre	ad/Vibe movemen	nt.								
	action on line MCSAN												
	spread during the ni												
*Crew preparing	for mobilization to B	risbane.					-	Total Stations:	540		To	tal Stations:	578
								Bad Cables	1			Bad Phones	8
												LAUL	0
									Traffic (		1		
						<u>Front Crew:</u> Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						3		5		3		D	
EXTRAS:	Line Clearing												
	773	Vehicle:											
	Float	Hours:				Trouble Shooters	<u> </u>	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06	".0			Personnel:	-	Personnel:		6 People on Cab	le trucks		
		East 134° 48' 16'				2		0		4 People on jug			
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545	Traffic Control:		Personnel:		1 Person in cabl	e repair		
				Junset:	1900	Vehicles	0	Personnel: 0					
	Crew Manager: Ton	y Bonderenko					_			Client Rep: Davi	d Dobson		_

				Terr	ex Seisn	nic - Dail	y Repo	rt					
	-	Crew:	41	)4	Area:	McArthur	Basin	Client Rep:	David	Dobson	Acq Start Date		/2013
TERREX		Client:	Sar McArthur		State:	NT Tony Bond		Weather:		nny 0/2013	Est. Finish 2D / 3D		/2013 D
SEISMIC		Survey Name:	MCArtnur	Basin 2D	Crew Mgr:	Tony Bond	егепко	Date:	12/1	J/2013	20/30	2	עו
PRODUCTION	ı	ı	ı			1					1	Γ	
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	468.0800 497.3400
											L.	rgiii.L.Kiii: Km.Remain:	29.2600
MCSAN13-2	24,124	24,730	4,076.5	4,614.5		10.7800			539	539		Completed:	94%
											Av Daily	Prod L.Km:	8.8
												Т	
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km: .Remaining:	0.0000
												Completed:	0.0000
												Prod Sq.Km:	0.0
Daily Total						10.7800	-	-	539	539			
Cum Total						468.0800	-	80	23,404	23,404			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Car	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours -				
Cai	Inductions								-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initia	al Layout/Pick up							-	-				
	Recording	6.60						6.60	6.60				
U/Miros 8. C	Experimental SIMS: Sweep Tests							-					
II/ WIIes & 3	QC Spread							-	-				
QC / Da	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.60						1.60	1.60				
Spread Da	amage / Chewage	0.60						0.60	0.60				
	Detours Travel				1.70			- 1.70					
v	Vaiting On Spread	1.50			1.70			1.50	1.50				
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
Proc	Vibes Down spect/Camp Move				0.30			0.30	-				
1105	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL CUM TOTAL	10.30 469.20	0.30 25.60	1.60	2.10 166.70	-		12.70 663.10	10.60 494.80				
	COM TOTAL	409.20	25.00	1.00	100.70	•		003.10	494.00				
Client :	1		Visitor's :	3					Spread M	ovement:			
Line Crew :	24					Client:	McArthur Basi			Date:	Saturday, 12 Octo		
Camp Crew : Total Crew :	5 29		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:	29		neuvy venicies.	0		MCSAN13-2	4320	4868	549	MCSAN13-2	3752	4319	568
									***				
*Toolbox at 0530	hrs.												
*Total Travel = (1				1071									
	esses very dusty,Slov action on line MCSAN		own as wen as spre	ad/vibe illovelle	IL.								
	spread during the ni												
	for mobilization to B												
	02 very rough and fu	ll of hills just befo	re the road.				1	Total Stations:	549		To	tal Stations:	568
*Hand carry on lir	ne. lown a hose and 2 vi	has were used for	a part of the day					Bad Cables	0			Bad Phones LAUL	5 0
Tribrator mad br	.01111 a 1105c ana 2 11	bes were used for	a part of the day.						Traffic (	Control:		шиов	
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Chees	Da 1				3		5		3		0	
EATRAS:	Line Clearing	Personnel: Vehicle:											
	Float					<u></u>							
						Trouble Shooters	:	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48′ 16′ 19-40 <sup>0</sup>	.1	Sunrise:	545	2		0		4 People on jug 1 Person in cabl			
	,	-> .0		Sunset:		Traffic Control:	=	Personnel:		- 1 C. SOII III CADI	- repuii		
						Vehicles	0	0					
-	Crew Manager: Ton	y Bonderenko					-			Client Rep: Davi	id Dobson		-

