

| DATE & TRAVEL     |               |                   | IDENTIFICATION  |               |          |              | GEOPHONES   |   |  |   | VIBRATORS   |   |  | SWEEP            |                                       | LINE DIRECTION <i>S TO N</i> |              |  |
|-------------------|---------------|-------------------|-----------------|---------------|----------|--------------|---|---|--|---|---|---|--|------------------|---------------------------------------|------------------------------|--------------|--|
| MONTH             | DAY           | YEAR              | CONTRACT NO.    | PROSPECT      | LINE     | TYPE         | NO./STRING  | NO. OF STRINGS  | PATTERN WIDTH  | TYPE VIBS.  | SEPARATION  | SWEEPS/VP   | FREQUENCY  |                  | VP NO. 1                              | AMPL. NO. 1                  | VIBS. MOVING |  |
| 2                 | 4             | 88                | 3212            | Texas Area    | Tx-6     | 6SC-200      | 6   | 4   |  | 42400   | 61 Ft.  | 8   | 10-48.5Hz  |                  |                                       |                              |              |  |
| LEAVE TOWN        |               | TOTAL TRAVEL TIME | PARTY           | OBSERVER      | TRUCK    | FREQUENCY    | SEPARATION  | STRING LAYOUT   | PATTERN LGTH.  | TYPE INSTR.   | DIST. ACROSS SUMMED SWPS.   | ARRANGEMENT   | LENGTH   |                  | TOTAL STATIONS COVERED                |                              |              |  |
| 6:00              |               |                   | VH              | Vanhorn-Hoy   | 4050     | 8 Hz         | 13.75 Ft.   | <input type="checkbox"/> End to End<br><input type="checkbox"/> Parallel        | 316 Ft.  | Pelton II   | 553 Ft.   | <input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast       | 28 Sec.  |                  | VIBRATED                              | SKIPPED                      | DISTANCE     |  |
| ARRIVE TOWN       |               | PARTY LOCATION    |                 |               |          | TYPE BASE    | CONNECTION  | CONNECTION  | LOCATION   | NO. VIBS.   | MOVE BETWEEN INDIV. SWPS.   | SWP. LOCATION   | PARAMETER SETTINGS   |                  | STATION INTERVAL                      |                              |              |  |
|                   |               | Luling Tex        |                 |               |          | 5PK          | <input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel | <input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5   | 416 Ft.   | <input type="checkbox"/> Across VP<br><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       | HIGH-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           | 4                 | 64 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 | 35  |  | Damp Cloudy      | Trace _____ at _____                  |                              |              |  |
| NO. TRACKS        | FORMAT        | REC. LENGTH       | SLOPE           | SLOPE         | NOTCH    | GAIN         |   |   |  | NOISE REJECT N  | GAIN MARGIN   | TERRAIN   | TYPE SURFACE   | VEGETATION       | VP _____ at _____                     |                              |              |  |
| 9                 | Seq B         | 43                | 72 db OCT       | 18 db OCT     | 60       | 48 db        |   |   |  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Manual db   | Flat  | Boil   | grass            | VP _____ at _____                     |                              |              |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.          | AMP. NO.        | V.P. NO.      | AMP. NO. | AMP. NO.     | TAPE  |   | COM-PUTER R.I.   | CDP SWITCH NO. 1 AT   | BAD TRACES  | DELETE RECORD   | SET-UP NO.   | NUMBER VIBS/SWPS | REMARKS                               |                              |              |  |
|                   | 6:30          | 1                 | 60              |               | 61       | 120          | REEL NO.  | FILE NUMBER/S   |  |   |   |   |  |                  | Files 901-907 Daily Test (see 619)    |                              |              |  |
|                   |               | 4                 | 63              |               | 64       | 123          | 618   | 1   |  | 20  | Noise   |   | 1  | 3/8 sweeps       | STATION open for Bridge               |                              |              |  |
| 1                 | 12:32         | 4                 | 63              | 1             | 64       | 123          |   | 2   |  | 20  |   |   |  | 5/8              | Picking up L-5 + laying out on Tex-6. |                              |              |  |
| 2                 | 12:38         | 5                 | 64              | 2             | 65       | 124          |   | 3   |  | 21  |   |   |  |                  | 100% Drive                            |                              |              |  |
| 3                 | 12:44         | 6                 | 65              | 3             | 66       | 125          |   | 4   |  | 22  |   |   |  |                  | STAS+6 skip windmill                  |                              |              |  |
| 4                 | 12:51         | 7                 | 66              | 4             | 67       | 126          |   | 5   |  | 23  |   |   |  |                  |                                       |                              |              |  |
| 5                 | 12:59         | 10                | 69              | 7             | 70       | 129          |   | 6   |  | 26  | 2 <sup>nd</sup> half 20' apart                                      |   |  |                  |                                       |                              |              |  |
| 6                 | 1:05          | 11                | 70              | 8             | 71       | 130          |   | 7   |  | 27  |   |   |  |                  |                                       |                              |              |  |
| 7                 | 1:12          | 12                | 71              | 9             | 72       | 131          |   | 8   |  | 28  |   |   |  |                  |                                       |                              |              |  |
| 8                 | 1:18          | 13                | 72              | 10            | 73       | 132          |   | 9   |  | 29  | 2 <sup>nd</sup> half  |   |  |                  | STA 11 thru 14 skip house BARN        |                              |              |  |
| 9                 | 1:26          | 18                | 77              | 15            | 78       | 137          |   | 10  |  | 34  | 2 <sup>nd</sup> half  |   |  |                  |                                       |                              |              |  |
| 10                | 1:32          | 19                | 78              | 16            | 79       | 138          |   | 11  |  | 35  |   |   |  |                  |                                       |                              |              |  |
| 11                | 1:39          | 20                | 79              | 17            | 80       | 139          |   | 12  |  | 36  |   |   |  |                  |                                       |                              |              |  |
| 12                | 1:47          | 21                | 80              | 18            | 81       | 140          | 619   | 13  |  | 37  |   |   |  |                  |                                       |                              |              |  |
| 13                | 1:54          | 22                | 81              | 19            | 82       | 141          |   | 14  |  | 38  |   |   |  |                  | STA 20 thru 22 skip house, well       |                              |              |  |
| 14                | 2:01          | 26                | 85              | 23            | 86       | 145          |   | 15  |  | 42  |   |   |  |                  |                                       |                              |              |  |
| 15                | 2:07          | 27                | 86              | 24            | 87       | 146          |   | 16  |  | 43  | 1 <sup>st</sup> half  |   |  |                  |                                       |                              |              |  |
| 16                | 2:15          | 32                | 91              | 29            | 92       | 151          |   | 17  |  | 48  |   |   |  |                  | STA 25 thru 28 skip Trailer house     |                              |              |  |
| 17                | 2:22          | 33                | 92              | 30            | 93       | 152          |   | 18  |  | 49  |   |   |  |                  |                                       |                              |              |  |
| 18                | 2:32          | 34                | 93              | 31            | 94       | 153          |   | 19  |  | 50  |   |   |  |                  |                                       |                              |              |  |
| 19                | 2:39          | 35                | 94              | 32            | 95       | 154          |   | 20  |  | 51  |   |   |  |                  |                                       |                              |              |  |
| 20                | 2:45          | 36                | 95              | 33            | 96       | 155          |   | 21  |  | 52  |   |   |  |                  |                                       |                              |              |  |
| 21                | 2:52          | 37                | 96              | 34            | 97       | 156          |   | 22  |  | 53  |   |   |  |                  |                                       |                              |              |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |                    |                     | SET-UP NO.:         |               |                    |                  | SET-UP NO.:   |  |                    |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|--------------------|---------------------|---------------------|---------------|--------------------|------------------|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK              |                     | OBSERVER            |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | VIT       |           | Texas Area    |           | Tex-6     |          | 4050               |                     | Wintonet - Hwy      |               | Trace _____ at     |                  | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |                    |                     | VP                  |               | VP                 |                  | VP  |  | VP                 |  |
| 2                 | 4             | 88        |           | Luling Texas  |           |           |          |                    |                     | VP _____            |               | VP 84              |                  | VP _____  |  | VP 122             |  |
| 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   |  |                    |  |
|                   |               | 1         | 60        |               | 61        | 120       |          |                    |                     |                     |               |                    |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |                    |  |
|                   |               | AT VP NO. | AT VP NO. |               | AT VP NO. | AT VP NO. |          |                    |                     |                     |               |                    |                  |   |  |                    |  |
| 22                | 2:58          | 38        | 97        | 35            | 98        | 157       | 619      | 23                 | 54                  |                     |               | 1                  | 5/8              |   |  |                    |  |
| 23                | 3:25          | 39        | 98        | 36            | 99        | 158       |          | 24                 | 55                  |                     |               |                    |                  |   |  |                    |  |
| 24                | 3:32          | 40        | 99        | 37            | 100       | 159       | 620      | 25                 | 56                  | 1st half            |               |                    |                  | Exp changed 25-30 + 31-36                                   |  |                    |  |
| 25                | 3:44          | 56        | 116       | 53            | 116       | 175       |          | 26                 | 57                  | 2nd half 20ft apart |               |                    |                  |   |  |                    |  |
| 26                | 4:04          | 57        | 116       | 54            | 117       | 176       |          | 27                 | 35                  |                     |               | 2                  |                  |   |  |                    |  |
| 27                | 4:10          | 58        | 117       | 55            | 118       | 177       |          | 28                 | 36                  |                     |               |                    |                  |   |  |                    |  |
| 28                | 4:18          | 62        | 121       | 59            | 122       | 181       |          | 29                 | 40                  |                     |               |                    |                  | Sta 56, 57 + 58 skip house                                  |  |                    |  |
| 29                | 4:24          | 63        | 122       | 60            | 123       | 182       |          | 30                 | 41                  |                     |               |                    |                  |   |  |                    |  |
| 30                | 4:30          | 64        | 123       | 61            | 124       | 183       |          | 31                 | 42                  |                     |               |                    |                  |   |  |                    |  |
| 31                | 4:36          | 65        | 124       | 62            | 125       | 184       |          | 32                 | 43                  |                     |               |                    |                  |   |  |                    |  |
| 32                | 4:43          | 66        | 125       | 63            | 126       | 185       |          | 33                 | 44                  |                     |               |                    |                  |   |  |                    |  |
| 33                | 4:49          | 67        | 126       | 64            | 127       | 186       |          | 34                 | 45                  |                     |               |                    |                  |   |  |                    |  |
| 34                | 4:55          | 68        | 127       | 65            | 128       | 187       |          | 35                 | 46                  |                     |               |                    |                  | End of Day  |  |                    |  |

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| DATE & TRAVEL |     |                   | IDENTIFICATION |              |       | GEOPHONES |  |  |   | VIBRATORS    |                           |   | SWEEP  |  | LINE DIRECTION <i>S</i> TO <i>N</i> |           |
|---------------|-----|-------------------|----------------|--------------|-------|-----------|--|--|---|--------------|---------------------------|---|--|--|-------------------------------------|-----------|
| MONTH         | DAY | YEAR              | CONTRACT NO.   | PROSPECT     | LINE  | TYPE      | NO./STRING   | NO. OF STRINGS   | PATTERN WIDTH   | TYPE VIBS.   | SEPARATION                | SWEEPS/VP   | FREQUENCY  |  | VP NO.1                             | AMPL NO.1 |
| 2             | 8   | 88                | 3212           | Tex Area     | TX-5  | GSX 20D   | 6  | 4  |   | 4-2400       | 61 Ft.                    | 8   | 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              |           |
| 6:00          |     |                   | VH             | Vucharat-Hay | 4050  | 8 Hz      | 13.75 Ft.  | <input type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | 316 Ft.   | DMH/J        |                           | <input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast       | 28 Sec.  |  | VIBRATED                            | SKIPPED   |
| ARRIVE TOWN   |     |                   | PARTY LOCATION |              |       | TYPE BASE | CONNECTION   | CONNECTION   | LOCATION  | NO. VIBS.    | MOVE BETWEEN INDIV. SWPS. | SWP. LOCATION   | PARAMETER SETTINGS   |  | STATION INTERVAL                    |           |
|               |     |                   | Luling Texas   |              |       | SPK       | <input type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input type="checkbox"/> Series<br><input type="checkbox"/> Parallel     | <input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5            | 41 Ft.                    | <input type="checkbox"/> Across VP<br><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   |  |
| DFSD        | 120        | 4           | 64 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 | 40          |              | Damp Cloudy | Trace _____ at _____ |  |
| NO. TRACKS  | FORMAT     | REC. LENGTH | SLOPE         | SLOPE         | NOTCH | GAIN         |  | NOISE REJECT'N  | GAIN MARGIN   | TERRAIN     | TYPE SURFACE | VEGETATION  | VP _____             |  |
| 9           | Seq B      | 43          | 72 db OCT.    | 18 db OCT.    | 60    | Hz           | <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Manual db   | Flat        | Soil         | grass       | 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. |          | 65       | 61  | 120  | REEL NO. |                |                     |                         |               |            |                  |                                       |
|                   | 6:30 AF       | 1         | 60        | 65       | 61       | 120 |      |          |                |                     |                         |               |            |                  | File 901-907 VADU test Reel 620 (309) |
| 1                 | 7:34          | 69        | 128       | 66       | 129      | 188 | 620  | 36       |                | 14                  |                         |               | 1          | 8 Sweeps         | Sta 120 open for Bridge               |
| 2                 | 7:40          | 71        | 130       | 68       | 131      | 190 |      | 38       |                | 16                  | 2nd half Bump to Bumper |               |            | 5/8              | File 908-909 Radio Sums on Tape 621   |
| 3                 | 7:47          | 72        | 131       | 69       | 132      | 191 |      | 39       |                | 17                  |                         |               |            |                  | Sta 67 skip Trailer House             |
| 4                 | 7:53          | 73        | 132       | 70       | 133      | 192 |      | 40       |                | 18                  |                         |               |            |                  |                                       |
| 5                 | 7:59          | 74        | 133       | 71       | 134      | 193 |      | 41       |                | 19                  |                         |               |            |                  |                                       |
| 6                 | 8:06          | 75        | 134       | 72       | 135      | 194 |      | 42       |                | 20                  |                         |               |            |                  |                                       |
| 7                 | 8:12          | 76        | 135       | 73       | 136      | 195 |      | 43       |                | 21                  | 1st half                |               |            |                  | Sta 74+75 skip House & Trailer        |
| 8                 | 8:20          | 79        | 138       | 76       | 139      | 198 |      | 44       |                | 24                  | 2nd half Bump to Bumper |               |            |                  |                                       |
| 9                 | 8:27          | 80        | 139       | 77       | 140      | 199 |      | 45       |                | 25                  |                         |               |            |                  |                                       |
| 10                | 8:33          | 81        | 140       | 78       | 141      | 200 |      | 46       |                | 26                  |                         |               |            |                  |                                       |
| 11                | 8:39          | 82        | 141       | 79       | 142      | 201 |      | 47       |                | 27                  |                         |               |            |                  |                                       |
| 12                | 8:47          | 83        | 142       | 80       | 143      | 202 | 622  | 48       |                | 28                  |                         |               |            |                  |                                       |
| 13                | 8:53          | 84        | 143       | 81       | 144      | 203 |      | 49       |                | 29                  |                         |               |            |                  |                                       |
| 14                | 8:59          | 85        | 144       | 82       | 145      | 204 |      | 50       |                | 30                  |                         |               |            |                  |                                       |
| 15                | 9:05          | 86        | 145       | 83       | 146      | 205 |      | 51       |                | 31                  |                         |               |            |                  |                                       |
| 16                | 9:11          | 87        | 146       | 84       | 147      | 206 |      | 52       |                | 32                  |                         |               |            |                  |                                       |
| 17                | 9:18          | 88        | 147       | 85       | 148      | 207 |      | 53       |                | 33                  |                         |               |            |                  |                                       |
| 18                | 9:24          | 89        | 148       | 86       | 149      | 208 |      | 54       |                | 34                  |                         |               |            |                  | Sta 87+88 skip                        |
| 19                | 9:32          | 92        | 151       | 89       | 152      | 211 |      | 55       |                | 37                  | 2nd half                |               |            |                  |                                       |
| 20                | 9:38          | 93        | 152       | 90       | 153      | 212 |      | 56       |                | 38                  |                         |               |            |                  |                                       |
| 21                | 9:44          | 94        | 153       | 91       | 154      | 213 |      | 57       |                | 39                  |                         |               |            |                  |                                       |

| IDENTIFICATION       |  |             |  |                              |  |                               | SET-UP NO.: |                          |  |  | SET-UP NO.: |  |          |  |          |  |
|----------------------|--|-------------|--|------------------------------|--|-------------------------------|-------------|--------------------------|--|--|-------------|--|----------|--|----------|--|
| CONTRACT NO.<br>3212 |  | PARTY<br>UH |  | PROSPECT<br>Texas Area Tex-6 |  | LINE<br>4050                  |             | OBSERVER<br>Wuttonet-Hoy |  | RECORDING TRUCK AT<br>Trace _____ at<br>VP _____ 155 |             | RECORDING TRUCK AT<br>Trace _____ at<br>VP _____ 214 |          | RECORDING TRUCK AT<br>Trace _____ at<br>VP _____ |          |  |
| MONTH<br>2           |  | DAY<br>8    |  | YEAR<br>88                   |  | CREW LOCATION<br>Luling Texas |             |                          |  |  | VP _____    |  | VP _____ |  | VP _____ |  |

| PAGE | 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 |
|------|-------------------|---------------|-----------|-----------|----------|-----------|-----------|----------|--------------------|-------------------------------------|------------|---------------|------------|--|---------|
|      |                   |               | 1         | 60        |          | 61        | 120       |          |                    |                                     |            |               |            |  |         |
|      |                   |               | AT VP NO. | AT VP NO. |          | AT VP NO. | AT VP NO. |          |                    |                                     |            |               |            |  |         |
| 22   | 9:51              | 95            | 154       | 92        | 155      | 214       | 622       | 58       | 40                 |                                     |            | 1             | 5/8        | STA 120 open for Bridge  |         |
| 23   | 9:57              | 96            | 155       | 93        | 156      | 215       |           | 59       | 41                 |                                     |            |               |            |  |         |
| 24   | 10:03             | 97            | 156       | 94        | 157      | 216       |           | 60       | 42                 |                                     |            |               |            |  |         |
| 25   | 10:11             | 98            | 157       | 95        | 158      | 217       | 623       | 61       | 43                 |                                     |            |               |            |  |         |
| 26   | 10:18             | 99            | 158       | 96        | 159      | 218       |           | 62       | 44                 |                                     |            |               |            |  |         |
| 27   | 10:26             | 100           | 159       | 97        | 160      | 219       |           | 63       | 45                 |                                     |            |               |            |  |         |
| 28   | 10:32             | 101           | 160       | 98        | 161      | 220       |           | 64       | 46                 |                                     |            |               |            |  |         |
| 29   | 10:38             | 102           | 161       | 99        | 162      | 221       |           | 65       | 47                 |                                     |            |               |            |  |         |
| 30   | 10:44             | 103           | 162       | 100       | 163      | 222       |           | 66       | 48                 |                                     |            |               |            |  |         |
| 31   | 10:50             | 104           | 163       | 101       | 164      | 223       |           | 67       | 49                 |                                     |            |               |            |  |         |
| 32   | 10:56             | 105           | 164       | 102       | 165      | 224       |           | 68       | 50                 |                                     |            |               |            |  |         |
| 33   | 11:02             | 106           | 165       | 103       | 166      | 225       |           | 69       | 51                 |                                     |            |               |            |  |         |
| 34   | 11:08             | 107           | 166       | 104       | 167      | 226       |           | 70       | 52                 |                                     |            |               |            |  |         |
| 35   | 11:14             | 108           | 167       | 105       | 168      | 227       |           | 71       | 53                 |                                     |            |               |            |  |         |
| 36   | 11:21             | 109           | 168       | 106       | 169      | 228       |           | 72       | 54                 |                                     |            |               |            | STA 107,108 skip houses  |         |
| 37   | 11:30             | 112           | 171       | 109       | 172      | 231       |           | 73       | 57                 | 2 <sup>nd</sup> half Bumper Bumpers |            |               |            |  |         |
| 38   | 11:38             | 113           | 172       | 110       | 173      | 232       | 624       | 74       | 58                 |                                     |            |               |            |  |         |
| 39   | 11:44             | 114           | 173       | 111       | 174      | 233       |           | 75       | 59                 |                                     |            |               |            |  |         |
| 40   | 11:50             | 115           | 174       | 112       | 175      | 234       |           | 76       | 60                 |                                     |            |               |            |  |         |
| 41   | 11:57             | 116           | 175       | 113       | 176      | 235       |           | 77       | 61                 |                                     |            |               |            |  |         |
| 42   | 12:03             | 117           | 176       | 114       | 177      | 236       |           | 78       | 62                 |                                     |            |               |            | STA 115,116 skip houses  |         |
| 43   | 12:11             | 120           | 179       | 117       | 180      | 239       |           | 79       | 65                 |                                     |            |               |            |  |         |
| 44   | 12:17             | 121           | 180       | 118       | 181      | 240       |           | 80       | 66                 |                                     |            |               |            |  |         |
| 45   | 12:24             | 122           | 181       | 119       | 182      | 241       |           | 81       | 67                 | 1 <sup>st</sup> half                |            |               |            | All Vibs on left side of Road  |         |
| 46   | 1:01              | 127           | 186       | 124       | 187      | 246       |           | 82       | 13                 | 2 <sup>nd</sup> half                | 2          |               |            | STA 120 thru 123 skip Bridge to west Vibs back on right side of Road |         |
| 47   | 1:09              | 128           | 187       | 125       | 188      | 247       |           | 83       | 14                 |                                     |            |               |            |  |         |
| 48   | 1:15              | 129           | 188       | 126       | 189      | 248       |           | 84       | 15                 |                                     |            |               |            |  |         |

