

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION		
MONTH 5	DAY 29	YEAR 87	CONTRACT NO. 3212	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TYPE CSC20D	NO./STRING 6	NO. OF STRINGS 4	PATTERN WIDTH -	TYPE VIBS. Y2400	SEPARATION 100 Ft.	SWEEPS/VP 16	FREQUENCY 10 - 48.5 Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		W TO E	
LEAVE TOWN 5:00		TOTAL TRAVEL TIME	PARTY JH	OBSERVER Vui Howet THORNE	TRUCK 4050	FREQUENCY 8 Hz	SEPARATION 13.75 Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. 303 Ft.	TYPE INSTRU. PULSON V	DIST. ACROSS SUMMED SWPS. 700 Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH 28 Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION FLORENCE ALABAMA			TYPE BASE SAKE	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. 5	MOVE BETWEEN INDIV. SWPS. 20.6 Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED SKIPPED DISTANCE			
													STATION INTERVAL 330				

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. DFSII	NO. TRACES 120	SAMPLE RATE 4	HI-CUT FILTER 45 Hz	LO-CUT FILTER 8 Hz	BPI 1600	PRE-AMP GAIN 48 db	TYPE SUMMER MSP	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. 68°	WIND 0-5	PRECIP. Clear	RECORDING TRUCK AT	
NO. TRACKS 9	FORMAT SEGB	REC. LENGTH 43	SLOPE 72 db OCT.	SLOPE 18 db OCT.	NOTCH 60 Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN MANUAL db	TERRAIN Rolling	TYPE SURFACE BLACK TOP	VEGETATION Grass	Trace _____ at		
													VP 2026	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 051 FILE NUMBER/S	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									F-901 to 907 DAILY TESTS VIBS 3911, 3912, 4209, 4227, 4202 (NOTE: First copy with tapes; Second copy remains in truck)
	6:45	1	60	2033	61	120									
	7:10	1943	2002	2034	2003	2062	225	052		17	VP2015 BRIDGES		1	5/16	Noise Test F052, RADIO SIM F908
1	7:30	1943	2002	2034	2003	2062		053		17					1/2 DRIVE on Black TOP
2	7:43	1943	2002	2035	2003	2062		054		17		X			DELETE - Power Loss MSP
2	8:02	1943	2002	2035	2003	2062		055		17					
3	8:14	1943	2002	2036	2003	2062		056		17					SKIP VPS 2037-2040 Houses
4	8:29	1943	2002	2041	2003	2062		057		17	2ND HALF				
5	8:42	1943	2002	2042	2003	2062		058		17					
6	8:57	1943	2002	2043	2003	2062	226	059		17					
7	9:11	1943	2002	2044	2003	2062		060		17					
8	9:25	1943	2002	2045	2003	2062		061		17					
9	9:37	1943	2002	2046	2003	2062		062		17	1st HALF				SKIP VPS 2047-2050 Houses
10	9:51	1943	2002	2051	2003	2062		063		17	2ND HALF				
11	10:04	1943	2002	2052	2003	2062		064		17					
12	10:19	1943	2002	2053	2003	2062		065		17					
13	10:33	1943	2002	2054	2003	2062		066		17					
14	10:50	1943	2002	2055	2003	2062		067		17					
15	11:10	1943	2002	2061	2003	2062		068		17					END OF LINE VP2062
16	11:23	1943	2002	2062	2003	2062		069							PICKING UP GEOPHONES AND CABLES!

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>5</b>	DAY <b>28</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GC200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING	
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>Vui HONET + HORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED	
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330</b>	

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFS-V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>HSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>70°F</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAR</b>	Trace _____ at	RECORDING TRUCK AT
NO. TRACKS <b>9</b>	FORMAT <b>SEG B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	VP _____ at	VP <b>2026</b>

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE <b>035</b>	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	1944	AT VP NO.	AT VP NO.	FILE NUMBER/S								
	<b>8:50 AM</b>	<b>1</b>	<b>60</b>	<b>61</b>	<b>120</b>										<b>F901-907 DAILY TESTS</b>
															<b>F908 RADIO 519 3911, 3912, 4219, 4227, 4202</b>
															<b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
	<b>9:25</b>	<b>1943</b>	<b>2002</b>	<b>1995</b>	<b>2003</b>	<b>2062</b>	<b>224</b>	<b>036</b>		<b>17</b>			<b>1</b>	<b>5/16</b>	<b>Noise file 036</b>
<b>1</b>	<b>9:38</b>	<b>1943</b>	<b>2002</b>	<b>1995</b>	<b>2003</b>	<b>2062</b>		<b>037</b>		<b>17</b>	<b>2ND HALF</b>				<b>LEFT SIDE OF ROAD</b>
<b>2</b>	<b>9:57</b>	<b>1943</b>	<b>2002</b>	<b>1996</b>	<b>2003</b>	<b>2062</b>		<b>038</b>		<b>17</b>					<b>SHAKING THRU SPREAD</b>
<b>3</b>	<b>10:09</b>	<b>1943</b>	<b>2002</b>	<b>1997</b>	<b>2003</b>	<b>2062</b>		<b>039</b>		<b>17</b>	<b>1ST HALF</b>				<b>VP 2015 OPEN BRIDGE</b>
<b>4</b>	<b>10:26</b>	<b>1943</b>	<b>2002</b>	<b>2006</b>	<b>2003</b>	<b>2062</b>		<b>040</b>		<b>17</b>	<b>1ST HALF</b>				<b>SKIP VPs 1998 to 2005 FOR HOUSES</b>
<b>5</b>	<b>10:42</b>	<b>1943</b>	<b>2002</b>	<b>2014</b>	<b>2003</b>	<b>2062</b>		<b>041</b>		<b>17</b>	<b>1ST HALF</b>				<b>RIGHT SIDE OF ROAD</b>
<b>6</b>	<b>10:58</b>	<b>1943</b>	<b>2002</b>	<b>2016</b>	<b>2003</b>	<b>2062</b>		<b>042</b>		<b>17</b>	<b>2ND HALF B/BUMPER</b>				<b>SKIP VP 2015</b>
<b>7</b>	<b>11:11</b>	<b>1943</b>	<b>2002</b>	<b>2017</b>	<b>2003</b>	<b>2062</b>		<b>043</b>		<b>17</b>					
<b>8</b>	<b>11:26</b>	<b>1943</b>	<b>2002</b>	<b>2018</b>	<b>2003</b>	<b>2062</b>		<b>044</b>		<b>17</b>					
<b>9</b>	<b>11:38</b>	<b>1943</b>	<b>2002</b>	<b>2019</b>	<b>2003</b>	<b>2062</b>		<b>045</b>		<b>17</b>					
<b>10</b>	<b>11:52</b>	<b>1943</b>	<b>2002</b>	<b>2020</b>	<b>2003</b>	<b>2062</b>		<b>046</b>		<b>17</b>					
<b>11</b>	<b>12:07</b>	<b>1943</b>	<b>2002</b>	<b>2021</b>	<b>2003</b>	<b>2062</b>	<b>225</b>	<b>047</b>		<b>17</b>					
<b>12</b>	<b>12:20</b>	<b>1943</b>	<b>2002</b>	<b>2022</b>	<b>2003</b>	<b>2062</b>		<b>048</b>		<b>17</b>					
<b>13</b>	<b>12:33</b>	<b>1943</b>	<b>2002</b>	<b>2023</b>	<b>2003</b>	<b>2062</b>		<b>049</b>		<b>17</b>					
<b>14</b>	<b>12:50</b>	<b>1943</b>	<b>2002</b>	<b>2032</b>	<b>2003</b>	<b>2062</b>		<b>050</b>		<b>17</b>					<b>SKIP VPs 2024-2031 Houses</b>
<b>15</b>	<b>1:03</b>	<b>1944</b>	<b>2002</b>	<b>2033</b>	<b>2003</b>	<b>2062</b>		<b>051</b>		<b>17</b>					<b>VIBS PICKING UP TAR FROM ROAD - Hot. Will SHAKE IN THE MORNING WHEN COOL END OF DAY</b>

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION		
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT AREA	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1 AMPL. NO. 1 VIBS. MOVING		W TO E	
5	27	87	3212	TENNESSEE AREA	TN-4	GSC20D	6	4	-	Y2400	100 Ft.	16	10-48.5 Hz				
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTRU.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED			
7.00			VH	Whitton + Thorne	H05D	8 Hz	13:75 Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	303 Ft.	PELTON	700 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28 Sec.	VIBRATED SKIPPED DISTANCE			
ARRIVE TOWN			PARTY LOCATION			TYPE BASE	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL				
			FLORENCE ALABAMA			SPIKE	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6 Ft.	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330'				

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	REF. SWP. SUM'D	POST NORM'IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT		Trace _____ at	
DFS V	120	4	45 Hz	8 Hz	1600	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	70°	0-5	CLEAR	VP 1921		Trace _____ at	
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	NOISE REJECT 'N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP _____		Trace _____ at	
9	SEGB	43	72 db OCT	18 db OCT	60 Hz	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	FLAT	BLACK TOP	GRASS	VP _____		Trace _____ at	
						PRE-AMP GAIN	TYPE SUMMER							
						48 db	HSP							
						<input checked="" type="checkbox"/> TFP <input type="checkbox"/> Fixed								

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPES	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	8:30 AF	1	60	1831	61	120		012							F-901 to 907 DAILY TESTS F-909 SIM VIBS 3911, 3912, 4219, 4227, 44202 (NOTE: First copy with tapes; Second copy remains in truck)
	9:10	1836	1898	1833	1898	1958	222	908		15	1927 OPEN FOR BRIDGE		1	5/16	NOISE FILE 908, SKIP 1832, HOUSE
1	9:46	1836	1895	1833	1896	1955		013		15	2nd half				LEFT SIDE OF ROAD, 1/2 DRIVE
2	10:00	1837	1896	1834	1897	1956		014		16	2nd half, 10' spacing				
3	10:15	1838	1897	1835	1898	1957		015		17	1st half				
4	10:33	1867	1926	1864	1927	1986		016		46	1st half, 20' spacing				VIBS BACK ON RIGHT SIDE OF ROAD
5	10:50	1868	1927	1865	1928	1987		017		47	2nd half, B/B				
6	11:04	1869	1928	1866	1929	1988		018		48	1st half				SKIP 1867 to 1877 FOR HOUSES
7	11:22	1881	1940	1878	1941	2000		019		60	1st half				
8	11:34	1882	1941	1879	1942	2001		020		61	1st half				
9	11:48	1885	1944	1882	1945	2004		021		64	2nd half				SKIP 1880 & 1881 FOR HOUSES <sup>WAIT ON</sup> GEOPHONES
10	2:03	1892	1951	1889	1952	2011		022		12			2		Rec TRUCK AT VP 1980 SKIP 1883-1888
11	2:18	1893	1952	1890	1953	2012	223	023		13					
12	2:31	1894	1953	1891	1954	2013		024		14					
13	2:43	1895	1954	1892	1955	2014		025		15	VP 2015 OPEN-BRIDGE				
14	3:29	1912	1971	1909	1972	2031		026		32					Cable CUT AT VP 1961 BY FARM TRACTOR
15	3:42	1913	1972	1910	1973	2032		027		33					
16	4:03	1916	1975	1913	1976	2035		028		36	2ND HALF 20' APART				SKIP VPs 1911 & 1912 FOR ROAD CROSSING
17	4:16	1917	1976	1914	1977	2036		029		37					
18	4:29	1918	1977	1915	1978	2037		030		38					SKIP VPs 1916 to 1919
19	4:42	1923	1982	1920	1983	2042		031		43					
20	4:55	1924	1983	1921	1984	2043		032		44	1st half				water well
21	5:08	1932	1991	1929	1992	2051		033		52	2nd half				SKIP VPs 1922 thru 1928 Houses



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH 5	DAY 26	YEAR 87	CONTRACT NO. 3212	PROSPECT AREA TENNESSEE	LINE TN-4	TYPE GSC-20D	NO./STRING 6	NO. OF STRINGS 4	PATTERN WIDTH -	TYPE VIBS. Y-2400	SEPARATION 100' Ft.	SWEEPS/VP 16	FREQUENCY 10-48.5 Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN 7:00		TOTAL TRAVEL TIME	PARTY VH	OBSERVER WILTON THORNE	TRUCK 4050	FREQUENCY P Hz	SEPARATION 13.75 Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. 303 Ft.	TYPE INSTRU. PELTON V	DIST. ACROSS SUMMED SWPS. 700' Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH 28 Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION Florence, Alabama			TYPE BASE SPike	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. 5	MOVE BETWEEN INDIV. SWPS. 20.6' Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED		SKIPPED	DISTANCE
															STATION INTERVAL 330'	

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. DFSF	NO. TRACES 120	SAMPLE RATE 4ms	HI-CUT FILTER 45 Hz	LO-CUT FILTER 8 Hz	BPI 1600	PRE-AMP GAIN 48 db	TYPE SUMMER MSP	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. 69F	WIND 0-5	PRECIP. Overcast	RECORDING TRUCK AT	
NO. TRACKS 9	FORMAT SEG-B	REC. LENGTH 43	SLOPE 72 db OCT.	SLOPE 18 db OCT.	NOTCH 60 Hz	GAIN <input checked="" type="checkbox"/> TFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN Manual	TERRAIN Flat	TYPE SURFACE Blacktop	VEGETATION Grass	Trace _____ at _____		
VP _____														

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	1723	AT VP NO.	AT VP NO.	REEL NO.								
	8:25 AM	1	60	61	120	885									F901-907 Reel 219 DAILY TESTS
	10:07	1733	1792	1730	1793	1852	220	886		26			1	5/16	VIBS: 3911, 3912, 4219, 4227, 4202 (NOTE: First copy with tapes; Second copy remains in truck)
1	10:28	1733	1792	1730	1793	1852		887		26	2 <sup>nd</sup> /half				F. 908 Radio S.M.S. Reel 220
2	10:42	1734	1793	1731	1794	1853		888		27	1 <sup>st</sup> /half				F. 886 NO. SE, 1724-1729 skip, houses
3	10:57	1741	1800	1738	1801	1860		889		34	2 <sup>nd</sup> /half, B/B				1/2 Drive on Black Top
4	11:15	1751	1810	1748	1811	1870		890		44	2 <sup>nd</sup> /half				1732-1737 skip for houses, B.H. 9
5	11:30	1752	1811	1749	1812	1871		891		45					
6	11:45	1753	1812	1750	1813	1872		892		46					
7	11:58	1754	1813	1751	1814	1873		893		47					
8	12:11	1762	1821	1759	1822	1881		894		55	2 <sup>nd</sup> /half				1739-1747 skip for houses
9	12:26	1763	1822	1760	1823	1882		895		56					
10	12:44	1764	1823	1761	1824	1883		896		57					
11	12:57	1765	1824	1762	1825	1884		897		58	1 <sup>st</sup> /half				
12	1:39	1778	1837	1775	1838	1897	221	01		11	2 <sup>nd</sup> /half	1	2	5/16	1752-1758 skip for houses
13	1:53	1779	1838	1776	1839	1898		02		12	1 <sup>st</sup> /half				MOVE Rec. TRK TO 1867
14	2:07	1783	1842	1780	1843	1902		03		16	1 <sup>st</sup> /half, B/B				RESET FILE NUMBERS
15	2:28	1804	1863	1801	1864	1923		04		37	2 <sup>nd</sup> /half				1763-1774, START with V.P. 1775
16	2:43	1805	1864	1802	1865	1924		05		38	1 <sup>st</sup> /half	(1927-Open FOR BRIDGE)			VIBS ON LEFT hand side
17	3:03	1825	1884	1822	1885	1944		06		58	2 <sup>nd</sup> /half				
18	3:16	1826	1885	1823	1886	1945		07		59	1st half				
19	3:30	1827	1886	1824	1887	1946		08		60	2nd half				
20	3:43	1828	1887	1825	1888	1947		09		61					
21	3:56	1829	1888	1826	1889	1948		10		62	2nd half				



DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION $\swarrow$ TO $\searrow$			
MONTH 5	DAY 21	YEAR 87	CONTRACT NO. 3212	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TYPE 5500D	NO./STRING 6	NO. OF STRINGS 4	PATTERN WIDTH -	TYPE VIBS. V2400	SEPARATION 100 Ft.	SWEEPS/VP 16	FREQUENCY 10-48.5 Hz	VP NO.1 AMPL NO.1 VIBS. MOVING					
LEAVE TOWN 7:00		TOTAL TIME	PARTY VH	OBSERVER VITTONET TITORNE	TRUCK 4050	FREQUENCY 8 Hz	SEPARATION 13.75 Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. 303 Ft.	TYPE INSTRU. PELTON V	DIST. ACROSS SUMMED SWPS. 700 Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH 28 Sec.	TOTAL STATIONS COVERED					
ARRIVE TOWN			PARTY LOCATION FLORENCE ALABAMA SPIKE			TYPE BASE Series	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. 5	MOVE BETWEEN INDIV. SWPS. 20.6 Ft.	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED		SKIPPED		DISTANCE	
													STATION INTERVAL		330				

INSTRUMENTS								SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1			
TYPE INST. DFS II	NO. TRACES 120	SAMPLE RATE 4	HI-CUT FILTER 45 Hz	LO-CUT FILTER 8 Hz	BPI 1600	PRE-AMP GAIN 48 db	TYPE SUMMER MSP	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. 68°F	WIND 0-5	PRECIP. Clear	RECORDING TRUCK AT		Trace _____ at		Trace _____ at		
NO. TRACKS 9	FORMAT SEGB	REC. LENGTH 43	SLOPE 72 db OCT.	SLOPE 18 db OCT.	NOTCH 60 Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN MANUAL db	TERRAIN Rolling	TYPE SURFACE BLACIS TOP	VEGETATION GRASS	VP _____ at		VP 1766		VP _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S	F. 901-907 DAILY TESTS									
1	9:08	1679	1738	1702	1739	1798	217	857		13	2 <sup>nd</sup> half - 1692-OPEN BRIDGE		1	5/16	*PULLING SPREAD * 1/2 DRIVE ON TOP	
2	9:23	1680	1739		1802	1740		858		14	1 <sup>st</sup> half				START with V. 16801 vibs LEFT Hand side of Road	
3	9:38	1700	1759		1822	1760		859		34	2 <sup>nd</sup> half				1803-1821 skip	
4	9:51	1701	1760		1823	1760		860		35	1 <sup>st</sup> half For Bridge					
5	10:06	1702	1761		1824	1761		861		36	2 <sup>nd</sup> half, B/B				* V.P. 1824 C.O.S. BOX ON, NOTCHES IN	
6	10:21	1703	1762		1825	1762	218	862		37	20' spacing				* C.O.S. Box ON, NOTCHES IN	
7	10:35	1704	1763		1826	1763		863		38	1827-1828 skip				* C.O.S. BOX ON, NOTCHES OUT	
8	10:50	1708	1767		1830	1768		864		42					Notches in/Normal	
9	11:05	1709	1768		1831	1769		865		43	1st HALF					
10	11:23	1711	1770		1833	1771		866		45	2ND HALF				SKIP 1832	
11	11:37	1712	1771		1834	1772		867		46	2ND HALF 10'SPAC.				Rec. TRK MOVED TO 1787 1/2	
12	12:00	1713	1772		1835	1773		868		26	1 <sup>st</sup> half		2		1836-1863 skip	
13	12:20	1742	1801		1864	1802		869		55	1 <sup>st</sup> half, 20' spacing				vibs back on RIGHT hand side of Road	
14	12:35	1743	1802		1865	1803		870		56	2 <sup>nd</sup> half, B/B					
15	12:49	1744	1803		1866	1804		871		57	1 <sup>st</sup> half				1867-1877 skip	
16	1:04	1756	1815		1878	1816		872		69					vibs back on LEFT hand side of Road	
17	1:23	1757	1816		1879	1817		873		70					1880, 1881 skip	
18	1:38	1760	1819		1882	1820		874		73					1703-1707 skip for houses	
	1:52	1711	1770		1708	1771	219	875		24					F. 908 Radio S.M.S after F. 975	
19	2:37	1711	1770		1708	1771		876		24					* PUSHING SPREAD vibs Right side of Road	
20	2:51	1712	1771		1709	1772		877		25						
21	3:03	1713	1772		1710	1773		878		26						

PAGE 2 OF 2

IDENTIFICATION				SET-UP NO.: <b>2</b>		RECORDING TRUCK AT		SET-UP NO.:	
CONTRACT NO. <b>3212</b>	PARTY <b>VH</b>	PROSPECT <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TRUCK <b>4050</b>	OBSERVER <b>Vui HONET THORNE</b>	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at
MONTH <b>5</b>	DAY <b>21</b>	YEAR <b>87</b>	CREW LOCATION <b>FLORENCE ALABAMA</b>						
RECORDING TRUCK AT		VP <b>1787</b>		VP		VP		VP	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
		<b>1</b>	<b>60</b>		<b>61</b>	<b>120</b>						<b>2</b>	<b>5/16</b>	<b>6 sweeps - Water well</b>
<b>22</b>	<b>3:15</b>	<b>1714</b>	<b>1773</b>	<b>1711</b>	<b>1774</b>	<b>1833</b>	<b>219</b>	<b>879</b>	<b>27</b>					
<b>23</b>	<b>3:23</b>	<b>1715</b>	<b>1774</b>	<b>1712</b>	<b>1775</b>	<b>1834</b>		<b>880</b>	<b>28</b>	<b>BUMPER/BUMPER</b>				<b>SKIP VPs 1714-1719 FOR HOUSES</b>
<b>24</b>	<b>3:36</b>	<b>1716</b>	<b>1775</b>	<b>1713</b>	<b>1776</b>	<b>1835</b>		<b>881</b>	<b>29</b>	<b>1st HALF</b>				
<b>25</b>	<b>3:52</b>	<b>1723</b>	<b>1782</b>	<b>1720</b>	<b>1783</b>	<b>1842</b>		<b>882</b>	<b>30</b>	<b>2ND " 20' APART</b>				
<b>26</b>	<b>4:04</b>	<b>1724</b>	<b>1783</b>	<b>1721</b>	<b>1784</b>	<b>1843</b>		<b>883</b>	<b>31</b>					
<b>27</b>	<b>4:17</b>	<b>1725</b>	<b>1784</b>	<b>1722</b>	<b>1785</b>	<b>1844</b>		<b>884</b>	<b>38</b>					
<b>28</b>	<b>4:32</b>	<b>1726</b>	<b>1785</b>	<b>1723</b>	<b>1786</b>	<b>1845</b>		<b>885</b>	<b>39</b>					<b>END OF DAY</b>

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>5</b>	DAY <b>20</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GS200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED SKIPPED DISTANCE		
													STATION INTERVAL <b>330'</b>			

INSTRUMENTS										SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HIGH-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>68°</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAR</b>	RECORDING TRUCK AT					
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1676</b>	Trace _____ at				