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur	Basin	Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond	lerenko	Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	15/10 2	/2013 D
						Ť				•			
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	476.7400
Line	rne	riie	Stil	Stil	Swatii #	L/ Kills.	3q / Kills.	экірэ	vps	3013		Pgm.L.Km:	497.3400
											L.I	Km.Remain:	20.6000
MCSAN13-2	24,731	25,165	4,615.5	5,047.5		8.6600			433	433	%	Completed:	96%
											Av Daily	Prod L.Km:	8.8
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km:	0.0000
												Remaining:	0.0000
											%	Completed:	0%
											Av Daily I	Prod Sq.Km:	0.0
Daily Total Cum Total						8.6600 476.7400	-	80	433 23,837	433 23,837			
Cum rotar						470.7400	-	80	23,037	23,037			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
HOUKS		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Hours				
Car	mp Setup/Packup			, ,	, ,	, ,			-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting	•••••	0.50					0.50	0.50				
	Recorder Setup							-	-				
Initi	al Layout/Pick up Recording	5.70						- 5.70	- 5.70				
	Experimental	5.70						5.70 -	- 3.70				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing				0.10			0.10	-				
	Recorder Moveup	1.30						1.30	1.30				
Spread D	amage / Chewage Detours	1.40						1.40	1.40				
	Travel				2.50			- 2.50	-				
v	Vaiting On Spread							-	-				
	Line Move							-	-				
	Troubleshooting	***************************************			0.70			0.70	-				
	Recorder Down							-	-				
Duos	Vibes Down				0.20			0.20					
Pros	spect/Camp Move Traverse Move												
	Swath Move							-	-				
	Vibe Travel	0.30						0.30	0.30				
	Weather							-	-				
	Human Error							-	-				
Crow	Washdown Demobe/Remobe							-	-				
Grew	Spread Security							-	-				
	Other							-	-				
	TOTAL	8.70	0.50	-	3.50	-		12.70	9.20				
	CUM TOTAL	477.90	26.10	1.60	170.20	•		675.80	504.00				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	22					Client:	McArthur Basi	n 2D	T .		Sunday, 13 Octob	er 2013	
Camp Crew :	5		Light Vehicles :	15			Layo				Pickuj		
Total Crew:	27		Heavy Vehicles :	6		Line MCSAN13-2	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	4869	5295	427	MCSAN13-1	4320	4732	413
*Toolbox at 0530	hrs.												
*Safety Sunday, lo	onger toolbox meetir	ng.											
*Total Travel gett	ing longer as crew w	orks south = (2.5	hrs).										
	esses very dusty,Slov		own as well as spre	ad/Vibe movemen	nt.								
	action on line MCSAN spread during the ni		nd 2 cables										
_	for mobilization to B		iu 2 cables.										
	e south side of the ro						7	Total Stations:	427		To	tal Stations:	413
*Crew Change - 2								Bad Cables	2			Bad Phones	5
	lown a hose on the lo	ow pressure side.	No fluid landed on	the ground.					T66 - 4			LAUL	0
rienty of offsets,	slow production.					Front Crew:		Vib Crew:	Traffic (	ontroi: Back Crew:	ı	Signage:	
						Personnel:		Personnel:		Personnel:	l,	Personnel:	
						2		5		3		0	
EXTRAS:	Line Clearing												
		Vehicle:											
	Float	Hours:				Trouble Shooters		Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06'	".0			Personnel:		Personnel:		6 People on Cab	le trucks		
,		East 134° 48' 16'				2		0		3 People on jug			
Weather :	Sunny	19-40 <sup>0</sup>		Sunrise:	545					1 Person in cabl	e repair		
				Sunset:	1900	Traffic Control: Vehicles	0	Personnel: 0					
						remues	U	U					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthui		Client Rep:		Dobson	Acq Start Date		/2013
TERREX		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D		/2013 D
SEISITIC									- /	,,====			-
PRODUCTION			6:	G:				a		g. 1	1	[	407.0000
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	485.9000 497.3400
											L.	Km.Remain:	11.4400
MCSAN13-2	25,166	25,624	5,048.5	5,505.5		9.1600			458	458		Completed:	98%
											Av Daily	Prod L.Km:	8.8
												[	
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												Remaining:	0.0000
											_	Completed:	0%
												Prod Sq.Km:	0.0
Daily Total						9.1600	-	-	458	458			
Cum Total						485.9000	-	80	24,295	24,295			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Con	man Catum /Da alaum	Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Cai	mp Setup/Packup Inductions												
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup	•						-	-				
Initi	al Layout/Pick up							-	-				
	Recording	5.60						5.60	5.60				
	Experimental	•••••							-				
H/Wires & S	SIMS: Sweep Tests							-	-				
OC / D:	QC Spread aily Tests/Testing				0.10			0.10					
	Recorder Moveup	1.00			0.10			1.00	1.00				
	amage / Chewage							-	-				
	Detours							-	-				
	Travel				3.00			3.00	-				
V	Vaiting On Spread	1.60						1.60	1.60				
	Line Move				0.00			-	-				
	Troubleshooting Recorder Down	•			0.90 0.30			0.90 0.30	-				
	Vibes Down				0.00			_	-				
Pros	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel												
	Weather Human Error					l			-				
	Washdown							-	-				
Crew	Demobe/Remobe	•	•					-	-				
	Spread Security							-	-				
	Other							-	-				
	TOTAL	8.20	0.30	-	4.30	-		12.80	8.50				
	CUM TOTAL	486.10	26.40	1.60	174.50	-		688.60	512.50				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	22					Client:	McArthur Basi	n 2D		Date:	Monday, 14 Octo	ber 2013	
Camp Crew :	5		Light Vehicles :	15			Layo				Picku		
Total Crew :	27		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	5296	5800	505	MCSAN13-1	4733	5200	468
*Toolbox at 0530	hrs												
100100% at 0000													
*Total Travel gett	ing longer as crew w	orks south = (3 h	rs).										
*All lines and acce	esses very dusty,Slov	ving travel time d	own as well as spre	ad/Vibe movemen	nt.								
	action on line MCSAN												
	er recorder moved a for mobilization to B												
1 1 0	south side of the roa						1	Γotal Stations:	505		To	tal Stations:	468
	ith side of road cause							Bad Cables	2			Bad Phones	1
												LAUL	0
									Traffic (	Control:			
						Front Crew:		<u>Vib Crew:</u>		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel: 0	
EXTRAS:	Line Clearing	Personnel:				-		J		3		U	
an i reid.	Line Gearing	Vehicle:											
	Float	Hours:						<u> </u>		<u> </u>			
						Trouble Shooters	E .	Security:		Comments:			
Camp Location/Co-	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather:	Cunny	East 134° 48′ 16′		Cunnico:		2		0		3 People on jug			
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
						Vehicles	0	0		<u></u>			
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	id Dohson		
	orew manager: 100	, DonacienKO								onem nep: Davi	~ D003011		