| IDENTIFICATION    |               |            |               |           |                    |                    |           |                    |                     | SET-UP NO.:                           |               |            | SET-UP NO.:      |   |  |
|-------------------|---------------|------------|---------------|-----------|--------------------|--------------------|-----------|--------------------|---------------------|---------------------------------------|---------------|------------|------------------|---|--|
| CONTRACT NO.      | PARTY         | PROSPECT   | LINE          | TRUCK     | OBSERVER           | RECORDING TRUCK AT |           |                    | RECORDING TRUCK AT  |                                       |               |            |                  |   |  |
| 3212              | VH            | Texas Area | Tex-6         | 4050      | Whitton-Hoy        | Trace              | at        | Trace              | at                  | Trace                                 | at            | Trace      | at               |   |  |
| MONTH             | DAY           | YEAR       | CREW LOCATION |           | RECORDING TRUCK AT |                    |           | RECORDING TRUCK AT |                     |                                       |               |            |                  |   |  |
| 2                 | 8             | 88         | Luling Texas  |           | VP                 | VP                 | 214       | VP                 | VP                  | VP                                    | VP            | VP         | VP               |   |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.   |               | V.P. NO.  | AMP. NO.           |                    | TAPE      |                    | 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      |                     |                                       |               |            |                  |   |  |
| AT VP NO.         | AT VP NO.     | AT VP NO.  | AT VP NO.     | AT VP NO. | AT VP NO.          | AT VP NO.          | AT VP NO. | AT VP NO.          | AT VP NO.           | AT VP NO.                             | AT VP NO.     | AT VP NO.  | AT VP NO.        | AT VP NO.                                 |  |
| 49                | 1:21          | 130        | 189           | 127       | 190                | 249                | 624       | 85                 | 16                  |                                       |               | 2          | 5/8              | Full Drive All vibs on Right side of Road |  |
| 50                | 1:27          | 131        | 190           | 128       | 191                | 250                |           | 86                 | 17                  |                                       |               |            |                  |   |  |
| 51                | 1:36          | 132        | 191           | 129       | 192                | 251                | 625       | 87                 | 18                  |                                       |               |            |                  |   |  |
| 52                | 1:42          | 133        | 192           | 130       | 193                | 252                |           | 88                 | 19                  |                                       |               |            |                  |   |  |
| 53                | 1:48          | 134        | 193           | 131       | 194                | 253                |           | 89                 | 20                  |                                       |               |            |                  |   |  |
| 54                | 1:55          | 135        | 194           | 132       | 195                | 254                |           | 90                 | 21                  |                                       |               |            |                  |   |  |
| 55                | 2:01          | 136        | 195           | 133       | 196                | 255                |           | 91                 | 22                  |                                       |               |            |                  |   |  |
| 56                | 2:07          | 137        | 196           | 134       | 197                | 256                |           | 92                 | 23                  |                                       |               |            |                  |   |  |
| 57                | 2:13          | 138        | 197           | 135       | 198                | 257                |           | 93                 | 24                  |                                       |               |            |                  |   |  |
| 58                | 2:19          | 139        | 198           | 136       | 199                | 258                |           | 94                 | 25                  |                                       |               |            |                  |   |  |
| 59                | 2:25          | 140        | 199           | 137       | 200                | 259                |           | 95                 | 26                  |                                       |               |            |                  |   |  |
| 60                | 2:31          | 141        | 200           | 138       | 201                | 260                |           | 96                 | 27                  |                                       |               |            |                  |   |  |
| 61                | 2:38          | 142        | 201           | 139       | 202                | 261                |           | 97                 | 28                  |                                       |               |            |                  |   |  |
| 62                | 2:45          | 145        | 204           | 142       | 205                | 264                |           | 98                 | 31                  |                                       |               |            |                  | STA 140, 141, skip house, Burn etc        |  |
| 63                | 2:51          | 146        | 205           | 143       | 206                | 265                |           | 99                 | 32                  |                                       |               |            |                  |   |  |
| 64                | 2:59          | 147        | 206           | 144       | 207                | 266                | 626       | 100                | 33                  |                                       |               |            |                  |   |  |
| 65                | 3:05          | 148        | 207           | 145       | 208                | 267                |           | 101                | 34                  |                                       |               |            |                  |   |  |
| 66                | 3:12          | 149        | 208           | 146       | 209                | 268                |           | 102                | 35                  |                                       |               |            |                  |   |  |
| 67                | 3:18          | 150        | 209           | 147       | 210                | 269                |           | 103                | 36                  |                                       |               |            |                  |   |  |
| 68                | 3:25          | 151        | 210           | 148       | 211                | 270                |           | 104                | 37                  |                                       |               |            |                  |   |  |
| 69                | 3:31          | 152        | 211           | 149       | 212                | 271                |           | 105                | 38                  |                                       |               |            |                  |   |  |
| 70                | 3:37          | 153        | 212           | 150       | 213                | 272                |           | 106                | 39                  |                                       |               |            |                  | STA 151, 152 skip water well              |  |
| 71                | 3:44          | 156        | 215           | 153       | 216                | 275                |           | 107                | 42                  | 2 <sup>nd</sup> half R                |               |            |                  |   |  |
| 72                | 3:50          | 157        | 216           | 154       | 217                | 276                |           | 108                | 43                  |                                       |               |            |                  |   |  |
| 73                | 3:57          | 158        | 217           | 155       | 218                | 277                |           | 109                | 44                  |                                       |               |            |                  |   |  |
| 74                | 4:03          | 159        | 218           | 156       | 219                | 278                |           | 110                | 45                  |                                       |               |            |                  | STA 157, 158 skip house                   |  |
| 75                | 4:10          | 162        | 221           | 159       | 222                | 281                |           | 111                | 48                  | 2 <sup>nd</sup> half Bumper to Bumper |               |            |                  | STA 281 + 282 open overpass FH-10         |  |

| IDENTIFICATION    |               |           |           |               |          |          |          |               |                     | SET-UP NO.:   |               |                      |                  | SET-UP NO.:   |  |                      |  |
|-------------------|---------------|-----------|-----------|---------------|----------|----------|----------|---------------|---------------------|---------------|---------------|----------------------|------------------|---|--|----------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |          | LINE     |          | TRUCK         |                     | OBSERVER      |               | RECORDING TRUCK AT   |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT   |  |
| 3212              |               | UH        |           | Texas Area    |          | Tex-6    |          | 4050          |                     | Whittonet-Hoy |               | Trace _____ at _____ |                  | Trace _____ at _____  |  | Trace _____ at _____ |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |          |          |          |               |                     | VP            |               | VP                   |                  | VP  |  | VP                   |  |
| 2                 | 8             | 88        |           | Luling Tex.   |          |          |          |               |                     | VP _____      |               | VP _____             |                  | VP _____  |  | VP _____             |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. 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. |               | AMP. NO. | AMP. NO. | REEL NO. | FILE NUMBER/S |                     |               |               |                      |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |                      |  |
| 76                | 4:17          | 163       | 222       | 160           | 223      | 282      | 626      | 112           | 49                  |               |               | 2                    | 5/8              | STA 281+282 open Overpass on I.H.10                         |  |                      |  |
| 77                | 4:35          | 164       | 223       | 161           | 224      | 283      | 627      | 113           | 50                  |               |               |                      |                  |   |  |                      |  |
| 78                | 4:31          | 165       | 224       | 162           | 225      | 284      |          | 114           | 51                  |               |               |                      |                  |   |  |                      |  |
| 79                | 4:37          | 166       | 225       | 163           | 226      | 285      |          | 115           | 52                  |               |               |                      |                  |   |  |                      |  |
| 80                | 4:43          | 167       | 226       | 164           | 227      | 286      |          | 116           | 53                  |               |               |                      |                  |   |  |                      |  |
| 81                | 4:49          | 168       | 227       | 165           | 228      | 287      |          | 117           | 54                  |               |               |                      |                  | Sta 166, 167, 168 skip House waterline                      |  |                      |  |
| 82                | 4:57          | 172       | 231       | 169           | 232      | 291      |          | 118           | 58                  |               |               |                      |                  |   |  |                      |  |
| 83                | 5:03          | 173       | 232       | 170           | 233      | 292      |          | 119           | 59                  |               |               |                      |                  |   |  |                      |  |
| 84                | 5:09          | 174       | 233       | 171           | 234      | 293      |          | 120           | 60                  |               |               |                      |                  |   |  |                      |  |
| 85                | 5:16          | 175       | 234       | 172           | 235      | 294      |          | 121           | 61                  |               |               |                      |                  |   |  |                      |  |
| 86                | 5:22          | 176       | 235       | 173           | 236      | 295      |          | 122           | 62                  |               |               |                      |                  |   |  |                      |  |
| 87                | 5:28          | 177       | 236       | 174           | 237      | 296      |          | 123           | 63                  |               |               |                      |                  | End of Day  |  |                      |  |

| DATE & TRAVEL             |                 |                                     | IDENTIFICATION              |                                 |                      | GEOPHONES   |                                |   |  | VIBRATORS                     |  |  | SWEEP  |                                      | LINE DIRECTION <u>S</u> TO <u>N</u> |  |
|---------------------------|-----------------|-------------------------------------|-----------------------------|---------------------------------|----------------------|---|--------------------------------|---|--|-------------------------------|--|--|--|--------------------------------------|-------------------------------------|--|
| MONTH<br><b>2</b>         | DAY<br><b>9</b> | YEAR<br><b>88</b>                   | CONTRACT NO.<br><b>3212</b> | PROSPECT<br><b>Texas Area</b>   | LINE<br><b>Tex 6</b> | TYPE<br><b>65c-20D</b>  | NO./STRING<br><b>6</b>         | NO. OF STRINGS<br><b>4</b>  | PATTERN WIDTH<br><b></b>   | TYPE VIBS.<br><b>42400</b>    | SEPARATION<br><b>61</b> Ft.                | SWEEPS/VP<br><b>18</b>   | FREQUENCY<br><b>10-48.5</b> Hz   | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |                                     |  |
| LEAVE TOWN<br><b>6:00</b> |                 | TOTAL TRAVEL TIME<br><b></b>        | PARTY<br><b>UH</b>          | OBSERVER<br><b>V. H. Hottel</b> | TRUCK<br><b>4050</b> | FREQUENCY<br><b>8</b> Hz  | SEPARATION<br><b>13.75</b> Ft. | STRING LAYOUT<br><input type="checkbox"/> End to End<br><input type="checkbox"/> Parallel     | PATTERN LGTH.<br><b>316</b> Ft.  | TYPE INSTRU.<br><b>Pelton</b> | DIST. ACROSS SUMMED SWPS.<br><b></b> Ft.   | ARRANGEMENT<br><input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast         | LENGTH<br><b>28</b> Sec.   | TOTAL STATIONS COVERED               |                                     |  |
| ARRIVE TOWN<br><b></b>    |                 | PARTY LOCATION<br><b>Culmng Tex</b> |                             | TYPE BASE<br><b>SPK</b>         |                      | CONNECTION<br><input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel |                                | CONNECTION<br><input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel | LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | NO. VIBS.<br><b>5</b>         | MOVE BETWEEN INDIV. SWPS.<br><b>41</b> Ft. | SWP. LOCATION<br><input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch |                                      |                                     |  |

| INSTRUMENTS               |                          |                          |                               |                              |                       | SUMMING   |                           |   |  | ENVIRONMENT            |                            |                             | DAILY SET-UP NO. 1 |                |
|---------------------------|--------------------------|--------------------------|-------------------------------|------------------------------|-----------------------|---|---------------------------|---|--|------------------------|----------------------------|-----------------------------|--------------------|----------------|
| TYPE INST.<br><b>DFBI</b> | NO. TRACES<br><b>120</b> | SAMPLE RATE<br><b>4</b>  | HI-CUT FILTER<br><b>64</b> Hz | LO-CUT FILTER<br><b>8</b> Hz | BPI<br><b>1600</b>    | PRE-AMP GAIN<br><b>48</b> db  | TYPE SUMMER<br><b>MSP</b> | REF. SWP. SUM'D.<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM IZE<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br><b>45</b>     | WIND<br><b></b>            | PRECIP.<br><b>Damp</b>      | RECORDING TRUCK AT |                |
| NO. TRACKS<br><b>9</b>    | FORMAT<br><b>Seq B</b>   | REC. LENGTH<br><b>43</b> | SLOPE<br><b>72</b> db OCT.    | SLOPE<br><b>18</b> db OCT.   | NOTCH<br><b>60</b> Hz | GAIN<br><input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed |                           | NOISE REJECT'N<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   | GAIN MARGIN<br><b>Manual</b> db  | TERRAIN<br><b>Flat</b> | TYPE SURFACE<br><b>Sol</b> | VEGETATION<br><b>grass.</b> | Trace _____ at     | Trace _____ at |
|                           |                          |                          |                               |                              |                       |   |                           |   |  |                        |                            |                             | VP <b>266</b>      | VP _____       |

| DAILY PROFILE NO. | TIME RECORDED  | AMP. NO.   | AMP. NO.   | V.P. NO.   | AMP. 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.  | (174)      | AT VP NO.  | AT VP NO.  | REEL NO.   | FILE NUMBER/S |                |                     |                            |               |            |                  |  |
|                   | <b>6:30 AM</b> | <b>1</b>   | <b>60</b>  |            | <b>61</b>  | <b>122</b> |            |               |                |                     |                            |               |            |                  | <b>7.6 901-907 Daily Test</b>          |
|                   |                | <b>178</b> | <b>237</b> |            | <b>238</b> | <b>297</b> | <b>627</b> | <b>124</b>    |                | <b>12</b>           |                            |               | <b>1</b>   | <b>8/sweeps</b>  | <b>Sta 281+282 open overpass IH 10</b> |
| <b>1</b>          | <b>7:29</b>    | <b>178</b> | <b>237</b> | <b>175</b> | <b>238</b> | <b>297</b> | <b>628</b> | <b>125</b>    |                | <b>12</b>           |                            |               |            | <b>5/8</b>       |  |
| <b>2</b>          | <b>7:36</b>    | <b>179</b> | <b>238</b> | <b>176</b> | <b>239</b> | <b>298</b> |            | <b>126</b>    |                | <b>13</b>           |                            |               |            |                  |  |
| <b>3</b>          | <b>7:42</b>    | <b>180</b> | <b>239</b> | <b>177</b> | <b>240</b> | <b>299</b> |            | <b>127</b>    |                | <b>14</b>           |                            |               |            |                  |  |
| <b>4</b>          | <b>7:48</b>    | <b>181</b> | <b>240</b> | <b>178</b> | <b>241</b> | <b>300</b> |            | <b>128</b>    |                | <b>15</b>           |                            |               |            |                  |  |
| <b>5</b>          | <b>7:54</b>    | <b>182</b> | <b>241</b> | <b>179</b> | <b>242</b> | <b>301</b> |            | <b>129</b>    |                | <b>16</b>           |                            |               |            |                  |  |
| <b>6</b>          | <b>8:00</b>    | <b>183</b> | <b>242</b> | <b>180</b> | <b>243</b> | <b>302</b> |            | <b>130</b>    |                | <b>17</b>           |                            |               |            |                  |  |
| <b>7</b>          | <b>8:09</b>    | <b>184</b> | <b>243</b> | <b>181</b> | <b>244</b> | <b>303</b> |            | <b>131</b>    |                | <b>18</b>           |                            |               |            |                  |  |
| <b>8</b>          | <b>8:15</b>    | <b>185</b> | <b>244</b> | <b>182</b> | <b>245</b> | <b>304</b> |            | <b>132</b>    |                | <b>19</b>           |                            |               |            |                  |  |
| <b>9</b>          | <b>8:21</b>    | <b>186</b> | <b>245</b> | <b>183</b> | <b>246</b> | <b>305</b> |            | <b>133</b>    |                | <b>20</b>           |                            |               |            |                  |  |
| <b>10</b>         | <b>8:27</b>    | <b>187</b> | <b>246</b> | <b>184</b> | <b>247</b> | <b>306</b> |            | <b>134</b>    |                | <b>21</b>           |                            |               |            |                  |  |
| <b>11</b>         | <b>8:34</b>    | <b>188</b> | <b>247</b> | <b>185</b> | <b>248</b> | <b>307</b> |            | <b>135</b>    |                | <b>22</b>           |                            |               |            |                  |  |
| <b>12</b>         | <b>8:40</b>    | <b>189</b> | <b>248</b> | <b>186</b> | <b>249</b> | <b>308</b> |            | <b>136</b>    |                | <b>23</b>           |                            |               |            |                  |  |
| <b>13</b>         | <b>8:46</b>    | <b>190</b> | <b>249</b> | <b>187</b> | <b>250</b> | <b>309</b> |            | <b>137</b>    |                | <b>24</b>           |                            |               |            |                  |  |
| <b>14</b>         | <b>8:52</b>    | <b>191</b> | <b>250</b> | <b>188</b> | <b>251</b> | <b>310</b> | <b>629</b> | <b>138</b>    |                | <b>25</b>           |                            |               |            |                  |  |
| <b>15</b>         | <b>9:00</b>    | <b>192</b> | <b>251</b> | <b>189</b> | <b>252</b> | <b>311</b> |            | <b>139</b>    |                | <b>26</b>           |                            |               |            |                  |  |
| <b>16</b>         | <b>9:07</b>    | <b>195</b> | <b>254</b> | <b>192</b> | <b>255</b> | <b>314</b> |            | <b>140</b>    |                | <b>29</b>           | <b>2nd half</b>            |               |            |                  | <b>Sta 199, 191, skip house</b>        |
| <b>17</b>         | <b>9:13</b>    | <b>196</b> | <b>255</b> | <b>193</b> | <b>256</b> | <b>315</b> |            | <b>141</b>    |                | <b>30</b>           |                            |               |            |                  |  |
| <b>18</b>         | <b>9:19</b>    | <b>197</b> | <b>256</b> | <b>194</b> | <b>259</b> | <b>316</b> |            | <b>142</b>    |                | <b>31</b>           |                            |               |            |                  |  |
| <b>19</b>         | <b>9:25</b>    | <b>198</b> | <b>259</b> | <b>195</b> | <b>258</b> | <b>317</b> |            | <b>143</b>    |                | <b>32</b>           |                            |               |            |                  |  |
| <b>20</b>         | <b>9:31</b>    | <b>199</b> | <b>258</b> | <b>196</b> | <b>259</b> | <b>318</b> |            | <b>144</b>    |                | <b>33</b>           |                            |               |            |                  |  |
| <b>21</b>         | <b>9:38</b>    | <b>200</b> | <b>259</b> | <b>197</b> | <b>260</b> | <b>319</b> |            | <b>145</b>    |                | <b>34</b>           | <b>1st half 20' apart.</b> |               |            |                  |  |

| IDENTIFICATION    |               |           |           |               |           |           |           |               |                     | SET-UP NO.: 2                         |               |                      |                  | SET-UP NO.:   |  |                      |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|-----------|---------------|---------------------|---------------------------------------|---------------|----------------------|------------------|---|--|----------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |           | TRUCK         |                     | OBSERVER                              |               | RECORDING TRUCK AT   |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT   |  |
| 3212              |               | UH        |           | Texas Area    |           | Tex-6     |           | 4050          |                     | Vartanet - Hoy                        |               | Trace _____ at _____ |                  | Trace _____ at _____  |  | Trace _____ at _____ |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |           |               |                     | VP                                    |               | VP                   |                  | VP  |  |                      |  |
| 2                 | 9             | 88        |           | Luling Texas  |           |           |           |               |                     | VP _____                              |               | VP 290               |                  | VP _____  |  |                      |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO.  |           | TAPE      |               | 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 |                     |                                       |               |                      |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |                      |  |
| AT VP NO.         | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO. |               |                     |                                       |               |                      |                  |   |  |                      |  |
| 22                | 10:20         | 201       | 260       | 198           | 261       | 320       | 629       | 146           | 11                  | 1 <sup>st</sup> half B to Bumper      |               | 2                    | 5/8              | STA 281, 282 open Overpass IH 10                            |  |                      |  |
| 23                | 10:28         | 204       | 263       | 201           | 264       | 323       |           | 147           | 14                  | 2 <sup>nd</sup>                       |               |                      |                  | STA 198 50% drive because of Bridge                         |  |                      |  |
| 24                | 10:34         | 205       | 264       | 202           | 265       | 324       |           | 148           | 15                  |                                       |               |                      |                  | Vibs made good runs from ST A7                              |  |                      |  |
| 25                | 10:41         | 206       | 265       | 203           | 266       | 325       |           | 149           | 16                  | 2 <sup>nd</sup> half                  |               |                      |                  | To 198 because of 5 Ton Bridge                              |  |                      |  |
| 26                | 10:48         | 207       | 266       | 204           | 267       | 326       |           | 150           | 17                  | Vibs 20' apart                        |               |                      |                  | STA 199, 200 Skip   |  |                      |  |
| 27                | 10:56         | 208       | 267       | 205           | 268       | 327       | 630       | 151           | 18                  |                                       |               |                      |                  | VP 204 Vibs at 100% Drive                                   |  |                      |  |
| 28                | 11:01         | 209       | 268       | 206           | 269       | 328       |           | 152           | 19                  |                                       |               |                      |                  |   |  |                      |  |
| 29                | 11:08         | 213       | 272       | 210           | 273       | 332       |           | 153           | 23                  | 2 <sup>nd</sup> half                  |               |                      |                  | STA 207, 208, 209, skip house + well                        |  |                      |  |
| 30                | 11:15         | 214       | 273       | 211           | 274       | 333       |           | 154           | 24                  |                                       |               |                      |                  |   |  |                      |  |
| 31                | 11:21         | 215       | 274       | 212           | 275       | 334       |           | 155           | 25                  |                                       |               |                      |                  |   |  |                      |  |
| 32                | 11:27         | 216       | 275       | 213           | 276       | 335       |           | 156           | 26                  |                                       |               |                      |                  |   |  |                      |  |
| 33                | 11:28         | 217       | 276       | 214           | 277       | 336       |           | 157           | 27                  |                                       |               |                      |                  |   |  |                      |  |
| 34                | 11:40         | 218       | 277       | 215           | 278       | 337       |           | 158           | 28                  |                                       |               |                      |                  |   |  |                      |  |
| 35                | 11:46         | 219       | 278       | 216           | 279       | 338       |           | 159           | 29                  | 2 <sup>nd</sup> half                  |               |                      |                  | All vibs 50% Drive Black Top                                |  |                      |  |
| 36                | 11:52         | 220       | 279       | 217           | 280       | 339       |           | 160           | 30                  |                                       |               |                      |                  |   |  |                      |  |
| 37                | 11:59         | 221       | 280       | 218           | 281       | 340       |           | 161           | 31                  |                                       |               |                      |                  |   |  |                      |  |
| 38                | 12:05         | 222       | 281       | 219           | 282       | 341       |           | 162           | 32                  |                                       |               |                      |                  |   |  |                      |  |
| 39                | 12:11         | 223       | 282       | 220           | 283       | 342       |           | 163           | 32                  |                                       |               |                      |                  |   |  |                      |  |
| 40                | 12:19         | 224       | 283       | 221           | 284       | 343       | 631       | 164           | 33                  |                                       |               |                      |                  | STA 222 Thru 235 skip houses                                |  |                      |  |
| 41                | 12:32         | 239       | 298       | 236           | 299       | 358       |           | 165           | 49                  | 2 <sup>nd</sup> half Bumper to Bumper |               |                      |                  | STA 236 Vib 1-3-5 on Right & 4-Left side                    |  |                      |  |
| 42                | 12:38         | 240       | 299       | 237           | 300       | 359       |           | 166           | 50                  |                                       |               |                      |                  | at VP 236 Vibs at 100% Drive                                |  |                      |  |
| 43                | 12:44         | 241       | 300       | 238           | 301       | 360       |           | 167           | 51                  |                                       |               |                      |                  | STA 239 Thru 249 skip houses + walls                        |  |                      |  |
| 44                | 12:50         | 253       | 312       | 250           | 313       | 372       |           | 168           | 63                  | 1 <sup>st</sup> half 20' apart        |               |                      |                  | STA 251 skip house  |  |                      |  |
| 45                | 1:01          | 255       | 314       | 252           | 315       | 374       |           | 169           | 65                  | 20' apart                             |               |                      |                  | STA 250 Possible Blast in on Records                        |  |                      |  |
| 46                | 1:07          | 256       | 315       | 253           | 316       | 375       |           | 170           | 66                  |                                       |               |                      |                  | at sta 305 + 307 Highway construction                       |  |                      |  |
| 47                | 1:14          | 257       | 316       | 254           | 317       | 376       |           | 171           | 67                  | 1 <sup>st</sup> half Bumper to Bumper |               |                      |                  | using large Jack hammer causing                             |  |                      |  |
| 48                | 1:21          | 258       | 317       | 255           | 318       | 377       |           | 172           | 68                  | 2 <sup>nd</sup> half 20' apart        |               |                      |                  | waves down Records  |  |                      |  |