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	COMPUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	<b>8:15 AF</b>	<b>1</b>	<b>60</b>	<b>1590</b>	<b>61</b>	<b>120</b>		<b>823</b>							<b>F-901-907 DAILY TESTS Reel 214</b>
	<b>9:00</b>	<b>1600</b>	<b>1659</b>	<b>1597</b>	<b>1660</b>	<b>1719</b>	<b>215</b>	<b>824</b>		<b>24</b>	<b>1692 - Open for B.Ridge</b>		<b>1</b>	<b>5/16</b>	<b>VIB ORDER 3911, 3912, 4219, 4227, 4202</b>
<b>1</b>	<b>9:15</b>	<b>1600</b>	<b>1659</b>	<b>1597</b>	<b>1660</b>	<b>1719</b>		<b>825</b>		<b>24</b>					
<b>2</b>	<b>9:30</b>	<b>1601</b>	<b>1660</b>	<b>1598</b>	<b>1661</b>	<b>1720</b>		<b>826</b>		<b>25</b>	<b>1<sup>st</sup> half</b>				<b>1599-1606 skip for bridge,</b>
<b>3</b>	<b>9:45</b>	<b>1610</b>	<b>1669</b>	<b>1607</b>	<b>1670</b>	<b>1729</b>		<b>827</b>		<b>34</b>	<b>2<sup>nd</sup> half</b>				<b>Houses, well</b>
<b>4</b>	<b>10:00</b>	<b>1611</b>	<b>1670</b>	<b>1608</b>	<b>1671</b>	<b>1730</b>		<b>828</b>		<b>35</b>	<b>1<sup>st</sup> half</b>				<b>1609 skip for house</b>
<b>5</b>	<b>10:13</b>	<b>1613</b>	<b>1672</b>	<b>1610</b>	<b>1673</b>	<b>1732</b>		<b>829</b>		<b>37</b>					
<b>6</b>	<b>10:28</b>	<b>1614</b>	<b>1673</b>	<b>1611</b>	<b>1674</b>	<b>1733</b>		<b>830</b>		<b>38</b>	<b>1<sup>st</sup> half</b>				<b>START with V.P. 1611 All vibs ON LEFT hand side of Road</b>
<b>7</b>	<b>10:45</b>	<b>1616</b>	<b>1675</b>	<b>1613</b>	<b>1676</b>	<b>1735</b>		<b>831</b>		<b>40</b>	<b>2<sup>nd</sup> half</b>				<b>1612 skip for house</b>
<b>8</b>	<b>11:00</b>	<b>1617</b>	<b>1676</b>	<b>1614</b>	<b>1677</b>	<b>1736</b>		<b>832</b>		<b>41</b>					
<b>9</b>	<b>11:13</b>	<b>1618</b>	<b>1677</b>	<b>1615</b>	<b>1678</b>	<b>1737</b>		<b>833</b>		<b>42</b>					
<b>10</b>	<b>11:26</b>	<b>1619</b>	<b>1678</b>	<b>1616</b>	<b>1679</b>	<b>1738</b>		<b>834</b>		<b>43</b>					<b>1617, 1618 skip for house</b>
<b>11</b>	<b>11:40</b>	<b>1622</b>	<b>1681</b>	<b>1619</b>	<b>1682</b>	<b>1741</b>		<b>835</b>		<b>46</b>					
<b>12</b>	<b>11:53</b>	<b>1623</b>	<b>1682</b>	<b>1620</b>	<b>1683</b>	<b>1742</b>		<b>836</b>		<b>47</b>					
<b>13</b>	<b>12:06</b>	<b>1624</b>	<b>1683</b>	<b>1621</b>	<b>1684</b>	<b>1743</b>	<b>216</b>	<b>837</b>		<b>48</b>					
<b>14</b>	<b>12:21</b>	<b>1625</b>	<b>1684</b>	<b>1622</b>	<b>1685</b>	<b>1744</b>		<b>838</b>		<b>49</b>					
<b>15</b>	<b>12:33</b>	<b>1626</b>	<b>1685</b>	<b>1623</b>	<b>1686</b>	<b>1745</b>		<b>839</b>		<b>50</b>					
<b>16</b>	<b>12:46</b>	<b>1627</b>	<b>1686</b>	<b>1624</b>	<b>1687</b>	<b>1746</b>		<b>840</b>		<b>51</b>	<b>1<sup>st</sup> half</b>				
<b>17</b>	<b>1:00</b>	<b>1638</b>	<b>1697</b>	<b>1635</b>	<b>1698</b>	<b>1757</b>		<b>841</b>		<b>62</b>	<b>2<sup>nd</sup> half</b>				
<b>18</b>	<b>1:15</b>	<b>1639</b>	<b>1698</b>	<b>1636</b>	<b>1699</b>	<b>1758</b>		<b>842</b>		<b>63</b>					
<b>19</b>	<b>1:28</b>	<b>1640</b>	<b>1699</b>	<b>1637</b>	<b>1700</b>	<b>1759</b>		<b>843</b>		<b>64</b>					
<b>20</b>	<b>1:40</b>	<b>1641</b>	<b>1700</b>	<b>1638</b>	<b>1701</b>	<b>1760</b>		<b>844</b>		<b>65</b>					
<b>21</b>	<b>1:53</b>	<b>1642</b>	<b>1701</b>	<b>1639</b>	<b>1702</b>	<b>1761</b>		<b>845</b>		<b>66</b>					

IDENTIFICATION										SET-UP NO.: 2			SET-UP NO.:				
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VULFONET THORNTON		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 5	DAY 20	YEAR 87		CREW LOCATION FLORENCE ALABAMA						Trace _____ at	VP _____	Trace _____ at	VP _____	Trace _____ at	VP _____	Trace _____ at	VP _____
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS		
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.		FILE NUMBER/S	(NOTE: First copy with tapes; Second copy remains in truck)								
22	2:33	1658	1717	1655	1718	1777	216	846	18		2ND HALF 20' APART		2	5/16	Rec Setup @ 1740 SKIP 1640-1654		
23	2:45	1659	1718	1656	1719	1778		847	19		1st half 1692-OPEN for BRIDGE						
24	3:00	1660	1719	1657	1720	1779		848	20		2nd half B/B						
25	3:13	1661	1720	1658	1721	1780		849	21		20' SPACING						
26	3:27	1662	1721	1659	1722	1781	217	850	22								
27	3:41	1663	1722	1660	1723	1782		851	23								
28	3:52	1664	1723	1661	1724	1783		852	24								
29	4:15	1696	1755	1693	1756	1815		853	56		2ND HALF				RIGHT SIDE OF ROAD		
30	4:29	1697	1756	1694	1757	1816		854	57								
31	4:42	1698	1757	1695	1758	1817		855	58						SKIP VP1699 to 1704		
32	5:00	1705	1764	1702	1765	1824		856	59		2ND HALF				END OF DAY		

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH <b>5</b>	DAY <b>19</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC 200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>WITTON &amp; THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PETANV</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>		

INSTRUMENTS										SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HIGH-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM. D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZ <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>68°</b>	WIND <b>0-5</b>	PRECIP. <b>Wet</b>	RECORDING TRUCK AT						
NO. TRACKS <b>9</b>	FORMAT <b>SEB B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>Rolling</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1594</b>	Trace _____ at					

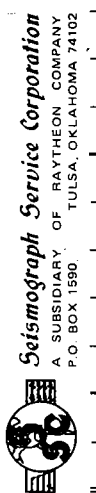
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	NO.	NO.	AT VP NO.	AT VP NO.								
	<b>8:25 AM</b>	<b>1</b>	<b>60</b>	<b>61</b>	<b>120</b>			<b>793</b>							<b>F901-907 DAILY TESTS</b>
				<b>1502</b>											<b>VIBS 3911, 3912, 4219, 4227, 4202</b>
															<b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
	<b>8:50</b>	<b>1506</b>	<b>1565</b>	<b>1503</b>	<b>1566</b>	<b>1625</b>	<b>212</b>	<b>794</b>		<b>12</b>	<b>1544 OPEN - Road intersect.</b>		<b>1</b>	<b>5/16</b>	<b>NOISE TEST 1/2 Drive on Black Top</b>
<b>1</b>	<b>9:12</b>	<b>1506</b>	<b>1565</b>	<b>1503</b>	<b>1566</b>	<b>1625</b>		<b>795</b>		<b>12</b>					
<b>2</b>	<b>9:25</b>	<b>1507</b>	<b>1566</b>	<b>1504</b>	<b>1567</b>	<b>1626</b>		<b>796</b>		<b>13</b>	<b>1st half</b>				<b>1505-1534 skip, Town of Elkmont</b>
<b>3</b>	<b>9:45</b>	<b>1538</b>	<b>1597</b>	<b>1535</b>	<b>1598</b>	<b>1657</b>		<b>797</b>		<b>44</b>					<b>HOUSES, RESTAURANTS, BUILDINGS</b>
<b>4</b>	<b>10:00</b>	<b>1539</b>	<b>1598</b>	<b>1536</b>	<b>1599</b>	<b>1658</b>		<b>798</b>		<b>45</b>					
<b>5</b>	<b>10:15</b>	<b>1540</b>	<b>1599</b>	<b>1537</b>	<b>1600</b>	<b>1659</b>		<b>799</b>		<b>46</b>	<b>1st half</b>				<b>1538-1545 skip for houses, stores</b>
<b>6</b>	<b>10:30</b>	<b>1549</b>	<b>1608</b>	<b>1546</b>	<b>1609</b>	<b>1668</b>		<b>800</b>		<b>55</b>	<b>2nd half, B/B</b>				
<b>7</b>	<b>10:47</b>	<b>1556</b>	<b>1615</b>	<b>1553</b>	<b>1616</b>	<b>1675</b>	<b>213</b>	<b>801</b>		<b>62</b>	<b>1st half, B/B</b>				<b>1547-1552 skip for houses</b>
<b>8</b>	<b>11:50</b>	<b>1566</b>	<b>1625</b>	<b>1563</b>	<b>1626</b>	<b>1685</b>		<b>802</b>		<b>28</b>	<b>2nd half, B/B</b>		<b>2</b>		<b>MOVE REC. TRK. TO 1638</b>
<b>9</b>	<b>12:04</b>	<b>1567</b>	<b>1626</b>	<b>1564</b>	<b>1627</b>	<b>1686</b>		<b>803</b>		<b>29</b>	<b>1st half, 20's spacing</b>				<b>TAKING WIRELINE SIMS, WHILE WAITING ON</b>
<b>10</b>	<b>12:20</b>	<b>1569</b>	<b>1628</b>	<b>1566</b>	<b>1629</b>	<b>1688</b>		<b>804</b>		<b>31</b>	<b>2nd half, B/B</b>				<b>crew to lay out more equipment after F. 901</b>
<b>11</b>	<b>12:43</b>	<b>1570</b>	<b>1629</b>	<b>1567</b>	<b>1630</b>	<b>1689</b>		<b>805</b>		<b>32</b>					<b>1554-1562 skip for houses</b>
<b>12</b>	<b>12:55</b>	<b>1571</b>	<b>1630</b>	<b>1568</b>	<b>1631</b>	<b>1690</b>		<b>806</b>		<b>33</b>	<b>1st half</b>				<b>1565 skip for house</b>
<b>13</b>	<b>1:08</b>	<b>1574</b>	<b>1633</b>	<b>1571</b>	<b>1634</b>	<b>1693</b>		<b>807</b>		<b>36</b>	<b>2nd half VP1592 OPEN - BALDGE</b>				<b>1572-1579 skip for houses</b>
<b>14</b>	<b>1:28</b>	<b>1583</b>	<b>1642</b>	<b>1580</b>	<b>1643</b>	<b>1702</b>		<b>808</b>		<b>45</b>	<b>2nd half</b>				
<b>15</b>	<b>1:48</b>	<b>1584</b>	<b>1643</b>	<b>1581</b>	<b>1644</b>	<b>1703</b>		<b>809</b>		<b>46</b>					
<b>16</b>	<b>2:01</b>	<b>1585</b>	<b>1644</b>	<b>1582</b>	<b>1645</b>	<b>1704</b>		<b>810</b>		<b>47</b>					
<b>17</b>	<b>2:19</b>	<b>1586</b>	<b>1645</b>	<b>1583</b>	<b>1646</b>	<b>1705</b>		<b>811</b>		<b>48</b>					
<b>18</b>	<b>2:31</b>	<b>1587</b>	<b>1646</b>	<b>1584</b>	<b>1647</b>	<b>1706</b>		<b>812</b>		<b>49</b>					
<b>19</b>	<b>2:46</b>	<b>1588</b>	<b>1647</b>	<b>1585</b>	<b>1648</b>	<b>1707</b>	<b>214</b>	<b>813</b>		<b>50</b>					<b>Hilly</b>
<b>20</b>	<b>2:58</b>	<b>1589</b>	<b>1648</b>	<b>1586</b>	<b>1649</b>	<b>1708</b>		<b>814</b>		<b>51</b>					
<b>21</b>	<b>3:12</b>	<b>1590</b>	<b>1649</b>	<b>1587</b>	<b>1650</b>	<b>1709</b>		<b>815</b>		<b>52</b>					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION		
MONTH <b>5</b>	DAY <b>18</b>	YEAR <b>87</b>	CONTRACT NO. <b>3712</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100 Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		<b>W TO E</b>	
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITHON &amp; THORNE</b>	TRUCK <b>4058</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>1375 Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303 Ft.</b>	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b>	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330'</b>			

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM. D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZ <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>68°</b>	WIND <b>0-5</b>	PRECIP. <b>OVERCAST</b>	RECORDING TRUCK AT			
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> HP <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1543</b>	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 761 FILE NUMBER/S	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	F. 901 to 907 DAILY TESTS REMARKS
		AT VP NO.	AT VP NO.		(1458)	AT VP NO.									AT VP NO.
	<b>8:25</b>	<b>1462</b>	<b>1521</b>	<b>1459</b>	<b>1522</b>	<b>1581</b>	<b>209</b>	<b>762</b>		<b>19</b>	<b>1544-OPEN FOR ROAD INTERSECT.</b>		<b>1</b>	<b>16 SWEEPS</b>	<b>DELAYS GETTING STARTED, LINE HIT BY LIGHTNING OVER THE WEEK-END</b>
<b>1</b>	<b>10:40</b>	<b>1462</b>	<b>1521</b>	<b>1459</b>	<b>1522</b>	<b>1581</b>		<b>763</b>		<b>19</b>				<b>5/16</b>	<b>Crew picking up &amp; Relaying out 1567-1580, for lightning, other problems on line, cable across 1597 cut in half by disc 1-string stole</b>
<b>2</b>	<b>10:53</b>	<b>1463</b>	<b>1522</b>	<b>1460</b>	<b>1523</b>	<b>1582</b>		<b>764</b>		<b>20</b>					<b>Geophones on 1537 were drug, from 1413</b>
<b>3</b>	<b>11:06</b>	<b>1464</b>	<b>1523</b>	<b>1461</b>	<b>1524</b>	<b>1583</b>	<b>210</b>	<b>765</b>		<b>21</b>					
<b>4</b>	<b>11:20</b>	<b>1465</b>	<b>1524</b>	<b>1462</b>	<b>1525</b>	<b>1584</b>		<b>766</b>		<b>22</b>					
<b>5</b>	<b>11:33</b>	<b>1466</b>	<b>1525</b>	<b>1463</b>	<b>1526</b>	<b>1585</b>		<b>767</b>		<b>23</b>					
<b>6</b>	<b>11:46</b>	<b>1467</b>	<b>1526</b>	<b>1464</b>	<b>1527</b>	<b>1586</b>		<b>768</b>		<b>24</b>					
<b>7</b>	<b>12:00</b>	<b>1468</b>	<b>1527</b>	<b>1465</b>	<b>1528</b>	<b>1587</b>		<b>769</b>		<b>25</b>					
<b>8</b>	<b>12:13</b>	<b>1469</b>	<b>1528</b>	<b>1466</b>	<b>1529</b>	<b>1588</b>		<b>770</b>		<b>26</b>					
<b>9</b>	<b>12:25</b>	<b>1470</b>	<b>1529</b>	<b>1467</b>	<b>1530</b>	<b>1589</b>		<b>771</b>		<b>27</b>					
<b>10</b>	<b>12:37</b>	<b>1471</b>	<b>1530</b>	<b>1468</b>	<b>1531</b>	<b>1590</b>		<b>772</b>		<b>28</b>					
<b>11</b>	<b>12:51</b>	<b>1474</b>	<b>1533</b>	<b>1471</b>	<b>1534</b>	<b>1593</b>		<b>773</b>		<b>31</b>	<b>2ND HALF</b>				<b>SKIP VPs 1469 &amp; 1470 FOR HOUSES</b>
<b>12</b>	<b>1:05</b>	<b>1475</b>	<b>1534</b>	<b>1472</b>	<b>1535</b>	<b>1594</b>		<b>774</b>		<b>32</b>					
<b>13</b>	<b>1:18</b>	<b>1476</b>	<b>1535</b>	<b>1473</b>	<b>1536</b>	<b>1595</b>		<b>775</b>		<b>33</b>					
<b>14</b>	<b>1:30</b>	<b>1477</b>	<b>1536</b>	<b>1474</b>	<b>1537</b>	<b>1596</b>		<b>776</b>		<b>34</b>					
<b>15</b>	<b>1:43</b>	<b>1478</b>	<b>1537</b>	<b>1475</b>	<b>1538</b>	<b>1597</b>		<b>777</b>		<b>35</b>					
<b>16</b>	<b>1:58</b>	<b>1479</b>	<b>1538</b>	<b>1476</b>	<b>1539</b>	<b>1598</b>	<b>211</b>	<b>778</b>		<b>36</b>					<b>RADIO S.I.M.S F. 908, after F. 978</b>
<b>17</b>	<b>2:16</b>	<b>1480</b>	<b>1539</b>	<b>1477</b>	<b>1540</b>	<b>1599</b>		<b>779</b>		<b>37</b>					
<b>18</b>	<b>2:32</b>	<b>1482</b>	<b>1541</b>	<b>1479</b>	<b>1542</b>	<b>1601</b>		<b>780</b>		<b>39</b>	<b>2ND HALF</b>				<b>SKIP VP 1478 FOR HOUSE TRAILER</b>
<b>19</b>	<b>2:45</b>	<b>1483</b>	<b>1542</b>	<b>1480</b>	<b>1543</b>	<b>1602</b>		<b>781</b>		<b>40</b>					<b>1481 SKIP FOR HOUSE</b>
<b>20</b>	<b>3:00</b>	<b>1485</b>	<b>1544</b>	<b>1482</b>	<b>1545</b>	<b>1604</b>		<b>782</b>		<b>42</b>	<b>20' SPACING</b>				
<b>21</b>	<b>3:12</b>	<b>1486</b>	<b>1545</b>	<b>1483</b>	<b>1546</b>	<b>1605</b>		<b>783</b>		<b>43</b>					



IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:				
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK H050		OBSERVER V. H. Hovest		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 5	DAY 18	YEAR 87		CREW LOCATION FLORENCE ALABAMA						Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)			
22	3:25	1487	1546	1484	1547	1606	211	784	44			1	5/16				
23	3:38	1490	1549	1487	1550	1609		785	47	1st HALF				SKIP VPs 1488 to 1494			
24	3:56	1498	1557	1495	1558	1617		786	55	2nd HALF	*			* TWO FILE 786 - DELETE FIRST FILE #786			
25	4:15	1499	1558	1496	1559	1618		787	56								
26	4:28	1500	1559	1497	1560	1619		788	57								
27	4:45	1501	1560	1498	1561	1620	212	789	58								
28	4:58	1502	1561	1499	1562	1621		790	59								
29	5:11	1503	1562	1500	1563	1622		791	60								
30	5:24	1504	1563	1501	1564	1623		792	61								
31	5:37	1505	1564	1502	1565	1624		793	62								
														END OF DAY CLEAN ROAD CROSSINGS			

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>W</u> TO <u>E</u>		
MONTH <b>5</b>	DAY <b>15</b>	YEAR <b>87</b>	CONTRACT NO. <b>3213</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITHONET T. MOORE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON II</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN		PARTY LOCATION <b>FLORENCE ALABAMA SPIKE</b>		TYPE BASE	CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330'</b>					

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DF3 V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>68°</b>	WIND <b>0-5</b>	PRECIP. <b>Overcast</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG 8</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> VFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1505</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE 730	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	7419	AT VP NO.	AT VP NO.	REEL NO.								
	8:43	1423	1482	1420	1483	1542	207	731		18	1435, 1438, 1439, OPEN FOR BRIDGES		1	5/16	F901-907 TESTS F908 RADIO SIM. (NOTE: First copy with tapes; Second copy remains in truck)
1	8:55	1423	1482	1420	1483	1542		732		18					VIBS 3911, 3912, 4219, 4227, 54202 NOISE FILE
2	9:17	1424	1483	1421	1484	1543		733		19	1544 - OPEN FOR ROAD INTERSECT.				1/2 DRIVE ON Black TOP
3	9:30	1427	1486	1424	1487	1546		734		22	2ND HALF				1422, 1423 SKIP FOR HOUSES
4	9:44	1428	1487	1425	1488	1547		735		23					
5	9:57	1429	1488	1426	1489	1548		736		24					
6	10:10	1430	1489	1427	1490	1549		737		25					
7	10:23	1431	1490	1428	1491	1550		738		26	1st HALF (BRIDGE)				
8	10:38	1432	1491	1429	1492	1551		739		27					
9	10:49	1433	1492	1430	1493	1552	208	740		28	2nd half, BUMPER/BUMPER				
10	11:03	1434	1493	1431	1494	1553		741		29	20' SPACING				
11	11:15	1435	1494	1432	1495	1554		742		30					
12	11:28	1436	1495	1433	1496	1555		743		31					1434, 1435 SKIP FOR BRIDGE
13	11:43	1439	1498	1436	1499	1558		744		34	2nd half				
14	11:55	1440	1499	1437	1450	1559		745		35	1st "				
15	12:09	1443	1502	1440	1503	1562		746		38	2nd half, BUMPER/BUMPER				1438, 1439 SKIP FOR BRIDGE
16	12:24	1444	1503	1441	1504	1563		747		39					V.P. 1440, 1441 DOWN ON a BOTTOM,
17	12:38	1445	1504	1442	1505	1564		748		40	#219 MISSED 1 SWEEP				VIBS MISSING SWEEPS IN BOTTOM AREA
18	12:52	1446	1505	1443	1506	1565		749		41					
19	1:04	1447	1506	1444	1507	1566		750		42					
20	1:16	1448	1507	1445	1508	1567		751		43					
21	1:30	1449	1508	1446	1509	1568		752		44					

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:				
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VUI THORNE		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 5		DAY 15		YEAR 87		CREW LOCATION FLORENCE ALABAMA						Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at VP _____	
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 752 FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)			
22	1:43	1450	1509	1447	1510	1569	209	753	45			1	5/16				
23	1:56	1451	1510	1448	1511	1570		754	46	1 <sup>st</sup> half							
24	2:13	1452	1511	1449	1512	1571		755	47	2 <sup>nd</sup> half, B/B				1450, 1451, 1452 skip for houses			
25	2:26	1456	1515	1453	1516	1575		756	51	2 <sup>nd</sup> half							
26	2:40	1457	1516	1454	1517	1576		757	52								
27	2:53	1458	1517	1455	1518	1577		758	53								
28	3:05	1459	1518	1456	1519	1578		759	54								
29	3:19	1460	1519	1457	1520	1579		760	55								
30	3:32	1461	1520	1458	1521	1580		761	56					END OF DAY			