				Terr	ex Seisr	nic - Dail	ly Repo	ort					
		Crew:		04	Area			Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:		Basin 2D	State: Crew Mgr:			Weather: Date:		0/2013	Est. Finish 2D / 3D		)/2013 !D
SEISITIC									/-	-,			-
PRODUCTION	711							et :			1		407.0400
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	497.2400 497.2400
											L	Km.Remain:	0.0000
MCSAN13-2	25,625	26,191	5,506.5	6,072.5		11.3400			567	567	9/	Completed:	100%
											Av Dail	y Prod L.Km:	8.9
												[	
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
											Sa Kn	.Remaining:	0.0000
											-	Completed:	0%
												Prod Sq.Km:	0.0
Daily Total						11.3400	-	-	567	567		-	
Cum Total						497.2400	-	80	24,862	24,862			
		l	I	ı	Non-Charge	1							
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup							-	-	•			
m "	Inductions		0.00					-	-				
Toolbox	/ Ind / S-Meeting Recorder Setup		0.30			ł		0.30	0.30				
Initi	ial Layout/Pick up					<del></del>			ļ				
	Recording	6.50						6.50	6.50				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests	••••••						-	-				
	QC Spread								-				
	aily Tests/Testing	1.00			0.10			0.10	4.00	4			
	Recorder Moveup Jamage / Chewage	1.00				<del> </del>		1.00	1.00				
Spread D	Detours					·····		-	-	•			
	Travel	•••••			3.50			3.50	-				
V	Waiting On Spread	0.40						0.40	0.40				
	Line Move	••••••						-	-				
	Troubleshooting				1.00			1.00	-				
	Recorder Down					<b></b>		-	-				
Pro	Vibes Down spect/Camp Move						4			4			
PIOS	Traverse Move												
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
	Washdown					<b></b>			-				
Crew	Demobe/Remobe Spread Security						4			4			
	Other					<b>†</b>		-	-				
	TOTAL	7.90	0.30	-	4.60	-		12.80	8.20				
	CUM TOTAL	494.00	26.70	1.60	179.10	-		701.40	520.70				
						•							
Client : Line Crew :			Visitor's :	2		Client:	McArthur Bas	in 2D	Spread M	lovement: Date:	Tuesday 15 Oats	hou 2012	
Camp Crew :			Light Vehicles :	15		chent:	Layo			Date:	Tuesday, 15 Octo		
Total Crew :			Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:						MCSAN13-2	5801	6072	272	MCSAN13-1	5266	5755	490
*Toolbox at 0530	hrs.												
	ting longer as crew v esses very dusty,Slov			and (Wha marrama									
	uction on line MCSA		own as wen as spri	eau/vibe moveme	IIL.								
completed prod	action on line 1-1001												
*Crew packing up	and preparing for n	nobilization to Br	sbane.										
	south side of the roa							Total Stations:	272		Te	otal Stations:	490
*Two cable proble	ems midday caused	trouble shooting	ime loss.					Bad Cables	2			Bad Phones	1
						-			Tuaffia	Control		LAUL	0
						Front Crown		Vib Crown		Control:		Sianaga	
						<u>Front Crew:</u> Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
L						2		5		3		0	
EXTRAS:	Line Clearing	Personnel:				Ī							
		Vehicle:											
	Float	Hours:											
Camp Loasti /2	-orde i	Courth 160 221 05	" 0			Trouble Shooters	S:	Security:		Comments:	alo trascleo		
Camp Location/Co-	-orus :	South 16° 22' 06 East 134° 48' 16				Personnel: 2		Personnel: 0		6 People on Cal 3 People on jug			
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise:	545	-		"		1 Person in cab			
	•			Sunset:		Traffic Control:	_	Personnel:		1	-		
						Vehicles	0	0					
		y Bonderenko			-					Client Rep: Dav	/d Dahaan		

				Terr	ex Seisr	nic - Dail	y Repo	rt					
-		Crew:		04	Area			Client Rep:		Dobson	Acq Start Date		3/2013
SEISMIC		Client: Survey Name:		Basin 2D	State: Crew Mgr:			Weather: Date:		inny 0/2013	Est. Finish 2D / 3D		D/2013 2D
		-			•			_					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	Cum.L.Km	497.2400
						,	17					Pgm.L.Km:	497.2400
												Km.Remain:	0.0000
												Completed: y Prod L.Km:	100% 8.7
												Cum.Sq.Km	0.0000
											Sa Kn	Pgm.Sq.Km: n.Remaining:	0.0000
											_	Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total Cum Total						497.2400	-	- 80	24,862	24,862			
Cum Iotai						497.2400	•	80	24,862	24,862			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
HOURS		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Hours				
Ca	mp Setup/Packup							-	-				
	Inductions		0.00					-	-				
1001008	( / Ind / S-Meeting Recorder Setup		0.30					0.30	0.30				
Initi	ial Layout/Pick up	4.80						4.80	4.80				
	Recording						ļ	-	-	ļ			
	Experimental				4.00			-					
H/Wires & S	SIMS: Sweep Tests QC Spread				1.00			1.00	-				
QC / D	aily Tests/Testing							-	-				
	Recorder Moveup							-	-				
Spread D	Damage / Chewage							-					
	Detours Travel				3.00		·	3.00	-				
,	Waiting On Spread							-	-				
	Line Move							-	-				
	Troubleshooting							-					
	Recorder Down Vibes Down							-	-	•			
Pro	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move						·	-	-				
	Vibe Travel Weather							-	-	ł			
	Human Error							-	-				
	Washdown	•••••						-	-				
Crew	Demobe/Remobe Spread Security						·	-	-	,			
	Other							-	-				
	TOTAL	4.80	0.30	-	4.00	-		9.10	5.10				
	CUM TOTAL	498.80	27.00	1.60	183.10	-		710.50	525.80				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :						Client:	McArthur Bas	in 2D		Date:	Wednesday, 16 (	October 2013	
Camp Crew:			Light Vehicles :				Layo		m . 1		Picku		m . )
Total Crew : COMMENTS:	28		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line MCSAN13-1	Station # 5756	Station # 6072	Total 317
						Ī					0.00		
*Toolbox at 0530													
	e vibrators complete ting longer as crew v		wa)										
	esses very dusty, slo			ead/Vibe moveme	nt.								
	luction on line MCSA		•										
	icked up and counte												
	and preparing for r south side of the roa		sbane.					   Total Stations:	0		To	otal Stations:	317
	sten drop fences use							Bad Cables	Ū			Bad Phones	51,
												LAUL	0
						Fuont Cum		Vih Cuom	Traffic			Sianaaa.	
						<u>Front Crew:</u> Personnel:		<u>Vib Crew:</u> Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						2		5		3		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: Hours:											
	11000	nours.				Trouble Shooter:	Si:	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 19-40 <sup>0</sup>	1.1	Sunrise:	545	2		0		3 People on jug 1 Person in cab			
weunter:	Sunny	17-40		Sunrise: Sunset:		Traffic Control:	_	Personnel:		r erson in cab	ic repail		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Dav	id Dobson		