| IDENTIFICATION    |               |            |               |           |                    |                    |               |                    |                     | SET-UP NO.:                           |               |            | SET-UP NO.:      |  |  |
|-------------------|---------------|------------|---------------|-----------|--------------------|--------------------|---------------|--------------------|---------------------|---------------------------------------|---------------|------------|------------------|--|--|
| CONTRACT NO.      | PARTY         | PROSPECT   | LINE          | TRUCK     | OBSERVER           | RECORDING TRUCK AT |               |                    | RECORDING TRUCK AT  |                                       |               |            |                  |  |  |
| 3212              | VH            | Texas Area | Tex-6         | 4050      | War Homet-Hoy      | Trace              | at            | VP                 | Trace               | at                                    | VP            | Trace      | at               | VP   |  |
| MONTH             | DAY           | YEAR       | CREW LOCATION |           | RECORDING TRUCK AT |                    |               | RECORDING TRUCK AT |                     |                                       |               |            |                  |  |  |
| 2                 | 9             | 88         | Luling Texas  |           | 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.           | TAPE          |                    | CDP SWITCH NO. 1 AT | BAD TRACES                            | DELETE RECORD | SET-UP NO. | NUMBER VIBS/SWPS | REMARKS<br>(NOTE: First copy with tapes; Second copy remains in truck) |  |
|                   |               | AT VP NO.  | AT VP NO.     | AT VP NO. | AT VP NO.          | REEL NO.           | FILE NUMBER/S |                    |                     |                                       |               |            |                  |  |  |
| 49                | 1:28          | 259        | 318           | 256       | 319                | 378                | 631           | 173                | 69                  |                                       |               | 2          | 5/8              | Sta 229 + 282 open for Highway   |  |
| 50                | 1:34          | 260        | 319           | 257       | 320                | 379                |               | 174                | 70                  |                                       |               |            |                  | Sta 258 skip house   |  |
| 51                | 1:58          | 262        | 321           | 259       | 322                | 381                |               | 175                | 33                  |                                       |               | 3          |                  | Vib All are on right side of Rd  |  |
| 52                | 2:06          | 263        | 322           | 260       | 323                | 382                |               | 176                | 34                  |                                       |               |            |                  | Sta 261, 262 skip houses   |  |
| 53                | 2:18          | 266        | 325           | 263       | 326                | 385                | 632           | 177                | 37                  | 2 <sup>nd</sup> half                  |               |            |                  | Noise that looks like blasting is                                      |  |
| 54                | 2:23          | 267        | 326           | 264       | 327                | 386                |               | 178                | 38                  |                                       |               |            |                  | Highway Dept Construction at Sta                                       |  |
| 55                | 2:30          | 268        | 327           | 265       | 328                | 387                |               | 179                | 39                  |                                       |               |            |                  | 305 thru 309 Big Jack Hammers  |  |
| 56                | 2:36          | 269        | 328           | 266       | 329                | 388                |               | 180                | 40                  |                                       |               |            |                  | Down filling into ground   |  |
| 57                | 2:42          | 270        | 329           | 267       | 330                | 389                |               | 181                | 41                  |                                       |               |            |                  | Changed Exp 109-104  |  |
| 58                | 2:49          | 271        | 330           | 268       | 331                | 390                |               | 182                | 42                  |                                       |               |            |                  |  |  |
| 59                | 2:55          | 272        | 331           | 269       | 332                | 391                |               | 183                | 43                  |                                       |               |            |                  |  |  |
| 60                | 3:01          | 273        | 332           | 270       | 333                | 392                |               | 184                | 44                  |                                       |               |            |                  |  |  |
| 61                | 3:07          | 274        | 333           | 271       | 334                | 393                |               | 185                | 45                  |                                       |               |            |                  |  |  |
| 62                | 3:14          | 275        | 334           | 272       | 335                | 394                |               | 186                | 46                  |                                       |               |            |                  | Sta 273 thru 276 skip houses   |  |
| 63                | 3:22          | 280        | 339           | 277       | 340                | 399                |               | 187                | 51                  |                                       |               |            |                  |  |  |
| 64                | 3:28          | 281        | 340           | 278       | 341                | 400                |               | 188                | 52                  |                                       |               |            |                  |  |  |
| 65                | 3:34          | 282        | 341           | 279       | 342                | 401                |               | 189                | 53                  |                                       |               |            |                  |  |  |
| 66                | 3:42          | 283        | 342           | 280       | 344                | 402                | 633           | 190                | 54                  |                                       |               |            |                  |  |  |
| 67                | 3:49          | 287        | 346           | 284       | 347                | 406                |               | 191                | 58                  | 1 <sup>st</sup> half Bump to Bumpers. |               |            |                  | Sta 281, 282, 283 skip Interstate                                      |  |
| 68                | 3:57          | 290        | 349           | 287       | 350                | 409                |               | 192                | 61                  | 2 <sup>nd</sup> half Bump to Bumpers  |               |            |                  | Sta 285, 286 skip houses.  |  |
| 69                | 4:03          | 291        | 350           | 288       | 351                | 410                |               | 193                | 62                  |                                       |               |            |                  |  |  |
| 70                | 4:09          | 292        | 351           | 289       | 352                | 411                |               | 194                | 63                  |                                       |               |            |                  |  |  |
| 71                | 4:15          | 293        | 352           | 290       | 353                | 412                |               | 195                | 64                  |                                       |               |            |                  |  |  |
| 72                | 4:21          | 294        | 353           | 291       | 354                | 413                |               | 196                | 65                  |                                       |               |            |                  |  |  |
| 73                | 4:28          | 295        | 354           | 292       | 355                | 414                |               | 197                | 66                  |                                       |               |            |                  |  |  |
| 74                | 4:34          | 296        | 355           | 293       | 356                | 415                |               | 198                | 67                  |                                       |               |            |                  | Sta 294 skip house   |  |
| 75                | 4:41          | 298        | 357           | 295       | 358                | 417                |               | 199                | 69                  | 2 <sup>nd</sup> half 20 tapet.        |               |            |                  | Sta 297 thru 381 skip oil field houses                                 |  |
| 76                | 4:47          | 299        | 358           | 296       | 359                | 418                |               | 200                | 70                  |                                       |               |            |                  | END OF DAY   |  |

| DATE & TRAVEL |     |                   | IDENTIFICATION |            |           | GEOPHONES   |   |  |               | VIBRATORS                |   |  | SWEEP      |                  | LINE DIRECTION <i>S</i> TO <i>N</i> |           |
|---------------|-----|-------------------|----------------|------------|-----------|---|---|--|---------------|--------------------------|---|--|------------|------------------|-------------------------------------|-----------|
| MONTH         | DAY | YEAR              | CONTRACT NO.   | PROSPECT   | LINE      | TYPE  | NO./STRING  | NO. OF STRINGS   | PATTERN WIDTH | TYPE VIBS.               | SEPARATION  | SWEEPS/VP  | FREQUENCY  |                  | VP NO.1                             | AMPL NO.1 |
| 02            | 10  | 88                | 3212           | Texas Area | TX-6      | 65C-202   | 6   | 4  | -             | Y-2400                   | 61' Ft.   | 8  | 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              |           |
| 6:00          |     |                   | VH             | Hoy        | 4050      | 8 Hz  | 13.75 Ft.   | <input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel  | 316 Ft.       | Pelton II                | 553 Ft.   | <input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast | 28 Sec.    |                  | VIBRATED                            | SKIPPED   |
| ARRIVE TOWN   |     | PARTY LOCATION    |                |            | TYPE BASE | CONNECTION  | CONNECTION  | LOCATION   | NO. VIBS.     | MOVE BETWEEN INDIV. SWPS | SWP. LOCATION   | PARAMETER SETTINGS   |            | STATION INTERVAL |                                     |           |
|               |     | Luling, Texas     |                |            | Spike     | <input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel | <input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5             | 416 Ft.                  | <input type="checkbox"/> Across VP<br><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         | PRECIPITATION | RECORDING TRUCK AT |                |
| DFSK        | 120        | 4 MS        | 64 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          | 10-20        | cast          | Trace _____ at     | 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 OCT.    | 18 db OCT.    | 60 Hz | <input checked="" type="checkbox"/> FFP <input type="checkbox"/> Fixed |             | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | MANUAL  | F/AT        | GRAVEL ROAD  | sandy grass   |                    |                |

| 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 |      |     |                |                     |                                   |               |            |                  |  |
|                   | 6:30 AM       | 1         | 60        |          | 61       | 120           |      |     |                |                     |                                   |               |            |                  | F.901-908 daily TEST (Reel # 633)        |
|                   | SKIP          |           |           |          | 297      |               |      |     |                |                     |                                   |               |            |                  | V.P.'S 297-381 skip due to               |
|                   | SKIP          |           |           |          | Thru     |               |      |     |                |                     |                                   |               |            |                  | oil field - MANY, MANY Pump Jacks        |
|                   | SKIP          |           |           |          | 381      |               |      |     |                |                     |                                   |               |            |                  | vib crew picking up, Jug crew laying out |
|                   | 10:30         | 385       | 444       |          | 445      | 504           | 634  | 201 |                | 12                  | NOISE                             |               | 1          | 8 SWEEPS         | F.909 sims after F.201                   |
| 1                 | 10:40         | 385       | 444       | 382      | 445      | 504           |      | 202 |                | 12                  |                                   |               |            |                  | 5/8 *NOTE: 60 cycle C.O.S Box NOT        |
| 2                 | 10:47         | 386       | 445       | 383      | 446      | 505           |      | 203 |                | 13                  |                                   |               |            |                  | in circuit - Has been taken out          |
| 3                 | 10:54         | 387       | 446       | 384      | 447      | 506           |      | 204 |                | 14                  |                                   |               |            |                  | of Recorder                              |
| 4                 | 11:00         | 388       | 447       | 385      | 448      | 507           |      | 205 |                | 15                  |                                   |               |            |                  | GRAVEL ROAD - 10090 DRIVE                |
| 5                 | 11:07         | 389       | 448       | 386      | 449      | 508           |      | 206 |                | 16                  |                                   |               |            |                  |  |
| 6                 | 11:14         | 390       | 449       | 387      | 450      | 509           |      | 207 |                | 17                  |                                   |               |            |                  |  |
| 7                 | 11:20         | 391       | 450       | 388      | 451      | 510           |      | 208 |                | 18                  |                                   |               |            |                  |  |
| 8                 | 11:27         | 392       | 451       | 389      | 452      | 511           |      | 209 |                | 19                  |                                   |               |            |                  |  |
| 9                 | 11:33         | 393       | 452       | 390      | 453      | 512           |      | 210 |                | 20                  |                                   |               |            |                  | START with V.P. 390 vibs going to 5090   |
| 10                | 11:40         | 394       | 453       | 391      | 454      | 513           |      | 211 |                | 21                  |                                   |               |            |                  | on drive - MAKING dents on dirt Road     |
| 11                | 11:46         | 395       | 454       | 392      | 455      | 514           |      | 212 |                | 22                  | 1 <sup>st</sup> half              |               |            |                  |  |
| 12                | 11:52         | 396       | 455       | 393      | 456      | 515           | 635  | 213 |                | 23                  | 2 <sup>nd</sup> half              |               |            |                  | 12:00 noon Guadalupe County              |
| 13                | 11:59         | 397       | 456       | 394      | 457      | 516           |      | 214 |                | 24                  |                                   |               |            |                  | Commissioner out in field - gave         |
| 14                | 12:05         | 398       | 457       | 395      | 458      | 517           |      | 215 |                | 25                  |                                   |               |            |                  | orders "NO vibrating on Black Top"       |
| 15                | 12:12         | 401       | 460       | 398      | 461      | 420           |      | 216 |                | 28                  | 2 <sup>nd</sup> half, 35' spacing |               |            |                  |  |
| 16                | 12:19         | 402       | 461       | 399      | 462      | 421           |      | 217 |                | 29                  | TRACES 85-90, 97-103, 109-114     | Exp. Changed  |            |                  | 396, 397 skip for windmill               |
| 17                | 12:26         | 403       | 462       | 400      | 463      | 422           |      | 218 |                | 30                  |                                   |               |            |                  |  |
| 18                | 12:33         | 404       | 463       | 402      | 464      | 423           |      | 219 |                | 31                  |                                   |               |            |                  |  |

| IDENTIFICATION    |               |                 |               |          |               |                    |          |                    |                     | SET-UP NO.: 1  |               |            | SET-UP NO.:      |   |  |
|-------------------|---------------|-----------------|---------------|----------|---------------|--------------------|----------|--------------------|---------------------|--|---------------|------------|------------------|---|--|
| CONTRACT NO.      | PARTY         | PROSPECT        | LINE          | TRUCK    | OBSERVER      | RECORDING TRUCK AT |          |                    | RECORDING TRUCK AT  |  |               |            |                  |   |  |
| 3212              | VH            | Texas Area TX-6 |               | 4050     | Whittonet/Hoy | Trace              | at       | Trace              | at                  | Trace  | at            | Trace      | at               |   |  |
| MONTH             | DAY           | YEAR            | CREW LOCATION |          |               | VP                 | VP       | VP                 | VP                  | VP   | VP            | VP         | VP               |   |  |
| 02                | 10            | 88              | Luling, Texas |          |               |                    |          | 473                |                     |  |               | 538+564    |                  |   |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO. 1      | AMP. NO. 60   | V.P. NO. | AMP. NO. 61   | AMP. NO. 120       | 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) |  |
| 19                | 12:40         | 405             | 464           | 402      | 465           | 524                | 635      | 220                | 32                  |  |               | 1          | 5/8              | 409-419 skip Black Top County Road,                         |  |
| 20                | 12:47         | 406             | 465           | 403      | 466           | 525                |          | 221                | 33                  | 1 <sup>st</sup> half                                 |               |            |                  | no shoulder, 9 houses                                       |  |
| 21                | 12:58         | 423             | 482           | 420      | 483           | 542                |          | 222                | 50                  | STATION 527 editing - Bridge under construction      |               |            |                  | V.P. 420 vibs @ 100% DRIVE                                  |  |
| 22                | 1:05          | 424             | 483           | 421      | 484           | 543                |          | 223                | 51                  | 1 <sup>st</sup> half - all vibs on left side of road |               |            |                  | V.P. 421 AT 50% DRIVE, for house                            |  |
| 23                | 1:13          | 428             | 487           | 425      | 488           | 547                |          | 224                | 55                  | 2 <sup>nd</sup> half, 30' spacing                    |               |            |                  | vibs on left side of road - 100% DRIVE                      |  |
| 24                | 1:20          | 429             | 488           | 426      | 489           | 548                |          | 225                | 56                  | 2 <sup>nd</sup> half, 30' spacing                    |               |            |                  |   |  |
| 25                | 1:27          | 430             | 489           | 427      | 490           | 549                | 636      | 226                | 57                  |  |               |            |                  | 428-431 skip, house & no shoulder to shake on               |  |
| 26                | 1:34          | 435             | 494           | 432      | 495           | 554                |          | 227                | 62                  | 2 <sup>nd</sup> half, B/B                            |               |            |                  | All vibs on right side of road                              |  |
| 27                | 1:42          | 437             | 496           | 434      | 497           | 556                |          | 228                | 64                  | 2 <sup>nd</sup> half                                 |               |            |                  | V.P. 433 skip for bridge                                    |  |
| 28                | 1:49          | 438             | 497           | 435      | 498           | 557                |          | 229                | 65                  |  |               |            |                  |   |  |
| 29                | 1:54          | 439             | 498           | 436      | 499           | 558                |          | 230                | 66                  |  |               |            |                  |   |  |
| 30                | 2:02          | 440             | 499           | 437      | 500           | 559                |          | 231                | 67                  |  |               |            |                  |   |  |
| 31                | 2:10          | 441             | 500           | 438      | 501           | 560                |          | 232                | 68                  |  |               |            |                  | 439-446 skip houses   |  |
| 32                | 2:36          | 450             | 509           | 447      | 510           | 569                |          | 233                | 12                  | 2 <sup>nd</sup> half                                 |               | 2          |                  | Rec. TRK moved to 538                                       |  |
| 33                | 2:43          | 451             | 510           | 448      | 511           | 570                |          | 234                | 13                  | 1 <sup>st</sup> half                                 |               |            |                  |   |  |
| 34                | 2:50          | 452             | 511           | 449      | 512           | 571                |          | 235                | 14                  | 2 <sup>nd</sup> half 10' apart                       |               |            |                  |   |  |
| 35                | 2:56          | 453             | 512           | 450      | 513           | 572                |          | 236                | 15                  |  |               |            |                  |   |  |
| 36                | 3:02          | 454             | 513           | 451      | 514           | 573                |          | 237                | 16                  |  |               |            | 5/3              | Towet cutting Tracks  |  |
| 37                | 3:06          | 455             | 514           | 452      | 515           | 574                |          | 238                | 17                  | 2 <sup>nd</sup> half                                 |               |            | 5/8              |   |  |
| 38                | 3:15          | 456             | 515           | 453      | 516           | 575                | 637      | 239                | 18                  |  |               |            |                  |   |  |
| 39                | 3:21          | 457             | 516           | 454      | 517           | 576                |          | 240                | 19                  | 1 <sup>st</sup> half                                 |               |            |                  |   |  |
| 40                | 3:30          | 458             | 517           | 455      | 518           | 577                |          | 241                | 20                  | 2 <sup>nd</sup> half                                 |               |            |                  |   |  |
| 41                | 3:37          | 459             | 518           | 456      | 519           | 578                |          | 242                | 21                  | 2 <sup>nd</sup> half 10' apart                       |               |            |                  | STA 457 thru 479 skip Towet                                 |  |
| 42                | 3:54          | 483             | 542           | 480      | 543           | 602                |          | 243                | 45                  |  |               |            |                  | Fresh Disked & Seeded to grass house                        |  |
| 43                | 4:30          | 484             | 543           | 481      | 544           | 603                |          | 244                | 20                  |  |               | 3          |                  | Removed to 564  |  |
| 44                | 4:37          | 485             | 544           | 482      | 545           | 604                |          | 245                | 21                  | Vib 1,3,5 on left & 4 on right side of Rd.           |               |            |                  | STA 527 Bridge Construction                                 |  |
| 45                | 4:43          | 486             | 545           | 483      | 546           | 605                |          | 246                | 22                  | 2 <sup>nd</sup> half                                 |               |            |                  | Driving Pillars in ground very noisy                        |  |