IDENTIFICATION				SET-UP NO.: 1				SET-UP NO.:							
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VUITTONET THORNE		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 5	DAY 14	YEAR 87		CREW LOCATION FLORENCE, ALABAMA								Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at
VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
21	2:27	1419	1478	1416	1479	1538	206	727	30	1435, 1438, 1439 OPEN FOR BRIDGES		1	5/16	
22	2:30	1420	1479	1417	1480	1539		728	31					
23	2:57	1421	1480	1418	1481	1540	207	729	32					
24	3:10	1422	1481	1419	1482	1541		730	33					
														SHUT DOWN, DUE TO THUNDERSTORM!
														END OF DAY

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE D.
MONTH <b>5</b>	DAY <b>13</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC 20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y 2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	AMPL. MOVING	
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>ULI HONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input checked="" type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>Pelton V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>58</b> Sec.	TOTAL STATION	
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>	

INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>			REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>68°</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAR</b>	RECORDING TRUCK AT		
NO. TRACKS <b>9</b>	FORMAT <b>SEG B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> FFP <input type="checkbox"/> Fixed				NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>ROAD SHOULDER</b>	VEGETATION <b>GRASS</b>	Trace _____ at	Trace _____ at	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:45</b>	<b>1</b>	<b>60</b>	<b>1311</b>	<b>61</b>	<b>120</b>									<b>F904-907 DAILY TESTS</b>
															<b>F908 RADIO SIM</b>
															<b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
	<b>8:17</b>	<b>1315</b>	<b>1374</b>	<b>1312</b>	<b>1375</b>	<b>1434</b>	<b>203</b>	<b>686</b>		<b>20</b>	<b>1319</b>	<b>Bridge</b>	<b>1</b>	<b>5/16</b>	<b>VIBS 3911, 3912, 4219, 4227, 4202</b>
<b>1</b>	<b>8:36</b>	<b>1315</b>	<b>1374</b>	<b>1312</b>	<b>1375</b>	<b>1434</b>		<b>687</b>		<b>20</b>	<b>20'</b>	<b>ADAPT</b>			
<b>2</b>	<b>8:50</b>	<b>1316</b>	<b>1375</b>	<b>1313</b>	<b>1376</b>	<b>1435</b>		<b>688</b>		<b>21</b>	<b>1367</b>	<b>OPEN SANDHILL</b>			
<b>3</b>	<b>9:05</b>	<b>1317</b>	<b>1376</b>	<b>1314</b>	<b>1377</b>	<b>1436</b>		<b>689</b>		<b>22</b>	<b>1435, 38 &amp; 39</b>	<b>OPEN - BRIDGE</b>			
<b>4</b>	<b>9:18</b>	<b>1318</b>	<b>1377</b>	<b>1315</b>	<b>1378</b>	<b>1437</b>		<b>690</b>		<b>23</b>					<b>SKIP VP 1318-1321 - BAD SHOULDER</b>
<b>5</b>	<b>9:35</b>	<b>1325</b>	<b>1384</b>	<b>1322</b>	<b>1385</b>	<b>1444</b>		<b>691</b>		<b>30</b>					
<b>6</b>	<b>9:48</b>	<b>1326</b>	<b>1385</b>	<b>1323</b>	<b>1386</b>	<b>1445</b>	<b>204</b>	<b>692</b>		<b>31</b>					
<b>7</b>	<b>10:06</b>	<b>1328</b>	<b>1387</b>	<b>1325</b>	<b>1388</b>	<b>1447</b>		<b>693</b>		<b>33</b>					<b>SKIP VP 1324 - BAD ROAD SHOULDER</b>
<b>8</b>	<b>10:24</b>	<b>1333</b>	<b>1392</b>	<b>1330</b>	<b>1393</b>	<b>1452</b>		<b>694</b>		<b>38</b>	<b>2ND</b>	<b>HALF</b>			<b>SKIP VPS 1326-1329 NO ROAD SHOULDER</b>
<b>9</b>	<b>10:37</b>	<b>1334</b>	<b>1393</b>	<b>1331</b>	<b>1394</b>	<b>1453</b>		<b>695</b>		<b>39</b>	<b>1st</b>	<b>"</b>			
<b>10</b>	<b>10:50</b>	<b>1335</b>	<b>1394</b>	<b>1332</b>	<b>1395</b>	<b>1454</b>		<b>696</b>		<b>40</b>	<b>2ND</b>	<b>"</b>			
<b>11</b>	<b>11:05</b>	<b>1336</b>	<b>1395</b>	<b>1333</b>	<b>1396</b>	<b>1455</b>		<b>697</b>		<b>41</b>	<b>1st</b>	<b>"</b>			
<b>12</b>	<b>11:23</b>	<b>1357</b>	<b>1410</b>	<b>1348</b>	<b>1411</b>	<b>1470</b>		<b>698</b>		<b>56</b>	<b>2ND</b>	<b>"</b>	<b>BUMPER/BUMPER</b>		<b>SKIP 1334-1347 NO ROAD SHOULDER</b>
<b>13</b>	<b>11:35</b>	<b>1352</b>	<b>1411</b>	<b>1349</b>	<b>1412</b>	<b>1471</b>		<b>699</b>		<b>57</b>	<b>1st</b>	<b>"</b>			
<b>14</b>	<b>11:52</b>	<b>1353</b>	<b>1412</b>	<b>1350</b>	<b>1413</b>	<b>1472</b>		<b>700</b>		<b>58</b>					
<b>15</b>	<b>12:05</b>	<b>1354</b>	<b>1413</b>	<b>1351</b>	<b>1414</b>	<b>1473</b>		<b>701</b>		<b>59</b>	<b>1st</b>	<b>HALF</b>			<b>LEFT SIDE OF ROAD</b>
<b>16</b>	<b>12:24</b>	<b>1365</b>	<b>1424</b>	<b>1362</b>	<b>1425</b>	<b>1484</b>		<b>702</b>		<b>60</b>	<b>2ND</b>	<b>"</b>	<b>B/BUMPER</b>		<b>LEFT SIDE OF ROAD 1/2 DRIVE</b>
<b>17</b>	<b>1:02</b>	<b>1373</b>	<b>1432</b>	<b>1370</b>	<b>1433</b>	<b>1492</b>		<b>703</b>		<b>24</b>	<b>2ND</b>	<b>"</b>	<b>20' ADAPT</b>	<b>2 @ 1449</b>	<b>BLACK TOP ROAD ON RIGHT SIDE OF ROAD</b>
<b>18</b>	<b>1:32</b>	<b>1395</b>	<b>1454</b>	<b>1392</b>	<b>1455</b>	<b>1514</b>		<b>704</b>		<b>46</b>					<b>SKIP VPS 1371 to 1391 HOUSES ETC.</b>
<b>19</b>	<b>1:52</b>	<b>1396</b>	<b>1455</b>	<b>1393</b>	<b>1456</b>	<b>1515</b>	<b>205</b>	<b>705</b>		<b>47</b>					<b>JUG CREW LAYING OUT</b>
															<b>END OF DAY</b>

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>5</b>	DAY <b>12</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO. 1 AMPL NO. 1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUI MON ET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330</b>			

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFST</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>65°</b>	WIND <b>0-5</b>	PRECIP. <b>Cloudy</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>Manual</b> db	TERRAIN <b>Rolling</b>	TYPE SURFACE <b>DIRT ROAD</b>	VEGETATION <b>GRASS</b>	Trace _____ at	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO. <b>(233)</b>	AMP. NO.		REEL NO.	TAPE <b>655</b>	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	7:45 AF	1	60		61	120									DAILY TESTS F901-907-REEL #200 F.908 5 IMS REEL #201 (NOTE: First copy with tapes; Second copy remains in truck)
	8:15	1241	1300	1238	1301	1360	200	908		29	1319 OPEN FOR BRIDGE		1	5/16	F.908 NOISE, 1234-1238 SKIP, HOUSES
1	8:50	1242	1301	1239	1302	1361	201	656		30	2 <sup>ND</sup> HALF, 20' SPACING (TRACES 25-30 EXPONENT CHANGED)				VIBS 3911, 3912, 4219, 4204 & 4202
2	9:05	1243	1302	1240	1303	1362		657		31					100% DRIVE ON DIRT ROAD
3	9:20	1244	1303	1241	1304	1363		658		32	1 <sup>ST</sup> HALF				1242, 1243 skip for houses
4	9:35	1247	1306	1244	1307	1366		659		35					
5	9:49	1248	1307	1245	1308	1367		660		36					STATION 1367 saw mill in operation
6	10:00	1249	1308	1246	1309	1368		661		37					
7	10:14	1250	1309	1247	1310	1369		662		38					
8	10:27	1251	1310	1248	1311	1370		663		39					
9	10:40	1252	1311	1249	1312	1371		664		40					
10	10:53	1253	1312	1250	1313	1372		665		41	1 <sup>ST</sup> HALF				1251 skip for water well
11	11:06	1255	1314	1252	1315	1374		666		43	2 <sup>ND</sup> HALF, 20' spacing				
12	11:19	1256	1315	1253	1316	1375		667		44	1 <sup>ST</sup> HALF				* START with VP 1254 ALL VIBS ON SOFT BLACK TOP-GOING TO 1/2 DRIVE
13	11:32	1257	1316	1254	1317	1376	202	668		45	BUMPER BUMPER, 1/2 DRIVE				
14	11:48	1260	1319	1257	1320	1379		669		48	2 <sup>ND</sup> HALF				1255, 1256 skip for houses
15	12:05	1264	1323	1261	1324	1383		670		52	BUMPER BUMPER, 2 <sup>ND</sup> HALF				1258, 1259, 1260 skip for houses
16	12:18	1265	1324	1262	1325	1384		671		53	20' spacing, 1 <sup>ST</sup> HALF				1263, 1264, 1265 skip for houses
17	12:32	1269	1328	1266	1329	1388		672		57	2 <sup>ND</sup> HALF				
18	12:43	1270	1329	1267	1330	1389		673		58	1 <sup>ST</sup> HALF				SKIP VPs 1268 & 1269 FOR HOUSES
19	12:55	1273	1332	1270	1333	1392		674		61	2 <sup>ND</sup> HALF				
20	1:08	1274	1333	1271	1334	1393		675		62					
21	1:21	1275	1334	1272	1335	1394		676		63					

PAGE 2 OF 2

IDENTIFICATION						SET-UP NO.: 1			SET-UP NO.: 2		
CONTRACT NO. 3212	PARTY VH	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TRUCK 4050	OBSERVER V. HONEY THORNE	RECORDING TRUCK AT			RECORDING TRUCK AT		
Trace _____ at _____	Trace _____ at _____	Trace _____ at _____	Trace _____ at _____	Trace _____ at _____	Trace _____ at _____	VP 1312			VP 1367		
MONTH 5	DAY 12	YEAR 87	CREW LOCATION FLORENCE ALABAMA			VP _____			VP _____		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS (NOTE: First copy with tapes; Second copy remains in truck)
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
22	1:34	1276	1335	1273	1336	1399	202	677	64			1	5/16	
23	1:47	1277	1336	1274	1337	1396		678	65	1st/HALF				
24	2:14	1294	1353	1291	1354	1413		679	27			2	5/16	FULL DRIVE - ON ROAD SHOULDERS #99
25	2:29	1295	1354	1292	1355	1414		680	28	20' APART VP1328 OPEN				
26	2:46	1296	1355	1293	1356	1415	203	681	29					
27	3:08	1308	1367	1305	1368	1427		682	41	2nd/HALF				SKIP DUE TO BAD SHOULDER.
28	3:22	1309	1368	1306	1369	1428		683	42	1st/HALF				
29	3:35	1313	1372	1310	1373	1432		684	46	2nd/HALF = BUMPER/BUMPER				SKIP DUE TO WATER WELL & BAD SHOULDER
30	3:47	1314	1373	1311	1374	1433		685	47	20' APART				JUG CREW LAYING OUT. END OF DAY

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION		
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT AREA	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY		W	TO	E
5	11	87	3212	TENNESSEE AREA	TN-4	GSC20D	6	4	-	Y-2400	100' Ft.	16	10 - 48.5 Hz				
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTRU.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH		TOTAL STATIONS COVERED		
7:00			VH	V. THORNE	4050	8 Hz	13.75' Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	303' Ft.	Pelton V	700' Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28 Sec.		VIBRATED	SKIPPED	DISTANCE
ARRIVE TOWN		PARTY LOCATION			TYPE BASE	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL					
		FLORENCE, Ala			SPIKE	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6' Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330'					

INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM D.	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT				
DFS II	120	4ms	45 Hz	8 Hz	1600	48 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	63	0-5	-	Trace _____ at _____				
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP	VP			
9	SEG-B	43	72 db	18 db	60 Hz	<input type="checkbox"/> TFP <input type="checkbox"/> Fixed		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	Rolling	Black Top	Grass					

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		TAPE		COMPUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	7:45 AM	1	60	1162	120									F. 901-907 Daily TEST
	8:15	1166	1225	1163	1226	1285	198	621	18	1-5'		1	16	REMARKS
	8:30	1166	1225	1163	1226	1285		622	18	1-5', 20' spacing			5/16	Vibs, 3911, 3912, 4219, 4227, 4202
1	8:45	1167	1226	1164	1227	1286		623	19	1-4				(NOTE: First copy with tapes; Second copy remains in truck)
2	9:00	1168	1227	1165	1228	1287		624	20	1-3				1166, 1167, 1168, 1169, 1170 ave OPEN
3	9:13	1169	1228	1166	1229	1288		625	21	1, 2 1 <sup>st</sup> half				Cable pulled over the WEEK-END
4	9:26	1176	1235	1173	1236	1295		626	28	1 <sup>st</sup> half, BUMPER				The crew is up front laying out
5	9:40	1178	1237	1175	1238	1297		627	30	20' spacing				1167-1172 skip for houses, WE 115
6	9:55	1179	1238	1176	1239	1298		628	31					1174 skip for House
7	10:09	1180	1239	1177	1240	1299		629	32					1178, 1179 skip for House
8	10:35	1183	1242	1180	1243	1302		630	35	DIRT ROAD				F. 908 RADIO SIMS, after F. 629
9	10:50	1184	1243	1181	1244	1303		631	36	2 <sup>nd</sup> half, BUMPER				START WITH V.P. 1180 VIBS ON
10	11:03	1185	1244	1182	1245	1304	199	632	37	20' spacing				DIRT ROAD - All VIBS 100% Drive
11	11:18	1186	1245	1183	1246	1305	199	633	38					TWO FILE # 632, DELETE 1 <sup>st</sup> F. 632,
12	11:33	1189	1248	1186	1249	1308		634	41	2 <sup>nd</sup> half				LAST FILE # of Reel 198, Reel 198 no E.O.F. MARKER
13	11:46	1190	1249	1187	1250	1309		635	42					2 <sup>nd</sup> FILE 632 is good, start of new REEL
14	12:00	1191	1250	1188	1251	1310		636	43					
15	12:13	1192	1251	1189	1252	1311		637	44	STATION 1319 OPEN FOR BRIDGE				
16	12:30	1204	1263	1201	1264	1323		638	56	2 <sup>nd</sup> half, 20' spacing				4227 MISSED / SWEEP
17	12:45	1205	1264	1202	1265	1324		639	57					1190-1200 skip for Houses
18	1:00	1206	1265	1203	1266	1325		640	58				4/16	#4227 DOWN
19	1:15	1207	1266	1204	1267	1326		641	59				4/16	
20	1:30	1208	1267	1205	1268	1327		642	60	1 <sup>st</sup> half			4/16	1206-1214 skip for Houses, WE 115

IDENTIFICATION										SET-UP NO.: 2			SET-UP NO.:		
CONTRACT NO.		PARTY		PROSPECT LINE		TRUCK		OBSERVER		RECORDING TRUCK AT			RECORDING TRUCK AT		
3212		VH		TENNESSEE AREA		TN-4 4050				Trace _____ at _____			Trace _____ at _____		
MONTH 5		DAY 11		YEAR 87		CREW LOCATION		FLORENCE, ALABAMA		VP _____			VP _____		
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)	
22	2:00	1218	1277	1215	1278	1337	199	643	41	1319 OPEN FOR BRIDGE		2	5/16	REC. TRK MOVED TO 1277 VIB ORDER 3911, 3912, 4219, 4204, 4202	
23	2:14	1219	1278	1216	1279	1338		644	42						
24	2:27	1220	1279	1217	1280	1339	200	645	43						
25	2:40	1221	1280	1218	1281	1340		646	44						
26	2:54	1222	1281	1219	1282	1341		647	45						
27	3:07	1223	1282	1220	1283	1342		648	46					1221, 1222, 1223 SKIP FOR HOUSES	
28	3:21	1227	1286	1224	1287	1346		649	50	2 <sup>ND</sup> /half, BUMPER					
29	3:34	1228	1287	1225	1288	1347		650	51					1226, 1227 SKIP FOR HOUSE	
30	3:47	1231	1290	1228	1291	1350		651	54	BUMPER					
31	4:00	1232	1291	1229	1292	1351		652	55	BUMPER					
32	4:13	1233	1292	1230	1293	1352		653	56						
33	4:28	1234	1293	1231	1294	1353		654	57	1 <sup>ST</sup> half					
34	4:41	1236	1295	1233	1296	1355		655	59	2 <sup>ND</sup> /half, BUMPER				1232 SKIP FOR HOUSE END OF DAY	

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH 5	DAY 8	YEAR 87	CONTRACT NO. 3212	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TYPE BSCD	NO./STRING 6	NO. OF STRINGS 4	PATTERN WIDTH -	TYPE VIBS. 1/2400	SEPARATION 100 Ft.	SWEEPS/VP 16	FREQUENCY 10-28.5 Hz	VP NO. 1 AMPL NO. 1 VIBS. MOVING		W TO E	
LEAVE TOWN 7:00		TOTAL TRAVEL TIME	PARTY	OBSERVER DUTTON + THORNE	TRUCK 4050	FREQUENCY 8 Hz	SEPARATION 13.75 Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. 303 Ft.	TYPE INSTRU. PULSONV	DIST. ACROSS SUMMED SWPS. 700 Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH 28 Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION FLORENCE ALABAMA.			TYPE BASE SPIKE	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. 5	MOVE BETWEEN INDIV. SWPS. 20.6 Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED SKIPPED DISTANCE STATION INTERVAL 330'			

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. DF3U	NO. TRACES 120	SAMPLE RATE 4	HF-CUT FILTER 45 Hz	LO-CUT FILTER 8 Hz	BPI 1600	PRE-AMP GAIN 48 db	TYPE SUMMER MSP	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. 65	WIND 0-5	PRECIP. CLEAN	RECORDING TRUCK AT	
NO. TRACKS 9	FORMAT SEG B	REC. LENGTH 43	SLOPE 72 db OCT.	SLOPE 18 db OCT.	NOTCH 60 Hz	GAIN TFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN MANUAL db	TERRAIN ROLLING	TYPE SURFACE BLACK TOP	VEGETATION GRASS	Trace _____ at	VP 1198	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		1062	61	120	REEL NO.							
	8:40 AM	1	60	(1062)	61	120									F901-907 TESTS F908 SIM VIB 3911, 3912, 4219, 4227, 4202 (NOTE: First copy with tapes; Second copy remains in truck)
	9:00	1124	1183	1121	1184	1243	195	594		26	1117 OPEN FOR BRIDGE		1	5/16	NOISE FILE
1	9:23	1124	1183	1121	1184	1243	196	595		26	1/2 DRIVE ON BLACK TOP				* CABLES PULLED DOWN ROAD 4 STATIONS STARTED AT 1121 DUE TO CABLES
2	9:38	1125	1184	1122	1185	1244		596		27					being pulled. CREW PICKING UP
3	9:53	1126	1185	1123	1186	1245		597		28					cable from 1109-1120 and
4	10:05	1127	1186	1124	1187	1246		598		29					laying it back out right. SOME-
5	10:20	1128	1187	1125	1188	1247		599		30					ONE MESSING WITH CABLES OVERNITE
6	10:43	1129	1188	1126	1189	1248		600		31					
7	10:55	1130	1189	1127	1190	1249		601		32					3912 MISSED 1 SWEEP
8	11:08	1131	1190	1128	1191	1250		602		33					
9	11:33	1109	1168	1106	1169	1228		603		11	2 <sup>ND</sup> /HALF 1112-OPEN 1114-OPEN				* MOVED VIBS BACK TO 1106,
10	11:48	1110	1169	1107	1170	1229		604		12	1112-OPEN, 1114-OPEN				CABLE PROBLEM NOW CORRECTED
11	12:10	1113	1172	1110	1173	1232		605		15	2 <sup>ND</sup> /HALF, BUMPER BUMPER				
12	12:24	1114	1173	1111	1174	1233		606		16	20' SPACING				
13	12:38	1115	1174	1112	1175	1234		607		17	1 <sup>ST</sup> /HALF				1113, 1114 SKIP FOR HOUSE
14	12:56	1118	1177	1115	1178	1237	197	608		20					
15	1:09	1119	1178	1116	1179	1238		609		21	1 <sup>ST</sup> /HALF				1117 SKIP FOR BRIDGE
16	1:23	1121	1180	1118	1181	1240		610		23	2 <sup>ND</sup> /HALF				
17	1:36	1122	1181	1119	1182	1241		611		24	20' SPACING				
18	1:49	1122	1182	1120	1183	1242		612		25					V.P.'S
19	2:10	1157	1216	1154	1217	1276		613		59	1 <sup>ST</sup> /HALF, BUMPER BUMPER	TRACES EXCHANGED 1-6			1121-1128 have been shook,
20	2:23	1159	1218	1156	1219	1278		614		61					1129-1153 skip for houses, buildings, store
21	2:37	1160	1219	1157	1220	1279		615		62					

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:				
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER WITTONE T HORNE		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 5	DAY 8	YEAR 87		CREW LOCATION FLORENCE Alabama						Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at VP _____	
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)			
22	2:50	1161	1220	1158	1221	1280	197	616	63			1	5/16				
23	3:04	1162	1221	1159	1222	1281		617	64					4219 Missed / sweep			
24	3:17	1163	1222	1160	1223	1282		618	65								
25	3:30	1164	1223	1161	1224	1283		619	66								
26	3:45	1165	1224	1162	1225	1284		620	67	2 <sup>nd</sup> / halt	BUMPER / BUMPER						
														Crew Picking up End of Day			

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH <b>5</b>	DAY <b>7</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC 20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100 Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING 		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITTONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75' Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303 Ft.</b>	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28 Sec.</b>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDY. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED SKIPPED DISTANCE STATION INTERVAL <b>330'</b>			