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	17/10 2	
02.011.110											, -		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1 0	ım.L.Km	497.2400
Line	rne	rne	Stil	Stil	Swatti #	L/ Kills.	3q / Kilis.	экірз	vps	Stil S		m.L.Km:	497.2400
												Remain:	0.0000
											% Cor Av Daily Pro	npleted:	100% 8.6
											AV Daily FTC	ou E.Kiii.	0.0
												m.Sq.Km	0.0000
											Pgn Sq.Km.Rer	n.Sq.Km:	0.0000
												npleted:	0.0000
											Av Daily Proc	d Sq.Km:	0.0
Daily Total Cum Total						497.2400	-	- 80	24,862	24,862			
Gum Total						13712100		00	21,002	21,002			
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Ca	mp Setup/Packup	•			7.70			7.70	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up	•							-				
	Recording Experimental								-				
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup												
	amage / Chewage							-	-				
	Detours							-	-				
,	Travel							-	-				
,	Vaiting On Spread Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
Pro	Vibes Down spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move	•							-				
	Vibe Travel Weather								-				
	Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe Spread Security												
	Other							-	-				
	TOTAL		0.30	-	7.70	-		8.00	0.30				
	CUM TOTAL	498.80	27.30	1.60	190.80	-		718.50	526.10				
Client :	1		Visitor's :	2					Spread M				
Line Crew:	22		Links W-1	45		Client:	McArthur Basi			Date:	Thursday, 17 October	r 2013	
Camp Crew : Total Crew :	6 28		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Pickup Station # Sta	ation #	Total
COMMENTS:			-										
"													
*Toolbox at 0700 *Cleaning all equi													
	es and vehicle ready	for the demobe.											
***							7	Fotal Stations:	0			Stations:	0
*Continue to refa	sten drop fences use	d on the project.						Bad Cables			Вас	d Phones LAUL	0
									Traffic (	Control:		•	
						Front Crew:	_	Vib Crew:	_	Back Crew:		Signage:	
						Personnel: 2		Personnel: 5		Personnel: 3	Pers 0	onnel:	
EXTRAS:	Line Clearing	Personnel:											
	_	Vehicle:											
	Float	Hours:				Trouble Shooters	:	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06	".0			Personnel:	-	Personnel:		6 People on Cab	le trucks		
14/ al-	C	East 134° 48' 16'		C		2		0		3 People on jug			
Weather :	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	e repair		
				· · · · · ·	1,30	Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko		· <u> </u>	_	· <u> </u>	_	_	_	Client Rep: Davi	id Dobson	_	_

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	18/10 2	
		-			_			-			· -		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	Cum.L.Km	497.2400
							-1/					Pgm.L.Km:	497.2400
												m.Remain:	0.0000
											% C Av Daily F	Completed: Prod L.Km:	100% 8.4
												Cum.Sq.Km	0.0000
												gm.Sq.Km: Remaining:	0.0000
												Completed:	0%
											Av Daily Pr	rod Sq.Km:	0.0
Daily Total Cum Total						497.2400	-	80	24,862	24,862			
					V 0						•		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup	•	•		7.70			7.70	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording Experimental							- -	- -				
H/Wires & S	SIMS: Sweep Tests	•						-	-				
	QC Spread							-	-				
	aily Tests/Testing							-					
	Recorder Moveup amage / Chewage	•	•					-	-				
opreda 2	Detours							-	-				
	Travel							-	-				
V	Vaiting On Spread							-	-				
	Line Move Troubleshooting	•						-	-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pros	spect/Camp Move Traverse Move							-	-				
	Swath Move	•						-	-				
	Vibe Travel							-	-				
	Weather							-	-				
	Human Error Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security	•	•					-	-				
	Other TOTAL	_	0.30		7.70			8.00	0.30				
	CUM TOTAL	498.80	27.60	1.60	198.50			726.50	526.40				
au .			*** ** /										
Client : Line Crew :	1 22		Visitor's :	2		Client:	McArthur Basi	n 2D	Spread M		Friday, 18 October	2013	
Camp Crew :	6		Light Vehicles :	15			Layo	ut			Pickup		
Total Crew :	28		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:											<del>                                     </del>		
*Toolbox at 0700	hrs.												
*All equipment cl													
	noved from all trucks		aulu danautuua										
	e stores and recorde k sent to Daly Water			<u>.</u>									
*All trucks and vi			•										
	oved and office radio							Total Stations:			T-1-	al Stations:	-
	ome through Daly W ximum 8 hours a day							Bad Cables	0			Bad Phones	0
									•			LAUL	0
									Traffic (		1		
						<u>Front Crew:</u> Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:	De	Signage: ersonnel:	
						2		5		3	0	oomicl.	
EXTRAS:	Line Clearing			-	-						1		
	The ex-	Vehicle: Hours:											
	Float	riours:				Trouble Shooters	2	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06	".0			Personnel:		Personnel:		6 People on Cab	ole trucks		
Waathan	Cummu	East 134° 48' 16'		Cumulaa.		2		0		3 People on jug			
Weather :	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	іс гераіГ		
				•	2.30	Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko		· <u> </u>	_	_	· <u> </u>	_	_	Client Rep: Davi	id Dobson	· <u> </u>	· <u> </u>