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| DATE & TRAVEL                   |                  |                   | IDENTIFICATION                         |                               |                      | GEOPHONES   |  |  |                                 | VIBRATORS                                  |  |   | SWEEP                          |                                      | LINE DIRECTION <u>S</u> TO <u>N</u> |          |
|---------------------------------|------------------|-------------------|--|-------------------------------|----------------------|---|--|--|---------------------------------|--|--|---|--------------------------------|--------------------------------------|-------------------------------------|----------|
| MONTH<br><b>02</b>              | DAY<br><b>11</b> | YEAR<br><b>88</b> | CONTRACT NO.<br><b>3212</b>            | PROSPECT<br><b>TEXAS AREA</b> | LINE<br><b>TX-6</b>  | TYPE<br><b>6SL-20D</b>  | NO./STRING<br><b>6</b>   | NO. OF STRINGS<br><b>4</b>   | PATTERN WIDTH                   | TYPE VIBS.<br><b>V-2400</b>                | SEPARATION<br><b>61</b> Ft.  | SWEEPS/VP<br><b>8</b>   | FREQUENCY<br><b>10-48.5</b> Hz | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |                                     |          |
| LEAVE TOWN<br><b>6:00</b>       |                  | TOTAL TRAVEL TIME | PARTY<br><b>VH</b>                     | OBSERVER<br><b>Vuittonet</b>  | TRUCK<br><b>4050</b> | FREQUENCY<br><b>8</b> Hz  | SEPARATION<br><b>13.75</b> Ft.   | STRING LAYOUT<br><input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | PATTERN LGTH.<br><b>316</b> Ft. | TYPE INSTRU.<br><b>Pelton</b>              | DIST. ACROSS SUMMER SWP.<br><b>553</b> Ft.   | ARRANGEMENT<br><input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast | LENGTH<br><b>28</b> Sec.       | TOTAL STATIONS COVERED               |                                     |          |
| ARRIVE TOWN                     |                  |                   | PARTY LOCATION<br><b>Luling, Texas</b> | TYPE BASE<br><b>Spike</b>     |                      | CONNECTION<br><input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | CONNECTION<br><input type="checkbox"/> Series<br><input type="checkbox"/> Parallel | LOCATION<br><input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP                | NO. VIBS.<br><b>5</b>           | MOVE BETWEEN INDIV. SWPS<br><b>416</b> Ft. | SWP. LOCATION<br><input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch            |                                | VIBRATED                             | SKIPPED                             | DISTANCE |
| STATION INTERVAL<br><b>330'</b> |                  |                   |  |                               |                      |   |  |  |                                 |  |  |   |                                |                                      |                                     |          |

| INSTRUMENTS               |                          |                           |                                 |                              |                       |  |                           | SUMMING   |  |                        |                              | ENVIRONMENT                |                    |                | DAILY SET-UP NO. 1 |  |
|---------------------------|--------------------------|---------------------------|---------------------------------|------------------------------|-----------------------|--|---------------------------|---|--|------------------------|------------------------------|----------------------------|--------------------|----------------|--------------------|--|
| TYPE INST.<br><b>DASZ</b> | NO. TRACES<br><b>120</b> | SAMPLE RATE<br><b>4MS</b> | HIGH-CUT FILTER<br><b>64</b> Hz | LO-CUT FILTER<br><b>8</b> Hz | BPI<br><b>1600</b>    | PRE-AMP GAIN<br><b>48</b> db   | TYPE SUMMER<br><b>MSP</b> | REF. SWP. SUM'D.<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM. IZ<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br><b>30</b>     | WIND<br><b>Very Windy</b>    | PRECIP.<br><b>Cloudy</b>   | RECORDING TRUCK AT |                |                    |  |
| NO. TRACKS<br><b>9</b>    | FORMAT<br><b>SEG-B</b>   | REC. LENGTH<br><b>43</b>  | SLOPE<br><b>72</b> db OCT.      | SLOPE<br><b>18</b> db OCT.   | NOTCH<br><b>60</b> Hz | GAIN<br><input checked="" type="checkbox"/> AFP <input type="checkbox"/> Fixed |                           | NOISE REJECT 'N<br><input type="checkbox"/> Yes <input type="checkbox"/> No             | GAIN MARGIN<br><b>MANUAL</b> db  | TERRAIN<br><b>Flat</b> | TYPE SURFACE<br><b>Sandy</b> | VEGETATION<br><b>Grass</b> | Trace _____ at     | Trace _____ at |                    |  |
| VP <b>588</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   |
|-------------------|----------------|------------|------------|--------------|------------|------------|------------|---------------|----------------|---------------------|--|---------------|------------|------------------|---|
|                   |                | 1          | 60         |              | 61         | 120        | REEL NO.   | FILE NUMBER/S |                |                     |  |               |            |                  |   |
|                   | <b>6:35 AM</b> |            |            | <b>(495)</b> |            |            |            |               |                |                     |  |               |            |                  | <b>F. 901. 907 Daily TEST - (Reel #637)</b>                       |
|                   | <b>7:15</b>    | <b>499</b> | <b>558</b> |              | <b>559</b> | <b>618</b> | <b>638</b> | <b>251</b>    |                | <b>11</b>           | <b>NOISE</b>   |               |            | <b>8 sweeps</b>  | <b>Vibs @ 10090 DRIVE - All vibs on left side</b>                 |
| <b>1</b>          | <b>7:22</b>    | <b>499</b> | <b>558</b> | <b>496</b>   | <b>559</b> | <b>618</b> |            | <b>252</b>    |                | <b>11</b>           |  |               |            | <b>5/8</b>       |   |
| <b>2</b>          | <b>7:29</b>    | <b>500</b> | <b>559</b> | <b>497</b>   | <b>560</b> | <b>619</b> |            | <b>253</b>    |                | <b>12</b>           |  |               |            |                  | <b>Traces 85-90, 97-103 Exp. changed</b>                          |
| <b>3</b>          | <b>7:36</b>    | <b>501</b> | <b>560</b> | <b>498</b>   | <b>561</b> | <b>620</b> |            | <b>254</b>    |                | <b>13</b>           |  |               |            |                  |   |
| <b>4</b>          | <b>7:42</b>    | <b>502</b> | <b>561</b> | <b>499</b>   | <b>562</b> | <b>621</b> |            | <b>255</b>    |                | <b>14</b>           |  |               |            |                  |   |
| <b>5</b>          | <b>7:49</b>    | <b>503</b> | <b>562</b> | <b>500</b>   | <b>563</b> | <b>622</b> |            | <b>256</b>    |                | <b>15</b>           |  |               |            |                  |   |
| <b>6</b>          | <b>7:56</b>    | <b>504</b> | <b>563</b> | <b>501</b>   | <b>564</b> | <b>623</b> |            | <b>257</b>    |                | <b>16</b>           |  |               |            |                  |   |
| <b>7</b>          | <b>8:03</b>    | <b>505</b> | <b>564</b> | <b>502</b>   | <b>565</b> | <b>624</b> |            | <b>258</b>    |                | <b>17</b>           |  |               |            |                  |   |
| <b>8</b>          | <b>8:10</b>    | <b>506</b> | <b>565</b> | <b>503</b>   | <b>566</b> | <b>625</b> |            | <b>259</b>    |                | <b>18</b>           |  |               |            |                  | <b>Clear, sunshining - windy</b>                                  |
| <b>9</b>          | <b>8:17</b>    | <b>507</b> | <b>566</b> | <b>504</b>   | <b>567</b> | <b>626</b> |            | <b>260</b>    |                | <b>19</b>           |  |               |            |                  |   |
| <b>10</b>         | <b>8:24</b>    | <b>508</b> | <b>567</b> | <b>505</b>   | <b>568</b> | <b>627</b> |            | <b>261</b>    |                | <b>20</b>           |  |               |            |                  |   |
| <b>11</b>         | <b>8:31</b>    | <b>509</b> | <b>568</b> | <b>506</b>   | <b>569</b> | <b>628</b> |            | <b>262</b>    |                | <b>21</b>           | <b>1<sup>st</sup> half</b>                                   |               |            |                  |   |
| <b>12</b>         | <b>8:38</b>    | <b>510</b> | <b>569</b> | <b>507</b>   | <b>570</b> | <b>629</b> |            | <b>263</b>    |                | <b>22</b>           | <b>2<sup>nd</sup> half, 40' spacing</b>                      |               |            |                  |   |
| <b>13</b>         | <b>8:45</b>    | <b>511</b> | <b>570</b> | <b>508</b>   | <b>571</b> | <b>630</b> | <b>639</b> | <b>264</b>    |                | <b>23</b>           | <b>1<sup>st</sup> half</b>                                   |               |            |                  | <b>V.P. 508 low DRIVE for house</b>                               |
| <b>14</b>         | <b>9:00</b>    | <b>541</b> | <b>600</b> | <b>538</b>   | <b>601</b> | <b>660</b> |            | <b>265</b>    |                | <b>53</b>           | <b>1<sup>st</sup> vib + 30' of Flag 539, 3 moves up, B/B</b> |               |            |                  | <b>509-537, skip for TOWN of STAPLES, TX.</b>                     |
| <b>15</b>         | <b>9:07</b>    | <b>544</b> | <b>603</b> | <b>541</b>   | <b>604</b> | <b>663</b> |            | <b>266</b>    |                | <b>56</b>           | <b>2<sup>nd</sup> half</b>                                   |               |            |                  | <b>Vibs #1, 2, &amp; 3 on Right, vibs 4, &amp; 5 on left side</b> |
| <b>16</b>         | <b>9:14</b>    | <b>545</b> | <b>604</b> | <b>542</b>   | <b>605</b> | <b>664</b> |            | <b>267</b>    |                | <b>57</b>           |  |               |            |                  | <b>7219 missed 2 sweeps</b>                                       |
| <b>17</b>         | <b>9:21</b>    | <b>546</b> | <b>605</b> | <b>543</b>   | <b>606</b> | <b>665</b> |            | <b>268</b>    |                | <b>58</b>           |  |               |            |                  | <b>vib 539, 540 skip for water well</b>                           |
| <b>18</b>         | <b>9:28</b>    | <b>547</b> | <b>606</b> | <b>544</b>   | <b>607</b> | <b>666</b> |            | <b>269</b>    |                | <b>59</b>           |  |               |            |                  | <b>545-550</b>  |
| <b>19</b>         | <b>9:36</b>    | <b>554</b> | <b>613</b> | <b>551</b>   | <b>614</b> | <b>673</b> |            | <b>270</b>    |                | <b>66</b>           |  |               |            |                  | <b>All vibs on Right side of Road</b>                             |
| <b>20</b>         | <b>9:56</b>    | <b>555</b> | <b>614</b> | <b>552</b>   | <b>615</b> | <b>674</b> |            | <b>271</b>    |                | <b>67</b>           | <b>*Doing MANTISSA summing</b>                               |               |            |                  | <b>F. 908 gms after F. 270 MANTISSA</b>                           |
| <b>21</b>         | <b>10:04</b>   | <b>556</b> | <b>615</b> | <b>553</b>   | <b>616</b> | <b>675</b> |            | <b>272</b>    |                | <b>68</b>           | <b>for V.P's 552-555</b>                                     |               |            |                  | <b>MANTISSA summing</b>   |



| IDENTIFICATION    |               |           |           |               |           |           |          |                    |                     | SET-UP NO.: 1            |               |            | SET-UP NO.: 2      |   |  |                    |  |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|--------------------|---------------------|--------------------------|---------------|------------|--------------------|---|--|--------------------|--|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK              |                     | OBSERVER                 |               |            | RECORDING TRUCK AT |   |  | RECORDING TRUCK AT |  |  |
| 3212              |               | VH        |           | TEXAS AREA    |           | TX-6      |          | 4050               |                     | Wittner/Hoy              |               |            | Trace at           |   |  | Trace at           |  |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |                    |                     | VP                       |               |            | VP                 |   |  | VP                 |  |  |
| 02                | 11            | 88        |           | Luling, Texas |           |           |          |                    |                     | 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. |          |                    |                     |                          |               |            |                    |   |  |                    |  |  |
| 22                | 10:11         | 557       | 616       | 554           | 617       | 676       | 639      | 273                | 69                  |                          |               | 1          | 5/8                | Matrix Summing - Vibs 1,3,5 on Right, 24' ON LEFT |  |                    |  |  |
| 23                | 10:18         | 558       | 617       | 555           | 618       | 677       |          | 274                | 70                  |                          |               |            |                    | " " " "   |  |                    |  |  |
| 24                | 10:48         | 559       | 618       | 556           | 619       | 678       |          | 275                | 12                  |                          |               | 2          |                    | REMOVED TO 647 'Back to Normal Summing            |  |                    |  |  |
| 25                | 10:57         | 568       | 627       | 565           | 628       | 687       | 640      | 276                | 21                  | 2nd half, 35' spacing    |               |            |                    | All vibs on Right side V.P. 557-564 skip, houses  |  |                    |  |  |
| 26                | 11:04         | 569       | 628       | 566           | 629       | 688       |          | 277                | 22                  | 1st half                 |               |            |                    | 3911 missed 1 sweep, V.P. 567-569 skip, to net    |  |                    |  |  |
| 27                | 11:14         | 573       | 632       | 570           | 633       | 692       |          | 278                | 26                  |                          |               |            |                    | Summing Right, Vibs 1,3,4,5 on left               |  |                    |  |  |
| 28                | 11:21         | 574       | 633       | 571           | 634       | 693       |          | 279                | 27                  |                          |               |            |                    |   |  |                    |  |  |
| 29                | 11:28         | 575       | 634       | 572           | 635       | 694       |          | 280                | 28                  |                          |               |            |                    |   |  |                    |  |  |
| 30                | 11:35         | 576       | 635       | 573           | 636       | 695       |          | 281                | 29                  |                          |               |            |                    |   |  |                    |  |  |
| 31                | 11:42         | 577       | 636       | 574           | 637       | 696       |          | 282                | 30                  | 1st half                 |               |            |                    |   |  |                    |  |  |
| 32                | 11:49         | 578       | 637       | 575           | 638       | 697       |          | 283                | 31                  | 2nd half, 1st vib + 145' |               |            |                    | START V.P. 575 County Road STARTS - Gravel Road   |  |                    |  |  |
| 33                | 11:57         | 579       | 638       | 576           | 639       | 698       |          | 284                | 32                  |                          |               |            |                    |   |  |                    |  |  |
| 34                | 12:04         | 580       | 639       | 577           | 640       | 699       |          | 285                | 33                  |                          |               |            |                    |   |  |                    |  |  |
| 35                | 12:11         | 581       | 640       | 578           | 641       | 700       |          | 286                | 34                  |                          |               |            |                    |   |  |                    |  |  |
| 36                | 12:18         | 582       | 641       | 579           | 642       | 701       |          | 287                | 35                  |                          |               |            |                    |   |  |                    |  |  |
| 37                | 12:25         | 583       | 642       | 580           | 643       | 702       |          | 288                | 36                  |                          |               |            |                    |   |  |                    |  |  |
| 38                | 12:32         | 584       | 643       | 581           | 644       | 703       | 641      | 289                | 37                  |                          |               |            |                    |   |  |                    |  |  |
| 39                | 12:39         | 585       | 644       | 582           | 645       | 704       |          | 290                | 38                  |                          |               |            |                    |   |  |                    |  |  |
| 40                | 12:46         | 586       | 645       | 583           | 646       | 705       |          | 291                | 39                  |                          |               |            |                    |   |  |                    |  |  |
| 41                | 12:53         | 587       | 646       | 584           | 647       | 706       |          | 292                | 40                  |                          |               |            |                    |   |  |                    |  |  |
| 42                | 1:00          | 588       | 647       | 585           | 648       | 707       |          | 293                | 41                  |                          |               |            |                    |   |  |                    |  |  |
| 43                | 1:07          | 589       | 648       | 586           | 649       | 708       |          | 294                | 42                  |                          |               |            |                    |   |  |                    |  |  |
| 44                | 1:14          | 590       | 649       | 587           | 650       | 709       |          | 295                | 43                  |                          |               |            |                    |   |  |                    |  |  |
| 45                | 1:21          | 591       | 650       | 588           | 651       | 710       |          | 296                | 44                  |                          |               |            |                    |   |  |                    |  |  |
| 46                | 1:28          | 592       | 651       | 589           | 652       | 711       |          | 297                | 45                  |                          |               |            |                    |   |  |                    |  |  |
| 47                | 1:35          | 593       | 652       | 590           | 653       | 712       |          | 298                | 46                  |                          |               |            |                    |   |  |                    |  |  |
| 48                | 1:42          | 594       | 653       | 591           | 654       | 713       |          | 299                | 47                  | 1st half                 |               |            |                    |   |  |                    |  |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |               |                     | SET-UP NO.: 2                  |               |                    | SET-UP NO.:      |   |  |                    |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|---------------|---------------------|--------------------------------|---------------|--------------------|------------------|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK         |                     | OBSERVER                       |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | VH        |           | Texas Area    |           | TX-6      |          | 4050          |                     | Vuittone/Hoy                   |               | Trace _____ at     |                  | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          | VP            |                     | VP                             |               | VP                 |                  | VP  |  | VP                 |  |
| 02                | 11            | 88        |           | Luling, Texas |           |           |          | VP            |                     | VP 647                         |               | VP                 |                  | VP  |  | VP                 |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. 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 |                     |                                |               |                    |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |                    |  |
| 49                | 1:49          | 595       | 654       | 592           | 655       | 714       | 641      | 300           | 48                  | 2 <sup>nd</sup> half, B/Bumper |               | 2                  | 5/8              |   |  |                    |  |
| 50                | 1:56          | 596       | 655       | 593           | 656       | 715       |          | 301           | 49                  | 35' spacing                    |               |                    |                  |   |  |                    |  |
| 51                | 2:03          | 597       | 656       | 594           | 657       | 716       | 642      | 302           | 50                  |                                |               |                    |                  |   |  |                    |  |
| 52                | 2:10          | 598       | 657       | 595           | 658       | 717       |          | 303           | 51                  |                                |               |                    |                  |   |  |                    |  |
| 53                | 2:17          | 599       | 658       | 596           | 659       | 718       |          | 304           | 52                  |                                |               |                    |                  |   |  |                    |  |
| 54                | 2:24          | 600       | 659       | 597           | 660       | 719       |          | 305           | 53                  |                                |               |                    |                  |   |  |                    |  |
| 55                | 2:31          | 601       | 660       | 598           | 661       | 720       |          | 306           | 54                  |                                |               |                    |                  |   |  |                    |  |
| 56                | 2:38          | 602       | 661       | 599           | 662       | 721       |          | 307           | 55                  |                                |               |                    |                  |   |  |                    |  |
| 57                | 2:45          | 603       | 662       | 600           | 663       | 722       |          | 308           | 56                  |                                |               |                    |                  |   |  |                    |  |
| 58                | 2:52          | 604       | 663       | 601           | 664       | 723       |          | 309           | 57                  |                                |               |                    |                  | Wind dying down 10-15 mph                                   |  |                    |  |
| 59                | 3:00          | 605       | 664       | 602           | 665       | 724       |          | 310           | 58                  |                                |               |                    |                  |   |  |                    |  |
| 60                | 3:07          | 606       | 665       | 603           | 666       | 725       |          | 311           | 59                  |                                |               |                    |                  |   |  |                    |  |
| 61                | 3:14          | 607       | 666       | 604           | 667       | 726       |          | 312           | 60                  |                                |               |                    |                  | Station 727 Editing at times due to                         |  |                    |  |
| 62                | 3:21          | 608       | 667       | 605           | 668       | 727       |          | 313           | 61                  |                                |               |                    |                  | Pump Jack 100' at line - (Runs on timer)                    |  |                    |  |
| 63                | 3:28          | 609       | 668       | 606           | 669       | 728       |          | 314           | 62                  |                                |               |                    |                  | Exponents 7-12, 19-24 changed                               |  |                    |  |
| 64                | 3:35          | 610       | 669       | 607           | 670       | 729       | 643      | 315           | 63                  |                                |               |                    |                  |   |  |                    |  |
| 65                | 3:42          | 611       | 670       | 608           | 671       | 730       |          | 316           | 64                  |                                |               |                    |                  |   |  |                    |  |
| 66                | 3:49          | 612       | 671       | 609           | 672       | 731       |          | 317           | 65                  |                                |               |                    |                  |   |  |                    |  |
| 67                | 3:56          | 613       | 672       | 610           | 673       | 732       |          | 318           | 66                  |                                |               |                    |                  |   |  |                    |  |
| 68                | 4:04          | 614       | 673       | 611           | 674       | 733       |          | 319           | 67                  |                                |               |                    |                  |   |  |                    |  |
| 69                | 4:11          | 615       | 674       | 612           | 675       | 734       |          | 320           | 68                  |                                |               |                    |                  |   |  |                    |  |
| 70                | 4:18          | 616       | 675       | 613           | 676       | 735       |          | 321           | 69                  |                                |               |                    |                  |   |  |                    |  |
| 71                | 4:25          | 617       | 676       | 614           | 677       | 736       |          | 322           | 70                  |                                |               |                    |                  | Rec. TRK moved to 690                                       |  |                    |  |
| 72                | 4:50          | 618       | 677       | 615           | 678       | 737       |          | 323           | 28                  |                                | 3             |                    |                  | Start V.P 615 vibs on left side due to                      |  |                    |  |
| 73                | 4:57          | 619       | 678       | 616           | 679       | 738       |          | 324           | 29                  |                                |               |                    |                  | water line on right side                                    |  |                    |  |
| 74                | 5:04          | 620       | 679       | 617           | 680       | 739       |          | 325           | 30                  |                                |               |                    |                  |   |  |                    |  |
| 75                | 5:11          | 621       | 680       | 618           | 681       | 740       |          | 326           | 31                  |                                |               |                    |                  |   |  |                    |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |                    |                     | SET-UP NO.: 3        |               |                    |                  | SET-UP NO.:   |  |                    |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|--------------------|---------------------|----------------------|---------------|--------------------|------------------|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK              |                     | OBSERVER             |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | VH        |           | TEXAS AREA    |           | TX-6      |          | 4050               |                     | Vuittonet/Hoy        |               | Trace _____ at     |                  | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |                    |                     |                      |               |                    |                  |   |  |                    |  |
| 4                 | 4             | 88        |           | Luling, Texas |           |           |          |                    |                     |                      |               |                    |                  |   |  |                    |  |
| 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) |  |                    |  |
| 76                | 5:18          | 622       | 681       | 619           | 682       | 741       | 643      | 327                | 32                  |                      |               | 3                  | 5/8              | 623 skip for trailers, & houses                             |  |                    |  |
| 77                | 5:25          | 627       | 686       | 624           | 687       | 746       | 644      | 328                | 37                  | 2 <sup>nd</sup> half |               |                    |                  | station editing at times,                                   |  |                    |  |
| 78                | 5:32          | 628       | 687       | 625           | 688       | 747       |          | 329                | 38                  |                      |               |                    |                  | on left side of gravel road                                 |  |                    |  |
| 79                | 5:39          | 629       | 688       | 626           | 689       | 748       |          | 330                | 39                  |                      |               |                    |                  |   |  |                    |  |
| 80                | 5:46          | 630       | 689       | 627           | 690       | 749       |          | 331                | 40                  |                      |               |                    |                  |   |  |                    |  |
| 81                | 5:53          | 631       | 690       | 628           | 691       | 750       |          | 332                | 41                  |                      |               |                    |                  |   |  |                    |  |
|                   |               |           |           |               |           |           |          |                    |                     |                      |               |                    |                  | E.O.D.  |  |                    |  |

| DATE & TRAVEL             |                  |                   | IDENTIFICATION                         |                               |                      | GEOPHONES                 |   |  |  | VIBRATORS                        |   |   | SWEEP  |                                      | LINE DIRECTION <u>S</u> TO <u>N</u> |  |
|---------------------------|------------------|-------------------|--|-------------------------------|----------------------|---------------------------|---|--|--|----------------------------------|---|---|--|--------------------------------------|-------------------------------------|--|
| MONTH<br><b>02</b>        | DAY<br><b>15</b> | YEAR<br><b>88</b> | CONTRACT NO.<br><b>3212</b>            | PROSPECT<br><b>Texas Area</b> | LINE<br><b>TX-6</b>  | TYPE<br><b>GSC-20D</b>    | NO./STRING<br><b>6</b>  | NO. OF STRINGS<br><b>4</b>   | PATTERN WIDTH<br><b>-</b>  | TYPE VIBS.<br><b>Y-2400</b>      | SEPARATION<br><b>61' Ft.</b>                | SWEEPS/VP<br><b>8</b>   | FREQUENCY<br><b>10-48.5 Hz</b>   | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |                                     |  |
| LEAVE TOWN<br><b>6:00</b> |                  | TOTAL TRAVEL TIME | PARTY<br><b>VH</b>                     | OBSERVER<br><b>Hoy</b>        | TRUCK<br><b>4050</b> | FREQUENCY<br><b>8 Hz</b>  | SEPARATION<br><b>13.75' Ft.</b>   | STRING LAYOUT<br><input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | PATTERN LGTH.<br><b>316' Ft.</b>   | TYPE INSTRU.<br><b>Pelton II</b> | DIST. ACROSS SUMMED SWPS.<br><b>553 Ft.</b> | ARRANGEMENT<br><input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast         | LENGTH<br><b>28 Sec.</b>   | TOTAL STATIONS COVERED               |                                     |  |
| ARRIVE TOWN               |                  |                   | PARTY LOCATION<br><b>Luling, Texas</b> |                               |                      | TYPE BASE<br><b>SPike</b> | CONNECTION<br><input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | CONNECTION<br><input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel        | LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | NO. VIBS.<br><b>5</b>            | MOVE BETWEEN INDIV. SWPS.<br><b>41' Ft.</b> | SWP. LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch | STATION INTERVAL<br><b>330'</b>      |                                     |  |