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM. D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>60°</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAR</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1099</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPES	COMPUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	<b>7:48</b>	<b>1</b>	<b>60</b>	<b>1003</b>	<b>61</b>	<b>120</b>		<b>568</b>							<b>F901-907 DAILY TESTS</b>
	<b>8:15</b>	<b>1011</b>	<b>1070</b>	<b>1008</b>	<b>1071</b>	<b>1130</b>	<b>193</b>	<b>569</b>		<b>12</b>	<b>F.569 NOISE</b>		<b>1</b>	<b>5/16</b>	<b>1/2 Drive ON Black TOP</b> <b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
<b>1</b>	<b>8:30</b>	<b>1011</b>	<b>1070</b>	<b>1008</b>	<b>1071</b>	<b>1130</b>		<b>570</b>		<b>12</b>	<b>2<sup>nd</sup> half station 1117 open (bridge)</b>				<b>PUSHING SPREAD</b> <b>VIBS 3911, 3912, 4219, 4227 &amp; 4202</b>
<b>2</b>	<b>8:45</b>	<b>1012</b>	<b>1071</b>	<b>1009</b>	<b>1072</b>	<b>1131</b>		<b>571</b>		<b>13</b>					<b>1004-1007 skip for Houses</b>
<b>3</b>	<b>9:00</b>	<b>1013</b>	<b>1072</b>	<b>1010</b>	<b>1073</b>	<b>1132</b>	<b>194</b>	<b>572</b>		<b>14</b>					<b>1008-1057 VIBS ON LEFT</b>
<b>4</b>	<b>9:14</b>	<b>1014</b>	<b>1073</b>	<b>1011</b>	<b>1074</b>	<b>1133</b>		<b>573</b>		<b>15</b>	<b>1<sup>st</sup> half</b>				<b>hand side of Road due to water</b>
<b>5</b>	<b>9:30</b>	<b>1021</b>	<b>1080</b>	<b>1018</b>	<b>1081</b>	<b>1140</b>		<b>574</b>		<b>22</b>	<b>2<sup>nd</sup> half</b>				<b>1012-1017 skip for houses</b>
<b>6</b>	<b>9:44</b>	<b>1022</b>	<b>1081</b>	<b>1019</b>	<b>1082</b>	<b>1141</b>		<b>575</b>		<b>23</b>					<b>3911 missed 1 sweep, missed 3, missed 1, 4219, 4202 missed</b>
<b>7</b>	<b>9:56</b>	<b>1023</b>	<b>1082</b>	<b>1020</b>	<b>1083</b>	<b>1142</b>		<b>576</b>		<b>24</b>					<b>missed 3, 1 SWEEP,</b>
<b>8</b>	<b>10:10</b>	<b>1024</b>	<b>1083</b>	<b>1021</b>	<b>1084</b>	<b>1143</b>		<b>577</b>		<b>25</b>					
<b>9</b>	<b>10:23</b>	<b>1025</b>	<b>1084</b>	<b>1022</b>	<b>1085</b>	<b>1144</b>		<b>578</b>		<b>26</b>					
<b>10</b>	<b>10:35</b>	<b>1026</b>	<b>1085</b>	<b>1023</b>	<b>1086</b>	<b>1145</b>		<b>579</b>		<b>27</b>	<b>1<sup>st</sup> half</b>				<b>1024-1033 skip for Houses</b>
<b>11</b>	<b>10:52</b>	<b>1037</b>	<b>1096</b>	<b>1034</b>	<b>1097</b>	<b>1156</b>		<b>580</b>		<b>38</b>	<b>2<sup>nd</sup> half</b>				
<b>12</b>	<b>11:05</b>	<b>1038</b>	<b>1097</b>	<b>1035</b>	<b>1098</b>	<b>1157</b>		<b>581</b>		<b>39</b>	<b>1<sup>st</sup> half</b>				<b>1036-1044 skip for Houses</b>
<b>13</b>	<b>11:18</b>	<b>1049</b>	<b>1108</b>	<b>1046</b>	<b>1109</b>	<b>1168</b>		<b>582</b>		<b>50</b>					
<b>14</b>	<b>11:33</b>	<b>1050</b>	<b>1109</b>	<b>1047</b>	<b>1110</b>	<b>1169</b>		<b>583</b>		<b>51</b>					
<b>15</b>	<b>11:46</b>	<b>1051</b>	<b>1110</b>	<b>1048</b>	<b>1111</b>	<b>1170</b>		<b>584</b>		<b>52</b>					
<b>16</b>	<b>12:00</b>	<b>1052</b>	<b>1111</b>	<b>1049</b>	<b>1112</b>	<b>1171</b>	<b>195</b>	<b>585</b>		<b>53</b>					<b>F.908 Radio SIMS, after F. 585</b>
<b>17</b>	<b>12:26</b>	<b>1053</b>	<b>1112</b>	<b>1050</b>	<b>1113</b>	<b>1172</b>		<b>586</b>		<b>54</b>					<b>1051, 1052 skip for house</b>
<b>18</b>	<b>12:40</b>	<b>1056</b>	<b>1115</b>	<b>1053</b>	<b>1116</b>	<b>1175</b>		<b>587</b>		<b>57</b>					
<b>19</b>	<b>12:53</b>	<b>1057</b>	<b>1116</b>	<b>1054</b>	<b>1117</b>	<b>1176</b>		<b>588</b>		<b>58</b>					
<b>20</b>	<b>1:08</b>	<b>1058</b>	<b>1117</b>	<b>1055</b>	<b>1118</b>	<b>1177</b>		<b>589</b>		<b>59</b>					
<b>21</b>	<b>1:24</b>	<b>1059</b>	<b>1118</b>	<b>1056</b>	<b>1119</b>	<b>1178</b>		<b>590</b>		<b>60</b>					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W TO E</i>	
MONTH <b>5</b>	DAY <b>6</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>WILSON</b>	OBSERVER <b>WILSON &amp; THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED SKIPPED DISTANCE <b>330'</b>		

INSTRUMENTS										SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	EPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>63</b>	WIND <b>0-5</b>	PRECIP. <b>DRY</b>	RECORDING TRUCK AT						
NO. TRACKS <b>9</b>	FORMAT <b>SEGR</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> PPF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>FLAT</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>1061</b>	Trace _____ at					

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE <b>535</b>	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	NO.	NO.	AT VP NO.	AT VP NO.								
	<b>7:25 AM</b>	<b>1</b>	<b>60</b>	<b>969</b>	<b>120</b>										<b>F 901-907 DAILY</b> <b>5MS 908</b> (NOTE: First copy with tapes; Second copy remains in truck)
	<b>8:30</b>	<b>972</b>	<b>1032</b>	<b>970</b>	<b>1033</b>	<b>1092</b>	<b>191</b>	<b>536</b>		<b>12</b>	<b>1/2 Drive on Black Top</b>	<b>1</b>	<b>5/16</b>	<b>VIB 3911, 3912, 4219, 4227 &amp; 4202</b> <b>F. 536 NOISE</b> Pushing <b>SPREAD</b>	
<b>1</b>	<b>8:48</b>	<b>973</b>	<b>1032</b>	<b>970</b>	<b>1033</b>	<b>1092</b>		<b>537</b>		<b>12</b>	<b>2nd half, 20' spacing</b>			<b>TWO FILE # 536, DELETE F.</b>	
<b>2</b>	<b>9:04</b>	<b>974</b>	<b>1033</b>	<b>971</b>	<b>1034</b>	<b>1093</b>		<b>538</b>		<b>13</b>	<b>1st half</b>			<b>536 ON REEL 190</b>	
<b>3</b>	<b>9:18</b>	<b>979</b>	<b>1038</b>	<b>976</b>	<b>1039</b>	<b>1098</b>		<b>539</b>		<b>18</b>	<b>2nd half, BUMPER BUMPER</b>			<b>972-975 SKIP, HOUSES</b>	
<b>4</b>	<b>9:33</b>	<b>980</b>	<b>1039</b>	<b>977</b>	<b>1040</b>	<b>1099</b>		<b>540</b>		<b>19</b>	<b>1st half</b>			<b>978, 979, 980 SKIP FOR HOUSE</b>	
<b>5</b>	<b>9:50</b>	<b>984</b>	<b>1043</b>	<b>981</b>	<b>1044</b>	<b>1103</b>		<b>541</b>		<b>23</b>	<b>1st half</b>			<b>982, 983 SKIP, houses</b>	
<b>6</b>	<b>10:05</b>	<b>987</b>	<b>1046</b>	<b>984</b>	<b>1047</b>	<b>1106</b>		<b>542</b>		<b>26</b>	<b>2nd half, BUMPER BUMPER</b>				
<b>7</b>	<b>10:18</b>	<b>988</b>	<b>1047</b>	<b>985</b>	<b>1048</b>	<b>1107</b>		<b>543</b>		<b>27</b>	<b>1st half, 20' spacing</b>			<b>986 SKIP FOR BRIDGE</b>	
<b>8</b>	<b>10:33</b>	<b>990</b>	<b>1049</b>	<b>987</b>	<b>1050</b>	<b>1109</b>		<b>544</b>		<b>29</b>					
<b>9</b>	<b>10:46</b>	<b>991</b>	<b>1050</b>	<b>988</b>	<b>1051</b>	<b>1110</b>		<b>545</b>		<b>30</b>					
<b>10</b>	<b>11:00</b>	<b>992</b>	<b>1051</b>	<b>989</b>	<b>1052</b>	<b>1111</b>		<b>546</b>		<b>31</b>					
<b>11</b>	<b>11:15</b>	<b>993</b>	<b>1052</b>	<b>990</b>	<b>1053</b>	<b>1112</b>	<b>192</b>	<b>547</b>		<b>32</b>				<b>991-998 SKIP, houses, Buildings, Road</b>	
<b>12</b>	<b>11:35</b>	<b>1002</b>	<b>1061</b>	<b>999</b>	<b>1062</b>	<b>1121</b>		<b>548</b>		<b>41</b>	<b>STATION 1117 OPEN (BRIDGE)</b>			<b>999-1003 VIBS ON LEFT INTERSECTS</b>	
<b>13</b>	<b>11:48</b>	<b>1003</b>	<b>1062</b>	<b>1000</b>	<b>1063</b>	<b>1122</b>		<b>549</b>		<b>42</b>				<b>HAND side of Road, due to water line</b>	
<b>14</b>	<b>12:01</b>	<b>1004</b>	<b>1063</b>	<b>1001</b>	<b>1064</b>	<b>1123</b>		<b>550</b>		<b>43</b>					
<b>15</b>	<b>12:15</b>	<b>1005</b>	<b>1064</b>	<b>1002</b>	<b>1065</b>	<b>1124</b>		<b>551</b>		<b>44</b>					
<b>16</b>	<b>12:30</b>	<b>1006</b>	<b>1065</b>	<b>1003</b>	<b>1066</b>	<b>1125</b>		<b>552</b>		<b>45</b>	<b>1st half</b>			<b>VIBS driving to V.P. 1103</b>	
<b>17</b>	<b>1:00</b>	<b>984</b>	<b>1043</b>	<b>1106</b>	<b>1044</b>	<b>1103</b>		<b>553</b>		<b>23</b>	<b>2nd half</b>			<b>* VIBS PULLING THE SPREAD</b>	
<b>18</b>	<b>1:13</b>	<b>985</b>	<b>1044</b>	<b>1107</b>	<b>1045</b>	<b>1104</b>		<b>554</b>		<b>24</b>				<b>SKIP VIBS 1108 &amp; 1109 FOR HOUSE</b>	
<b>19</b>	<b>1:26</b>	<b>988</b>	<b>1047</b>	<b>1110</b>	<b>1048</b>	<b>1107</b>		<b>555</b>		<b>27</b>	<b>2nd half, BUMPER BUMPER</b>				
<b>20</b>	<b>1:37</b>	<b>989</b>	<b>1048</b>	<b>1111</b>	<b>1049</b>	<b>1108</b>		<b>556</b>		<b>28</b>	<b>20' APART.</b>				
<b>21</b>	<b>1:50</b>	<b>990</b>	<b>1049</b>	<b>1112</b>	<b>1050</b>	<b>1109</b>		<b>557</b>		<b>29</b>	<b>1st HALF</b>			<b>SKIP 1113 &amp; 1114 FOR HOUSE</b>	

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:		
CONTRACT NO.	PARTY	PROSPECT AREA	LINE	TRUCK	OBSERVER	RECORDING TRUCK AT			RECORDING TRUCK AT						
3212	VH	TENNESSEE AREA	TN-4	4050	VUITIONET THORNE	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at			
MONTH	DAY	YEAR	CREW LOCATION			VP	VP	VP	VP	VP	VP	VP			
5	6	87	FLORENCE ALABAMA				1061								
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
22	2:05	993	1052	1115	1053	1112	192	558	32			1	5/16		
23	2:17	994	1053	1116	1054	1113		559	33	1 <sup>ST</sup> HALF				SKIP VP1117 BRIDGE	
24	2:32	996	1055	1118	1056	1115	193	560	35	2 <sup>ND</sup> HALF					
25	2:45	997	1056	1119	1057	1116		561	36	20' APART					
26	2:58	998	1057	1120	1058	1117		562	37	VP1117 OPEN-BRIDGE					
27	3:11	999	1058	1121	1059	1118		563	38						
28	3:25	1000	1059	1122	1060	1119		564	39						
29	3:38	1001	1060	1123	1061	1120		565	40						
30	3:50	1002	1061	1124	1062	1121		566	41						
31	4:03	1003	1062	1125	1063	1122		567	42						
32	4:16	1004	1063	1126	1064	1123		568	43						
														END OF DAY —	

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION		
MONTH <b>5</b>	DAY <b>5</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>CS20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>6</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO. 1 AMPL NO. 1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITTONET THORNE</b>	TRUCK <b>405D</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>RELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	<b>TOTAL STATIONS COVERED</b>			
ARRIVE TOWN		PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330'</b>			

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZIE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>62</b>	WIND <b>0-5</b>	PRECIP. <b>Wet</b>	RECORDING TRUCK AT	
NO. TRACES <b>9</b>	FORMAT <b>SE6B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>932</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:45 AF</b>	<b>1</b>	<b>60</b>	<b>899</b>	<b>61</b>	<b>120</b>									<b>F-901 to 907 Tests</b>
	<b>8:20</b>	<b>848</b>	<b>907</b>	<b>970</b>	<b>908</b>	<b>967</b>	<b>189</b>	<b>519</b>		<b>16</b>	<b>PULLING THE SPREAD</b>		<b>1</b>	<b>16 SWEEPS</b>	<b>5175 F-908 VIBS 3911, 3912, 4219, (NOTE: First copy with tapes; Second copy remains in truck)</b>
<b>1</b>	<b>8:40</b>	<b>848</b>	<b>907</b>	<b>970</b>	<b>908</b>	<b>967</b>		<b>520</b>		<b>16</b>	<b>2<sup>ND</sup> half, 20' spacing</b>				<b>TOWN OF GREENHILL, Ala.</b>
<b>2</b>	<b>8:54</b>	<b>849</b>	<b>908</b>	<b>971</b>	<b>909</b>	<b>968</b>		<b>521</b>		<b>17</b>	<b>1<sup>ST</sup> half</b>				<b>PULLING THE SPREAD</b>
<b>3</b>	<b>9:08</b>	<b>854</b>	<b>913</b>	<b>976</b>	<b>914</b>	<b>973</b>		<b>522</b>		<b>22</b>	<b>2<sup>ND</sup> half, BUMPER</b>				<b>972-975 SKIP FOR HOUSES</b>
<b>4</b>	<b>9:21</b>	<b>855</b>	<b>914</b>	<b>977</b>	<b>915</b>	<b>974</b>		<b>523</b>		<b>23</b>	<b>1<sup>ST</sup> half</b>				<b>978, 979, 980 SKIP FOR HOUSE</b>
<b>5</b>	<b>9:36</b>	<b>859</b>	<b>918</b>	<b>981</b>	<b>919</b>	<b>978</b>		<b>524</b>		<b>27</b>					<b>982, 983 skip, houses</b>
<b>6</b>	<b>9:51</b>	<b>862</b>	<b>921</b>	<b>984</b>	<b>922</b>	<b>981</b>		<b>525</b>		<b>30</b>	<b>2<sup>ND</sup> half, BUMPER</b>				
<b>7</b>	<b>10:04</b>	<b>863</b>	<b>922</b>	<b>985</b>	<b>923</b>	<b>982</b>		<b>526</b>		<b>31</b>	<b>1<sup>ST</sup> half, 20' spacing</b>				<b>986 skip for bridge</b>
<b>8</b>	<b>10:21</b>	<b>865</b>	<b>924</b>	<b>987</b>	<b>925</b>	<b>984</b>		<b>527</b>		<b>33</b>					
<b>9</b>	<b>10:34</b>	<b>866</b>	<b>925</b>	<b>988</b>	<b>926</b>	<b>985</b>		<b>528</b>		<b>34</b>					
<b>10</b>	<b>10:48</b>	<b>867</b>	<b>926</b>	<b>989</b>	<b>927</b>	<b>986</b>	<b>190</b>	<b>529</b>		<b>35</b>					<b>3911 MISSED 1 SWEEP</b>
<b>11</b>	<b>11:01</b>	<b>868</b>	<b>927</b>	<b>990</b>	<b>928</b>	<b>987</b>		<b>530</b>		<b>36</b>					<b>991-998 skip houses, Buildings,</b>
<b>12</b>	<b>11:17</b>	<b>877</b>	<b>936</b>	<b>999</b>	<b>937</b>	<b>996</b>		<b>531</b>		<b>45</b>	<b>2<sup>ND</sup> half, BUMPER</b>				<b>ROAD INTERSECTION</b>
<b>13</b>	<b>11:30</b>	<b>878</b>	<b>937</b>	<b>1000</b>	<b>938</b>	<b>997</b>		<b>532</b>		<b>46</b>					<b>TRACES</b>
<b>14</b>	<b>11:43</b>	<b>879</b>	<b>938</b>	<b>1001</b>	<b>939</b>	<b>998</b>		<b>533</b>		<b>47</b>					<b>67-72 EXPONENT has been changed</b>
<b>15</b>	<b>11:58</b>	<b>880</b>	<b>939</b>	<b>1002</b>	<b>940</b>	<b>999</b>		<b>534</b>		<b>48</b>					<b>999-1003 VIBS ON LEFT HAND</b>
<b>16</b>	<b>12:10</b>	<b>881</b>	<b>940</b>	<b>1003</b>	<b>941</b>	<b>1000</b>		<b>535</b>		<b>49</b>	<b>1<sup>ST</sup> half</b>				<b>side of Road, due to water line</b>
								<b>536</b>			<b>Delete</b>	<b>X</b>			<b>V.P.'S 970-1003 Pulling Spread</b>
								<b>No EOF</b>							<b>CREW Picking up &amp; laying out</b>
															<b>END OF Day</b>



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W TO E</i>		
MONTH <b>5</b>	DAY <b>4</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC 20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		<i>W TO E</i>	
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUTTONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303 Ft.</b>	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28 Sec.</b>	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPike</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED			SKIPPED	DISTANCE
													STATION INTERVAL <b>330'</b>				

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4MS</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>62</b>	WIND <b>0-5</b>	PRECIP. <b>dry</b>	RECORDING TRUCK AT			
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> VFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Rolling</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>932</b>	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:45 AM</b>	<b>1</b>	<b>60</b>	<b>(869)</b>	<b>61</b>	<b>120</b>									<b>F. 901-907 Daily TEST</b>
	<b>8:30</b>	<b>876</b>	<b>935</b>	<b>873</b>	<b>936</b>	<b>995</b>	<b>187</b>	<b>504</b>		<b>44</b>			<b>1</b>	<b>16 SWEEPS</b>	<b>F. 504 NOISE</b>
<b>1</b>	<b>8:45</b>	<b>876</b>	<b>935</b>	<b>873</b>	<b>936</b>	<b>995</b>	<b>188</b>	<b>505</b>		<b>44</b>				<b>5/16</b>	<b>870, 871, 872 SKIP FOR HOUSES</b>
<b>2</b>	<b>9:00</b>	<b>877</b>	<b>936</b>	<b>874</b>	<b>937</b>	<b>996</b>		<b>506</b>		<b>45</b>					<b>4219, missed ONE SWEEP</b>
<b>3</b>	<b>9:15</b>	<b>878</b>	<b>937</b>	<b>875</b>	<b>938</b>	<b>997</b>		<b>507</b>		<b>46</b>					
<b>4</b>	<b>9:30</b>	<b>879</b>	<b>938</b>	<b>876</b>	<b>939</b>	<b>998</b>		<b>508</b>		<b>47</b>					
<b>5</b>	<b>9:45</b>	<b>880</b>	<b>939</b>	<b>877</b>	<b>940</b>	<b>999</b>		<b>509</b>		<b>48</b>	<b>1st halt</b>				<b>878-888 SKIP FOR HOUSES, WELLS</b>
<b>6</b>	<b>10:00</b>	<b>892</b>	<b>951</b>	<b>889</b>	<b>952</b>	<b>1011</b>		<b>510</b>		<b>40</b>	<b>2nd halt, BUMPER</b>				
<b>7</b>	<b>10:15</b>	<b>893</b>	<b>952</b>	<b>890</b>	<b>953</b>	<b>1012</b>		<b>511</b>		<b>61</b>	<b>20' SPACING</b>				
<b>8</b>	<b>10:30</b>	<b>894</b>	<b>953</b>	<b>891</b>	<b>954</b>	<b>1013</b>		<b>512</b>		<b>62</b>					
<b>9</b>	<b>10:44</b>	<b>895</b>	<b>954</b>	<b>892</b>	<b>955</b>	<b>1014</b>		<b>513</b>		<b>63</b>					<b>4219 MISSED ONE SWEEP</b>
<b>10</b>	<b>10:57</b>	<b>896</b>	<b>955</b>	<b>893</b>	<b>956</b>	<b>1015</b>		<b>514</b>		<b>64</b>					
<b>11</b>	<b>11:11</b>	<b>897</b>	<b>956</b>	<b>894</b>	<b>957</b>	<b>1016</b>		<b>515</b>		<b>65</b>					
<b>12</b>	<b>11:25</b>	<b>900</b>	<b>959</b>	<b>897</b>	<b>960</b>	<b>1019</b>		<b>516</b>		<b>66</b>	<b>2nd halt</b>				
<b>13</b>	<b>11:38</b>	<b>901</b>	<b>960</b>	<b>898</b>	<b>961</b>	<b>1020</b>		<b>517</b>		<b>67</b>	<b>20' spacing, 2nd halt</b>				
<b>14</b>	<b>11:51</b>	<b>902</b>	<b>961</b>	<b>899</b>	<b>962</b>	<b>1021</b>		<b>518</b>		<b>68</b>	<b>1st halt</b>				<b>standby for lightning, Thunder-storm,</b>
															<b>shut Down for Rain, lightning storm</b>
															<b>END of Day</b>

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W TO E</i>	
MONTH <b>5</b>	DAY <b>1</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16/5</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY	OBSERVER <b>VUI HONAT</b>	TRUCK <b>405D</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>131.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON I</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>38</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA SPIKE</b>			TYPE BASE	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330</b>		