				Terr	ex Seisn	nic - Dail	y Repo	rt					
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	18/10 2	
o z i o i i i i											, , ,		
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	Cum.L.Km	497.2400
Line	rne	rne	Stil	Stil	Swatti #	L/ Kills.	Sq / Kills.	экірз	vps	Stil S		Pgm.L.Km:	497.2400
												n.Remain:	0.0000
											% Co Av Daily P	ompleted:	100% 8.4
											Av Daily F	rou E.Kiii.	0.4
												um.Sq.Km	0.0000
												gm.Sq.Km: emaining:	0.0000
												ompleted:	0.0000
											Av Daily Pr	od Sq.Km:	0.0
Daily Total Cum Total						497.2400	-	80	24,862	24,862			
Jum 10tur						17/12/100		00	21,002	21,002	ı		
<u>HOURS</u>		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
		Charge	Charge	N/Charge	N/Charge	N/Charge			Hours				
Car	mp Setup/Packup	•			7.70			7.70	-				
Toolbox	Inductions / Ind / S-Meeting		0.30					0.30	0.30				
	Recorder Setup							-	-				
Initi	al Layout/Pick up							-	-				
	Recording Experimental												
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing Recorder Moveup							-	<u>-</u> -				
	amage / Chewage	•						-	-				
•	Detours							-	-				
	Travel							-					
V	Vaiting On Spread Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down							-	-				
Pros	Vibes Down spect/Camp Move												
1103	Traverse Move	•						-	-				
	Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-					
	Spread Security Other							-	-				
	TOTAL	-	0.30	-	7.70	-		8.00	0.30				
	CUM TOTAL	498.80	27.60	1.60	198.50	-		726.50	526.40				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	22					Client:	McArthur Basi			Date:	Friday, 18 October	2013	
Camp Crew : Total Crew :	6 28		Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickup Station #	Station #	Total
COMMENTS:	20		neavy venicies.	0		Line	Station #	Station #	Total	Line	Station #	Station #	Total
*Toolbox at 0700 *All equipment cl													
	noved from all trucks	s.											
*Driving to Brisba	ane												
							1	Total Stations:	0			l Stations:	0
								Bad Cables			В	Bad Phones LAUL	0
									Traffic (	Control:		LHOL	0
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:	<u>Pe</u> 0	rsonnel:	
EXTRAS:	Line Clearing	Personnel:				Ĩ					ľ		
	_	Vehicle:											
	Float	Hours:				Tuoubl- Cl		Comunity:		Comv			
Camp Location/Co-	-ords :	South 16° 22' 06	".0			Trouble Shooters Personnel:	ž.	Security: Personnel:		Comments: 6 People on Cab	le trucks		
		East 134° 48' 16'	1.1			2		0		3 People on jug	trucks		
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Parconnal.		1 Person in cabl	e repair		
				Janseti	1900	Vehicles	0	Personnel: 0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	ismic - Daily Report							
		Crew:		04	Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		inny 0/2013	Est. Finish 2D / 3D		/2013 D
SEISIMIC		our rey manner	Pieri cita	Dugin 2D	oren nigir	Tony Bone	ici ciino	Dutei	10/1	0/2013	25,05		
PRODUCTION	1	l						I		l	Ī		
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	497.2400 497.2400
											L.	Km.Remain:	0.0000
												Completed:	100%
											Av Daily	Prod L.Km:	8.4
												C C W	0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												.Remaining:	0.0000
												Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						407.2400	-	- 80	24,862	24.062			
Cum Total						497.2400	•	80	24,862	24,862			
		Mindeles - The	Standby Time	D Til	Non-Charge	0111		m . 1	at.				
<u>HOURS</u>		Working Time Charge	Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Ca	mp Setup/Packup	0		7 - 0	7.70	7 - 0		7.70	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
,	Recorder Setup								-				
Initi	ial Layout/Pick up Recording							-	-				
	Experimental							-	-	i			
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing							-	-	,			
	Recorder Moveup Damage / Chewage							-	-				
Spread D	Detours								-				
	Travel							-	-				
1	Waiting On Spread							-	-				
	Line Move								-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move												
	Vibe Travel Weather								-	,			
	Weatner Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security												
	Other	_	0.20		7.70			8.00	0.30				
	TOTAL CUM TOTAL	498.80	0.30 27.60	1.60	7.70 198.50			726.50	526.40				
				2.00	210.00		I		020110	1			
Client :			Visitor's :	2					Spread M				
Line Crew:				4.5		Client:	McArthur Basi			Date:	Friday, 18 Octobe		
Camp Crew : Total Crew :			Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:													
*Toolbox at 0700													
*All equipment cl	leaned												
*Driving to Brisba	ane												
								Fotal Stations: Bad Cables	0		To	tal Stations: Bad Phones	0
								Dau Gabics				LAUL	0
									Traffic (	Control:			
]						Front Crew:		Vib Crew:	-	Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				<u></u>		J		3		U	
EATINIS.	Line clearing	Vehicle:											
	Float												
						Trouble Shooters	<u> </u>	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48′ 16′ 19-40°	.1	Sunrise:	545	4		0		3 People on jug 1 Person in cabl			
]	* *			Sunset:		Traffic Control:		Personnel:		1			
						Vehicles	0	0					
]	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		
	J												

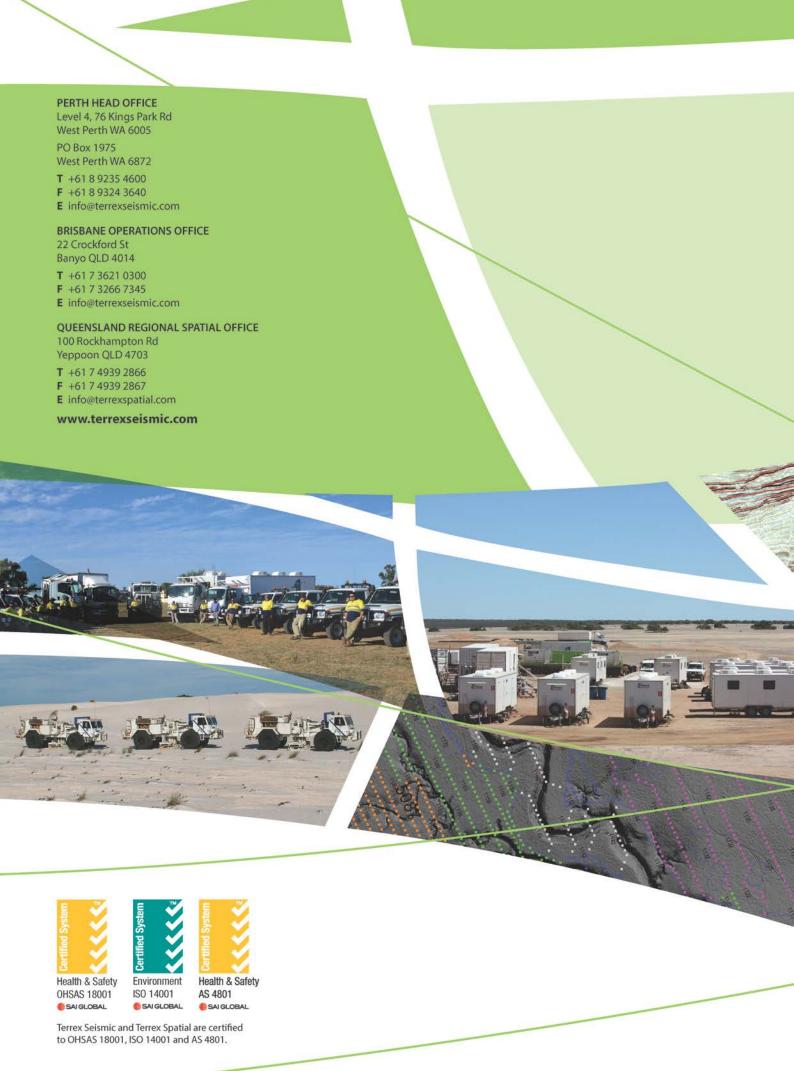
				Terr	ex Seisn	smic - Daily Report							
		Crew:	40		Area:	McArthur		Client Rep:		Dobson	Acq Start Date	21/08	
SEISMIC		Client: Survey Name:	San McArthur		State: Crew Mgr:	NT Tony Bond		Weather: Date:		nny 0/2013	Est. Finish 2D / 3D	18/10	
		-			-			-					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	]	Cum.L.Km	497.2400
							-1/					gm.L.Km:	497.2400
												n.Remain: ompleted:	0.0000 100%
											% Co		8.4
												_	
												ım.Sq.Km m.Sq.Km:	0.0000
											Sq.Km.Re		0.0000
												ompleted:	0%
Daily Total							-				Av Daily Pro	od Sq.Km:	0.0
Cum Total						497.2400	-	80	24,862	24,862			
					Non-Charge								
<u>HOURS</u>		Working Time	Standby Time	Down Time	Time	Other 1		Total	Charge				
Ca	mp Setup/Packup	Charge	Charge	N/Charge	N/Charge 7.70	N/Charge		7.70	Hours				
Ca	Inductions				7.70			-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
Initi	Recorder Setup ial Layout/Pick up							-	-				
11110	Recording							-	-				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests QC Spread							-	-				
QC / Da	aily Tests/Testing							-	-				
	Recorder Moveup							-	-				
Spread D	amage / Chewage Detours							-	-				
	Travel							-	-				
1	Waiting On Spread							-	-				
	Line Move							-	-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move												
	Traverse Move Swath Move							-	-				
	Vibe Travel							-	-				
	Weather Human Error												
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security Other							-	-				
	TOTAL	-	0.30	-	7.70	-		8.00	0.30				
	CUM TOTAL	498.80	27.60	1.60	198.50	-		726.50	526.40				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :	22					Client:	McArthur Basi	n 2D	·		Friday, 18 October 2	2013	
Camp Crew : Total Crew :	6 28	ı	Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	ut Station #	Total	Line	Pickup Station #	Station #	Total
COMMENTS:	20		neuvy venicies.	0		Line	Station #	Station #	Total	Line	Station # 3	station #	Total
*Toolbox at 0700 *Driving to Brisba													
Driving to Brisbo	ane												
							7	Total Stations:	0			Stations:	0
								Bad Cables			В	ad Phones LAUL	0
									Traffic (	Control:			
						Front Crew:		Vib Crew:	_	Back Crew:		Signage:	· -
						Personnel: 2		Personnel: 5		Personnel: 3	<u>Per</u> 0	rsonnel:	
EXTRAS:	Line Clearing												
	rt. ·	Vehicle:											
	Float	Hours:				Trouble Shooters	2	Security:		Comments:	11		
Camp Location/Co	-ords :	South 16° 22' 06				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48' 16' 19-40 <sup>0</sup>		Sunrise:	545	2		0		3 People on jug 1 Person in cabl			
cumer.	Janny	27-10		Sunrise: Sunset:		Traffic Control:	_	Personnel:		a croon in cabi	.c.rcpan		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	id Dobson		