| INSTRUMENTS               |                          |                           |                               |                              |                       | SUMMING   |                           |  |  | ENVIRONMENT            |                                    |                            | DAILY SET-UP NO. 1 |                |
|---------------------------|--------------------------|---------------------------|-------------------------------|------------------------------|-----------------------|---|---------------------------|--|--|------------------------|------------------------------------|----------------------------|--------------------|----------------|
| TYPE INST.<br><b>DFSI</b> | NO. TRACES<br><b>120</b> | SAMPLE RATE<br><b>4ms</b> | HI-CUT FILTER<br><b>64 Hz</b> | LO-CUT FILTER<br><b>8 Hz</b> | BPI<br><b>1600</b>    | PRE-AMP GAIN<br><b>48 db</b>  | TYPE SUMMER<br><b>MSP</b> | REF. SWP. SUM'D<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM IZE<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br><b>39</b>     | WIND<br><b>Calm</b>                | PRECIP.<br><b>SUNNY</b>    | RECORDING TRUCK AT |                |
| NO. TRACKS<br><b>9</b>    | FORMAT<br><b>SEG-B</b>   | REC. LENGTH<br><b>43</b>  | SLOPE<br><b>72 db OCT.</b>    | SLOPE<br><b>18 db OCT.</b>   | NOTCH<br><b>60 Hz</b> | GAIN<br><input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed |                           | NOISE REJECT'N<br><input type="checkbox"/> Yes <input type="checkbox"/> No             | GAIN MARGIN<br><b>MANUAL db</b>  | TERRAIN<br><b>Flat</b> | TYPE SURFACE<br><b>Gravel Road</b> | VEGETATION<br><b>GRASS</b> | Trace _____ at     | Trace _____ at |
|                           |                          |                           |                               |                              |                       |   |                           |  |  |                        |                                    |                            | VP <b>720</b>      | VP _____       |

| DAILY PROFILE NO. | TIME RECORDED  | AMP. NO.   |            | V.P. NO.     | AMP. NO.   |            | REEL NO.   | TAPE 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>6:30 AP</b> | <b>1</b>   | <b>60</b>  | <b>(628)</b> | <b>61</b>  | <b>120</b> |            |                    |                |                     |              |               |            |                  | <b>F. 901-907 Daily TEST K. 908 Sims</b>      |
|                   | <b>7:20</b>    | <b>632</b> | <b>691</b> |              | <b>692</b> | <b>751</b> | <b>644</b> | <b>333</b>         |                | <b>12</b>           | <b>NOISE</b> |               | <b>1</b>   | <b>8</b>         | <b>sweeps @ 627 Pump Jack 100' E. of line</b> |
| <b>1</b>          | <b>7:27</b>    | <b>632</b> | <b>691</b> | <b>629</b>   | <b>692</b> | <b>751</b> |            | <b>334</b>         |                | <b>12</b>           |              |               |            | <b>5/8</b>       | <b>vibs @ 100% DRIVE left side of road</b>    |
| <b>2</b>          | <b>7:34</b>    | <b>633</b> | <b>692</b> | <b>630</b>   | <b>693</b> | <b>752</b> |            | <b>335</b>         |                | <b>13</b>           |              |               |            |                  | <b>due to WATER LINE ON Right side</b>        |
| <b>3</b>          | <b>7:41</b>    | <b>634</b> | <b>693</b> | <b>631</b>   | <b>694</b> | <b>753</b> |            | <b>336</b>         |                | <b>14</b>           |              |               |            |                  |   |
| <b>4</b>          | <b>7:48</b>    | <b>635</b> | <b>694</b> | <b>632</b>   | <b>695</b> | <b>754</b> |            | <b>337</b>         |                | <b>15</b>           |              |               |            |                  | <b>Reel #644 NO E.O.F marker</b>              |
| <b>5</b>          | <b>7:55</b>    | <b>636</b> | <b>695</b> | <b>633</b>   | <b>696</b> | <b>755</b> |            | <b>338</b>         |                | <b>16</b>           |              | <b>339</b>    |            |                  |   |
| <b>6</b>          | <b>8:02</b>    | <b>637</b> | <b>696</b> | <b>634</b>   | <b>697</b> | <b>756</b> | <b>645</b> | <b>340</b>         |                | <b>17</b>           |              |               |            |                  |   |
| <b>7</b>          | <b>8:09</b>    | <b>638</b> | <b>697</b> | <b>635</b>   | <b>698</b> | <b>757</b> |            | <b>341</b>         |                | <b>18</b>           |              |               |            |                  |   |
| <b>8</b>          | <b>8:18</b>    | <b>639</b> | <b>698</b> | <b>636</b>   | <b>699</b> | <b>758</b> |            | <b>342</b>         |                | <b>19</b>           |              |               |            |                  |   |
| <b>9</b>          | <b>8:23</b>    | <b>640</b> | <b>699</b> | <b>637</b>   | <b>700</b> | <b>759</b> |            | <b>343</b>         |                | <b>20</b>           |              |               |            |                  |   |
| <b>10</b>         | <b>8:30</b>    | <b>641</b> | <b>700</b> | <b>638</b>   | <b>701</b> | <b>760</b> |            | <b>344</b>         |                | <b>21</b>           |              |               |            |                  |   |
| <b>11</b>         | <b>8:37</b>    | <b>642</b> | <b>701</b> | <b>639</b>   | <b>702</b> | <b>761</b> |            | <b>345</b>         |                | <b>22</b>           |              |               |            |                  |   |
| <b>12</b>         | <b>8:44</b>    | <b>643</b> | <b>702</b> | <b>640</b>   | <b>703</b> | <b>762</b> |            | <b>346</b>         |                | <b>23</b>           |              |               |            |                  |   |
| <b>13</b>         | <b>8:51</b>    | <b>644</b> | <b>703</b> | <b>641</b>   | <b>704</b> | <b>763</b> |            | <b>347</b>         |                | <b>24</b>           |              |               |            |                  |   |
| <b>14</b>         | <b>8:58</b>    | <b>645</b> | <b>704</b> | <b>642</b>   | <b>705</b> | <b>764</b> |            | <b>348</b>         |                | <b>25</b>           |              |               |            |                  |   |
| <b>15</b>         | <b>9:05</b>    | <b>646</b> | <b>705</b> | <b>643</b>   | <b>706</b> | <b>765</b> |            | <b>349</b>         |                | <b>26</b>           | <b>1 1/2</b> |               |            |                  |   |
| <b>16</b>         | <b>9:12</b>    | <b>647</b> | <b>706</b> | <b>644</b>   | <b>707</b> | <b>766</b> |            | <b>350</b>         |                | <b>27</b>           | <b>2 1/2</b> |               |            |                  | <b>start with V.P-644-50% drive-</b>          |
| <b>17</b>         | <b>9:19</b>    | <b>648</b> | <b>707</b> | <b>645</b>   | <b>708</b> | <b>767</b> |            | <b>351</b>         |                | <b>28</b>           |              |               |            |                  | <b>start Black Top vibs on Right side</b>     |
| <b>18</b>         | <b>9:26</b>    | <b>649</b> | <b>708</b> | <b>646</b>   | <b>709</b> | <b>768</b> |            | <b>352</b>         |                | <b>29</b>           |              |               |            |                  |   |
| <b>19</b>         | <b>9:32</b>    | <b>850</b> | <b>709</b> | <b>647</b>   | <b>710</b> | <b>769</b> | <b>646</b> | <b>353</b>         |                | <b>30</b>           |              |               |            |                  |   |
| <b>20</b>         | <b>9:38</b>    | <b>651</b> | <b>710</b> | <b>648</b>   | <b>711</b> | <b>770</b> |            | <b>354</b>         |                | <b>31</b>           |              |               |            |                  |   |
| <b>21</b>         | <b>9:44</b>    | <b>652</b> | <b>711</b> | <b>649</b>   | <b>712</b> | <b>771</b> |            | <b>355</b>         |                | <b>32</b>           |              |               |            |                  |   |

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| IDENTIFICATION    |               |           |               |          |                    |                    |          |                    |                     | SET-UP NO.:                     |               |            | SET-UP NO.:      |  |  |
|-------------------|---------------|-----------|---------------|----------|--------------------|--------------------|----------|--------------------|---------------------|---------------------------------|---------------|------------|------------------|--|--|
| CONTRACT NO.      | PARTY         | PROSPECT  | LINE          | TRUCK    | OBSERVER           | RECORDING TRUCK AT |          |                    | RECORDING TRUCK AT  |                                 |               |            |                  |  |  |
| 30212             | U/H           | Tax Area  | Tex 6         | 4050     | Uctionat-Voy       | Trace              | at       | 720                | Trace               | at                              | 783           | Trace      | at               |  |  |
| MONTH             | DAY           | YEAR      | CREW LOCATION |          | RECORDING TRUCK AT |                    |          | RECORDING TRUCK AT |                     |                                 |               |            |                  |  |  |
| 2                 | 15            | 88        | Luling Texas  |          | VP                 | VP                 | 720      | VP                 | VP                  | 783                             | 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/SMPs | REMARKS                                      |  |
|                   |               | AT VP NO. | AT VP NO.     |          | AT VP NO.          | AT VP NO.          |          |                    |                     |                                 |               |            |                  |  |  |
| 22                | 9:51          | 653       | 712           | 650      | 713                | 772                | 646      | 356                | 33                  |                                 |               | 1          | 5/8              | Vib 50% Drive shaking on Black Top           |  |
| 23                | 9:57          | 654       | 713           | 651      | 714                | 773                |          | 357                | 34                  |                                 |               |            |                  |  |  |
| 24                | 10:01         | 656       | 715           | 653      | 716                | 775                |          | 358                | 36                  | 1 <sup>st</sup> half.           |               |            |                  | STA 652 skip Road Intersection.              |  |
| 25                | 10:08         | 659       | 718           | 656      | 719                | 778                |          | 359                | 39                  | 20' apart.                      |               |            |                  | STA 654+659 skip huge concrete culvert house |  |
| 26                | 10:16         | 660       | 719           | 657      | 720                | 779                |          | 360                | 40                  |                                 |               |            |                  |  |  |
| 27                | 10:23         | 661       | 720           | 658      | 721                | 780                |          | 361                | 41                  |                                 |               |            |                  |  |  |
| 28                | 10:30         | 662       | 721           | 659      | 722                | 781                |          | 362                | 42                  |                                 |               |            |                  |  |  |
| 29                | 10:36         | 663       | 722           | 660      | 723                | 782                |          | 363                | 43                  |                                 |               |            |                  |  |  |
| 30                | 10:42         | 664       | 723           | 661      | 724                | 783                |          | 364                | 44                  |                                 |               |            |                  |  |  |
| 31                | 10:48         | 665       | 724           | 662      | 725                | 784                |          | 365                | 45                  | 1 <sup>st</sup> half            |               |            |                  | STA 663 thru 670 skip walls, houses.         |  |
| 32                | 10:54         | 674       | 733           | 671      | 734                | 793                | 647      | 366                | 54                  | 2 <sup>nd</sup> half            |               |            |                  |  |  |
| 33                | 11:05         | 676       | 735           | 673      | 736                | 795                |          | 367                | 56                  | 20' apart 2 <sup>nd</sup> half. |               |            |                  | STA 672 skip for wooden Bridge               |  |
| 34                | 11:12         | 677       | 736           | 674      | 737                | 796                |          | 368                | 57                  |                                 |               |            |                  | STA 675, 676, 677 skip houses                |  |
| 35                | 11:19         | 681       | 740           | 678      | 741                | 800                |          | 369                | 61                  | 2 <sup>nd</sup> half            |               |            |                  |  |  |
| 36                | 11:26         | 682       | 741           | 679      | 742                | 801                |          | 370                | 62                  |                                 |               |            |                  |  |  |
| 37                | 11:33         | 683       | 742           | 680      | 743                | 802                |          | 371                | 63                  |                                 |               |            |                  |  |  |
| 38                | 11:41         | 684       | 743           | 681      | 744                | 803                |          | 372                | 64                  |                                 |               |            |                  |  |  |
| 39                | 11:49         | 685       | 744           | 682      | 745                | 804                |          | 373                | 65                  | 2 <sup>nd</sup> half B/B.       |               |            |                  |  |  |
| 40                | 11:56         | 686       | 745           | 683      | 746                | 805                |          | 374                | 66                  |                                 |               |            |                  |  |  |
| 41                | 12:03         | 687       | 746           | 684      | 747                | 806                |          | 375                | 67                  |                                 |               |            |                  |  |  |
| 42                | 12:10         | 688       | 747           | 685      | 748                | 807                |          | 376                | 68                  |                                 |               |            |                  |  |  |
| 43                | 12:17         | 689       | 748           | 686      | 749                | 808                |          | 377                | 69                  |                                 |               |            |                  | STA 687 thru 691 skip                        |  |
| 44                | 12:35         | 695       | 754           | 692      | 755                | 814                |          | 378                | 12                  |                                 |               | 2          |                  | Rec. Move to 783                             |  |
| 45                | 12:41         | 696       | 755           | 693      | 756                | 815                | 648      | 379                | 13                  |                                 |               |            |                  |  |  |
| 46                | 12:48         | 697       | 756           | 694      | 757                | 816                |          | 380                | 14                  |                                 |               |            |                  |  |  |
| 47                | 12:55         | 698       | 757           | 695      | 758                | 817                |          | 381                | 15                  |                                 |               |            |                  |  |  |
| 48                | 1:02          | 699       | 758           | 696      | 759                | 818                |          | 382                | 16                  |                                 |               |            |                  |  |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |               |                     | SET-UP NO.: 2                    |               |                    |                  | SET-UP NO.:  |  |                    |   |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|---------------|---------------------|----------------------------------|---------------|--------------------|------------------|--|--|--------------------|---|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK         |                     | OBSERVER                         |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT   |  | RECORDING TRUCK AT |   |
| 3212              |               | VH        |           | Tex-Area      |           | Tex-6     |          | 4050          |                     | Outback-Hog                      |               | Trace _____ at     |                  | Trace _____ at   |  | Trace _____ at     |   |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |               |                     | VP                               |               | VP                 |                  | VP   |  | VP                 |   |
| 2                 | 15            | 88        |           | Luling Texas  |           |           |          |               |                     | VP                               |               | VP 783             |                  | VP   |  | VP                 |   |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO.  |           | TAPE     |               | CDP SWITCH NO. 1 AT | BAD TRACES                       | DELETE RECORD | SET-UP NO.         | NUMBER VIBS/SWPS | REMARKS<br>(NOTE: First copy with tapes; Second copy remains in truck) |  |                    |   |
|                   |               | AT VP NO. | AT VP NO. |               | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                     |                                  |               |                    |                  |  |  |                    |   |
| 50                | 1:10          | 700       | 759       | 697           | 760       | 819       | 648      | 382           | 17                  | 1 <sup>st</sup> half speed stack |               | 2                  | 5/8              |  |  |                    |   |
| 51                | 1:17          | 701       | 760       | 698           | 761       | 820       |          | 384           | 18                  |                                  |               |                    |                  |  |  |                    |   |
| 52                | 1:24          | 702       | 761       | 699           | 762       | 821       |          | 385           | 19                  |                                  |               |                    |                  |  |  |                    | STA 700, 701, 702, skip houses.                       |
| 53                | 1:40          | 706       | 765       | 703           | 766       | 825       |          | 386           | 23                  | 2 <sup>nd</sup> half B/B         |               |                    |                  |  |  |                    | STA 703 Vib's at 100% drive in ditch on State Highway |
| 54                | 1:47          | 707       | 766       | 704           | 767       | 826       |          | 387           | 24                  |                                  |               |                    |                  |  |  |                    |   |
| 55                | 1:54          | 708       | 767       | 705           | 768       | 827       |          | 388           | 25                  |                                  |               |                    |                  |  |  |                    |   |
| 56                | 2:02          | 709       | 768       | 706           | 769       | 828       |          | 389           | 26                  |                                  |               |                    |                  |  |  |                    |   |
| 57                | 2:09          | 710       | 769       | 707           | 770       | 829       |          | 390           | 27                  |                                  |               |                    |                  |  |  |                    |   |
| 58                | 2:17          | 711       | 770       | 708           | 771       | 830       |          | 391           | 28                  |                                  |               |                    |                  |  |  |                    |   |
| 59                | 2:25          | 712       | 771       | 709           | 772       | 831       | 649      | 392           | 29                  |                                  |               |                    |                  |  |  |                    |   |
| 60                | 2:36          | 713       | 772       | 710           | 773       | 832       |          | 393           | 30                  | 2 <sup>nd</sup> half             |               |                    |                  |  |  |                    | STA 711 skip ditch to steep + 712 skip                |
| 61                | 2:45          | 718       | 777       | 715           | 778       | 837       |          | 394           | 35                  | 3 <sup>rd</sup> half B/B         |               |                    |                  |  |  |                    | STA 713 + 714 skip house                              |
| 62                | 2:56          | 719       | 778       | 716           | 779       | 838       |          | 395           | 36                  |                                  |               |                    |                  |  |  |                    | STA 715 Vib 1-3-5 on Right 2-4 on Left                |
| 63                | 3:04          | 721       | 780       | 718           | 781       | 840       |          | 396           | 38                  | 2 <sup>nd</sup> half 20' apart   |               |                    |                  |  |  |                    | STA 717 skip house                                    |
| 64                | 3:12          | 722       | 781       | 719           | 782       | 841       |          | 397           | 39                  |                                  |               |                    |                  |  |  |                    |   |
| 65                | 3:19          | 723       | 782       | 720           | 783       | 842       |          | 398           | 40                  |                                  |               |                    |                  |  |  |                    |   |
| 66                | 3:27          | 724       | 783       | 721           | 784       | 843       |          | 399           | 41                  |                                  |               |                    |                  |  |  |                    | Sta 722 thru 729 skip Pipeline Old Tanks.             |
| 67                | 3:36          | 733       | 792       | 730           | 793       | 852       |          | 400           | 50                  |                                  |               |                    |                  |  |  |                    | STA 730 SVIBs on Right side of Road                   |
| 68                | 3:43          | 734       | 793       | 731           | 794       | 853       |          | 401           | 51                  |                                  |               |                    |                  |  |  |                    |   |
| 69                | 3:49          | 735       | 794       | 732           | 795       | 854       |          | 402           | 52                  |                                  | 403           |                    |                  |  |  |                    | delete F. 403   |
| 70                | 3:56          | 736       | 795       | 733           | 796       | 855       |          | 404           | 53                  |                                  |               |                    |                  |  |  |                    |   |
| 71                | 4:03          | 737       | 796       | 734           | 797       | 856       |          | 405           | 54                  |                                  |               |                    |                  |  |  |                    |   |
| 72                | 4:10          | 741       | 800       | 738           | 801       | 860       | 650      | 406           | 58                  |                                  |               |                    |                  |  |  |                    |   |
| 73                | 4:17          | 742       | 801       | 739           | 802       | 861       |          | 407           | 59                  |                                  |               |                    |                  |  |  |                    |   |
| 74                | 4:24          | 743       | 802       | 740           | 803       | 862       |          | 408           | 60                  |                                  |               |                    |                  |  |  |                    |   |
| 75                | 4:31          | 744       | 803       | 741           | 804       | 863       |          | 409           | 61                  |                                  |               |                    |                  |  |  |                    |   |
| 76                | 4:38          | 745       | 804       | 742           | 805       | 864       |          | 410           | 62                  |                                  |               |                    |                  |  |  |                    |   |

| IDENTIFICATION    |               |            |               |          |               |          |          |               |                     | SET-UP NO.: 2      |                |                    | SET-UP NO.:      |  |                               |                |
|-------------------|---------------|------------|---------------|----------|---------------|----------|----------|---------------|---------------------|--------------------|----------------|--------------------|------------------|--|-------------------------------|----------------|
| CONTRACT NO.      | PARTY         | PROSPECT   | LINE          | TRUCK    | OBSERVER      |          |          |               |                     | RECORDING TRUCK AT |                | RECORDING TRUCK AT |                  | RECORDING TRUCK AT   |                               |                |
| 3212              | VH            | Texas Area | TX-6          | 4050     | Vuittonet/Hoy |          |          |               |                     | Trace _____ at     | Trace _____ at | Trace _____ at     | Trace _____ at   | Trace _____ at   | Trace _____ at                | Trace _____ at |
| MONTH             | DAY           | YEAR       | CREW LOCATION |          |               |          |          |               |                     |                    |                |                    |                  |  |                               |                |
| 02                | 15            | 88         | Luling, Texas |          |               |          |          |               |                     |                    |                |                    |                  |  |                               |                |
| 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<br>(NOTE: First copy with tapes; Second copy remains in truck) |                               |                |
|                   |               | AT VP NO.  | AT VP NO.     | V.P. NO. | AMP. NO.      | AMP. NO. | REEL NO. | FILE NUMBER/S |                     |                    |                |                    |                  |  |                               |                |
| 77                | 4:45          | 746        | 805           | 743      | 806           | 865      | 650      | 411           | 63                  |                    |                | 2                  | 5/8              |  |                               |                |
| 78                | 4:52          | 747        | 806           | 744      | 807           | 866      |          | 412           | 64                  |                    |                |                    |                  |  |                               |                |
| 79                | 4:59          | 748        | 807           | 745      | 808           | 867      |          | 413           | 65                  |                    |                |                    |                  |  |                               |                |
| 80                | 5:07          | 749        | 808           | 746      | 809           | 868      |          | 414           | 66                  |                    |                |                    |                  |  |                               |                |
| 81                | 5:14          | 750        | 809           | 747      | 810           | 869      |          | 415           | 67                  |                    |                |                    |                  |  | v.P. 747 50% drive for houses |                |
|                   |               |            |               |          |               |          |          |               |                     |                    |                |                    |                  |  | End of Day                    |                |