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DB I</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>60°</b>	WIND <b>0-5</b>	PRECIP. <b>DRY</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> TFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>Manual</b> db	TERRAIN <b>Rollins</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>909</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		1	60		61	120	REEL NO.	FILE NUMBER/S							
	<b>7:15 AM</b>			<b>817</b>											<b>F 901-907 DAILY TEST ON RAIL 184</b>
															<b>File 908 Sm 3911, 12, 21, 27, 02 Lee 185</b>
															<b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
	<b>8:15</b>	<b>828</b>	<b>887</b>	<b>825</b>	<b>888</b>	<b>947</b>	<b>185</b>	<b>469</b>		<b>19</b>	<b>844 OPEN Bridge</b>		<b>1</b>	<b>5/16</b>	<b>Noise TEST</b>
<b>1</b>	<b>8:30</b>	<b>828</b>	<b>887</b>	<b>825</b>	<b>888</b>	<b>947</b>		<b>470</b>		<b>19</b>	<b>1/2 Drive ON Black TOP</b>				<b>818-284 SKIP FOR HOUSES</b>
<b>2</b>	<b>8:45</b>	<b>829</b>	<b>888</b>	<b>826</b>	<b>889</b>	<b>948</b>		<b>471</b>		<b>20</b>					
<b>3</b>	<b>9:00</b>	<b>830</b>	<b>889</b>	<b>827</b>	<b>890</b>	<b>949</b>		<b>472</b>		<b>21</b>					
<b>4</b>	<b>9:10</b>	<b>831</b>	<b>890</b>	<b>828</b>	<b>891</b>	<b>950</b>		<b>473</b>		<b>22</b>					
<b>5</b>	<b>9:23</b>	<b>832</b>	<b>891</b>	<b>829</b>	<b>892</b>	<b>951</b>		<b>474</b>		<b>23</b>					
<b>6</b>	<b>9:35</b>	<b>833</b>	<b>892</b>	<b>830</b>	<b>893</b>	<b>952</b>		<b>475</b>		<b>24</b>					
<b>7</b>	<b>9:48</b>	<b>834</b>	<b>893</b>	<b>831</b>	<b>894</b>	<b>953</b>		<b>476</b>		<b>25</b>	<b>1<sup>ST</sup> HALF</b>				
<b>8</b>	<b>10:03</b>	<b>836</b>	<b>895</b>	<b>833</b>	<b>896</b>	<b>955</b>		<b>477</b>		<b>27</b>	<b>2<sup>ND</sup> "</b>				<b>SKIP VP 832 FOR HOUSE</b>
<b>9</b>	<b>10:16</b>	<b>837</b>	<b>896</b>	<b>834</b>	<b>897</b>	<b>956</b>		<b>478</b>		<b>28</b>	<b>1<sup>ST</sup> "</b>				
<b>10</b>	<b>10:31</b>	<b>841</b>	<b>900</b>	<b>838</b>	<b>901</b>	<b>960</b>		<b>479</b>		<b>32</b>	<b>2<sup>ND</sup> "</b>				<b>SKIP VIB 835, 836 &amp; 837 PIPE LINE</b>
<b>11</b>	<b>10:45</b>	<b>842</b>	<b>901</b>	<b>839</b>	<b>902</b>	<b>961</b>		<b>480</b>		<b>33</b>					
<b>12</b>	<b>11:00</b>	<b>843</b>	<b>902</b>	<b>840</b>	<b>903</b>	<b>962</b>	<b>186</b>	<b>481</b>		<b>34</b>					
<b>13</b>	<b>11:13</b>	<b>844</b>	<b>903</b>	<b>841</b>	<b>904</b>	<b>963</b>		<b>482</b>		<b>35</b>					
<b>14</b>	<b>11:26</b>	<b>845</b>	<b>904</b>	<b>842</b>	<b>905</b>	<b>964</b>		<b>483</b>		<b>36</b>					
<b>15</b>	<b>11:41</b>	<b>846</b>	<b>905</b>	<b>843</b>	<b>906</b>	<b>965</b>		<b>484</b>		<b>37</b>	<b>1<sup>ST</sup> Half</b>				
<b>16</b>	<b>12:00</b>	<b>847</b>	<b>906</b>	<b>844</b>	<b>907</b>	<b>966</b>		<b>485</b>		<b>38</b>	<b>2<sup>ND</sup> /Half, BUMPER</b>				
<b>17</b>	<b>12:14</b>	<b>848</b>	<b>907</b>	<b>845</b>	<b>908</b>	<b>967</b>		<b>486</b>		<b>39</b>	<b>20' SPACING</b>				
<b>18</b>	<b>12:27</b>	<b>849</b>	<b>908</b>	<b>846</b>	<b>909</b>	<b>968</b>		<b>487</b>		<b>40</b>	<b>1<sup>ST</sup> half</b>				
<b>19</b>	<b>12:40</b>	<b>850</b>	<b>909</b>	<b>847</b>	<b>910</b>	<b>969</b>		<b>488</b>		<b>41</b>	<b>2<sup>ND</sup> /half, BUMPER</b>				
<b>20</b>	<b>12:52</b>	<b>851</b>	<b>910</b>	<b>848</b>	<b>911</b>	<b>970</b>		<b>489</b>		<b>42</b>					
<b>21</b>	<b>1:05</b>	<b>852</b>	<b>911</b>	<b>849</b>	<b>912</b>	<b>971</b>		<b>490</b>		<b>43</b>					

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:		
CONTRACT NO. 3212		PARTY VH		PROSPECT LINE TENNESSEE AREA TN-4		TRUCK 4050		OBSERVER WHITTONET THORNE		RECORDING TRUCK AT Trace _____ at _____ VP _____			RECORDING TRUCK AT Trace _____ at _____ VP _____		
MONTH 5	DAY 1	YEAR 87		CREW LOCATION FLORENCE, Alabama						Trace _____ at _____ VP _____			Trace _____ at _____ VP _____		
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)	
22	1:19	853	912	850	913	972	186	491	44	1 <sup>st</sup> half, 3' move up		1	5/16		
23	1:33	854	913	851	914	973		492	45	2 <sup>nd</sup> half, BUMPER					
24	1:46	855	914	852	915	974		493	46						
25	1:59	856	915	853	916	975	187	494	47						
26	2:13	857	916	854	917	976		495	48						
27	2:27	858	917	855	918	977		496	49						
28	2:40	859	916	856	919	978		497	50						
29	2:53	860	917	857	920	979		498	51						
30	3:06	861	918	858	921	980		499	52						
31	3:19	862	919	859	922	981		500	53					860, 861, 962 skip for Houses	
32	3:32	866	925	863	926	985		501	57	2 <sup>nd</sup> half, 20' spacing					
33	3:45	867	926	864	927	986		502	58					865-869 skip for Houses	
34	4:00	872	931	869	932	991		503	63						
															End of Day

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>W</u> TO <u>E</u>		
MONTH <b>4</b>	DAY <b>30</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO. 1 AMPL NO. 1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITTONET</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303' Ft.</b>	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700' Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b>	Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE Alabama</b>			TYPE BASE <b>SPike</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6' Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>			

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4MS</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM 'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>65</b>	WIND <b>0-5</b>	PRECIP. <b>-</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Rolling Hills</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	Trace _____ at
VP <b>825</b>														

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S									
	7:45 AT	1	60	<b>739</b>	61	120									F. 901-907 Daily TEST REMARKS F. 908, DELETE VIBS: 3911, 3912, 4219, 4227, 4202 (NOTE: First copy with tapes; Second copy remains in truck)
	8:15	753	812	750	813	872	182	438		28	F. 438 NOISE (STATION 844-OPEN, BRIDGE)		16 SWEEPS		740-749 SKIP, HOUSES, Church, Building
1	8:30	753	812	750	813	872		439		28	2 <sup>ND</sup> /half		5/16		752-757 SKIP FOR HOUSES
2	8:45	754	813	751	814	873		440		29	1 <sup>ST</sup> /half				TRACES 115-120, EXPONENT has BEEN changed
3	9:05	762	821	759	822	881		441		38					760-766 SKIP FOR HOUSES, Building BRIDGE
4	9:25	770	829	767	830	889		442		45	2 <sup>ND</sup> /half				F. 908 SIMS after F. 442
5	9:50	771	830	768	831	890		443		46	1 <sup>ST</sup> /half				
6	10:05	772	831	769	832	891	183	444		47	2 <sup>ND</sup> /half, BUMPER / BUMPER				
7	10:20	773	832	770	833	892		445		48	20' SPACING				
8	10:35	774	833	771	834	893		446		49	1 <sup>ST</sup> /half				772, 773, 774 SKIP FOR HOUSE
9	10:48	778	837	775	838	897		447		53					
10	11:01	779	838	776	839	898		448		54					
11	11:15	780	839	777	840	899		449		55					
12	11:30	781	840	778	841	900		450		56	1 <sup>ST</sup> /half				779-784 SKIP, HOUSES, Road INTERSECTION
13	11:46	788	847	785	848	907		451		63					55-60, EXPONENT has been changed
14	12:00	789	848	786	849	908		452		64					
15	12:14	790	849	787	850	909		453		65					
16	12:27	791	850	788	851	910		454		66					
17	12:40	792	851	789	852	911		455		67					
18	12:53	793	852	790	853	912		456		68					
19	1:06	794	853	791	854	913	184	457		69					792, 793 SKIP for house
20	1:40	797	856	794	857	916		458		20			2		Moved Rec. TRK TO 877
21	1:53	798	857	795	858	917		459		21			4/16		#4202 OUT

IDENTIFICATION										SET-UP NO.: 2			SET-UP NO.:			
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VITTONET THORNE			RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 4	DAY 30	YEAR 87	CREW LOCATION FLORENCE, Alabama									Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS (NOTE: First copy with tapes; Second copy remains in truck)		
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.										
22	2:06	799	858	796	859	918	184	460	22	844 open for Bridge	2	4/16	#4202 OUT			
23	2:20	800	859	797	860	919		461	23			5/16	#4202 BACK ON LINE			
24	2:35	801	860	798	861	920		462	24							
25	2:50	802	861	799	862	921		463	25				800,801,802 SKIP FOR HOUSES			
26	3:05	806	865	803	866	925		464	29	2 <sup>ND</sup> /half						
27	3:19	807	866	804	867	926		465	30	1 <sup>ST</sup> /half						
28	3:33	818	877	815	878	937		466	41	2 <sup>ND</sup> /half						
29	3:47	819	878	816	879	938		467	42							
30	4:00	820	879	817	880	939		468	43							
														END OF DAY		

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION <i>W TO E</i>		
MONTH <b>4</b>	DAY <b>29</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITTONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303' Ft.</b>	TYPE INSTRU. <b>DELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700' Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28 Sec.</b>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE, Alabama</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED		SKIPPED	DISTANCE
													STATION INTERVAL <b>330'</b>			

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4ms</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>		TYPE SUMMER <b>MSP</b>	REF. SWP. SUM D.	POST NORM IZE	TEMP. <b>60</b>	WIND <b>Calm</b>	PRECIP. <b>DRY</b>	RECORDING TRUCK AT		
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		NOISE REJECT N	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Rolling Hills</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>729</b>	Trace _____ at	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S									
	<b>7:40 AM</b>	<b>1</b>	<b>60</b>	<b>(638)</b>	<b>61</b>	<b>120</b>									<b>F. 901-907 Daily TEST</b>
	<b>8:05</b>	<b>651</b>	<b>710</b>	<b>648</b>	<b>711</b>	<b>770</b>	<b>179</b>	<b>398</b>		<b>22</b>	<b>1/2 DRIVE ON Black TOP</b>		<b>1</b>	<b>16 SWEEPS</b>	<b>F. 908 Radio Sims, Vibs 3911, 3912, 4219, (NOTE: First copy with tapes; Second copy remains in truck)</b>
<b>1</b>	<b>8:20</b>	<b>651</b>	<b>710</b>	<b>648</b>	<b>711</b>	<b>770</b>		<b>399</b>		<b>22</b>	<b>2<sup>nd</sup> half V.P. 648, 649 VIBS ON LEFT side of Road, FOR WATER LINE</b>		<b>5/16</b>	<b>639-644 skip, Houses, STORE, Building (TOWN OF CLOVERDALE, Ala)</b>	<b>F. 398 Noise file</b>
<b>2</b>	<b>8:34</b>	<b>652</b>	<b>711</b>	<b>649</b>	<b>712</b>	<b>771</b>		<b>400</b>		<b>23</b>	<b>1<sup>st</sup> half</b>				
<b>3</b>	<b>8:47</b>	<b>655</b>	<b>714</b>	<b>652</b>	<b>715</b>	<b>774</b>		<b>401</b>		<b>26</b>	<b>2<sup>nd</sup> half VIBS Back on Right Hand side of Road</b>				<b>650, 651 skip, Houses</b>
<b>4</b>	<b>9:02</b>	<b>656</b>	<b>715</b>	<b>653</b>	<b>716</b>	<b>775</b>		<b>402</b>		<b>27</b>					<b>654, 655 skip for Houses</b>
<b>5</b>	<b>9:17</b>	<b>659</b>	<b>718</b>	<b>656</b>	<b>719</b>	<b>778</b>		<b>403</b>		<b>30</b>	<b>2<sup>nd</sup> half</b>				
<b>6</b>	<b>9:31</b>	<b>660</b>	<b>719</b>	<b>657</b>	<b>720</b>	<b>779</b>		<b>404</b>		<b>31</b>	<b>1<sup>st</sup> half, FOR BRIDGE</b>				
<b>7</b>	<b>9:45</b>	<b>661</b>	<b>720</b>	<b>658</b>	<b>721</b>	<b>780</b>		<b>405</b>		<b>32</b>	<b>2<sup>nd</sup> half, BUMPER / BUMPER, FOR BRIDGE</b>				<b>TRACES 43-48, Exponent has been changed</b>
<b>8</b>	<b>9:58</b>	<b>662</b>	<b>721</b>	<b>659</b>	<b>722</b>	<b>781</b>		<b>406</b>		<b>33</b>					
<b>9</b>	<b>10:11</b>	<b>663</b>	<b>722</b>	<b>660</b>	<b>723</b>	<b>782</b>		<b>407</b>		<b>34</b>					<b>661, 662 skip for house</b>
<b>10</b>	<b>10:27</b>	<b>666</b>	<b>725</b>	<b>663</b>	<b>726</b>	<b>785</b>	<b>180</b>	<b>408</b>		<b>37</b>					<b>4202 missed 2 SWEEPS</b>
<b>11</b>	<b>10:41</b>	<b>667</b>	<b>726</b>	<b>664</b>	<b>727</b>	<b>786</b>		<b>409</b>		<b>38</b>	<b>30' spacing</b>		<b>4/16</b>		<b>#4202 down</b>
<b>12</b>	<b>10:54</b>	<b>668</b>	<b>727</b>	<b>665</b>	<b>728</b>	<b>787</b>		<b>410</b>		<b>39</b>			<b>4/16</b>		<b>#4202 down</b>
<b>13</b>	<b>11:07</b>	<b>669</b>	<b>728</b>	<b>666</b>	<b>729</b>	<b>788</b>		<b>411</b>		<b>40</b>			<b>4/16</b>		<b>#4219 down, 4202 back on line</b>
<b>14</b>	<b>11:22</b>	<b>670</b>	<b>729</b>	<b>667</b>	<b>730</b>	<b>789</b>		<b>412</b>		<b>41</b>	<b>1<sup>st</sup> half</b>		<b>5/16</b>		<b>all vibs ON line</b>
<b>15</b>	<b>11:36</b>	<b>673</b>	<b>732</b>	<b>670</b>	<b>733</b>	<b>792</b>		<b>413</b>		<b>44</b>	<b>2<sup>nd</sup> half</b>				<b>668, 669 skip for House</b>
<b>16</b>	<b>11:50</b>	<b>674</b>	<b>733</b>	<b>671</b>	<b>734</b>	<b>793</b>		<b>414</b>		<b>45</b>					
<b>17</b>	<b>12:04</b>	<b>675</b>	<b>734</b>	<b>672</b>	<b>735</b>	<b>794</b>		<b>415</b>		<b>46</b>					
<b>18</b>	<b>12:17</b>	<b>676</b>	<b>735</b>	<b>673</b>	<b>736</b>	<b>795</b>		<b>416</b>		<b>47</b>					
<b>19</b>	<b>12:30</b>	<b>677</b>	<b>736</b>	<b>674</b>	<b>737</b>	<b>796</b>		<b>417</b>		<b>48</b>					
<b>20</b>	<b>12:44</b>	<b>678</b>	<b>737</b>	<b>675</b>	<b>738</b>	<b>797</b>		<b>418</b>		<b>49</b>					
<b>21</b>	<b>12:59</b>	<b>679</b>	<b>738</b>	<b>676</b>	<b>739</b>	<b>798</b>		<b>419</b>		<b>50</b>	<b>1<sup>st</sup> half</b>				

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.: 2			
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VITTONET THORNE		Trace _____ at _____	RECORDING TRUCK AT VP _____ 729	Trace _____ at _____	RECORDING TRUCK AT VP _____ 795	Trace _____ at _____
MONTH 4	DAY 29	YEAR 87	CREW LOCATION FLORENCE, Alabama													
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS		
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)		
22	1:15	686	745	683	746	805	180	420	57	1 <sup>st</sup> /halt, BUMPER / BUMPER		1	5/16	677-682 skip for Houses		
23	1:29	694	753	691	754	813	181	421	65					684-690 skip for Houses		
24	1:43	695	754	692	755	814		422	66	30' spacing						
25	1:58	696	755	693	756	815		423	67							
26	2:12	697	756	694	757	816		424	68	1 <sup>st</sup> /halt				695, 696 skip for house		
27	2:27	700	759	697	760	819		425	71	1 <sup>st</sup> /halt				698-703 skip for houses		
28	3:00	707	766	704	767	826		426	12	2 <sup>nd</sup> /halt, 30' spacing		2	5/16	MOVED Rec. TRK. TO 795		
29	3:13	708	767	705	768	827		427	13	1 <sup>st</sup> /halt		-		706-709 skip for houses		
30	3:27	713	772	710	773	832		428	18							
31	3:41	714	773	711	774	833		429	19							
32	3:54	715	774	712	775	834		430	20					713-715 skip for Houses		
33	4:07	719	778	716	779	838		431	24							
34	4:17	720	779	717	780	839		432	25					718-722 skip for Houses		
35	4:32	726	785	723	786	845		433	31					844 open for bridge		
36	4:47	727	786	724	787	846	182	434	32							
37	5:00	728	787	725	788	847		435	33					726-730 skip for houses		
38	5:15	734	793	731	794	853		436	39	2 <sup>nd</sup> /halt						
39	5:35	742	801	739	802	861		437	47	1 <sup>st</sup> /halt, BUMPER / BUMPER						
														END of Day		

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W TO E</i>		
MONTH <b>4</b>	DAY <b>28</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VITTONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75' Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303' Ft.</b>	TYPE INSTRU. <b>Pelton V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>2.8</b>	Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE, Ala</b>			TYPE BASE <b>SPike</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>		DISTANCE	

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS #</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4MS</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM 'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>63</b>	WIND <b>Calm</b>	PRECIP. <b>CLEAR</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> TFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Hilly Rolling</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at		

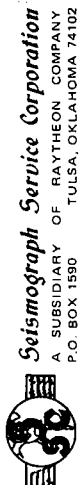
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:45 AM</b>	<b>1</b>	<b>60</b>	<b>569</b>	<b>61</b>	<b>120</b>									<b>F. 901-907 Daily TEST</b>
															<b>F. 908 5:MS</b>
															<b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
	<b>9:05</b>	<b>585</b>	<b>644</b>		<b>582</b>	<b>645</b>	<b>704</b>	<b>176</b>		<b>21</b>				<b>16 SWEETS</b>	<b>F. 367 Noise</b>
<b>1</b>	<b>9:20</b>	<b>585</b>	<b>644</b>		<b>582</b>	<b>645</b>	<b>704</b>			<b>21</b>	<b>621-OPEN, BRIDGE</b>			<b>5/16</b>	<b>570-581 skip, HOUSES, BUILDINGS</b>
<b>2</b>	<b>9:35</b>	<b>586</b>	<b>645</b>		<b>583</b>	<b>646</b>	<b>705</b>			<b>22</b>	<b>2<sup>ND</sup>/half</b>				<b>STARTING WITH V.P. 542 VIBS</b>
<b>3</b>	<b>9:50</b>	<b>587</b>	<b>646</b>		<b>584</b>	<b>647</b>	<b>706</b>			<b>23</b>					<b>ON LEFT HAND SIDE OF ROAD,</b>
<b>4</b>	<b>10:05</b>	<b>588</b>	<b>647</b>		<b>585</b>	<b>648</b>	<b>707</b>	<b>177</b>		<b>24</b>					<b>FOR WATER LINE</b>
<b>5</b>	<b>10:18</b>	<b>589</b>	<b>648</b>		<b>586</b>	<b>649</b>	<b>708</b>			<b>25</b>					
<b>6</b>	<b>10:33</b>	<b>590</b>	<b>649</b>		<b>587</b>	<b>650</b>	<b>709</b>			<b>26</b>					
<b>7</b>	<b>10:55</b>	<b>591</b>	<b>650</b>		<b>588</b>	<b>651</b>	<b>710</b>			<b>27</b>	<b>1<sup>ST</sup>/half</b>				<b>589, 590 skip FOR HOUSES</b>
<b>8</b>	<b>11:10</b>	<b>594</b>	<b>653</b>		<b>591</b>	<b>654</b>	<b>713</b>			<b>30</b>	<b>2<sup>ND</sup>/half</b>				
<b>9</b>	<b>11:28</b>	<b>595</b>	<b>654</b>		<b>592</b>	<b>655</b>	<b>714</b>			<b>31</b>	<b>1<sup>ST</sup>/half</b>				<b>593, 594 skip, HOUSES</b>
<b>10</b>	<b>11:45</b>	<b>598</b>	<b>657</b>		<b>595</b>	<b>658</b>	<b>717</b>			<b>34</b>	<b>2<sup>ND</sup>/half</b>				
<b>11</b>	<b>12:00</b>	<b>599</b>	<b>658</b>		<b>596</b>	<b>659</b>	<b>718</b>			<b>35</b>	<b>1<sup>ST</sup>/half</b>				<b>597 skip, house</b>
<b>12</b>	<b>12:15</b>	<b>601</b>	<b>660</b>		<b>598</b>	<b>661</b>	<b>720</b>			<b>37</b>	<b>2<sup>ND</sup>/half</b>				<b>599-601 skip FOR HOUSES</b>
<b>13</b>	<b>12:30</b>	<b>605</b>	<b>664</b>		<b>602</b>	<b>665</b>	<b>724</b>			<b>41</b>	<b>2<sup>ND</sup>/half</b>				
<b>14</b>	<b>12:45</b>	<b>606</b>	<b>665</b>		<b>603</b>	<b>666</b>	<b>725</b>			<b>42</b>	<b>1<sup>ST</sup>/half</b>				<b>604-607 skip FOR HOUSES</b>
<b>15</b>	<b>1:00</b>	<b>611</b>	<b>670</b>		<b>608</b>	<b>671</b>	<b>730</b>			<b>47</b>	<b>2<sup>ND</sup>/half, BUMPER</b>				
<b>16</b>	<b>1:14</b>	<b>612</b>	<b>671</b>		<b>609</b>	<b>672</b>	<b>731</b>			<b>48</b>					
<b>17</b>	<b>1:28</b>	<b>613</b>	<b>672</b>		<b>610</b>	<b>673</b>	<b>732</b>	<b>178</b>		<b>49</b>					
<b>18</b>	<b>1:46</b>	<b>621</b>	<b>680</b>		<b>618</b>	<b>681</b>	<b>740</b>			<b>57</b>	<b>2<sup>ND</sup>/half</b>				
<b>19</b>	<b>2:00</b>	<b>622</b>	<b>681</b>		<b>619</b>	<b>682</b>	<b>741</b>			<b>58</b>					
<b>20</b>	<b>2:13</b>	<b>623</b>	<b>682</b>		<b>620</b>	<b>683</b>	<b>742</b>			<b>59</b>					<b>621 skip FOR BRIDGE</b>
<b>21</b>	<b>2:26</b>	<b>625</b>	<b>684</b>		<b>622</b>	<b>685</b>	<b>744</b>			<b>61</b>	<b>2<sup>ND</sup>/half BUMPER</b>				