				Terr	ex Seisr	nic - Dail	y Repo	ort					
		Crew:		04	Area:			Client Rep:		Dobson	Acq Start Date		/2013
TERREX		Client: Survey Name:		ntos r Basin 2D	State: Crew Mgr:			Weather: Date:		0/2013	Est. Finish 2D / 3D		/2013 D
		-						_					
PRODUCTION Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's	1	Cum.L.Km	497.2400
						,	17					Pgm.L.Km:	497.2400
												Km.Remain:	0.0000
												Completed: V Prod L.Km:	100% 8.4
												Cum.Sq.Km	0.0000
												Pgm.Sq.Km: i.Remaining:	0.0000
												Completed:	0.0000
											Av Daily	Prod Sq.Km:	0.0
Daily Total  Cum Total						497.2400	-	- 80	24,862	24,862			
Cum Iotai						497.2400	-	80	24,862	24,862	<u>.</u>		
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
<u>HOURS</u>		Charge	Charge	N/Charge	N/Charge	N/Charge		rotar	Hours				
Ca	amp Setup/Packup				7.70			7.70	-				
	Inductions							-	-				
Toolbox	x / Ind / S-Meeting Recorder Setup		0.30				·	0.30	0.30				
Init	ial Layout/Pick up	•••••						-	-				
	Recording							-	-	ļ			
11 /02"	Experimental			<b></b>									
H/Wires &	SIMS: Sweep Tests QC Spread						·	-	-				
QC / D	aily Tests/Testing							-	-	]			
	Recorder Moveup							-	-				
Spread I	Damage / Chewage							-	-				
	Detours Travel							-	-				
,	Waiting On Spread							-	-	1			
	Line Move							-	-				
	Troubleshooting							-	-				
	Recorder Down Vibes Down							-	-				
Pro	spect/Camp Move							-	-	1			
	Traverse Move							-	-				
	Swath Move							-	-				
	Vibe Travel Weather							- -	-	4			
	Human Error	••••••						-	-				
	Washdown	•••••						-	-				
Crew	Demobe/Remobe							-					
	Spread Security Other							-	-				
	TOTAL	-	0.30	-	7.70	-		8.00	0.30				
	CUM TOTAL	498.80	27.60	1.60	198.50	-		726.50	526.40				
Client :	1		Visitor's :	2					Spread M	Iovement:			
Line Crew :			1131101 31	-		Client:	McArthur Bas	in 2D	opreuu	Date:	Friday, 18 Octob	er 2013	
Camp Crew :			Light Vehicles :				Layo		T		Picku	1	
Total Crew : COMMENTS:	28		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
<u> </u>						ĺ							
*Toolbox at 0700	) hrs.												
*Driving to Brisb	ane												
						-		Total Stations:	0		Tr	otal Stations:	0
								Bad Cables				Bad Phones	0
												LAUL	0
						Procest Commis		Wh Comm		Control:		£!	
						<u>Front Crew:</u> Personnel:		Vib Crew: Personnel:		Back Crew: Personnel:		Signage: Personnel:	
						2		5		3		0	
EXTRAS:	Line Clearing												
	Float	Vehicle: t Hours:											
	rioat	. nours:				Trouble Shooters	S:	Security:		Comments:			
Camp Location/Co	o-ords :	South 16° 22' 06	".0			Personnel:		Personnel:		6 People on Cal	ole trucks		
Woath	Comme	East 134° 48' 16	".1	Cumui	<u>.</u>	2		0		3 People on jug			
Weather:	Sunny	19-40 <sup>0</sup>		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cab	іе герап		
						Vehicles	0	0					
	Crew Manager: Tor	ny Bonderenko								Client Rep: Dav	id Dobson	· <u></u>	