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| DATE & TRAVEL             |                  |                   | IDENTIFICATION                        |                              |                      | GEOPHONES                |   |  |  | VIBRATORS                      |  |   | SWEEP  | LINE DIRECTION <u>S</u> TO <u>N</u>  |  |
|---------------------------|------------------|-------------------|---------------------------------------|------------------------------|----------------------|--------------------------|---|--|--|--------------------------------|--|---|--|--------------------------------------|--|
| MONTH<br><b>2</b>         | DAY<br><b>16</b> | YEAR<br><b>88</b> | CONTRACT NO.<br><b>8212</b>           | PROSPECT<br><b>Tex Area</b>  | LINE<br><b>TX-6</b>  | TYPE<br><b>6SC-20D</b>   | NO./STRING<br><b>6</b>  | NO. OF STRINGS<br><b>4</b>   | PATTERN WIDTH<br><b>316</b>  | TYPE VIBS.<br><b>Y2460</b>     | SEPARATION<br><b>61</b> Ft.                | SWEEPS/VP<br><b>8</b>   | FREQUENCY<br><b>10-48.5</b> Hz   | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |  |
| LEAVE TOWN<br><b>6:00</b> |                  | TOTAL TRAVEL TIME | PARTY<br><b>VH</b>                    | OBSERVER<br><b>V. Hunter</b> | TRUCK<br><b>4050</b> | FREQUENCY<br><b>8</b> Hz | SEPARATION<br><b>13.75</b> Ft.  | STRING LAYOUT<br><input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | PATTERN LGTH.<br><b>316</b> Ft.  | TYPE INSTRU.<br><b>PettanT</b> | DIST. ACROSS SUMMED SWPS<br><b>553</b> Ft. | ARRANGEMENT<br><input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast         | LENGTH<br><b>28</b> Sec.   | TOTAL STATIONS COVERED               |  |
| ARRIVE TOWN               |                  |                   | PARTY LOCATION<br><b>Luling Texas</b> |                              |                      | TYPE BASE<br><b>SPK</b>  | CONNECTION<br><input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | CONNECTION<br><input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel        | LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | NO. VIBS.<br><b>5</b>          | MOVE BETWEEN INDIV. SWPS.<br><b>41</b> Ft. | SWP. LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch | STATION INTERVAL<br><b>330</b>       |  |

| INSTRUMENTS               |                          |                           |                               |                              |                       |  |                           | SUMMING   |  |                        |                                  | ENVIRONMENT                |                    |                | DAILY SET-UP NO. 1 |  |
|---------------------------|--------------------------|---------------------------|-------------------------------|------------------------------|-----------------------|--|---------------------------|---|--|------------------------|----------------------------------|----------------------------|--------------------|----------------|--------------------|--|
| TYPE INST.<br><b>DF5J</b> | NO. TRACES<br><b>120</b> | SAMPLE RATE<br><b>4ms</b> | HI-CUT FILTER<br><b>64</b> Hz | LO-CUT FILTER<br><b>8</b> Hz | BPI<br><b>1600</b>    | PRE-AMP GAIN<br><b>48</b> db   | TYPE SUMMER<br><b>MSP</b> | REF. SWP. SUM'D.<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM'IZE<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br><b>90</b>     | WIND<br><b>Calan</b>             | PRECIP.<br><b>Sunny</b>    | RECORDING TRUCK AT |                |                    |  |
| NO. TRACKS<br><b>9</b>    | FORMAT<br><b>SeqB</b>    | REC. LENGTH<br><b>43</b>  | SLOPE<br><b>72</b> db OCT.    | SLOPE<br><b>18</b> db OCT.   | NOTCH<br><b>60</b> Hz | GAIN<br><input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed |                           | NOISE REJECT'N<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   | GAIN MARGIN<br><b>Manual</b> db  | TERRAIN<br><b>Flat</b> | TYPE SURFACE<br><b>State Hwy</b> | VEGETATION<br><b>Grass</b> | Trace _____ at     | Trace _____ at |                    |  |
|                           |                          |                           |                               |                              |                       |  |                           |   |  |                        |                                  | VP <b>877</b>              |                    | 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.  |            | AT VP NO.  | AT VP NO.  | REEL NO.   | FILE NUMBER/S |                |                     |                           |               |            |                  |   |
|                   | <b>6:45 AM</b> | <b>1</b>   | <b>60</b>  | <b>747</b> | <b>61</b>  | <b>120</b> |            |               |                |                     |                           |               |            |                  | <b>Daily Test 8:01-9:07</b>                   |
|                   | <b>7:27</b>    | <b>751</b> | <b>810</b> |            | <b>811</b> | <b>870</b> | <b>658</b> | <b>416</b>    |                | <b>12</b>           | <b>NOISE</b>              |               | <b>1</b>   | <b>8</b>         | <b>f. 908 after F. 416</b>                    |
| <b>1</b>          | <b>7:34</b>    | <b>751</b> | <b>810</b> | <b>748</b> | <b>811</b> | <b>870</b> | <b>657</b> | <b>417</b>    |                | <b>12</b>           | <b>2nd half B/B</b>       |               |            | <b>5/8</b>       | <b>All vibs on right side - at Full DRIVE</b> |
| <b>2</b>          | <b>7:40</b>    | <b>752</b> | <b>811</b> | <b>749</b> | <b>812</b> | <b>871</b> |            | <b>418</b>    |                | <b>13</b>           |                           |               |            |                  |   |
| <b>3</b>          | <b>7:47</b>    | <b>753</b> | <b>812</b> | <b>750</b> | <b>813</b> | <b>872</b> |            | <b>419</b>    |                | <b>14</b>           |                           |               |            |                  |   |
| <b>4</b>          | <b>7:54</b>    | <b>754</b> | <b>813</b> | <b>751</b> | <b>814</b> | <b>873</b> |            | <b>420</b>    |                | <b>15</b>           | <b>2nd half 10' apart</b> |               |            |                  |   |
| <b>5</b>          | <b>8:00</b>    | <b>755</b> | <b>814</b> | <b>752</b> | <b>815</b> | <b>874</b> |            | <b>421</b>    |                | <b>16</b>           |                           |               |            |                  | <b>STA 753 skip house</b>                     |
| <b>6</b>          | <b>8:08</b>    | <b>757</b> | <b>816</b> | <b>754</b> | <b>817</b> | <b>876</b> |            | <b>422</b>    |                | <b>18</b>           | <b>2nd half B/B</b>       |               |            |                  |   |
| <b>7</b>          | <b>8:14</b>    | <b>758</b> | <b>817</b> | <b>755</b> | <b>818</b> | <b>877</b> |            | <b>423</b>    |                | <b>19</b>           |                           |               |            |                  |   |
| <b>8</b>          | <b>8:20</b>    | <b>759</b> | <b>818</b> | <b>756</b> | <b>819</b> | <b>878</b> |            | <b>424</b>    |                | <b>20</b>           |                           |               |            |                  |   |
| <b>9</b>          | <b>8:26</b>    | <b>760</b> | <b>819</b> | <b>757</b> | <b>820</b> | <b>879</b> |            | <b>425</b>    |                | <b>21</b>           |                           |               |            |                  | <b>STA 758, 759, 769 skip house + well</b>    |
| <b>10</b>         | <b>8:36</b>    | <b>764</b> | <b>823</b> | <b>761</b> | <b>824</b> | <b>883</b> |            | <b>426</b>    |                | <b>25</b>           | <b>2nd half</b>           |               |            |                  |   |
| <b>11</b>         | <b>8:42</b>    | <b>765</b> | <b>824</b> | <b>762</b> | <b>825</b> | <b>884</b> |            | <b>427</b>    |                | <b>26</b>           |                           |               |            |                  |   |
| <b>12</b>         | <b>8:48</b>    | <b>766</b> | <b>825</b> | <b>763</b> | <b>826</b> | <b>885</b> |            | <b>428</b>    |                | <b>27</b>           |                           |               |            |                  |   |
| <b>13</b>         | <b>8:55</b>    | <b>767</b> | <b>826</b> | <b>764</b> | <b>827</b> | <b>886</b> |            | <b>429</b>    |                | <b>28</b>           | <b>1st half.</b>          |               |            |                  |   |
| <b>14</b>         | <b>9:03</b>    | <b>771</b> | <b>830</b> | <b>768</b> | <b>831</b> | <b>890</b> | <b>652</b> | <b>430</b>    |                | <b>35</b>           |                           |               |            |                  | <b>STA 765, 766, 767 skip houses</b>          |
| <b>15</b>         | <b>9:09</b>    | <b>772</b> | <b>831</b> | <b>769</b> | <b>832</b> | <b>891</b> |            | <b>431</b>    |                | <b>36</b>           |                           |               |            |                  |   |
| <b>16</b>         | <b>9:15</b>    | <b>773</b> | <b>832</b> | <b>770</b> | <b>833</b> | <b>892</b> |            | <b>432</b>    |                | <b>37</b>           |                           |               |            |                  |   |
| <b>17</b>         | <b>9:21</b>    | <b>774</b> | <b>833</b> | <b>771</b> | <b>834</b> | <b>893</b> |            | <b>433</b>    |                | <b>38</b>           |                           |               |            |                  |   |
| <b>18</b>         | <b>9:28</b>    | <b>775</b> | <b>834</b> | <b>772</b> | <b>835</b> | <b>894</b> |            | <b>434</b>    |                | <b>39</b>           | <b>1st half.</b>          |               |            |                  | <b>STA-773, 774, 775 skip houses</b>          |
| <b>19</b>         | <b>9:37</b>    | <b>779</b> | <b>838</b> | <b>776</b> | <b>839</b> | <b>898</b> |            | <b>435</b>    |                | <b>40</b>           | <b>2nd half.</b>          |               |            |                  |   |
| <b>20</b>         | <b>9:43</b>    | <b>780</b> | <b>839</b> | <b>777</b> | <b>840</b> | <b>899</b> |            | <b>436</b>    |                | <b>41</b>           | <b>1st half.</b>          |               |            |                  | <b>STA 778, 779, skip house</b>               |
| <b>21</b>         | <b>9:51</b>    | <b>783</b> | <b>842</b> | <b>780</b> | <b>843</b> | <b>902</b> |            | <b>437</b>    |                | <b>44</b>           | <b>2nd half 10' apart</b> |               |            |                  |   |

| IDENTIFICATION    |               |           |           |               |           |           |           |               |                     |                                 | SET-UP NO.: / |                    |                  |  | SET-UP NO.:                                  |                    |  |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|-----------|---------------|---------------------|---------------------------------|---------------|--------------------|------------------|--|--|--------------------|--|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |           | TRUCK         |                     | OBSERVER                        |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT   |  | RECORDING TRUCK AT |  |  |
| 3212              |               | UH        |           | Texas Area    |           | Tex-6     |           | 4050          |                     | Hoy-Vuithanot                   |               | Trace _____ at     |                  | Trace _____ at   |  | Trace _____ at     |  |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |           |               |                     |                                 | VP            |                    | VP               |  | VP   |                    |  |  |
| 2                 | 16            | 88        |           | Luling Texas  |           |           |           |               |                     |                                 | VP            |                    | VP               |  | VP   |                    |  |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO.  |           | TAPE      |               | CDP SWITCH NO. 1 AT | BAD TRACES                      | DELETE RECORD | SET-UP NO.         | NUMBER VIBS/SWPS | REMARKS<br>(NOTE: First copy with tapes; Second copy remains in truck) |  |                    |  |  |
|                   |               | 1         | 60        |               | 61        | 120       | REEL NO.  | FILE NUMBER/S |                     |                                 |               |                    |                  |  |  |                    |  |  |
| AT VP NO.         | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO. |               |                     |                                 |               |                    |                  |  |  |                    |  |  |
| 22                | 9:58          | 784       | 843       | 781           | 844       | 903       | 652       | 438           | 45                  |                                 |               | 1                  | 5/8              |  |  |                    |  |  |
| 23                | 10:04         | 785       | 844       | 782           | 845       | 904       |           | 439           | 46                  |                                 |               |                    |                  |  |  |                    |  |  |
| 24                | 10:10         | 786       | 845       | 783           | 846       | 905       |           | 440           | 47                  |                                 |               |                    |                  |  |  |                    |  |  |
| 25                | 10:16         | 787       | 846       | 784           | 847       | 906       |           | 441           | 48                  |                                 |               |                    |                  |  |  |                    |  |  |
| 26                | 10:22         | 788       | 847       | 785           | 848       | 907       |           | 442           | 49                  |                                 |               |                    |                  |  |  |                    |  |  |
| 27                | 10:31         | 789       | 848       | 786           | 849       | 908       | 653       | 443           | 50                  |                                 |               |                    |                  |  |  |                    |  |  |
| 28                | 10:36         | 790       | 849       | 787           | 850       | 909       |           | 444           | 51                  |                                 |               |                    |                  |  |  |                    |  |  |
| 29                | 10:43         | 791       | 850       | 788           | 851       | 910       |           | 445           | 52                  |                                 |               |                    |                  |  |  |                    |  |  |
| 30                | 10:49         | 792       | 851       | 789           | 852       | 911       |           | 446           | 53                  |                                 |               |                    |                  |  |  |                    |  |  |
| 31                | 10:55         | 793       | 852       | 790           | 853       | 912       |           | 447           | 54                  |                                 |               |                    |                  |  | Wind picking up -10-20mph                    |                    |  |  |
| 32                | 11:02         | 794       | 853       | 791           | 854       | 913       |           | 448           | 55                  |                                 |               |                    |                  |  |  |                    |  |  |
| 33                | 11:07         | 795       | 854       | 792           | 855       | 914       |           | 449           | 56                  |                                 |               |                    |                  |  |  |                    |  |  |
| 34                | 11:13         | 796       | 855       | 793           | 856       | 915       |           | 450           | 57                  |                                 |               |                    |                  |  |  |                    |  |  |
| 35                | 11:20         | 797       | 856       | 794           | 857       | 916       |           | 451           | 58                  |                                 |               |                    |                  |  |  |                    |  |  |
| 36                | 11:24         | 798       | 857       | 795           | 858       | 917       |           | 452           | 59                  |                                 |               |                    |                  |  |  |                    |  |  |
| 37                | 11:32         | 799       | 858       | 796           | 859       | 918       |           | 453           | 60                  |                                 |               |                    |                  |  |  |                    |  |  |
| 38                | 11:38         | 800       | 859       | 797           | 860       | 919       |           | 454           | 61                  |                                 |               |                    |                  |  | STA 798, 799 skip house                      |                    |  |  |
| 39                | 11:46         | 804       | 863       | 801           | 864       | 923       |           | 455           | 65                  | 5 <sup>m</sup> hole / 20' apart |               |                    |                  |  | STATIONS 918-950 Editing-Town of Kyle, Tx    |                    |  |  |
| 40                | 11:53         | 805       | 864       | 802           | 865       | 924       | 654       | 456           | 66                  |                                 |               |                    |                  |  |  |                    |  |  |
| 41                | 12:00         | 806       | 865       | 803           | 866       | 925       |           | 457           | 67                  |                                 |               |                    |                  |  | 804, 805 skip for house                      |                    |  |  |
| 42                | 12:07         | 809       | 868       | 806           | 869       | 928       |           | 458           | 70                  | 35' spacing                     |               |                    |                  |  | MOVE REC. TRK to 897                         |                    |  |  |
| 43                | 12:30         | 810       | 869       | 807           | 870       | 929       |           | 459           | 13                  |                                 |               | 2                  |                  |  | STATION 929 open for I-35 Bridge over Pass   |                    |  |  |
| 44                | 12:37         | 811       | 870       | 808           | 871       | 930       |           | 460           | 14                  |                                 |               |                    |                  |  |  |                    |  |  |
| 45                | 12:44         | 812       | 871       | 809           | 872       | 931       |           | 461           | 15                  |                                 |               |                    |                  |  | STATIONS 932, 933 open for store parking lot |                    |  |  |
| 46                | 12:51         | 813       | 872       | 810           | 873       | 932       |           | 462           | 16                  |                                 |               |                    |                  |  |  |                    |  |  |
| 47                | 12:58         | 814       | 873       | 811           | 874       | 933       |           | 463           | 17                  |                                 |               |                    |                  |  |  |                    |  |  |
| 48                | 1:03          | 815       | 874       | 812           | 875       | 934       |           | 464           | 18                  |                                 |               |                    |                  |  |  |                    |  |  |

| IDENTIFICATION    |               |           |           |               |          |      |          |               |                     | SET-UP NO.: 2                     |               |                    |   | SET-UP NO.:   |  |                    |  |
|-------------------|---------------|-----------|-----------|---------------|----------|------|----------|---------------|---------------------|-----------------------------------|---------------|--------------------|---|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |          | LINE |          | TRUCK         |                     | OBSERVER                          |               | RECORDING TRUCK AT |   | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | VH        |           | TEXAS AREA    |          | TX-6 |          | 4050          |                     | WittoneT/Hoy                      |               | Trace _____ at     |   | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |          |      |          |               |                     |                                   |               |                    |   |   |  |                    |  |
| 02                | 16            | 88        |           | Kuling, Texas |          |      |          |               |                     |                                   |               |                    |   |   |  |                    |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. 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. |               | 61       | 120  | REEL NO. | FILE NUMBER/S |                     |                                   |               |                    |   | (NOTE: First copy with tapes; Second copy remains in truck) |  |                    |  |
| 49                | 1:13          | 816       | 875       | 813           | 876      | 935  | 654      | 465           | 19                  |                                   | 2             | 5/8                | station 929 open for I-35 Bridge, 932-933     |   |  |                    |  |
| 50                | 1:20          | 817       | 876       | 814           | 877      | 936  |          | 466           | 20                  |                                   |               |                    | open for parking lot, 935 open-church lot     |   |  |                    |  |
| 51                | 1:27          | 818       | 877       | 815           | 878      | 937  |          | 467           | 21                  |                                   |               |                    |   |   |  |                    |  |
| 52                | 1:34          | 819       | 878       | 816           | 879      | 938  |          | 468           | 22                  |                                   |               |                    |   |   |  |                    |  |
| 53                | 1:41          | 820       | 879       | 817           | 880      | 939  | 655      | 469           | 23                  |                                   |               |                    | station 898/899 Editing DOZER working by line |   |  |                    |  |
| 54                | 1:48          | 821       | 880       | 818           | 881      | 940  |          | 470           | 24                  |                                   |               |                    |   |   |  |                    |  |
| 55                | 1:55          | 822       | 881       | 819           | 882      | 941  |          | 471           | 25                  |                                   |               |                    | DOZER at station 898/899 is gone              |   |  |                    |  |
| 56                | 2:02          | 823       | 882       | 820           | 883      | 942  |          | 472           | 26                  |                                   |               |                    |   |   |  |                    |  |
| 57                | 2:09          | 824       | 883       | 821           | 884      | 943  |          | 473           | 27                  | 1 <sup>st</sup> half              |               |                    | TRACES 55-60 EXP. changed                     |   |  |                    |  |
| 58                | 2:16          | 826       | 885       | 823           | 886      | 945  |          | 474           | 29                  | 2 <sup>nd</sup> half, 35' spacing |               |                    | P22 skip for house                            |   |  |                    |  |
| 59                | 2:23          | 827       | 886       | 824           | 887      | 946  |          | 475           | 30                  | 45' spacing                       |               |                    |   |   |  |                    |  |
| 60                | 2:30          | 828       | 887       | 825           | 888      | 947  |          | 476           | 31                  |                                   |               |                    |   |   |  |                    |  |
| 61                | 2:37          | 829       | 888       | 826           | 889      | 948  |          | 477           | 32                  |                                   |               |                    | 827-829 skip for house & building             |   |  |                    |  |
| 62                | 2:44          | 833       | 892       | 830           | 893      | 952  |          | 478           | 36                  |                                   |               |                    |   |   |  |                    |  |
| 63                | 2:51          | 834       | 893       | 831           | 894      | 953  |          | 479           | 37                  |                                   |               |                    |   |   |  |                    |  |
| 64                | 2:58          | 835       | 894       | 832           | 895      | 954  |          | 480           | 38                  |                                   |               |                    |   |   |  |                    |  |
| 65                | 3:05          | 836       | 895       | 833           | 896      | 955  |          | 481           | 39                  |                                   |               |                    |   |   |  |                    |  |
| 66                | 3:12          | 837       | 896       | 834           | 897      | 956  | 656      | 482           | 40                  |                                   |               |                    |   |   |  |                    |  |
| 67                | 3:19          | 838       | 897       | 835           | 898      | 957  |          | 483           | 41                  |                                   |               |                    |   |   |  |                    |  |
| 68                | 3:26          | 839       | 898       | 836           | 899      | 958  |          | 484           | 42                  |                                   |               |                    |   |   |  |                    |  |
| 69                | 3:33          | 840       | 899       | 837           | 900      | 959  |          | 485           | 43                  | 1 <sup>st</sup> half              |               |                    | 838-845 skip for houses & water wells         |   |  |                    |  |
| 70                | 3:42          | 849       | 908       | 846           | 909      | 968  |          | 486           | 52                  | 2 <sup>nd</sup> half              |               |                    | 847, 848 skip for windmill                    |   |  |                    |  |
| 71                | 3:49          | 852       | 911       | 849           | 912      | 971  |          | 487           | 55                  | 2 <sup>nd</sup> half, 35' spacing |               |                    |   |   |  |                    |  |
| 72                | 3:56          | 853       | 912       | 850           | 913      | 972  |          | 488           | 56                  |                                   |               |                    |   |   |  |                    |  |
| 73                | 4:03          | 854       | 913       | 851           | 914      | 973  |          | 489           | 57                  |                                   |               |                    | 852, 853 skip for house                       |   |  |                    |  |
| 74                | 4:10          | 857       | 916       | 854           | 917      | 976  |          | 490           | 60                  |                                   |               |                    | V.P. 854 All vibs on left side of Road        |   |  |                    |  |
| 75                | 4:17          | 858       | 917       | 855           | 918      | 977  |          | 491           | 61                  |                                   |               |                    | V.P. 855 All vibs on left side of Road        |   |  |                    |  |



| DATE & TRAVEL            |           |                   | IDENTIFICATION                  |                            |               | GEOPHONES          |   |  |  | VIBRATORS              |                                     |   | SWEEP  |  | LINE DIRECTION <u>S</u> TO <u>N</u>  |         |
|--------------------------|-----------|-------------------|---------------------------------|----------------------------|---------------|--------------------|---|--|--|------------------------|-------------------------------------|---|--|--|--------------------------------------|---------|
| MONTH<br>02              | DAY<br>17 | YEAR<br>88        | CONTRACT NO.<br>3212            | PROSPECT<br>Texas Area     | LINE<br>TX-6  | TYPE<br>GSL-20D    | NO./STRING<br>6   | NO. OF STRINGS<br>4  | PATTERN WIDTH<br>-   | TYPE VIBS.<br>Y-2400   | SEPARATION<br>61' Ft.               | SWEEPS/VP<br>8  | FREQUENCY<br>10-48.5 Hz  |  | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |         |
| LEAVE TOWN<br>6:00       |           | TOTAL TRAVEL TIME | PARTY<br>VH                     | OBSERVER<br>Hoy<br>Whitton | TRUCK<br>4050 | FREQUENCY<br>8 Hz  | SEPARATION<br>13.75 Ft.   | STRING LAYOUT<br><input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | PATTERN LGTH.<br>316' Ft.  | TYPE INSTRU.<br>Pelton | DIST. ACROSS SUMMED SWP.<br>553 Ft. | ARRANGEMENT<br><input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast         | LENGTH<br>28 Sec.  |  | TOTAL STATIONS COVERED               |         |
| ARRIVE TOWN              |           |                   | PARTY LOCATION<br>Huling, Texas |                            |               | TYPE BASE<br>Spike | CONNECTION<br><input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel | CONNECTION<br><input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel        | LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | NO. VIBS.<br>5         | MOVE BETWEEN INDIV. SWPS<br>411 Ft. | SWP. LOCATION<br><input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch |  | VIBRATED                             | SKIPPED |
| STATION INTERVAL<br>330' |           |                   |                                 |                            |               |                    |   |  |  |                        |                                     |   |  |  |                                      |         |