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.: 2				
CONTRACT NO.		PARTY		PROSPECT AREA		LINE		TRUCK		OBSERVER		RECORDING TRUCK AT			RECORDING TRUCK AT		
3212		VH		TENNESSEE		TN-4		4050		VUI HONET THORNE		Trace _____ at VP _____			Trace _____ at VP _____		
MONTH		DAY		YEAR		CREW LOCATION											
4		28		87		FLORENCE ALABAMA											
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS		
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.		FILE NUMBER/S	(NOTE: First copy with tapes; Second copy remains in truck)								
22	2:43	626	685	623	686	745	178	389	62	2 <sup>ND</sup> /half, <sup>B</sup> / <sub>B</sub> for Bridge		1	5/16				
23	2:57	627	686	624	687	746		390	63	2 <sup>ND</sup> /half, <sup>BUMPER</sup> / <sub>BUMPER</sub> for Bridge							
24	3:10	628	687	625	688	747		391	64	20' spacing							
25	3:23	629	688	626	689	748		392	65								
26	3:36	630	689	627	690	749		393	66					start with v.p. 628 v. BS Back			
27	3:49	631	690	628	691	750		394	67					ON Right hand side of Road			
28	4:01	632	691	629	692	751		395	68	20' spacing for Bridge				630-636 SKIP - Houses, Buildings,			
29	4:30	640	699	637	700	759		396	25	2 <sup>ND</sup> /half, <sup>BUMPER</sup> / <sub>BUMPER</sub>		2		STORE, REC. TRK MOVED TO 715			
30	4:45	641	700	638	701	760	179	397	26	1 <sup>ST</sup> /half, 20' spacing							
														End of Day			

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>W</u> TO <u>E</u>		
MONTH <b>4</b>	DAY <b>27</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>WITTONET</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75' Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303' Ft.</b>	TYPE INSTRU. <b>Pelton II</b>	DIST. ACROSS SUMMED SWPS. <b>700' Ft.</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b>	Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>Florence Alabama</b>			TYPE BASE <b>SPike</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6' Ft.</b>	SWP LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED: <input type="checkbox"/> SKIPPED <input type="checkbox"/> DISTANCE		STATION INTERVAL	

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DPSX</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4ms</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZ <input type="checkbox"/> Yes <input type="checkbox"/> No	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> MFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b>	TERRAIN <b>Hilly Rolling</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>565</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:40 AM</b>	<b>1</b>	<b>60</b>	<b>505</b>	<b>61</b>	<b>120</b>									<b>F.901-907 Daily TEST</b>
	<b>8:45</b>	<b>512</b>	<b>571</b>	<b>509</b>	<b>572</b>	<b>631</b>	<b>175</b>	<b>909</b>		<b>47</b>				<b>16 SWEEPS</b>	<b>F.908 SIMS, VIBS 3911, 3912, 4219, 4227, (NOTE: First copy with tapes; Second copy remains in truck) 4202</b>
<b>1</b>	<b>9:02</b>	<b>512</b>	<b>571</b>	<b>509</b>	<b>572</b>	<b>631</b>		<b>351</b>		<b>47</b>	<b>2<sup>nd</sup> half, BUMPER</b>		<b>1</b>	<b>5/16</b>	<b>1/2 DRIVE ON Black TOP</b>
<b>2</b>	<b>9:17</b>	<b>513</b>	<b>572</b>	<b>510</b>	<b>573</b>	<b>632</b>		<b>352</b>		<b>48</b>	<b>1<sup>st</sup> half, 20's Pacing</b>				<b>511-515 skip for houses</b>
<b>3</b>	<b>9:32</b>	<b>519</b>	<b>578</b>	<b>516</b>	<b>579</b>	<b>638</b>		<b>353</b>		<b>54</b>					
<b>4</b>	<b>9:47</b>	<b>520</b>	<b>579</b>	<b>517</b>	<b>580</b>	<b>639</b>		<b>354</b>		<b>55</b>					
<b>5</b>	<b>10:00</b>	<b>521</b>	<b>580</b>	<b>518</b>	<b>581</b>	<b>640</b>		<b>355</b>		<b>56</b>					<b>519, 520, 521 skip for Houses</b>
<b>6</b>	<b>10:15</b>	<b>525</b>	<b>584</b>	<b>522</b>	<b>585</b>	<b>644</b>		<b>356</b>		<b>60</b>					<b>524-532 skip for Houses</b>
<b>7</b>	<b>10:30</b>	<b>526</b>	<b>585</b>	<b>523</b>	<b>586</b>	<b>645</b>		<b>357</b>		<b>61</b>	<b>1<sup>st</sup> half</b>				
<b>8</b>	<b>10:45</b>	<b>536</b>	<b>595</b>	<b>533</b>	<b>596</b>	<b>655</b>		<b>358</b>		<b>71</b>	<b>2<sup>nd</sup> half</b>				
<b>9</b>	<b>11:00</b>	<b>537</b>	<b>596</b>	<b>534</b>	<b>597</b>	<b>656</b>		<b>359</b>		<b>72</b>	<b>1<sup>st</sup> half</b>				<b>MOVE REC. TRK. TO 603</b>
<b>10</b>	<b>11:43</b>	<b>543</b>	<b>602</b>	<b>540</b>	<b>603</b>	<b>662</b>	<b>176</b>	<b>360</b>		<b>40</b>			<b>2</b>		<b>535-539 skip for houses</b>
<b>11</b>	<b>11:56</b>	<b>544</b>	<b>603</b>	<b>541</b>	<b>604</b>	<b>663</b>		<b>361</b>		<b>41</b>					<b>542, 543 skip for House</b>
<b>12</b>	<b>12:10</b>	<b>547</b>	<b>606</b>	<b>544</b>	<b>607</b>	<b>666</b>		<b>362</b>		<b>44</b>	<b>2<sup>nd</sup> half</b>				
<b>13</b>	<b>12:23</b>	<b>548</b>	<b>607</b>	<b>545</b>	<b>608</b>	<b>667</b>		<b>363</b>		<b>45</b>					
<b>14</b>	<b>12:45</b>	<b>570</b>	<b>629</b>	<b>567</b>	<b>630</b>	<b>689</b>		<b>364</b>		<b>67</b>					
<b>15</b>	<b>1:03</b>	<b>571</b>	<b>630</b>	<b>568</b>	<b>631</b>	<b>690</b>		<b>365</b>		<b>68</b>					
<b>16</b>	<b>1:30</b>	<b>572</b>	<b>631</b>	<b>569</b>	<b>632</b>	<b>691</b>		<b>366</b>		<b>69</b>					
															<b>End of Day</b>
															<b>BREW swinging cables &amp; GEOPHONES</b>



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W TO E</i>	
MONTH <i>4</i>	DAY <i>24</i>	YEAR <i>87</i>	CONTRACT NO. <i>3212</i>	PROSPECT AREA <i>TENNESSEE AREA</i>	LINE <i>TN-4</i>	TYPE <i>GSC-20D</i>	NO./STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH <i>-</i>	TYPE VIBS. <i>Y-2400</i>	SEPARATION <i>100' Ft.</i>	SWEEPS/VP <i>16</i>	FREQUENCY <i>10 - 48.5 Hz</i>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <i>7:00 AM</i>		TOTAL TRAVEL TIME	PARTY <i>VH</i>	OBSERVER <i>VITTONET THORNE</i>	TRUCK <i>4050</i>	FREQUENCY <i>8 Hz</i>	SEPARATION <i>13.75 Ft.</i>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>303' Ft.</i>	TYPE INSTRU. <i>PELTON II</i>	DIST. ACROSS SUMMED SWPS. <i>700' Ft.</i>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>2.8</i>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <i>FLORENCE ALABAMA</i>			TYPE BASE <i>SPike</i>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <i>5</i>	MOVE BETWEEN INDIV. SWPS. <i>20.6 Ft.</i>	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <i>330'</i>		

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <i>DFS II</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4ms</i>	HI-CUT FILTER <i>45 Hz</i>	LO-CUT FILTER <i>8 Hz</i>	BPI <i>1600</i>	PRE-AMP GAIN <i>48 db</i>	TYPE SUMMER <i>MSP</i>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM 'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <i>57</i>	WIND <i>0-10</i>	PRECIP. <i>0</i>	RECORDING TRUCK AT	
NO. TRACKS <i>9</i>	FORMAT <i>SEG-B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72 db OCT.</i>	SLOPE <i>18 db OCT.</i>	NOTCH <i>60 Hz</i>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>MANUAL db</i>	TERRAIN <i>Hilly Rolling</i>	TYPE SURFACE <i>Black TOP</i>	VEGETATION <i>GRASS</i>	Trace _____ at	VP <i>495</i>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S									
	<i>7:45 AM</i>	<i>1</i>	<i>60</i>	<i>(415)</i>	<i>61</i>	<i>120</i>									<i>F. 901-907 Daily TEST</i>
															<i>F. 908 S.M.S V.BS: 3911, 3912, 4219, 4227, 4202</i>
															<i>(NOTE: First copy with tapes; Second copy remains in truck)</i>
	<i>8:15</i>	<i>419</i>	<i>478</i>	<i>416</i>	<i>479</i>	<i>538</i>	<i>173</i>	<i>326</i>		<i>24</i>	<i>F. 326 noise</i>			<i>16 SWEEPS</i>	<i>1/2 DRIVE ON BLACK TOP</i>
<i>1</i>	<i>8:30</i>	<i>421</i>	<i>480</i>	<i>418</i>	<i>481</i>	<i>540</i>		<i>327</i>		<i>26</i>				<i>5/16</i>	<i>416, 417, 418 skip</i>
<i>2</i>	<i>8:50</i>	<i>422</i>	<i>481</i>	<i>419</i>	<i>482</i>	<i>541</i>		<i>328</i>		<i>27</i>					
<i>3</i>	<i>9:08</i>	<i>423</i>	<i>482</i>	<i>420</i>	<i>483</i>	<i>542</i>		<i>329</i>		<i>28</i>					
<i>4</i>	<i>9:22</i>	<i>424</i>	<i>483</i>	<i>421</i>	<i>484</i>	<i>543</i>		<i>330</i>		<i>29</i>					
<i>5</i>	<i>9:37</i>	<i>425</i>	<i>484</i>	<i>422</i>	<i>485</i>	<i>544</i>		<i>331</i>		<i>30</i>					
<i>6</i>	<i>9:55</i>	<i>426</i>	<i>485</i>	<i>423</i>	<i>486</i>	<i>545</i>		<i>332</i>		<i>31</i>	<i>1st half</i>				<i>424-454 skip, due to</i>
<i>7</i>	<i>10:08</i>	<i>458</i>	<i>517</i>	<i>455</i>	<i>518</i>	<i>577</i>		<i>333</i>		<i>63</i>	<i>2nd half, BUMPER</i>				<i>HOUSES, WELLS, gas station, Building</i>
<i>8</i>	<i>10:23</i>	<i>459</i>	<i>518</i>	<i>456</i>	<i>519</i>	<i>578</i>		<i>334</i>		<i>64</i>					
<i>9</i>	<i>10:37</i>	<i>460</i>	<i>519</i>	<i>457</i>	<i>520</i>	<i>579</i>		<i>335</i>		<i>65</i>	<i>1st half</i>				
<i>10</i>	<i>10:51</i>	<i>462</i>	<i>521</i>	<i>459</i>	<i>522</i>	<i>581</i>		<i>336</i>		<i>67</i>					<i>458 skip for house</i>
<i>11</i>	<i>11:04</i>	<i>463</i>	<i>522</i>	<i>460</i>	<i>523</i>	<i>582</i>	<i>174</i>	<i>337</i>		<i>68</i>					
<i>12</i>	<i>11:17</i>	<i>464</i>	<i>523</i>	<i>461</i>	<i>524</i>	<i>583</i>		<i>338</i>		<i>69</i>					
<i>13</i>	<i>11:33</i>	<i>465</i>	<i>524</i>	<i>462</i>	<i>525</i>	<i>584</i>		<i>339</i>		<i>70</i>					
<i>14</i>	<i>11:46</i>	<i>466</i>	<i>525</i>	<i>463</i>	<i>526</i>	<i>585</i>		<i>340</i>		<i>71</i>	<i>120</i>				
<i>15</i>	<i>12:00</i>	<i>467</i>	<i>526</i>	<i>464</i>	<i>527</i>	<i>586</i>		<i>341</i>		<i>72</i>	<i>119, 120</i>				<i>466-479 skip, houses, wells, Buildings, store</i>
<i>16</i>	<i>12:14</i>	<i>468</i>	<i>527</i>	<i>465</i>	<i>528</i>	<i>587</i>		<i>342</i>		<i>73</i>	<i>118-120 1st half</i>				<i>Move Rec. TRK. to 565 - standby</i>
<i>17</i>	<i>2:00</i>	<i>483</i>	<i>542</i>	<i>480</i>	<i>543</i>	<i>602</i>		<i>343</i>		<i>18</i>	<i>481-493 skip, Houses, Buildings</i>				<i>waiting on cable &amp; geophones</i>
<i>18</i>	<i>2:15</i>	<i>497</i>	<i>556</i>	<i>494</i>	<i>557</i>	<i>616</i>		<i>344</i>		<i>32</i>	<i>2nd half</i>	<i>2</i>			
<i>19</i>	<i>2:30</i>	<i>498</i>	<i>557</i>	<i>495</i>	<i>558</i>	<i>617</i>		<i>345</i>		<i>33</i>					
<i>20</i>	<i>2:45</i>	<i>501</i>	<i>560</i>	<i>498</i>	<i>561</i>	<i>620</i>		<i>346</i>		<i>36</i>					
<i>21</i>	<i>3:00</i>	<i>502</i>	<i>561</i>	<i>499</i>	<i>562</i>	<i>621</i>		<i>347</i>		<i>37</i>	<i>621 OPEN FOR BRIDGE</i>				



DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH <b>4</b>	DAY <b>23</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		W TO E	
LEAVE TOWN <b>7.00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VLI HOWET THORNE</b>	TRUCK <b>405D</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>Relton V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED		SKIPPED	DISTANCE
														STATION INTERVAL <b>3.30</b>			

INSTRUMENTS								SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <b>DFSI</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4ms</b>	HIGH-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db		TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM. IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>63</b>	WIND <b>Calm</b>	PRECIP. <b>-</b>	RECORDING TRUCK AT			
NO. TRACKS <b>9</b>	FORMAT <b>SEC-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>Hilly Rolling</b>	TYPE SURFACE <b>Dirt Road</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>424</b>	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	(366)		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	7:40A	1	60	366	61	120										F 901-907 Daily TEST, NO PAPER
	7:55	370	429	367	430	489	170	290			46	v. B5 3911, 3912, 4219, 4227, 4202	1	16 SWEEPS		Records on Daily TEST, WORKING ON CAMERA (NOTE: First copy with tapes; Second copy remains in truck)
1	8:08	370	429	367	430	489		291			46	station -401 OPEN, BRIDGE		5/16		F. 290 NOISE
2	8:21	371	430	368	431	490		292			47					VIBS AT FULL DRIVE
3	8:35	372	431	369	432	491		293			48					
4	8:48	373	432	370	433	492		294			49					
5	9:03	374	433	371	434	493		295			50					
6	9:18	375	434	372	435	494		296			51					
7	9:38	376	435	373	436	495		297			52					
8	9:50	377	436	374	437	496		298			53					
9	10:02	378	437	375	438	497		299			54					
10	10:15	379	438	376	439	498		300			55					
11	10:28	380	439	377	440	499	171	301			56					
12	10:40	381	440	378	441	500		302			57					
13	10:53	382	441	379	442	501		303			58					
14	11:05	383	442	380	443	502		304			59					
15	11:20	384	443	381	444	503		305			60					F. 908 Radio SIMS, AFTER F. 305
16	11:38	385	444	382	445	504		306			61					
17	11:51	386	445	383	446	505		307			62					
18	12:04	387	446	384	447	506		308			63					
19	12:17	388	447	385	448	507		309			64					
20	12:31	389	448	386	449	508		310			65					
21	12:43	390	449	387	450	509		311			66					



IDENTIFICATION										SET-UP NO.: 2			SET-UP NO.:			
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VUITTONET THORNE			RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 4	DAY 23	YEAR 87		CREW LOCATION FLORENCE, ALABAMA						Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS		
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)		
22	12:56	391	450	388	451	510	171	312	67	1 3/4 H/F		1	5/16	389-402 skip, houses & BRIDGE		
23	1:31	406	465	403	466	525	172	313	52	REC. TRK AT 454		2	5/16	START WITH VP 403 VIBS ON BLACK TOP - 1/2 DRIVE		
24	1:46	407	466	404	467	526		314	53							
25	2:00	408	467	405	468	527		315	54							
26	2:14	409	468	406	469	528		316	55							
27	2:26	410	469	407	470	529		317	56							
28	2:39	411	470	408	471	530		318	57							
29	2:53	412	471	409	472	531		319	58							
30	3:06	413	472	410	473	532		320	59							
31	3:19	414	473	411	474	533		321	60					TRAFFIC picking up - HWY 69, TENN. ALA. HWY 20		
32	3:32	415	474	412	475	534		322	61							
33	3:45	416	475	413	476	535		323	62							
34	4:00	417	476	414	477	536		324	63							
35	4:15	418	477	415	478	537		325	64					End of Day		

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION $\overset{W}{\curvearrowright}$ TO $\overset{E}{\curvearrowleft}$	
MONTH <b>4</b>	DAY <b>22</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>7N-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL. NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VH HANET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>RETHONV</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330</b>		

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFS</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZED <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>65</b>	WIND <b>0-5</b>	PRECIP. <b>DRY</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> MFP <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>HILLY</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GLASS</b>	Trace _____ at	VP <b>424</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		500	AT VP NO.	AT VP NO.	REEL NO.							
	<b>8:00 AM</b>	<b>1</b>	<b>60</b>	<b>500</b>	<b>61</b>	<b>120</b>									Reel 167 Daily tests 901-907 Sims 910 REMARKS Delete Files 908-909 (NOTE: First copy with tapes; Second copy remains in truck)
	<b>10:00</b>	<b>382</b>	<b>441</b>	<b>504</b>	<b>442</b>	<b>501</b>	<b>168</b>	<b>263</b>		<b>58</b>	<b>*401 OPEN ON BRIDGE</b>		<b>1</b>	<b>5/16</b>	<b>Vibs 3911, 3912, 4219, 4227 &amp; 4204</b>
<b>1</b>	<b>10:30</b>	<b>382</b>	<b>441</b>	<b>504</b>	<b>442</b>	<b>501</b>		<b>264</b>		<b>58</b>					<b>1/2 DRIVE ON BLACKTOP</b>
<b>2</b>	<b>10:45</b>	<b>383</b>	<b>442</b>	<b>505</b>	<b>443</b>	<b>502</b>		<b>265</b>		<b>59</b>					<b>SKIP VP 506-508 Houses</b>
<b>3</b>	<b>11:00</b>	<b>387</b>	<b>446</b>	<b>509</b>	<b>447</b>	<b>506</b>		<b>266</b>		<b>63</b>					<b>POOR RADIO RECPT. Hills &amp; trees</b>
<b>4</b>	<b>11:17</b>	<b>388</b>	<b>447</b>	<b>510</b>	<b>448</b>	<b>507</b>		<b>267</b>		<b>64</b>	<b>1st HALF 10' APART</b>				
<b>*</b>	<b>12:00</b>	<b>337</b>	<b>396</b>	<b>334</b>	<b>397</b>	<b>456</b>		<b>268</b>		<b>13</b>	<b>401 OPEN ON BRIDGE</b>				<b>* PUSHING SPREAD</b>
<b>6</b>	<b>12:13</b>	<b>338</b>	<b>397</b>	<b>335</b>	<b>398</b>	<b>457</b>		<b>269</b>		<b>14</b>					
<b>7</b>	<b>12:25</b>	<b>339</b>	<b>398</b>	<b>336</b>	<b>399</b>	<b>458</b>		<b>270</b>		<b>15</b>					
<b>8</b>	<b>12:38</b>	<b>340</b>	<b>399</b>	<b>337</b>	<b>400</b>	<b>459</b>		<b>271</b>		<b>16</b>					
<b>9</b>	<b>12:55</b>	<b>341</b>	<b>400</b>	<b>338</b>	<b>401</b>	<b>460</b>		<b>272</b>		<b>17</b>					
<b>10</b>	<b>1:07</b>	<b>342</b>	<b>401</b>	<b>339</b>	<b>402</b>	<b>461</b>		<b>273</b>		<b>18</b>					
<b>11</b>	<b>1:19</b>	<b>343</b>	<b>402</b>	<b>340</b>	<b>403</b>	<b>462</b>		<b>274</b>		<b>19</b>					
<b>12</b>	<b>1:32</b>	<b>344</b>	<b>403</b>	<b>341</b>	<b>404</b>	<b>463</b>		<b>275</b>		<b>20</b>					
<b>13</b>	<b>1:50</b>	<b>345</b>	<b>404</b>	<b>342</b>	<b>405</b>	<b>464</b>	<b>169</b>	<b>276</b>		<b>21</b>					
<b>14</b>	<b>2:04</b>	<b>346</b>	<b>405</b>	<b>343</b>	<b>406</b>	<b>465</b>		<b>277</b>		<b>22</b>					
<b>15</b>	<b>2:18</b>	<b>351</b>	<b>410</b>	<b>348</b>	<b>411</b>	<b>470</b>		<b>278</b>		<b>27</b>	<b>1st HALF BUMPER</b>				<b>SKIP VPs 344-347 Houses</b>
<b>16</b>	<b>2:33</b>	<b>356</b>	<b>415</b>	<b>353</b>	<b>416</b>	<b>475</b>		<b>279</b>		<b>32</b>	<b>2ND HALF BUMPER</b>				<b>SKIP VPs 349-352 "</b>
<b>17</b>	<b>2:48</b>	<b>357</b>	<b>416</b>	<b>354</b>	<b>417</b>	<b>476</b>		<b>280</b>		<b>33</b>					<b>FULL DRIVE ON VIBS - DIET ROAD</b>
<b>18</b>	<b>3:01</b>	<b>358</b>	<b>417</b>	<b>355</b>	<b>418</b>	<b>477</b>		<b>281</b>		<b>34</b>					
<b>19</b>	<b>3:15</b>	<b>360</b>	<b>419</b>	<b>357</b>	<b>420</b>	<b>479</b>		<b>282</b>		<b>36</b>	<b>2ND HALF BUMPER</b>				<b>SKIP VP 356 FOR HOUSE</b>
<b>20</b>	<b>3:37</b>	<b>361</b>	<b>420</b>	<b>358</b>	<b>421</b>	<b>480</b>		<b>283</b>		<b>37</b>					
<b>21</b>	<b>3:40</b>	<b>362</b>	<b>421</b>	<b>359</b>	<b>422</b>	<b>481</b>		<b>284</b>		<b>38</b>					