				Terr	ex Seisr	ismic - Daily Report							
		Crew:		04	Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		inny 0/2013	Est. Finish 2D / 3D		/2013 D
DEIDITIC		our rey nume.	Pieri ciru	Dugin 2D	oren rigi.	Tony Bone	ici ciino	Dutti	10/1	0/2013	25 / 55		
PRODUCTION									** *	0.1	1		407.0400
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	497.2400 497.2400
											L.	Km.Remain:	0.0000
												Completed:	100%
											Av Daily	Prod L.Km:	8.4
												C C W	0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												.Remaining:	0.0000
												Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						407.2400	-	- 80	24,862	24.062			
Cum Total						497.2400	•	80	24,862	24,862			
		Mindeles - The	Standby Time	D Til	Non-Charge	0111		m . 1	at.				
<u>HOURS</u>		Working Time Charge	Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Ca	mp Setup/Packup	0		7 - 0	7.70	7 - 0		7.70	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
,	Recorder Setup								-				
Initi	ial Layout/Pick up Recording							-	-				
	Experimental							-	-	i			
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing							-	-	,			
	Recorder Moveup Damage / Chewage							-	-				
Spread D	Detours								-				
	Travel							-	-				
1	Waiting On Spread							-	-				
	Line Move								-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move												
	Vibe Travel Weather								-	,			
	Weatner Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security												
	Other	_	0.20		7.70			- 00	- 0.20				
	TOTAL CUM TOTAL	498.80	0.30 27.60	1.60	7.70 198.50	-		8.00 726.50	0.30 526.40				
				2.00	210.00		I		020110	1			
Client :			Visitor's :	2					Spread M				
Line Crew:				4.5		Client:	McArthur Basi			Date:	Friday, 18 Octobe		
Camp Crew : Total Crew :			Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:	20		neary remeies.			Line	otation ii	Station ii	7000	Line	otation n	oution "	10441
*Toolbox at 0700													
*Driving to Brisba	ane												
							1	Total Stations:	0		To	tal Stations:	0
								Bad Cables				Bad Phones LAUL	0
]									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EVTDAC.	Lina Classo	Dono				2		5		3		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
L	Float							<u>L</u>		<u>L</u>			
						Trouble Shooters	E.	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Cunny	East 134° 48' 16' 19-40 <sup>0</sup>	'.1	Supricor	F	2		0		3 People on jug			
weudier:	Sunny	17-40		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	е герап		
						Vehicles	0	0					
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		
	anager. 1011	, Donaciciro								Junear Mep. Davi	- 2003011		

				Terr	ex Seisr	ismic - Daily Report							
		Crew:		04	Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		inny 0/2013	Est. Finish 2D / 3D		/2013 D
DEIDITIC		our rey nume.	Pieri ciru	Dugin 2D	oren rigi.	Tony Bone	ici ciino	Dutti	10/1	0/2013	25 / 55		
PRODUCTION									** *	0.1	1		407.0400
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	497.2400 497.2400
											L.	Km.Remain:	0.0000
												Completed:	100%
											Av Daily	Prod L.Km:	8.4
												C C W	0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												.Remaining:	0.0000
												Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total						407.2400	-	- 80	24,862	24.062			
Cum Total						497.2400	•	80	24,862	24,862			
		Mindeles - The	Standby Time	D Til	Non-Charge	0111		m . 1	at.				
<u>HOURS</u>		Working Time Charge	Charge	Down Time N/Charge	Time N/Charge	Other 1 N/Charge		Total	Charge Hours				
Ca	mp Setup/Packup	0		7 - 0	7.70	7 - 0		7.70	-				
	Inductions							-	-				
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
,	Recorder Setup								-				
Initi	ial Layout/Pick up Recording							-	-				
	Experimental							-	-	i			
H/Wires & S	SIMS: Sweep Tests							-	-				
	QC Spread							-	-				
	aily Tests/Testing							-	-	,			
	Recorder Moveup Damage / Chewage							-	-				
Spread D	Detours								-				
	Travel							-	-				
1	Waiting On Spread							-	-				
	Line Move								-				
	Troubleshooting Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move							-	-				
	Traverse Move							-	-				
	Swath Move												
	Vibe Travel Weather								-	·			
	Weatner Human Error							-	-				
	Washdown							-	-				
Crew	Demobe/Remobe							-	-				
	Spread Security												
	Other	_	0.20		7.70			- 00	- 0.20				
	TOTAL CUM TOTAL	498.80	0.30 27.60	1.60	7.70 198.50	-		8.00 726.50	0.30 526.40				
				2.00	210.00		I		020110	1			
Client :			Visitor's :	2					Spread M				
Line Crew:				4.5		Client:	McArthur Basi			Date:	Friday, 18 Octobe		
Camp Crew : Total Crew :			Light Vehicles : Heavy Vehicles :	15 6		Line	Layo Station #	Station #	Total	Line	Picku Station #	p Station #	Total
COMMENTS:	20		neary remeies.			Line	otation ii	Station ii	7000	Line	otation n	oution "	10441
*Toolbox at 0700													
*Driving to Brisba	ane												
							1	Total Stations:	0		To	tal Stations:	0
								Bad Cables				Bad Phones LAUL	0
									Traffic (	Control:			
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EVTDAC.	Lina Classi	Dana				2		5		3		0	
EXTRAS:	Line Clearing	Personnel: Vehicle:											
L	Float							<u>L</u>		<u>L</u>			
						Trouble Shooters	E.	Security:		Comments:			
Camp Location/Co	-ords :	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Cunny	East 134° 48' 16' 19-40 <sup>0</sup>	'.1	Supricar	F	2		0		3 People on jug			
weudier:	Sunny	17-40		Sunrise: Sunset:	545 1900	Traffic Control:		Personnel:		1 Person in cabl	е герап		
						Vehicles	0	0					
	Crew Manager: Ton	v Bonderenko								Client Rep: Davi	d Dobson		
	anager. 1011	, Donaciciro								Junear Mep. Davi	- 2003011		