| INSTRUMENTS         |                   |                    |                          |                       |                |  |                    | SUMMING  |  |                 |                      | ENVIRONMENT         |                    |           |                    | DAILY SET-UP NO. 1 |  |
|---------------------|-------------------|--------------------|--------------------------|-----------------------|----------------|--|--------------------|--|--|-----------------|----------------------|---------------------|--------------------|-----------|--------------------|--------------------|--|
| TYPE INST.<br>DFSII | NO. TRACES<br>120 | SAMPLE RATE<br>4ms | HIGH-CUT FILTER<br>64 Hz | LO-CUT FILTER<br>8 Hz | BPI<br>1600    | PRE-AMP GAIN<br>48 db  | TYPE SUMMER<br>MSP | REF. SWP. SUM'D.<br><input type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM IZE<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br>50     | WIND<br>5-15 mph     | PRECIP.<br>overcast | RECORDING TRUCK AT |           | RECORDING TRUCK AT |                    |  |
| NO. TRACKS<br>9     | FORMAT<br>SEG-B   | REC. LENGTH<br>43  | SLOPE<br>72 db OCT.      | SLOPE<br>18 db OCT.   | NOTCH<br>60 Hz | GAIN<br><input checked="" type="checkbox"/> FFP <input type="checkbox"/> Fixed |                    | NOISE REJECT'N<br><input type="checkbox"/> Yes <input type="checkbox"/> No   | GAIN MARGIN<br>MANUAL db   | TERRAIN<br>Flat | TYPE SURFACE<br>Soil | VEGETATION<br>GRASS | Trace _____ at     | VP<br>956 | Trace _____ at     | VP                 |  |

| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  | AMP. NO.  | V.P. NO. | AMP. 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. | (864)    | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                |                     |   |               |            |                  | F. 900 s.ms | F. 901-907 Daily Test   |
|                   | 6:45          | 1         | 60        |          | 61        | 120       |          |               |                |                     |   |               |            |                  |             | V. 05: 391, 4204, 3912, 4227, 4202<br>(NOTE: First copy with tapes; Second copy remains in truck) |
|                   | 8:00          | 868       | 927       |          | 928       | 987       | 657      | 498           |                | 12                  | NOISE                                     |               | 1          | 8 sweeps         |             | LOTS of TRAFFIC   |
| 1                 | 8:07          | 868       | 927       | 865      | 928       | 987       |          | 499           |                | 12                  |   |               |            | 5/8              |             | 929, 932, 933, 935 open for Bridges Parking Lots  |
| 2                 | 8:14          | 869       | 928       | 866      | 929       | 988       |          | 500           |                | 13                  |   |               |            |                  |             | V.P. 866 - Possible Blast on record   |
| 3                 | 8:21          | 870       | 929       | 867      | 930       | 989       |          | 501           |                | 14                  | * V.P. 867 Blasting - LOOK AT PAPER       |               |            |                  |             | Record for V.P. 867 - 1 <sup>st</sup> sweep *   |
| 4                 | 8:28          | 871       | 930       | 868      | 931       | 990       |          | 502           |                | 15                  |   |               |            |                  |             | The only thing we can see is a pumping station - (can hear it go Thump, Thump, ...)               |
| 5                 | 8:35          | 872       | 931       | 869      | 932       | 991       |          | 503           |                | 16                  |   |               |            |                  |             |   |
| 6                 | 8:42          | 873       | 932       | 870      | 933       | 992       |          | 504           |                | 17                  | 1 <sup>st</sup> vib @ -100', 10' move ups |               |            |                  |             |   |
| 7                 | 8:49          | 874       | 933       | 871      | 934       | 993       |          | 505           |                | 18                  | 2 <sup>nd</sup> half, 35' spacing 506     |               |            |                  |             | delete F. 506   |
| 8                 | 8:56          | 875       | 934       | 872      | 935       | 994       | 658      | 507           |                | 19                  |   |               |            |                  |             | Reel # 657 NO E.O.F MARKER (End of Tape)  |
| 9                 | 9:03          | 876       | 935       | 873      | 936       | 995       |          | 508           |                | 20                  |   |               |            |                  |             |   |
| 10                | 9:10          | 877       | 936       | 874      | 937       | 996       |          | 509           |                | 21                  | 1 <sup>st</sup> half                      |               |            |                  |             | STA 875 thru 883 skip houses  |
| 11                | 9:25          | 881       | 946       | 884      | 947       | 1006      |          | 510           |                | 31                  | 2 <sup>nd</sup> half 10' apart            |               |            |                  |             |   |
| 12                | 9:38          | 888       | 947       | 885      | 948       | 1007      |          | 511           |                | 32                  |   |               |            |                  |             |   |
| 13                | 9:45          | 889       | 948       | 886      | 949       | 1008      |          | 512           |                | 33                  |   |               |            |                  |             |   |
| 14                | 9:53          | 890       | 949       | 887      | 950       | 1009      |          | 513           |                | 34                  |   |               |            |                  |             |   |
| 15                | 10:00         | 891       | 950       | 888      | 951       | 1010      |          | 514           |                | 35                  |   |               |            |                  |             |   |
| 16                | 10:07         | 892       | 951       | 889      | 952       | 1011      |          | 515           |                | 36                  |   |               |            |                  |             | STA 890 thru 893 skip houses wells  |
| 17                | 10:15         | 897       | 956       | 894      | 957       | 1016      |          | 516           |                | 41                  |   |               |            |                  |             | STA 895 thru 903 skip   |
| 18                | 10:24         | 908       | 967       | 905      | 968       | 1027      |          | 517           |                | 52                  | 2 <sup>nd</sup> half                      |               |            |                  |             |   |
| 19                | 10:33         | 909       | 968       | 906      | 969       | 1028      |          | 518           |                | 53                  |   |               |            |                  |             |   |
| 20                | 10:41         | 910       | 969       | 907      | 970       | 1029      |          | 519           |                | 54                  |   |               |            |                  |             |   |
| 21                | 10:49         | 911       | 970       | 908      | 971       | 1030      | 659      | 520           |                | 55                  |   |               |            |                  |             |   |

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| IDENTIFICATION |       |       |      |            |      |               |     |                           |    | SET-UP NO.:                 |     |                            |  | SET-UP NO.:                |     |  |  |                  |  |   |  |
|----------------|-------|-------|------|------------|------|---------------|-----|---------------------------|----|-----------------------------|-----|----------------------------|--|----------------------------|-----|--|--|------------------|--|---|--|
| CONTRACT NO.   |       | PARTY |      | PROSPECT   |      | LINE          |     | TRUCK                     |    | OBSERVER                    |     | RECORDING TRUCK AT         |  | RECORDING TRUCK AT         |     | RECORDING TRUCK AT   |  |                  |  |   |  |
| 3212           |       | VH    |      | Texas Area |      | Tex-6         |     | 4050                      |    | Dunham-Hoy                  |     | Trace _____ at<br>VP _____ |  | Trace _____ at<br>VP _____ |     | Trace _____ at<br>VP _____                                       |  |                  |  |   |  |
| MONTH          |       | DAY   |      | YEAR       |      | CREW LOCATION |     | TAPE                      |    | CDP SWITCH                  |     | BAD TRACES                 |  | DELETE RECORD              |     | SET-UP NO.   |  | NUMBER VIBS/SWPS |  | REMARKS   |  |
| 2              |       | 17    |      | 88         |      | Luling Texas  |     | AMP. NO. 1<br>V.P. NO. 60 |    | AMP. NO. 61<br>V.P. NO. 120 |     | REEL NO. FILE NUMBER/S     |  | NO. 1 AT                   |     |  |  |                  |  | (NOTE: First copy with tapes; Second copy remains in truck) |  |
| 22             | 10:56 | 912   | 971  | 909        | 972  | 1031          | 659 | 521                       | 56 |                             |     |                            |  | 1                          | 5/8 | STA 929, 932, 933, 935 open Bridges Parking Lots in Town of Kyle |  |                  |  |   |  |
| 23             | 11:04 | 913   | 972  | 910        | 973  | 1032          |     | 522                       | 57 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 24             | 11:11 | 914   | 973  | 911        | 974  | 1033          |     | 523                       | 58 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 25             | 11:18 | 915   | 974  | 912        | 975  | 1034          |     | 524                       | 59 |                             |     |                            |  |                            |     | The noise that looks like Blasting is a water Pumping Station    |  |                  |  |   |  |
| 26             | 11:26 | 916   | 975  | 913        | 976  | 1035          |     | 525                       | 60 |                             |     |                            |  |                            |     | in the Town of Kyle Tx   |  |                  |  |   |  |
| 27             | 11:33 | 917   | 976  | 914        | 977  | 1036          |     | 526                       | 61 |                             |     |                            |  |                            |     | All vibs on left side of Road                                    |  |                  |  |   |  |
| 28             | 11:39 | 918   | 977  | 915        | 978  | 1037          |     | 527                       | 62 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 29             | 11:46 | 919   | 978  | 916        | 979  | 1038          |     | 528                       | 63 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 30             | 11:52 | 920   | 979  | 917        | 980  | 1039          |     | 529                       | 64 |                             |     |                            |  |                            |     | STA 918 thru 951 skip for the Town of Kyle Texas                 |  |                  |  |   |  |
| 31             | 12:33 | 955   | 1014 | 952        | 1015 | 1074          |     | 530                       | 12 | 2nd half                    |     |                            |  | 2                          |     | UP 952 vibs on Right side of Rd                                  |  |                  |  |   |  |
| 32             | 12:39 | 956   | 1015 | 953        | 1016 | 1075          |     | 531                       | 13 |                             | 32  |                            |  |                            |     | STA 986 open shorting cables together                            |  |                  |  |   |  |
| 33             | 12:47 | 957   | 1016 | 954        | 1017 | 1076          |     | 532                       | 14 |                             | 31  |                            |  |                            |     | STA 955 All vibs on Left side of Rd                              |  |                  |  |   |  |
| 34             | 12:59 | 958   | 1017 | 955        | 1018 | 1077          | 660 | 533                       | 15 | 2nd half B/D                |     |                            |  |                            |     |  |  |                  |  |   |  |
| 35             | 1:06  | 959   | 1018 | 956        | 1019 | 1078          |     | 534                       | 16 | 10' apart 2nd half          |     |                            |  |                            |     |  |  |                  |  |   |  |
| 36             | 1:12  | 960   | 1019 | 957        | 1020 | 1079          |     | 535                       | 17 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 37             | 1:20  | 961   | 1020 | 958        | 1021 | 1080          |     | 536                       | 18 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 38             | 1:26  | 962   | 1021 | 959        | 1022 | 1081          |     | 537                       | 19 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 39             | 1:32  | 963   | 1022 | 960        | 1023 | 1082          |     | 538                       | 20 |                             |     |                            |  |                            |     | STA 960 All vibs on Right side of Rd                             |  |                  |  |   |  |
| 40             | 1:39  | 964   | 1023 | 961        | 1024 | 1083          |     | 539                       | 21 |                             | 120 |                            |  |                            |     |  |  |                  |  |   |  |
| 41             | 1:45  | 965   | 1024 | 962        | 1025 | 1084          |     | 540                       | 22 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 42             | 1:54  | 966   | 1025 | 963        | 1026 | 1085          |     | 541                       | 23 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 43             | 2:01  | 967   | 1026 | 964        | 1027 | 1086          |     | 542                       | 24 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |
| 44             | 2:07  | 968   | 1027 | 965        | 1028 | 1087          |     | 543                       | 25 |                             |     |                            |  |                            |     | File 545 Redes Sur   |  |                  |  |   |  |
| 45             | 2:25  | 984   | 1043 | 981        | 1044 | 1103          |     | 544                       | 41 | 2nd half                    |     |                            |  |                            |     | STA 966 thru 980 skip houses + water wells                       |  |                  |  |   |  |
| 46             | 2:40  | 985   | 1044 | 982        | 1045 | 1104          | 661 | 546                       | 42 |                             |     |                            |  |                            |     | Vib 3912 out 4219 in   |  |                  |  |   |  |
| 47             | 2:46  | 986   | 1045 | 983        | 1046 | 1105          |     | 547                       | 43 |                             |     |                            |  |                            |     | No Eof on Reel 660   |  |                  |  |   |  |
| 48             | 2:52  | 987   | 1046 | 984        | 1047 | 1106          |     | 548                       | 44 |                             |     |                            |  |                            |     |  |  |                  |  |   |  |

| IDENTIFICATION       |  |             |  |                      |  | SET-UP NO.:                 |  |               |  | SET-UP NO.:              |  |  |  |  |  |  |  |
|----------------------|--|-------------|--|----------------------|--|-----------------------------|--|---------------|--|--------------------------|--|--|--|--|--|--|--|
| CONTRACT NO.<br>3212 |  | PARTY<br>VH |  | PROSPECT<br>Tex Area |  | LINE<br>Tex-6               |  | TRUCK<br>4050 |  | OBSERVER<br>Duttonet-Hog |  | RECORDING TRUCK AT<br>Trace _____ at _____<br>VP _____ |  | RECORDING TRUCK AT<br>Trace _____ at _____<br>VP _____ |  | RECORDING TRUCK AT<br>Trace _____ at _____<br>VP _____ |  |
| MONTH<br>2           |  | DAY<br>17   |  | YEAR<br>88           |  | CREW LOCATION<br>Culing Tex |  |               |  |                          |  | VP _____   |  | VP _____   |  | VP _____   |  |

| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO. | AMP. NO.  |           | REEL NO. | TAPE FILE NUMBER/S | GDP 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. |          |                    |                     |                          |               |            |                  |  |
| 49                | 2:59          | 988       | 1047      | 985      | 1048      | 1107      | 661      | 549                | 45                  |                          |               | 2          | 5/8              |  |
| 50                | 3:05          | 989       | 1048      | 986      | 1049      | 1108      |          | 550                | 46                  |                          |               |            |                  |  |
| 51                | 3:12          | 990       | 1049      | 987      | 1050      | 1109      |          | 551                | 47                  |                          |               |            |                  |  |
| 52                | 3:20          | 991       | 1050      | 988      | 1051      | 1110      |          | 552                | 48                  |                          |               |            |                  |  |
| 53                | 3:29          | 992       | 1051      | 989      | 1052      | 1111      |          | 553                | 49                  | 2 <sup>nd</sup> half B/B |               |            |                  |  |
| 54                | 3:37          | 993       | 1052      | 990      | 1053      | 1112      |          | 554                | 50                  |                          |               |            |                  |  |
| 55                | 3:43          | 994       | 1053      | 991      | 1054      | 1113      |          | 555                | 51                  |                          |               |            |                  |  |
| 56                | 3:49          | 995       | 1054      | 992      | 1055      | 1114      |          | 556                | 52                  |                          |               |            |                  |  |
| 57                | 3:57          | 996       | 1055      | 993      | 1056      | 1115      |          | 557                | 53                  |                          |               |            |                  |  |
| 58                | 4:04          | 997       | 1056      | 994      | 1057      | 1116      |          | 558                | 54                  |                          |               |            |                  |  |
| 59                | 4:11          | 998       | 1057      | 995      | 1058      | 1117      | 662      | 559                | 55                  |                          |               |            |                  |  |
| 60                | 4:18          | 999       | 1058      | 996      | 1059      | 1118      |          | 560                | 56                  |                          |               |            |                  |  |
| 61                | 4:25          | 1000      | 1059      | 997      | 1060      | 1119      |          | 561                | 57                  |                          |               |            |                  |  |
| 62                | 4:32          | 1001      | 1060      | 998      | 1061      | 1120      |          | 562                | 58                  |                          |               |            |                  |  |
| 63                | 4:38          | 1002      | 1061      | 999      | 1062      | 1121      |          | 563                | 59                  |                          |               |            |                  |  |
| 64                | 4:45          | 1003      | 1062      | 1000     | 1063      | 1122      |          | 564                | 60                  |                          |               |            |                  |  |
| 65                | 4:51          | 1004      | 1063      | 1001     | 1064      | 1123      |          | 565                | 61                  |                          |               |            |                  | STA 1001 All Hubson left side of road                        |
| 66                | 4:58          | 1005      | 1064      | 1002     | 1065      | 1124      |          | 566                | 62                  |                          |               |            |                  |  |
| 67                | 5:05          | 1006      | 1065      | 1003     | 1066      | 1125      |          | 567                | 63                  |                          |               |            |                  | STA 1004 thru 1007 skip, house undrill                       |
| 68                | 5:12          | 1011      | 1070      | 1008     | 1071      | 1130      |          | 568                | 64                  | 2 <sup>nd</sup> half     |               |            |                  | End of Day<br>Jay crew picking up got behind because of Town |
| 69                |               |           |           |          |           |           |          |                    |                     |                          |               |            |                  |  |
| 70                |               |           |           |          |           |           |          |                    |                     |                          |               |            |                  |  |

| DATE & TRAVEL     |               |                   | IDENTIFICATION |               |          | GEOPHONES   |   |   |  | VIBRATORS            |                          |   | SWEEP  |   | LINE DIRECTION <i>S</i> TO <i>N</i>  |           |              |
|-------------------|---------------|-------------------|----------------|---------------|----------|---|---|---|--|----------------------|--------------------------|---|--|---|--|-----------|--------------|
| MONTH             | DAY           | YEAR              | CONTRACT NO.   | PROSPECT      | LINE     | TYPE  | NO./STRING  | NO. OF STRINGS  | PATTERN WIDTH  | TYPE VIBS.           | SEPARATION               | SWEEPS/VP   | FREQUENCY  |   | VP NO.1  | AMPL NO.1 | VIBS. MOVING |
| 02                | 22            | 88                | 3212           | Texas AREA    | TX-6     | 65C-20D   | 6   | 4   | -  | V-2400               | 61' Ft.                  | 8   | 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   |           |              |
| 6:00              |               |                   | VH             | Wittmer/Hoy   | 4050     | 8 Hz  | 13.75'  | <input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | 316' Ft.   | Pelton               | 553' Ft.                 | <input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast       | 28 Sec.  |   | VIBRATED SKIPPED DISTANCE  |           |              |
| ARRIVE TOWN       |               |                   | PARTY LOCATION |               |          | TYPE BASE   | CONNECTION  | CONNECTION  | LOCATION   | NO. VIBS.            | MOVE BETWEEN INDIV. SWPS | SWP. LOCATION   | PARAMETER SETTINGS   |   | STATION INTERVAL   |           |              |
|                   |               |                   | Kuling, TEXAS  |               |          | Spike   | <input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel     | <input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5                    | 20.6 Ft.                 | <input type="checkbox"/> Across VP<br><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               | 64 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                  | 48                   |                          | -   | Trace _____ at   |   |  |           |              |
| NO. TRACKS        | FORMAT        | REC. LENGTH       | SLOPE          | SLOPE         | NOTCH    | GAIN  |   | NOISE REJECT'N  | GAIN MARGIN  | TERRAIN              | TYPE SURFACE             | VEGETATION  | VP _____ at  |   |  |           |              |
| 9                 | SEG-B         | 43                | 72 db OCT.     | 18 db OCT.    | 60 Hz    | <input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed |   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                 | MANUAL   | Hilly                | SOIL                     | Grass soil  | VP _____ at  |   |  |           |              |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.          | AMP. NO.       | V.P. NO.      | AMP. NO. | AMP. NO.  | TAPE  | COM-PUTER R.I.  | CDP SWITCH NO. 1 AT  | BAD TRACES           | DELETE RECORD            | SET-UP NO.  | NUMBER VIBS/SWPS   | REMARKS                                   |  |           |              |
|                   | 6:45 AM       | 1                 | 60             | 61            | 120      | 120   | REEL NO. FILE NUMBER/S  |   |  |                      |                          |   |  |   | F.901-907 Daily Test F.909 SIMS<br>(NOTE: First copy with tapes; Second copy remains in truck) |           |              |
|                   |               | 1012              | 1071           | 1008          | 1072     | 1131  | 662 569   |   | 12   | NOISE                |                          | 1   | 8  | sweep delete F.908 F.909 sims attempt 569 |  |           |              |
| 1                 | 7:45          | 1012              | 1071           | 1009          | 1072     | 1131  | 663 570   |   | 12   | 2 <sup>nd</sup> half |                          |   | 5/8  |   |  |           |              |
| 2                 | 7:52          | 1013              | 1072           | 1010          | 1073     | 1132  | 571   |   | 13   |                      |                          |   |  |   |  |           |              |
| 3                 | 8:01          | 1014              | 1073           | 1011          | 1074     | 1133  | 572   |   | 14   |                      |                          |   |  |   |  |           |              |
| 4                 | 8:08          | 1015              | 1074           | 1012          | 1075     | 1134  | 573   |   | 15   |                      |                          |   |  |   |  |           |              |
| 5                 | 8:16          | 1016              | 1075           | 1013          | 1076     | 1135  | 574   |   | 16   |                      |                          |   |  |   |  |           |              |
| 6                 | 8:23          | 1017              | 1076           | 1014          | 1077     | 1136  | 575   |   | 17   |                      |                          |   |  |   |  |           |              |
| 7                 | 8:34          | 1018              | 1077           | 1015          | 1078     | 1137  | 576   |   | 18   |                      |                          |   |  |   |  |           |              |
| 8                 | 8:46          | 1019              | 1078           | 1016          | 1079     | 1138  | 577   |   | 19   |                      |                          |   |  |   |  |           |              |
| 9                 | 8:54          | 1020              | 1079           | 1017          | 1080     | 1139  | 578   |   | 20   |                      |                          |   |  |   |  |           |              |
| 10                | 9:02          | 1021              | 1080           | 1018          | 1081     | 1140  | 579   |   | 21   |                      |                          |   |  |   |  |           |              |
| 11                | 9:11          | 1022              | 1081           | 1019          | 1082     | 1141  | 580   |   | 22   |                      |                          |   |  |   |  |           |              |
| 12                | 9:17          | 1023              | 1082           | 1020          | 1083     | 1142  | 581   |   | 23   |                      |                          |   |  |   |  |           |              |
| 13                | 9:23          | 1024              | 1083           | 1021          | 1084     | 1143  | 582   |   | 24   |                      |                          |   |  | sta 1021 v6 1,3,5 on left 2,4 on right    |  |           |              |
| 14                | 9:32          | 1025              | 1084           | 1022          | 1085     | 1144  | 667 583   |   | 25   |                      |                          |   |  |   |  |           |              |
| 15                | 9:37          | 1026              | 1085           | 1023          | 1086     | 1145  | 584   |   | 26   |                      |                          |   |  |   |  |           |              |
| 16                | 9:43          | 1027              | 1086           | 1024          | 1087     | 1146  | 585   |   | 27   |                      |                          |   |  |   |  |           |              |
| 17                | 9:49          | 1028              | 1087           | 1025          | 1088     | 1147  | 586   |   | 28   |                      |                          |   |  |   |  |           |              |
| 18                | 9:56          | 1029              | 1088           | 1026          | 1089     | 1148  | 587   |   | 29   |                      |                          |   |  |   |  |           |              |
| 19                | 10:03         | 1030              | 1089           | 1027          | 1090     | 1149  | 588   |   | 30   |                      |                          |   |  | sta 1027 All vibson right side            |  |           |              |
| 20                | 10:09         | 1031              | 1090           | 1028          | 1091     | 1150  | 589   |   | 31   |                      |                          |   |  |   |  |           |              |
| 21                | 10:15         | 1032              | 1091           | 1029          | 1092     | 1151  | 590   |   | 32   |                      |                          |   |  |   |  |           |              |