IDENTIFICATION										SET-UP NO.: 1				SET-UP NO.:			
CONTRACT NO. 3212		PARTY VH		PROSPECT TENNESSEE AREA		LINE TN-4		TRUCK 4050		OBSERVER VLI HONG & THORNA		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 4	DAY 22	YEAR 87	CREW LOCATION FLORENCE ALABAMA										Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	
VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 284 FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
22	3:54	363	422	360	423	482	169	285	39	1st half				TENN 69 & ALA 20 HAS LOTS OF TRAFFIC
23	4:09	366	425	363	426	485		286	42	2nd half				
24	4:22	367	426	364	427	486		287	43					
25	4:34	368	427	365	428	487		288	44					
26	4:47	369	428	366	429	488	170	289	45					
														END OF DAY

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>4</b>	DAY <b>21</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITHONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTOW V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>38</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330</b>		

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFSV</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>60</b>	WIND <b>0-5</b>	PRECIP. <b>DRY</b>	RECORDING TRUCK AT			
NO. TRACKS <b>9</b>	FORMAT <b>SECB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>Hilly</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>395</b>	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE		COM-PUTER R.I.	GDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	NO.	NO.	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
1	9:30	322	381	319	382	441	165	238			27	401-Bridge		1	5/16	Noise File
1	9:50	322	381	319	382	441	165	239			27	2nd half				1/2 DRIVE ON BLACK TOP
2	10:07	323	382	320	383	442	166	240			28					
3	10:21	324	383	321	384	443		241			29					
4	10:37	325	384	322	385	444		242			30					
5	10:48	326	385	323	386	445		243			31					HEAVY ROAD TRAFFIC
6	11:00	327	386	324	387	446		244			32					POOR RADIO REC due to HILLS
7	11:15	328	387	325	388	447		245			33	1st half				
8	11:30	331	390	328	391	450		246			36	2nd half				SKIP VPs 326 & 327 FOR HOUSES!
* 9	12:20	339	392	455	393	452		247			38	401 BRIDGE				*VIBS PULLING SPREAD*
10	12:33	334	393	456	394	453		248			39					
11	12:45	335	394	457	395	454		249			40	1st half				SKIP VP 458 FOR HOUSE
12	1:08	337	396	459	397	456		250			42	2nd half				
13	1:20	338	397	460	398	457		251			43					
14	1:35	339	398	461	399	458		252			44					
15	1:51	340	399	462	400	459	167	253			45					
16	2:06	341	400	463	401	460		254			46					
17	2:21	342	401	464	402	461		255			47					
18	2:37	343	402	465	403	462		256			48					VERY hot.
19	3:25	358	417	480	418	477		257			34	2nd half		2		Setup @ 24/425
20	3:48	378	431	494	432	491		258			48	2nd half				SKIPPED VPs 466-479, 481-493
21	3:53	373	432	495	433	492		259			49					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>N</i> TO <i>E</i>	
MONTH <i>4</i>	DAY <i>15</i>	YEAR <i>87</i>	CONTRACT NO. <i>3212</i>	PROSPECT <i>TENNESSEE AREA</i>	LINE <i>TN-4</i>	TYPE <i>BSC200</i>	NO./STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH <i>-</i>	TYPE VIBS. <i>Y2400</i>	SEPARATION <i>100</i> Ft.	SWEEPS/VP <i>16</i>	FREQUENCY <i>10-485</i> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <i>7:00</i>		TOTAL TRAVEL TIME	PARTY <i>VH</i>	OBSERVER <i>VUITHONET THORNE</i>	TRUCK <i>4050</i>	FREQUENCY <i>8</i> Hz	SEPARATION <i>13.75</i> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>303</i> Ft.	TYPE INSTRU. <i>PELTON V</i>	DIST. ACROSS SUMMED SWPS. <i>700</i> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>28</i> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <i>FLORENCE, Ala</i>			TYPE BASE <i>SPIKE</i>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <i>5</i>	MOVE BETWEEN INDIV. SWPS. <i>20.6</i> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED SKIPPED DISTANCE		
													STATION INTERVAL <i>330</i>			

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <i>DFSV</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4ms</i>	HI-CUT FILTER <i>45</i> Hz	LO-CUT FILTER <i>8</i> Hz	BPI <i>1600</i>	PRE-AMP GAIN <i>48</i> db	TYPE SUMMER <i>MSP</i>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <i>60</i>	WIND <i>Calm damp</i>	PRECIP. <i>damp</i>	RECORDING TRUCK AT	
NO. TRACKS <i>9</i>	FORMAT <i>SEA.B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72</i> db OCT.	SLOPE <i>18</i> db OCT.	NOTCH <i>60</i> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>MANUAL</i> db	TERRAIN <i>Hilly</i>	TYPE SURFACE <i>DIRT ROAD</i>	VEGETATION <i>GRASS</i>	Trace _____ at	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE <i>215</i>		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<i>7:45 AM</i>	<i>1</i>	<i>60</i>	<i>279</i>	<i>61</i>	<i>120</i>									<i>F. 901-907 Daily TEST</i>
	<i>8:15</i>	<i>283</i>	<i>342</i>	<i>280</i>	<i>343</i>	<i>402</i>	<i>163</i>	<i>908</i>		<i>39</i>	<i>119 - 401</i>			<i>16 SWEEPS</i>	<i>F. 909 5.1ms</i>
<i>1</i>	<i>8:57</i>	<i>283</i>	<i>342</i>	<i>280</i>	<i>343</i>	<i>402</i>	<i>164</i>	<i>216</i>		<i>39</i>	<i>119 100% DRIVE</i>			<i>5/16</i>	<i>(NOTE: First copy with tapes; Second copy remains in truck)</i>
<i>2</i>	<i>9:25</i>	<i>284</i>	<i>343</i>	<i>281</i>	<i>344</i>	<i>403</i>		<i>217</i>		<i>40</i>					
<i>3</i>	<i>9:34</i>	<i>285</i>	<i>344</i>	<i>282</i>	<i>345</i>	<i>404</i>		<i>218</i>		<i>41</i>	<i>401 OPEN - Bridge</i>				
<i>4</i>	<i>9:50</i>	<i>286</i>	<i>345</i>	<i>283</i>	<i>346</i>	<i>405</i>		<i>219</i>		<i>42</i>					
<i>5</i>	<i>10:03</i>	<i>287</i>	<i>346</i>	<i>284</i>	<i>347</i>	<i>406</i>		<i>220</i>		<i>43</i>					
<i>6</i>	<i>10:16</i>	<i>288</i>	<i>347</i>	<i>285</i>	<i>348</i>	<i>407</i>		<i>221</i>		<i>44</i>					
<i>7</i>	<i>10:30</i>	<i>289</i>	<i>348</i>	<i>286</i>	<i>349</i>	<i>408</i>		<i>222</i>		<i>45</i>					
<i>8</i>	<i>10:44</i>	<i>290</i>	<i>349</i>	<i>287</i>	<i>350</i>	<i>409</i>		<i>223</i>		<i>46</i>					
<i>9</i>	<i>10:57</i>	<i>291</i>	<i>350</i>	<i>288</i>	<i>351</i>	<i>410</i>		<i>224</i>		<i>47</i>					
<i>10</i>	<i>11:09</i>	<i>292</i>	<i>351</i>	<i>289</i>	<i>352</i>	<i>411</i>		<i>225</i>		<i>48</i>					
<i>11</i>	<i>11:22</i>	<i>293</i>	<i>352</i>	<i>290</i>	<i>353</i>	<i>412</i>		<i>226</i>		<i>49</i>					
<i>12</i>	<i>11:35</i>	<i>294</i>	<i>353</i>	<i>291</i>	<i>354</i>	<i>413</i>		<i>227</i>		<i>50</i>					
<i>13</i>	<i>11:47</i>	<i>295</i>	<i>354</i>	<i>292</i>	<i>355</i>	<i>414</i>		<i>228</i>		<i>51</i>					
<i>14</i>	<i>12:02</i>	<i>296</i>	<i>355</i>	<i>293</i>	<i>356</i>	<i>415</i>	<i>165</i>	<i>229</i>		<i>52</i>					
<i>15</i>	<i>12:15</i>	<i>297</i>	<i>356</i>	<i>294</i>	<i>357</i>	<i>416</i>		<i>230</i>		<i>53</i>					
<i>16</i>	<i>12:29</i>	<i>298</i>	<i>357</i>	<i>295</i>	<i>358</i>	<i>417</i>		<i>231</i>		<i>54</i>					
<i>17</i>	<i>12:42</i>	<i>299</i>	<i>358</i>	<i>296</i>	<i>359</i>	<i>418</i>		<i>232</i>		<i>55</i>					<i>HEAVY TRAFFIC on Hwy 69</i>
<i>18</i>	<i>12:59</i>	<i>300</i>	<i>359</i>	<i>297</i>	<i>360</i>	<i>419</i>		<i>233</i>		<i>56</i>					
<i>19</i>	<i>1:15</i>	<i>305</i>	<i>364</i>	<i>302</i>	<i>365</i>	<i>424</i>		<i>234</i>		<i>61</i>	<i>2ND HALF</i>				<i>SKIP VPs 298 thru 301 - water well</i>
<i>20</i>	<i>1:29</i>	<i>306</i>	<i>365</i>	<i>303</i>	<i>366</i>	<i>425</i>		<i>235</i>		<i>62</i>					
<i>21</i>	<i>1:42</i>	<i>307</i>	<i>366</i>	<i>304</i>	<i>367</i>	<i>426</i>		<i>236</i>		<i>63</i>					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION <u>W</u> TO <u>E</u>	
MONTH <b>4</b>	DAY <b>14</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>CSC 20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING	
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY. <b>VH</b>	OBSERVER <b>VILITONET FORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>B Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303 Ft.</b>	TYPE INSTRU. <b>Peltow</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>2.8 Sec.</b>	TOTAL STATIONS COVERED	
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>	

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>60</b>	WIND <b>0-10</b>	PRECIP. <b>WET</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEC-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Hills</b>	TYPE SURFACE <b>Black TOP</b>	VEGETATION <b>WEEDS GRASS</b>	Trace _____ at	VP <b>337</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>7:50 AM</b>	<b>1</b>	<b>60</b>		<b>61</b>	<b>120</b>									<b>901-907 Daily TEST</b>
	<b>8:20</b>	<b>250</b>	<b>309</b>	<b>247</b>	<b>310</b>	<b>369</b>	<b>161</b>	<b>908</b>		<b>13</b>			<b>1</b>	<b>5/16</b>	<b>VIBS 3911, 3912, 4219, 4227, 4204</b>
<b>1</b>	<b>8:48</b>	<b>250</b>	<b>309</b>	<b>247</b>	<b>310</b>	<b>369</b>		<b>186</b>		<b>13</b>					
<b>2</b>	<b>9:03</b>	<b>251</b>	<b>310</b>	<b>248</b>	<b>311</b>	<b>370</b>		<b>187</b>		<b>14</b>					
<b>3</b>	<b>9:16</b>	<b>252</b>	<b>311</b>	<b>249</b>	<b>312</b>	<b>371</b>		<b>188</b>		<b>15</b>					
<b>4</b>	<b>9:35</b>	<b>253</b>	<b>312</b>	<b>250</b>	<b>313</b>	<b>372</b>		<b>189</b>		<b>16</b>					
<b>5</b>	<b>9:55</b>	<b>254</b>	<b>313</b>	<b>251</b>	<b>314</b>	<b>373</b>		<b>190</b>		<b>17</b>					
<b>6</b>	<b>10:15</b>	<b>255</b>	<b>314</b>	<b>252</b>	<b>315</b>	<b>374</b>		<b>191</b>		<b>18</b>					
<b>7</b>	<b>10:40</b>	<b>256</b>	<b>315</b>	<b>253</b>	<b>316</b>	<b>375</b>		<b>192</b>		<b>19</b>					
<b>8</b>	<b>11:15</b>	<b>258</b>	<b>317</b>	<b>255</b>	<b>318</b>	<b>377</b>	<b>162</b>	<b>193</b>		<b>21</b>	<b>2<sup>nd</sup> half</b>				<b>254 skip for house</b>
<b>9</b>	<b>11:40</b>	<b>259</b>	<b>318</b>	<b>256</b>	<b>319</b>	<b>378</b>		<b>194</b>		<b>22</b>					
<b>10</b>	<b>11:54</b>	<b>260</b>	<b>319</b>	<b>257</b>	<b>320</b>	<b>379</b>		<b>195</b>		<b>23</b>					
<b>11</b>	<b>12:08</b>	<b>261</b>	<b>320</b>	<b>258</b>	<b>321</b>	<b>380</b>		<b>196</b>		<b>24</b>					
<b>12</b>	<b>12:22</b>	<b>262</b>	<b>321</b>	<b>259</b>	<b>322</b>	<b>381</b>		<b>197</b>		<b>25</b>					
<b>13</b>	<b>12:34</b>	<b>263</b>	<b>322</b>	<b>260</b>	<b>323</b>	<b>382</b>		<b>198</b>		<b>26</b>					
<b>14</b>	<b>12:47</b>	<b>264</b>	<b>323</b>	<b>261</b>	<b>324</b>	<b>383</b>		<b>199</b>		<b>27</b>	<b>1st half</b>				<b>SKIP 262 &amp; 263 FOR HOUSES</b>
<b>15</b>	<b>1:02</b>	<b>267</b>	<b>326</b>	<b>264</b>	<b>327</b>	<b>386</b>		<b>200</b>		<b>30</b>	<b>VIBS 100% DRIVE</b>				<b>START with V.P. 264, DIRT Road</b>
<b>16</b>	<b>1:17</b>	<b>268</b>	<b>327</b>	<b>265</b>	<b>328</b>	<b>387</b>		<b>201</b>		<b>31</b>			<b>4/16</b>		<b>Vib 4219 out w/BAD PILOT STAGE</b>
<b>17</b>	<b>1:31</b>	<b>269</b>	<b>328</b>	<b>266</b>	<b>329</b>	<b>388</b>		<b>202</b>		<b>32</b>					<b>1</b>
<b>18</b>	<b>1:49</b>	<b>270</b>	<b>329</b>	<b>267</b>	<b>330</b>	<b>389</b>		<b>203</b>		<b>33</b>					
<b>19</b>	<b>2:04</b>	<b>271</b>	<b>330</b>	<b>268</b>	<b>331</b>	<b>390</b>		<b>204</b>		<b>34</b>					
<b>20</b>	<b>2:24</b>	<b>272</b>	<b>331</b>	<b>269</b>	<b>332</b>	<b>391</b>		<b>205</b>		<b>35</b>					
<b>21</b>	<b>2:37</b>	<b>273</b>	<b>332</b>	<b>270</b>	<b>333</b>	<b>392</b>	<b>163</b>	<b>206</b>		<b>36</b>					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>4</b>	DAY <b>13</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC 20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING	
LEAVE TOWN <b>T.OO</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>Jui HANET THORNE</b>	TRUCK <b>405D</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED	
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>	

INSTRUMENTS										SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <b>DFS V</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>62</b>	WIND <b>0-5</b>	PRECIP. <b>CLOUDY WET</b>	RECORDING TRUCK AT		Trace _____ at				
NO. TRACKS <b>9</b>	FORMAT <b>SEG B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>Hills</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	VP _____	VP <b>280</b>	VP _____	VP _____				

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		AMP. NO.		TAPE 153	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	NO.	NO.	AT VP NO.	AT VP NO.								
1	9:00	209	268	206	269	328	158	154		29	VIBS		1	5/16	Noise Test,
1	9:15	209	268	206	269	328		155		29	2 <sup>nd</sup> half, BUMPER				VIBS AT 5030 DRIVE
2	9:28	210	269	207	270	329		156		30					
3	9:42	211	270	208	271	330	159	157		31					
4	9:55	212	271	209	272	331		158		32					
5	10:08	213	272	210	273	332		159		33					
6	10:21	214	273	211	274	333		160		34					
7	10:34	215	274	212	275	334		161		35					
8	10:48	216	275	213	276	335		162		36					
9	11:01	217	276	214	277	336		163		37					
10	11:14	218	277	215	278	337		164		38	1 <sup>st</sup> half				216-219 skip for Houses
11	11:28	223	282	220	283	342		165		43	2 <sup>nd</sup> half, BUMPER				
12	11:42	224	283	221	284	343		166		44					
13	11:53	225	284	222	285	344		167		45					
14	12:13	226	285	223	286	345		168		46					
15	12:26	227	286	224	287	346		169		47					
16	12:35	228	287	225	288	347	160	170		48					
17	12:53	229	288	226	289	348		171		49					
18	1:06	230	289	227	290	349		172		50					
19	1:23	231	290	228	291	350		173		51					
20	1:37	232	291	229	292	351		174		52					
21	1:49	233	292	230	293	352		175		53	1 <sup>st</sup> half				

IDENTIFICATION						SET-UP NO.: 1			SET-UP NO.:		
CONTRACT NO. 3212	PARTY VH	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TRUCK 4050	OBSERVER Vui Hanet THORNE	RECORDING TRUCK AT			RECORDING TRUCK AT		
Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	VP 280			VP _____		
MONTH 4	DAY 13	YEAR 87	CREW LOCATION FLORENCE ALABAMA			VP _____			VP _____		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
22	2:04	239	298	236	299	358	160	176	59	2nd half		1	5/16	
23	2:17	240	299	237	300	359		177	60					
24	2:20	241	300	238	301	360		178	61					
25	2:33	242	301	239	302	361		179	62					
26	2:45	243	302	240	303	362		180	63	1 <sup>st</sup> half				241 skip, House
27	3:01	245	304	242	305	364		181	65	2 <sup>nd</sup> half, B/Bumper				STANDING BY FOR RAIN/LIGHTNING
28	4:10	246	305	243	306	365		182	66					
29	4:28	247	306	244	307	366	161	183	67					
30	4:43	248	307	245	308	367		184	68					
31	4:56	249	308	246	309	368		185	69	1 <sup>st</sup> HALF				END OF DAY

(NOTE: First copy with tapes; Second copy remains in truck)

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT AREA	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY		VP NO. 1 AMPL NO. 1 VIBS. MOVING		
4	10	87	3212	TENNESSEE AREA	TN-#	LSC20D	6	4	-	V-840D	100 Ft.	16	10-485 Hz				
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTRU.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH		TOTAL STATIONS COVERED		
7:00			VH	Van Hornet THORNE	4050	8 Hz	1375 Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	303 Ft.	PeHow II	700 Ft.	<input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28 Sec.		VIBRATED _____ SKIPPED _____ DISTANCE _____		
ARRIVE TOWN		PARTY LOCATION		TYPE BASE	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS		STATION INTERVAL					
		FLORENCE ALABAMA SPIKE			<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6 Ft.	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330'					

INSTRUMENTS								SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM'D	POST NORM 'IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT				
DFS V	120	4	45 Hz	8 Hz	1600	48 db	MSP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	50°F	0-5	CLEAR	Trace _____ at _____				
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT'N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP _____				
9	SEG B	43	72 db OCT.	18 db OCT.	60 Hz	<input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	Rolling	BLACK TOP	GRASS	VP 237				

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 1 2 3 FILE NUMBER/S	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		61	120									
	8:48	162	221	159	222	281	156	124		25			1	5/16	F 901-908 Daily Delete 903 SIM 909 3911, 3912, 4219, 4227 & 4202 (NOTE: First copy with tapes; Second copy remains in truck)
1	9:18	162	221	159	222	281		125		25	SWEEPS missed 3911 3912 / 4227 / 4202				UP SHORT, Going Down Hill, vibs start-
2	9:33	163	222	160	223	282		126		26	3911 3912 / 4219 / 4202				ing on a bottom, Bad Radio Recept,
3	9:55	164	223	161	224	283		127		27	3911 3912 / 4219 / 4227 / 4202				ion, vibs missing SWEEPS
4	10:10	165	224	162	225	284		128		28	3911 3912 / 4219 / 4227 / 4202				V.P.'s 145-163 DIRT Road, vibs at
5	10:23	166	225	163	226	285		129		29	3911 3912 / 4219 / 4202				10090 DRIVE, 164, 165, 166 skip, House
6	10:45	170	229	167	230	289		130		33	2nd half				V.P. 167 vibs on Black top-50% Drive
7	10:58	171	230	168	231	290		131		34	vib spacing 30' for Bridge				
8	11:11	172	231	169	232	291		132		35					
9	11:25	186	245	183	246	305		133		49	2nd half BUMPER				
10	11:39	187	246	184	247	306	157	134		50		135			*Delete Files 135 & 136
11	11:52	188	247	185	248	307		137		51					BAD RADIO RECEPTION
12	12:20	189	248	186	249	308		138		52	1st half				SKIP VP's 187 THRU 190 FOR Houses
13	12:39	194	253	191	254	313		139		57	2nd half				
14	12:52	195	254	192	255	314		140		58					
15	1:05	196	255	193	256	315		141		59					
16	1:18	197	256	194	257	316		142		60					
17	1:31	198	257	195	258	317		143		61					
18	1:45	199	258	196	259	318		144		62					
19	1:58	200	259	197	260	319		145		63					
20	2:09	201	260	198	261	320		146		64					
21	2:24	202	261	199	262	321	158	147		65					

IDENTIFICATION						SET-UP NO.: 1		SET-UP NO.:			
CONTRACT NO. 3212	PARTY VH	PROSPECT AREA TENNESSEE AREA	LINE TN-4	TRUCK 4050	OBSERVER VUITHONET THORNE	RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at
VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____	VP _____
MONTH 4	DAY 10	YEAR 1987	CREW LOCATION FLORENCE, ALABAMA								

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
22	2:37	203	262	200	263	322	15B	148	66			1	5/16	
23	2:50	204	263	201	264	323		149	67					
24	3:03	205	264	202	265	324		150	68					
25	3:16	206	265	203	266	325		151	69					
26	3:28	207	266	204	267	326		152	70					
27	3:42	208	267	205	268	327		153	71	120				END OF DAY —

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>W</u> TO <u>E</u>	
MONTH <b>4</b>	DAY <b>9</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100' Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7.00</b>			PARTY <b>VH</b>	OBSERVER <b>VUITTONE? THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303' Ft.</b>	TYPE INSTRU. <b>Pelton V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE Alabama</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>		