				Terr	ex Seisr	ismic - Daily Report							
		Crew:		04	Area:	McArthui		Client Rep:		Dobson	Acq Start Date	21/08	
TERREX		Client: Survey Name:		Basin 2D	State: Crew Mgr:	Tony Bond		Weather: Date:		inny 0/2013	Est. Finish 2D / 3D		/2013 D
DEIDITIC		our rey nume.	Pierii circi	Dugin 2D	oren rigi.	Tony Bone	ici ciino	Dutti	10/1	0/2013	25 / 55		
PRODUCTION									** *	0.1	1		407.0400
Line	File	File	Stn	Stn	Swath #	L / Kms.	Sq / Kms.	Skips	Vp's	Stn's		Cum.L.Km Pgm.L.Km:	497.2400 497.2400
											L.	Km.Remain:	0.0000
												Completed:	100%
											Av Daily	Prod L.Km:	8.4
												C C W	0.0000
												Cum.Sq.Km Pgm.Sq.Km:	0.0000
												Remaining:	0.0000
												Completed:	0%
											Av Daily	Prod Sq.Km:	0.0
Daily Total  Cum Total						497.2400	-	- 80	24,862	24,862			
Cum rotai						497.2400	•	00	24,002	24,002			
HOURS		Working Time	Standby Time	Down Time	Non-Charge Time	Other 1		Total	Charge				
<u>nooks</u>		Charge	Charge	N/Charge	N/Charge	N/Charge		Total	Hours				
Ca	mp Setup/Packup				7.70			7.70	-				
	Inductions							-	-	ļ			
Toolbox	/ Ind / S-Meeting		0.30					0.30	0.30				
Initi	Recorder Setup ial Layout/Pick up							-	-				
	Recording							-	-				
	Experimental							-	-				
H/Wires & S	SIMS: Sweep Tests							-	-				
05 / D	QC Spread												
	aily Tests/Testing Recorder Moveup								-	ł			
	Damage / Chewage							-	-				
	Detours							-	-				
	Travel							-	-				
'	Waiting On Spread					•			-	,			
	Line Move Troubleshooting								-				
	Recorder Down							-	-				
	Vibes Down							-	-				
Pro	spect/Camp Move												
	Traverse Move							-	-				
	Swath Move Vibe Travel							-	-				
	Weather							-	-				
	Human Error							-	-				
_	Washdown							-	-				
Crew	Demobe/Remobe Spread Security								- -	1			
	Other							-	-				
	TOTAL		0.30		7.70	-		8.00	0.30				
	CUM TOTAL	498.80	27.60	1.60	198.50	-		726.50	526.40				
Client :	1		Visitor's :	2					Spread M	ovement:			
Line Crew :						Client:	McArthur Basi	in 2D			Friday, 18 Octobe	er 2013	
Camp Crew :			Light Vehicles :	15			Layo				Picku	1	
Total Crew : COMMENTS:	28		Heavy Vehicles :	6		Line	Station #	Station #	Total	Line	Station #	Station #	Total
COMMENTS:													
*Toolbox at 0700	hrs.												
Arrived in Brisba	ine.												
							1	Total Stations:	0		To	tal Stations:	0
								Bad Cables				Bad Phones LAUL	0
									Traffic (	Control:		Little	
						Front Crew:		Vib Crew:		Back Crew:		Signage:	
						Personnel:		Personnel:		Personnel:		Personnel:	
EXTRAS:	Line Clearing	Personnel:				2		5		3		U	
EVILVQ;	Line Clearing	Personnel: Vehicle:											
	Float												
						Trouble Shooters	£	Security:		Comments:			
Camp Location/Co	-ords:	South 16° 22' 06'				Personnel:		Personnel:		6 People on Cab			
Weather :	Sunny	East 134° 48′ 16′ 19-40°	.1	Sunrise:	545	2		0		3 People on jug 1 Person in cabl			
cauder .	,	-> .0		Sunset:		Traffic Control:	_	Personnel:		- 1 c. 30m m cdDl	cpull		
						Vehicles	0	0					
	Crew Manager: Ton	y Bonderenko								Client Rep: Davi	d Dobson		
		,								p uv.			



## **APPENDIX 3 - TAPE LIST**

## Tape listing for 2013 McArthur Basin 2D Seismic Survey

TAPE #	LINE	FIRST FFID	LAST FFID	FIRST VP	LAST VP	DATES RECORDED	COMMENTS
1A	MCSAN13-03	001	289	Tests	Tests	21/08/2013 – 22/08/2013	All Tests
2A	MCSAN13-03 MCSAN13-04	290 1392	1391 3559	1001.5 3166.5	2102.5 1001.5	22/08/2013 – 25/08/2013 25/08/2013 – 29/08/2013	
	WCSAN 13-04	1392	3339	3100.5	1001.5	23/06/2013 — 29/06/2013	
3A	MCSAN13-05	3560	5679	1001.5	3103.5	30/08/2013 - 3/09/2013	
	MCSAN13-06	5680	8042	3359.5	1001.5	3/09/2013 — 8/09/2013	
4A	MCSAN13-07	8043	10080	1001.5	3029.5	7/09/2013 – 11/09/2013	
	MCSAN13-08	10081	13747	4690.5	1001.5	12/09/2013 – 22/09/2013	
5A	MCSAN13-09	13748	16054	1001.5	3001.5	22/09/2013 – 26/09/2013	
	MCSAN13-01	16055	20938	5340.5	1001.5	23/09/2013 – 6/10/2013	
6A	MCSAN13-02	20939	26191	1001.5	6072.5	7/10/2013 – 15/10/2013	Survey Complete
				DUPLI	CATE TAP	PES	
1B	MCSAN13-03	001	0289	Tests	Tests	21/08/2013 – 22/08/2013	All Tests
2B	MCSAN13-03	290	1391	1001.5	2102.5	22/08/2013 - 25/08/2013	
	MCSAN13-04	1392	3559	3166.5	1001.5	25/08/2013 – 29/08/2013	
3B	MCSAN13-05	3560	5679	1001.5	3103.5	30/08/2013 - 3/09/2013	
	MCSAN13-06	5680	8042	3359.5	1001.5	3/09/2013 – 8/09/2013	
4B	MCSAN13-07	8043	10080	1001.5	3029.5	7/09/2013 – 11/09/2013	
	MCSAN13-08	10081	13747	4690.5	1001.5	12/09/2013 - 22/09/2013	
5B	MCSAN13-09	13748	16054	1001.5	3001.5	22/09/2013 – 26/09/2013	
	MCSAN13-01	16055	20938	5340.5	1001.5	23/09/2013 - 6/10/2013	
6B	MCSAN13-02	20939	26191	1001.5	6072.5	7/10/2013 – 15/10/2013	Survey Complete

12 Field tapes total (6 "A" tapes and 6 duplicate "B" tapes)

## **APPENDIX 4 - MAPS**