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DF5II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>50</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAR</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	Trace _____ at		
												VP <b>200</b>	Trace _____ at	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPES FILE NUMBER/S	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	<b>8:30</b>	<b>118</b>	<b>177</b>	<b>115</b>	<b>178</b>	<b>237</b>	<b>153</b>	<b>85</b>		<b>18</b>	<b>VIBS 3911, 3912, 4219, 4227, 4202</b>		<b>1</b>	<b>16 SWEEPS</b>	
<b>1</b>	<b>9:00</b>	<b>118</b>	<b>177</b>	<b>115</b>	<b>178</b>	<b>237</b>		<b>86</b>		<b>18</b>	<b>VIBS AT 50% DRIVE</b>				
<b>2</b>	<b>9:13</b>	<b>119</b>	<b>178</b>	<b>116</b>	<b>179</b>	<b>238</b>		<b>87</b>		<b>19</b>					
<b>3</b>	<b>9:26</b>	<b>120</b>	<b>179</b>	<b>117</b>	<b>180</b>	<b>239</b>		<b>88</b>		<b>20</b>					
<b>4</b>	<b>9:38</b>	<b>121</b>	<b>180</b>	<b>118</b>	<b>181</b>	<b>240</b>		<b>89</b>		<b>21</b>					
<b>5</b>	<b>9:51</b>	<b>122</b>	<b>181</b>	<b>119</b>	<b>182</b>	<b>241</b>		<b>90</b>		<b>22</b>					
<b>6</b>	<b>10:04</b>	<b>123</b>	<b>182</b>	<b>120</b>	<b>183</b>	<b>242</b>		<b>91</b>		<b>23</b>					
<b>7</b>	<b>10:17</b>	<b>124</b>	<b>183</b>	<b>121</b>	<b>184</b>	<b>243</b>		<b>92</b>		<b>24</b>					<b>122 SKIP FOR HOUSE</b>
<b>8</b>	<b>10:29</b>	<b>126</b>	<b>185</b>	<b>123</b>	<b>186</b>	<b>245</b>		<b>93</b>		<b>26</b>					<b>2nd half</b>
<b>9</b>	<b>10:41</b>	<b>127</b>	<b>186</b>	<b>124</b>	<b>187</b>	<b>246</b>		<b>94</b>		<b>27</b>					
<b>10</b>	<b>10:53</b>	<b>128</b>	<b>187</b>	<b>125</b>	<b>188</b>	<b>247</b>		<b>95</b>		<b>28</b>					
<b>11</b>	<b>11:05</b>	<b>129</b>	<b>188</b>	<b>126</b>	<b>189</b>	<b>248</b>		<b>96</b>		<b>29</b>					
<b>12</b>	<b>11:17</b>	<b>130</b>	<b>189</b>	<b>127</b>	<b>190</b>	<b>249</b>	<b>154</b>	<b>97</b>		<b>30</b>					
<b>13</b>	<b>11:29</b>	<b>131</b>	<b>190</b>	<b>128</b>	<b>191</b>	<b>250</b>		<b>98</b>		<b>31</b>					
<b>14</b>	<b>11:41</b>	<b>132</b>	<b>191</b>	<b>129</b>	<b>192</b>	<b>251</b>		<b>99</b>		<b>32</b>					
<b>15</b>	<b>11:53</b>	<b>133</b>	<b>192</b>	<b>130</b>	<b>193</b>	<b>252</b>		<b>100</b>		<b>33</b>					
<b>16</b>	<b>12:06</b>	<b>134</b>	<b>193</b>	<b>131</b>	<b>194</b>	<b>253</b>		<b>101</b>		<b>34</b>					
<b>17</b>	<b>12:14</b>	<b>135</b>	<b>194</b>	<b>132</b>	<b>195</b>	<b>254</b>		<b>102</b>		<b>35</b>					
<b>18</b>	<b>12:28</b>	<b>135</b>	<b>195</b>	<b>133</b>	<b>196</b>	<b>255</b>		<b>103</b>		<b>36</b>					
<b>19</b>	<b>12:37</b>	<b>137</b>	<b>196</b>	<b>134</b>	<b>197</b>	<b>256</b>		<b>104</b>		<b>37</b>					
<b>20</b>	<b>12:52</b>	<b>138</b>	<b>197</b>	<b>135</b>	<b>198</b>	<b>257</b>		<b>105</b>		<b>38</b>					
<b>21</b>	<b>1:08</b>	<b>142</b>	<b>201</b>	<b>139</b>	<b>202</b>	<b>261</b>		<b>106</b>		<b>42</b>	<b>2ND HALF</b>				<b>SKIP VPs 136, 137 &amp; 138 FOR HOUSE</b>

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:			
CONTRACT NO. 3212		PARTY VH		PROSPECT AREA TENNESSEE		LINE TN-4		TRUCK 4050		OBSERVER V. HONET THORNE			RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 4	DAY 9	YEAR 87		CREW LOCATION FLORENCE ALABAMA						Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at VP _____		
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS (NOTE: First copy with tapes; Second copy remains in truck)		
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.											
22	1:20	143	202	140	203	262	154	107	43			1	5/16			
23	1:34	144	203	141	204	263		108	44							
24	1:47	145	204	142	205	264		109	45	1st HALF						
25	2:01	148	207	145	208	267	155	110	48						SKIP VIBS 143 & 144 CHN 49-54 EXP to 12	
26	2:15	149	208	146	209	268		111	49				4/16		VIB 4202 out with hot ENGINE	
27	2:28	150	209	147	210	269		112	50				5/16			
28	2:42	151	210	148	211	270		113	51							
29	2:53	152	211	149	212	271		114	52							
30	3:07	153	212	150	213	272		115	53							
31	3:20	154	213	151	214	273		116	54							
32	3:34	155	214	152	215	274		117	55							
33	3:47	156	215	153	216	275		118	56							
34	3:58	157	216	154	217	276		119	57							
35	4:12	158	217	155	218	277		120	58							
36	4:24	159	218	156	219	278		121	59							
37	4:36	160	219	157	220	279		122	60							
38	4:52	161	220	158	221	280	156	123	61						END OF DAY	

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>4</b>	DAY <b>8</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>V2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-485</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING			
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUITTONE T HORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>	TYPE BASE <b>SPIKE</b>		CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED	SKIPPED	DISTANCE	STATION INTERVAL <b>330'</b>

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFSV</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>45°</b>	WIND <b>0-5</b>	PRECIP. <b>CLEAN</b>	Trace _____ at	RECORDING TRUCK AT
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>BLACK TOP</b>	VEGETATION <b>GRASS</b>	VP _____	VP <b>146</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE	COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.									
	<b>8:00 AM</b>	<b>1</b>	<b>60</b>	<b>(79)</b>	<b>61</b>	<b>120</b>		<b>48</b>							<b>F. 901-907 Daily TEST</b>
	<b>8:40</b>	<b>83</b>	<b>142</b>	<b>80</b>	<b>143</b>	<b>202</b>	<b>150</b>	<b>49</b>		<b>37</b>	<b>VIBS 3911, 3912, 4219, 4223, 4202</b>		<b>1</b>	<b>5/16</b>	<b>F. 49 noise file</b>
<b>1</b>	<b>8:58</b>	<b>83</b>	<b>142</b>	<b>80</b>	<b>143</b>	<b>202</b>		<b>50</b>		<b>37</b>	<b>5070 DRIVE</b>				
<b>2</b>	<b>9:11</b>	<b>84</b>	<b>143</b>	<b>81</b>	<b>144</b>	<b>203</b>		<b>51</b>		<b>38</b>					
<b>3</b>	<b>9:24</b>	<b>85</b>	<b>144</b>	<b>82</b>	<b>145</b>	<b>204</b>		<b>52</b>		<b>39</b>					
<b>4</b>	<b>9:37</b>	<b>86</b>	<b>145</b>	<b>83</b>	<b>146</b>	<b>205</b>		<b>53</b>		<b>40</b>					
<b>5</b>	<b>9:50</b>	<b>87</b>	<b>146</b>	<b>84</b>	<b>147</b>	<b>206</b>		<b>54</b>		<b>41</b>					
<b>6</b>	<b>10:01</b>	<b>88</b>	<b>147</b>	<b>85</b>	<b>148</b>	<b>207</b>		<b>55</b>		<b>42</b>					
<b>7</b>	<b>10:15</b>	<b>89</b>	<b>148</b>	<b>86</b>	<b>149</b>	<b>208</b>		<b>56</b>		<b>43</b>					
<b>8</b>	<b>10:27</b>	<b>90</b>	<b>149</b>	<b>87</b>	<b>150</b>	<b>209</b>		<b>57</b>		<b>44</b>					
<b>9</b>	<b>10:40</b>	<b>91</b>	<b>150</b>	<b>88</b>	<b>151</b>	<b>210</b>		<b>58</b>		<b>45</b>					
<b>10</b>	<b>10:53</b>	<b>92</b>	<b>151</b>	<b>89</b>	<b>152</b>	<b>211</b>		<b>59</b>		<b>46</b>					
<b>11</b>	<b>11:06</b>	<b>93</b>	<b>152</b>	<b>90</b>	<b>153</b>	<b>212</b>	<b>151</b>	<b>60</b>		<b>47</b>					
<b>12</b>	<b>11:20</b>	<b>94</b>	<b>153</b>	<b>91</b>	<b>154</b>	<b>213</b>		<b>61</b>		<b>48</b>					
<b>13</b>	<b>11:33</b>	<b>95</b>	<b>154</b>	<b>92</b>	<b>155</b>	<b>214</b>		<b>62</b>		<b>49</b>					
<b>14</b>	<b>11:47</b>	<b>96</b>	<b>155</b>	<b>93</b>	<b>156</b>	<b>215</b>		<b>63</b>		<b>50</b>					
<b>15</b>	<b>12:00</b>	<b>97</b>	<b>156</b>	<b>94</b>	<b>157</b>	<b>216</b>		<b>64</b>		<b>51</b>					
<b>16</b>	<b>12:13</b>	<b>98</b>	<b>157</b>	<b>95</b>	<b>158</b>	<b>217</b>		<b>65</b>		<b>52</b>					
<b>17</b>	<b>12:26</b>	<b>99</b>	<b>158</b>	<b>96</b>	<b>159</b>	<b>218</b>		<b>66</b>		<b>53</b>					
<b>18</b>	<b>12:39</b>	<b>100</b>	<b>159</b>	<b>97</b>	<b>160</b>	<b>219</b>		<b>67</b>		<b>54</b>					
<b>19</b>	<b>12:52</b>	<b>101</b>	<b>160</b>	<b>98</b>	<b>161</b>	<b>220</b>		<b>68</b>		<b>55</b>					
<b>20</b>	<b>1:04</b>	<b>102</b>	<b>161</b>	<b>99</b>	<b>162</b>	<b>221</b>		<b>69</b>		<b>56</b>					
<b>21</b>	<b>1:17</b>	<b>103</b>	<b>162</b>	<b>100</b>	<b>163</b>	<b>222</b>		<b>70</b>		<b>57</b>					

IDENTIFICATION										SET-UP NO.:			SET-UP NO.:		
CONTRACT NO.	PARTY	PROSPECT AREA	LINE	TRUCK	OBSERVER	RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT					
3212	VH	TENNESSEE AREA	TN-4	4050	J. HONET THORNE	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at				
MONTH	DAY	YEAR	CREW LOCATION		VP		VP		VP		VP				
4	8	1987	FLORENCE ALABAMA		VP _____		VP _____		VP _____		VP _____				
DAILY PROFILE NO.	TIME RECORDED	AMP. NO. AT VP NO.	AMP. NO. AT VP NO.	V.P. NO.	AMP. NO. AT VP NO.	AMP. NO. AT VP NO.	REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
22	1:24	104	163	101	164	223	151	71	58			1	5/16		
23	1:36	105	164	102	165	224		72	59						
24	1:51	106	165	103	166	225	152	73	60						
25	2:04	107	166	104	167	226		74	61						
26	2:17	108	167	105	168	227		75	62						
27	2:31	109	168	106	169	228		76	63						
28	2:43	110	169	107	170	229		77	64						
29	2:56	111	170	108	171	230		78	65						
30	3:09	112	171	109	172	231		79	66						
31	3:22	113	172	110	173	232		80	67						
32	3:35	114	173	111	174	233		81	68						
33	3:48	115	174	112	175	234		82	69						
34	4:00	116	175	113	176	235		83	70						
35	4:15	117	176	114	177	236		84	71	120				END OF DAY	

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>W</u> TO <u>E</u>	
MONTH <b>4</b>	DAY <b>7</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN-4</b>	TYPE <b>GSC-200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>100 Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>WITTONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75 Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303 Ft.</b>	TYPE INSTRU. <b>PELTON V</b>	DIST. ACROSS SUMMED SWPS. <b>700 Ft.</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28 Sec.</b>	TOTAL STATIONS COVERED		
ARRIVE TOWN		PARTY LOCATION <b>FLORENCE, ALABAMA SPIKE</b>	TYPE BASE <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel		CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330</b>				

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFST</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4ms</b>	HI-CUT FILTER <b>45 Hz</b>	LO-CUT FILTER <b>18 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM 'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>45°</b>	WIND <b>0-5</b>	PRECIP.	RECORDING TRUCK AT	
NO. TRACES <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Rolling Road</b>	TYPE SURFACE <b>DIRT</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>115</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>8:00 AF</b>	<b>1</b>	<b>60</b>	<b>(23)</b>	<b>61</b>	<b>120</b>									<b>F.901-907 Daily TEST</b>
	<b>8:21</b>	<b>27</b>	<b>86</b>	<b>24</b>	<b>87</b>	<b>146</b>	<b>148</b>	<b>25</b>		<b>12</b>	<b>VIBS 3911, 3912, 4219, 4227, 4202</b>		<b>1</b>	<b>16 SWEEP</b>	<b>Light Rain while driving to field</b>
<b>1</b>	<b>8:36</b>	<b>27</b>	<b>86</b>	<b>24</b>	<b>87</b>	<b>146</b>		<b>26</b>		<b>12</b>	<b>100% DRIVE</b>			<b>5/16</b>	<b>F.25 NOISE F.1E, DAMP NOT RAINING</b>
<b>2</b>	<b>8:51</b>	<b>28</b>	<b>87</b>	<b>25</b>	<b>88</b>	<b>147</b>		<b>27</b>		<b>13</b>					<b>VP'S 121, 122, 123</b>
<b>3</b>	<b>9:20</b>	<b>31</b>	<b>90</b>	<b>28</b>	<b>91</b>	<b>150</b>		<b>28</b>		<b>16</b>					<b>DOZER WORKING 50' south of LINE</b>
<b>4</b>	<b>9:35</b>	<b>32</b>	<b>91</b>	<b>29</b>	<b>92</b>	<b>151</b>		<b>29</b>		<b>17</b>					<b>26, 27 SKIP, HOUSE</b>
<b>5</b>	<b>9:50</b>	<b>33</b>	<b>92</b>	<b>30</b>	<b>93</b>	<b>152</b>		<b>30</b>		<b>18</b>					<b>3911, missed 1 sweep</b>
<b>6</b>	<b>10:05</b>	<b>34</b>	<b>93</b>	<b>31</b>	<b>94</b>	<b>153</b>		<b>31</b>		<b>19</b>					<b>4202 Missed 3 SWEEPS</b>
<b>7</b>	<b>10:19</b>	<b>35</b>	<b>94</b>	<b>32</b>	<b>95</b>	<b>154</b>		<b>32</b>		<b>20</b>					<b>START WITH VP 33 VIBS AT 50% DRIVE</b>
<b>8</b>	<b>10:33</b>	<b>36</b>	<b>95</b>	<b>33</b>	<b>96</b>	<b>155</b>		<b>33</b>		<b>21</b>	<b>2<sup>nd</sup> half, BUMPER</b>				<b>due to WATER LINE</b>
<b>9</b>	<b>10:47</b>	<b>40</b>	<b>99</b>	<b>37</b>	<b>100</b>	<b>159</b>		<b>34</b>		<b>25</b>	<b>2<sup>nd</sup> half</b>				<b>34, 35, 36 SKIP, HOUSES</b>
<b>10</b>	<b>11:00</b>	<b>41</b>	<b>100</b>	<b>38</b>	<b>101</b>	<b>160</b>		<b>35</b>		<b>26</b>					<b>START VP 37 VIBS ON LEFT Hand side of Road</b>
<b>11</b>	<b>11:15</b>	<b>42</b>	<b>101</b>	<b>39</b>	<b>102</b>	<b>161</b>		<b>36</b>		<b>27</b>					
<b>12</b>	<b>11:30</b>	<b>43</b>	<b>102</b>	<b>40</b>	<b>103</b>	<b>162</b>	<b>149</b>	<b>37</b>		<b>28</b>	<b>2<sup>nd</sup> half, BUMPER</b>				<b>42-69 town of Pyburns, TN</b>
<b>13</b>	<b>11:45</b>	<b>44</b>	<b>103</b>	<b>41</b>	<b>104</b>	<b>163</b>		<b>38</b>		<b>29</b>	<b>1<sup>st</sup> half</b>				<b>42-69 SKIP, HOUSES, WATER LINE Both Sides</b>
<b>14</b>	<b>12:45</b>	<b>73</b>	<b>132</b>	<b>70</b>	<b>133</b>	<b>192</b>		<b>39</b>		<b>58</b>	<b>2<sup>nd</sup> half, VIBS ON SOFT Black Top Road</b>				<b>SIMS F.909, DELETE F.908 of Road</b>
<b>15</b>	<b>12:58</b>	<b>74</b>	<b>133</b>	<b>71</b>	<b>134</b>	<b>193</b>		<b>40</b>		<b>59</b>					
<b>16</b>	<b>1:12</b>	<b>75</b>	<b>134</b>	<b>72</b>	<b>135</b>	<b>194</b>		<b>41</b>		<b>60</b>					
<b>17</b>	<b>1:25</b>	<b>76</b>	<b>135</b>	<b>73</b>	<b>136</b>	<b>195</b>		<b>42</b>		<b>61</b>					
<b>18</b>	<b>1:38</b>	<b>77</b>	<b>136</b>	<b>74</b>	<b>137</b>	<b>196</b>		<b>43</b>		<b>62</b>					<b>STARTING TO RAIN</b>
<b>19</b>	<b>1:51</b>	<b>78</b>	<b>137</b>	<b>75</b>	<b>138</b>	<b>197</b>		<b>44</b>		<b>63</b>					<b>Light RAIN</b>
<b>20</b>	<b>2:04</b>	<b>79</b>	<b>138</b>	<b>76</b>	<b>139</b>	<b>198</b>		<b>45</b>		<b>64</b>					
<b>21</b>	<b>2:17</b>	<b>80</b>	<b>139</b>	<b>77</b>	<b>140</b>	<b>199</b>		<b>46</b>		<b>65</b>					



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>W</i> TO <i>E</i>	
MONTH <b>4</b>	DAY <b>6</b>	YEAR <b>87</b>	CONTRACT NO. <b>3212</b>	PROSPECT AREA <b>TENNESSEE AREA</b>	LINE <b>TN 4</b>	TYPE <b>GSC200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>100</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>7:00</b>		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>VUI HONET THORNE</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>303</b> Ft.	TYPE INSTRU. <b>PELTON</b>	DIST. ACROSS SUMMED SWPS. <b>700</b> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>FLORENCE ALABAMA</b>			TYPE BASE <b>SPIKE</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <b>330'</b>		

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <b>DFS</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>45</b> Hz	LO-CUT FILTER <b>B</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>35°</b>	WIND <b>0-5</b>	PRECIP. <b>-</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>SEGB</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>18</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL</b> db	TERRAIN <b>ROLLING</b>	TYPE SURFACE <b>DIRT ROAD</b>	VEGETATION <b>GRASS</b>	Trace _____ at	VP <b>88</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>8:00 AF</b>	<b>1</b>	<b>60</b>		<b>61</b>	<b>120</b>									<b>F. 901-907 Daily Test</b>
	<b>10:40</b>	<b>4</b>	<b>63</b>	<b>1</b>	<b>64</b>	<b>123</b>	<b>146</b>	<b>1</b>		<b>16</b>	<b>v:85</b> <b>3911, 3912, 4219, 4227, 4202</b>		<b>1</b>	<b>16</b>	<b>F. 908 wire line Sims</b> <b>(NOTE: First copy with tapes; Second copy remains in truck)</b>
<b>1</b>	<b>10:55</b>	<b>4</b>	<b>63</b>	<b>1</b>	<b>64</b>	<b>123</b>		<b>2</b>		<b>16</b>	<b>v:85</b> <b>v:85 at 100% DRIVE</b>			<b>5/16</b>	<b>LATE START, RESETTING</b> <b>START OF LINE</b>
<b>2</b>	<b>11:10</b>	<b>5</b>	<b>64</b>	<b>2</b>	<b>65</b>	<b>124</b>		<b>3</b>		<b>16</b>					
<b>3</b>	<b>11:23</b>	<b>6</b>	<b>65</b>	<b>3</b>	<b>66</b>	<b>125</b>		<b>4</b>		<b>18</b>					
<b>4</b>	<b>11:37</b>	<b>7</b>	<b>66</b>	<b>4</b>	<b>67</b>	<b>126</b>		<b>5</b>		<b>19</b>					
<b>5</b>	<b>12:00</b>	<b>8</b>	<b>67</b>	<b>5</b>	<b>68</b>	<b>127</b>		<b>6</b>		<b>20</b>					<b>REPLACED 7 WARNING</b>
<b>6</b>	<b>12:14</b>	<b>9</b>	<b>68</b>	<b>6</b>	<b>69</b>	<b>128</b>		<b>7</b>		<b>21</b>					<b>LIGHTS WITH A LARGER</b>
<b>7</b>	<b>12:27</b>	<b>10</b>	<b>69</b>	<b>7</b>	<b>70</b>	<b>129</b>		<b>8</b>		<b>22</b>					<b>STROBE.</b>
<b>8</b>	<b>12:40</b>	<b>11</b>	<b>70</b>	<b>8</b>	<b>71</b>	<b>130</b>		<b>9</b>		<b>23</b>					
<b>9</b>	<b>12:54</b>	<b>12</b>	<b>71</b>	<b>9</b>	<b>72</b>	<b>131</b>		<b>10</b>		<b>24</b>					
<b>10</b>	<b>1:07</b>	<b>13</b>	<b>72</b>	<b>10</b>	<b>73</b>	<b>132</b>		<b>11</b>		<b>25</b>					
<b>11</b>	<b>1:21</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>74</b>	<b>133</b>	<b>147</b>	<b>12</b>		<b>26</b>					
<b>12</b>	<b>1:34</b>	<b>15</b>	<b>74</b>	<b>12</b>	<b>75</b>	<b>134</b>		<b>13</b>		<b>27</b>					
<b>13</b>	<b>1:47</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>76</b>	<b>135</b>		<b>14</b>		<b>28</b>					
<b>14</b>	<b>2:01</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>77</b>	<b>136</b>		<b>15</b>		<b>29</b>					
<b>15</b>	<b>2:23</b>	<b>18</b>	<b>77</b>	<b>15</b>	<b>78</b>	<b>137</b>		<b>16</b>		<b>30</b>					
<b>16</b>	<b>2:38</b>	<b>19</b>	<b>78</b>	<b>16</b>	<b>79</b>	<b>138</b>		<b>17</b>		<b>31</b>					
<b>17</b>	<b>2:51</b>	<b>20</b>	<b>79</b>	<b>17</b>	<b>80</b>	<b>139</b>		<b>18</b>		<b>32</b>					
<b>18</b>	<b>3:05</b>	<b>21</b>	<b>80</b>	<b>18</b>	<b>81</b>	<b>140</b>		<b>19</b>		<b>33</b>					
<b>19</b>	<b>3:18</b>	<b>22</b>	<b>81</b>	<b>19</b>	<b>82</b>	<b>141</b>		<b>20</b>		<b>34</b>					
<b>20</b>	<b>3:31</b>	<b>23</b>	<b>82</b>	<b>20</b>	<b>83</b>	<b>142</b>		<b>21</b>		<b>35</b>					
<b>21</b>	<b>3:45</b>	<b>24</b>	<b>83</b>	<b>21</b>	<b>84</b>	<b>143</b>		<b>22</b>		<b>36</b>					