| IDENTIFICATION    |               |           |           |               |           |           |           |               |                     |                          | SET-UP NO.:   |                    |                  | SET-UP NO.:  |          |                    |                     |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|-----------|---------------|---------------------|--------------------------|---------------|--------------------|------------------|--|----------|--------------------|---------------------|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |           | TRUCK         |                     | OBSERVER                 |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT   |          | RECORDING TRUCK AT |                     |
| 3212              |               | UH        |           | Tex Area      |           | Tex-6     |           | 4050          |                     | Vetterot - Hoy           |               | Trace _____ at     |                  | Trace _____ at   |          | Trace _____ at     |                     |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |           |               |                     |                          | VP            |                    | VP               |  | VP       |                    |                     |
| 2                 | 22            | 88        |           | Luling Texas  |           |           |           |               |                     |                          | VP _____      |                    | VP 1100          |  | VP _____ |                    |                     |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO.  |           | TAPE      |               | CDP SWITCH NO. 1 AT | BAD TRACES               | DELETE RECORD | SET-UP NO.         | NUMBER VIBS/SWPS | REMARKS<br>(NOTE: First copy with tapes; Second copy remains in truck) |          |                    |                     |
|                   |               | 1         | 60        |               | 61        | 120       | REEL NO.  | FILE NUMBER/S |                     |                          |               |                    |                  |  |          |                    |                     |
| AT VP NO.         | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO.     | AT VP NO. | AT VP NO. | AT VP NO. |               |                     |                          |               |                    |                  |  |          |                    |                     |
| 22                | 10:21         | 1033      | 1092      | 1030          | 1093      | 1152      | 664       | 591           | 33                  |                          |               | 1                  | 5/8              |  |          |                    |                     |
| 23                | 10:27         | 1034      | 1093      | 1031          | 1094      | 1153      |           | 592           | 34                  |                          |               |                    |                  |  |          |                    |                     |
| 24                | 10:33         | 1035      | 1094      | 1032          | 1095      | 1154      |           | 593           | 35                  |                          |               |                    |                  |  |          |                    |                     |
| 25                | 10:41         | 1036      | 1095      | 1033          | 1096      | 1155      |           | 594           | 36                  |                          |               |                    |                  |  |          |                    |                     |
| 26                | 10:46         | 1037      | 1096      | 1034          | 1097      | 1158      |           | 595           | 37                  |                          |               |                    |                  |  |          |                    |                     |
| 27                | 10:54         | 1038      | 1097      | 1035          | 1098      | 1157      | 665       | 596           | 38                  |                          |               |                    |                  |  |          |                    |                     |
| 28                | 11:00         | 1039      | 1098      | 1036          | 1099      | 1158      |           | 597           | 39                  |                          |               |                    |                  |  |          |                    |                     |
| 29                | 11:06         | 1040      | 1099      | 1037          | 1100      | 1159      |           | 598           | 40                  |                          |               |                    |                  |  |          |                    |                     |
| 30                | 11:12         | 1041      | 1100      | 1038          | 1101      | 1160      |           | 599           | 41                  |                          |               |                    |                  |  |          |                    |                     |
| 31                | 11:18         | 1042      | 1101      | 1039          | 1102      | 1161      |           | 600           | 42                  |                          |               |                    |                  |  |          |                    |                     |
| 32                | 11:25         | 1043      | 1102      | 1040          | 1103      | 1162      |           | 601           | 43                  |                          |               |                    |                  |  |          |                    |                     |
| 33                | 11:33         | 1044      | 1103      | 1041          | 1104      | 1163      |           | 602           | 44                  |                          |               |                    |                  |  |          |                    | STA 1042 skip House |
| 34                | 11:40         | 1046      | 1105      | 1043          | 1106      | 1165      |           | 603           | 46                  |                          |               |                    |                  |  |          |                    |                     |
| 35                | 11:49         | 1047      | 1106      | 1044          | 1107      | 1166      |           | 604           | 47                  |                          |               |                    |                  |  |          |                    |                     |
| 36                | 11:57         | 1048      | 1107      | 1045          | 1108      | 1167      |           | 605           | 48                  |                          |               |                    |                  |  |          |                    |                     |
| 37                | 12:03         | 1049      | 1108      | 1046          | 1109      | 1168      |           | 606           | 49                  | 1 <sup>st</sup> half     |               |                    |                  |  |          |                    |                     |
| 38                | 12:13         | 1050      | 1109      | 1047          | 1110      | 1169      |           | 607           | 50                  | 2 <sup>nd</sup> half B/B |               |                    |                  |  |          |                    |                     |
| 39                | 12:14         | 1051      | 1110      | 1048          | 1111      | 1170      |           | 608           | 51                  |                          |               |                    |                  |  |          |                    |                     |
| 40                | 12:27         | 1052      | 1111      | 1049          | 1112      | 1171      | 666       | 609           | 52                  | 20' apart                |               |                    |                  |  |          |                    |                     |
| 41                | 12:34         | 1053      | 1112      | 1050          | 1113      | 1172      |           | 610           | 53                  |                          |               |                    |                  |  |          |                    |                     |
| 42                | 12:40         | 1054      | 1113      | 1051          | 1114      | 1173      |           | 611           | 54                  |                          |               |                    |                  |  |          |                    |                     |
| 43                | 12:46         | 1055      | 1114      | 1052          | 1115      | 1174      |           | 612           | 56                  |                          |               |                    |                  |  |          |                    |                     |
| 44                | 12:52         | 1056      | 1115      | 1053          | 1116      | 1175      |           | 613           | 57                  |                          |               |                    |                  |  |          |                    |                     |
| 45                | 12:58         | 1057      | 1116      | 1054          | 1117      | 1176      |           | 614           | 58                  |                          |               |                    |                  |  |          |                    |                     |
| 46                | 1:04          | 1058      | 1117      | 1055          | 1118      | 1177      |           | 615           | 59                  |                          |               |                    |                  |  |          |                    |                     |
| 47                | 1:10          | 1059      | 1118      | 1056          | 1119      | 1178      |           | 616           | 60                  |                          |               |                    |                  |  |          |                    |                     |
| 48                | 1:16          | 1060      | 1119      | 1057          | 1120      | 1179      |           | 617           | 60                  |                          |               |                    |                  |  |          |                    |                     |

| IDENTIFICATION    |               |            |               |          |                |                    |          |                    |                     |                    | SET-UP NO.:   |            |                  | SET-UP NO.:   |  |  |
|-------------------|---------------|------------|---------------|----------|----------------|--------------------|----------|--------------------|---------------------|--------------------|---------------|------------|------------------|---|--|--|
| CONTRACT NO.      | PARTY         | PROSPECT   | LINE          | TRUCK    | OBSERVER       | RECORDING TRUCK AT |          | RECORDING TRUCK AT |                     | RECORDING TRUCK AT |               |            |                  |   |  |  |
| 3212              | VH            | Tex Area   | Tex-6         | 4050     | Vuttonet - Hoy | Trace              | at       | Trace              | at                  | Trace              | at            |            |                  |   |  |  |
| MONTH             | DAY           | YEAR       | CREW LOCATION |          | VP             |                    | VP       |                    | VP                  |                    | VP            |            |                  |   |  |  |
| 2                 | 22            | 88         | Luling Texas. |          | 1100           |                    | 1159     |                    |                     |                    |               |            |                  |   |  |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO. 1 | AMP. NO. 60   | V.P. NO. | AMP. NO. 61    | AMP. NO. 120       | 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) |  |  |
| 49                | 1:23          | 1061       | 1120          | 1058     | 1121           | 1180               | 666      | 618                | 61                  |                    |               | 1          | 5/8              | sta 1061 Possible Blasting on Record.                       |  |  |
| 50                | 1:29          | 1062       | 1121          | 1059     | 1122           | 1181               |          | 619                | 62                  |                    |               |            |                  |   |  |  |
| 51                | 1:36          | 1063       | 1122          | 1060     | 1123           | 1182               |          | 620                | 63                  |                    |               |            |                  |   |  |  |
| 52                | 1:42          | 1064       | 1123          | 1061     | 1124           | 1183               |          | 621                | 64                  |                    |               |            |                  |   |  |  |
| 53                | 2:00          | 1065       | 1124          | 1062     | 1125           | 1184               | 667      | 622                | 65                  |                    |               |            |                  |   |  |  |
| 54                | 2:06          | 1066       | 1125          | 1063     | 1126           | 1185               |          | 623                | 66                  |                    |               |            |                  |   |  |  |
| 55                | 2:12          | 1067       | 1126          | 1064     | 1127           | 1186               |          | 624                | 67                  |                    |               |            |                  |   |  |  |
| 56                | 2:18          | 1068       | 1127          | 1065     | 1128           | 1187               |          | 625                | 68                  |                    |               |            |                  |   |  |  |
| 57                | 2:24          | 1069       | 1128          | 1066     | 1129           | 1188               |          | 626                | 69                  |                    |               |            |                  |   |  |  |
| 58                | 2:31          | 1070       | 1129          | 1067     | 1130           | 1189               |          | 627                | 70                  |                    |               |            |                  |   |  |  |
| 59                | 2:54          | 1071       | 1130          | 1068     | 1131           | 1190               |          | 628                | 12                  |                    |               | 2          |                  | Recorder moved to sta 1159                                  |  |  |
| 60                | 2:64          | 1076       | 1135          | 1073     | 1136           | 1195               |          | 629                | 17                  |                    |               |            |                  | sta 1069 thru 1072 skip houses                              |  |  |
| 61                | 3:09          | 1077       | 1136          | 1074     | 1137           | 1196               |          | 630                | 18                  |                    |               |            |                  |   |  |  |
| 62                | 3:15          | 1079       | 1137          | 1075     | 1138           | 1197               |          | 631                | 19                  |                    |               |            |                  |   |  |  |
| 63                | 3:21          | 1079       | 1138          | 1076     | 1139           | 1198               |          | 632                | 20                  |                    |               |            |                  |   |  |  |
| 64                | 3:28          | 1080       | 1139          | 1077     | 1140           | 1199               |          | 633                | 21                  |                    |               |            |                  |   |  |  |
| 65                | 3:34          | 1081       | 1140          | 1078     | 1141           | 1200               |          | 634                | 22                  |                    |               |            |                  |   |  |  |
| 66                | 3:42          | 1082       | 1141          | 1079     | 1142           | 1201               | 668      | 635                | 23                  |                    |               |            |                  |   |  |  |
| 67                | 3:48          | 1083       | 1142          | 1080     | 1143           | 1202               |          | 636                | 24                  |                    |               |            |                  |   |  |  |
| 68                | 3:55          | 1084       | 1143          | 1081     | 1144           | 1203               |          | 637                | 25                  |                    |               |            |                  |   |  |  |
| 69                | 4:01          | 1085       | 1144          | 1082     | 1145           | 1204               |          | 638                | 26                  |                    |               |            |                  |   |  |  |
| 70                | 4:07          | 1086       | 1145          | 1083     | 1146           | 1205               |          | 639                | 27                  |                    |               |            |                  |   |  |  |
| 71                | 4:13          | 1087       | 1146          | 1084     | 1147           | 1206               |          | 640                | 28                  |                    |               |            |                  |   |  |  |
| 72                | 4:19          | 1088       | 1147          | 1085     | 1148           | 1207               |          | 641                | 29                  | 1st half           |               |            |                  |   |  |  |
| 73                | 4:27          | 1091       | 1150          | 1088     | 1151           | 1210               |          | 642                | 32                  | 2nd half           |               |            |                  | sta 1084 thru 1087 skip Windmill                            |  |  |
| 74                | 4:34          | 1092       | 1151          | 1089     | 1152           | 1211               |          | 643                | 33                  |                    |               |            |                  |   |  |  |
| 75                | 4:40          | 1093       | 1152          | 1090     | 1153           | 1212               |          | 644                | 34                  |                    |               |            |                  |   |  |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |                    |                     | SET-UP NO.:  |               |                    |                  | SET-UP NO.:   |  |                    |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|--------------------|---------------------|--------------|---------------|--------------------|------------------|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK              |                     | OBSERVER     |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | UH        |           | Tex Area      |           | Tex-6     |          | 4050               |                     | Muttonat-Hog |               | Trace _____ at     |                  | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |                    |                     | VP           |               | VP                 |                  | VP  |  | VP                 |  |
| 2                 | 22            | 88        |           | Luling Texas  |           |           |          |                    |                     | VP _____     |               | VP 1159            |                  | 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) |  |                    |  |
| 76                | 4:46          | 1094      | 1153      | 1091          | 1154      | 1213      | 668      | 645                | 35                  |              |               | 2                  | 5/8              |   |  |                    |  |
| 77                | 4:54          | 1098      | 1157      | 1095          | 1158      | 1217      |          | 646                | 39                  |              |               |                    |                  | STA 1092 thru 1094 skip houses                              |  |                    |  |
| 78                | 5:01          | 1099      | 1158      | 1096          | 1159      | 1218      |          | 647                | 40                  | 2nd half.    |               |                    |                  | All vibs on left side of Road.                              |  |                    |  |
|                   |               |           |           |               |           |           | 669      |                    |                     |              |               |                    |                  | End of Day  |  |                    |  |
|                   |               |           |           |               |           |           |          |                    |                     |              |               |                    |                  | have to pick up cables thru town                            |  |                    |  |

| DATE & TRAVEL |     |                   | IDENTIFICATION |            |       | GEOPHONES |   |  |  | VIBRATORS    |                           |  | SWEEP  |  | LINE DIRECTION <i>S</i> TO <i>N</i> |           |              |
|---------------|-----|-------------------|----------------|------------|-------|-----------|---|--|--|--------------|---------------------------|--|--|--|-------------------------------------|-----------|--------------|
| MONTH         | DAY | YEAR              | CONTRACT NO.   | PROSPECT   | LINE  | TYPE      | NO./STRING  | NO. OF STRINGS   | PATTERN WIDTH  | TYPE VIBS.   | SEPARATION                | SWEEPS/VP  | FREQUENCY  |  | VP NO.1                             | AMPL NO.1 | VIBS. MOVING |
| 02            | 23  | 88                | 3212           | Texas Area | Tx-6  | GSC-20D   | 6   | 4  | -  | Y-2400       | 61' Ft.                   | 8  | 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              |           |              |
|               |     |                   | VH             | Vnittoner  | 4050  | 8 Hz      | 13.75' Ft.  | <input type="checkbox"/> End to End<br><input type="checkbox"/> Parallel                   | 316' Ft.   | Pelton II    | 553' Ft.                  | <input checked="" type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast       | 28 Sec.  |  | VIBRATED                            | SKIPPED   | DISTANCE     |
| ARRIVE TOWN   |     |                   | PARTY LOCATION |            |       | TYPE BASE | CONNECTION  | CONNECTION   | LOCATION   | NO. VIBS.    | MOVE BETWEEN INDIV. SWPS. | SWP. LOCATION  | PARAMETER SETTINGS   |  | STATION INTERVAL                    |           |              |
|               |     |                   | Kuling, Texas  |            |       | Spike     | <input checked="" type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input checked="" type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel | <input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5            | 41.2 Ft.                  | <input checked="" type="checkbox"/> Across VP<br><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 |                |
| DFSD        | 120        | 4ms         | 64 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 | 52          | 5-10         | -          | Trace _____ at     | Trace _____ at |
| NO. TRACKS  | FORMAT     | REC. LENGTH | SLOPE         | SLOPE         | NOTCH | GAIN   |             | NOISE REJECT'N  | GAIN MARGIN   | TERRAIN     | TYPE SURFACE | VEGETATION | VP _____           | VP _____       |
| 9           | SEGB       | 43          | 72 db OCT.    | 18 db OCT.    | 60 Hz | <input checked="" type="checkbox"/> FFP <input type="checkbox"/> Fixed |             | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | MANUAL db   | Hilly       | 5811 Rocks   | GRASS      | VP _____           | 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. |          | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                |                     |                                     |               |            |                  |  |
|                   | 6:45 AM       | 1         | 60        | 1096     | 61        | 120       |          |               |                |                     |                                     |               |            |                  | F.901-907 Daily Test REMARKS               |
|                   | 7:30          | 1100      | 1159      |          | 1160      | 1219      | 669      | 648           |                | 11                  | NOISE                               |               | 1          | 8 SWEEPS         | All vibs on left side of Road - Full Drive |
| 1                 | 7:37          | 1100      | 1159      | 1097     | 1160      | 1219      |          | 649           |                | 11                  |                                     |               |            | 5/8              | STATIONS - 1223, 1225, 1229, 1230, 1231,   |
| 2                 | 7:44          | 1101      | 1160      | 1098     | 1161      | 1220      |          | 650           |                | 12                  |                                     |               |            |                  | * 1241 are all open due to TOWN OF         |
| 3                 | 7:51          | 1102      | 1161      | 1099     | 1162      | 1221      |          | 651           |                | 13                  |                                     |               |            |                  | Wimberly, TX                               |
| 4                 | 7:58          | 1103      | 1162      | 1100     | 1163      | 1222      |          | 652           |                | 14                  | 1 <sup>st</sup> /half               |               |            |                  | 1101-1115 skip Numerous houses & wells     |
| 5                 | 8:08          | 1119      | 1178      | 1116     | 1179      | 1238      |          | 653           |                | 30                  | 2 <sup>nd</sup> /half               |               |            |                  | All vibs on Right side of Road             |
| 6                 | 8:16          | 1120      | 1179      | 1117     | 1180      | 1239      |          | 654           |                | 31                  |                                     |               |            |                  |  |
| 7                 | 8:23          | 1121      | 1180      | 1118     | 1181      | 1240      |          | 655           |                | 32                  |                                     |               |            |                  |  |
| 8                 | 8:30          | 1122      | 1181      | 1119     | 1182      | 1241      |          | 656           |                | 33                  |                                     |               |            |                  | F.908 Sims after P. 656                    |
| 9                 | 8:45          | 1123      | 1882      | 1120     | 1183      | 1242      |          | 657           |                | 34                  | 1 <sup>st</sup> /half B/B           |               |            |                  | 1121, 1122 skip for house & well           |
| 10                | 8:55          | 1126      | 1185      | 1123     | 1186      | 1245      |          | 658           |                | 37                  | 2 <sup>nd</sup> /half               |               |            |                  |  |
| 11                | 9:03          | 1127      | 1186      | 1124     | 1187      | 1246      | 670      | 659           |                | 38                  |                                     |               |            |                  |  |
| 12                | 9:10          | 1128      | 1187      | 1125     | 1188      | 1247      |          | 660           |                | 39                  | 2 <sup>nd</sup> /half, 2.5' spacing |               |            |                  |  |
| 13                | 9:17          | 1129      | 1188      | 1126     | 1189      | 1248      |          | 661           |                | 40                  |                                     |               |            |                  |  |
| 14                | 9:24          | 1130      | 1189      | 1127     | 1190      | 1249      |          | 662           |                | 41                  |                                     |               |            |                  |  |
| 15                | 9:31          | 1131      | 1190      | 1128     | 1191      | 1250      |          | 663           |                | 42                  |                                     |               |            |                  |  |
| 16                | 9:38          | 1132      | 1191      | 1129     | 1192      | 1251      |          | 664           |                | 43                  |                                     |               |            |                  |  |
| 17                | 9:45          | 1135      | 1194      | 1132     | 1195      | 1254      |          | 665           |                | 46                  |                                     |               |            |                  |  |
| 18                | 9:52          | 1136      | 1195      | 1133     | 1196      | 1255      |          | 666           |                | 47                  |                                     |               |            |                  |  |
| 19                | 9:59          | 1137      | 1196      | 1134     | 1197      | 1256      |          | 667           |                | 48                  |                                     |               |            |                  |  |
| 20                | 10:06         | 1138      | 1197      | 1135     | 1198      | 1257      |          | 668           |                | 49                  |                                     |               |            |                  | All vibs missed / sweep                    |
| 21                | 10:13         | 1139      | 1198      | 1136     | 1199      | 1258      |          | 669           |                | 50                  | 1 <sup>st</sup> /half               |               |            |                  | 1137-1143 skip - Embankment to steep       |

1137-1143 D.O.T. doing Road work - Skipped to clear them

| IDENTIFICATION    |               |                    |                    |                 |                    |                    |          |                    |                     | SET-UP NO.: 1   |               |                    | SET-UP NO.: 2    |   |  |
|-------------------|---------------|--------------------|--------------------|-----------------|--------------------|--------------------|----------|--------------------|---------------------|---|---------------|--------------------|------------------|---|--|
| CONTRACT NO.      |               | PARTY              |                    | PROSPECT        |                    | LINE               |          | TRUCK              |                     | OBSERVER  |               | RECORDING TRUCK AT |                  | RECORDING TRUCK AT  |  |
| 3912              |               | VH                 |                    | TEXAS AREA TX-6 |                    | TX-6               |          | 4050               |                     | Vuittonet/Hoy   |               | Trace at           |                  | Trace at  |  |
| MONTH             | DAY           | YEAR               |                    | CREW LOCATION   |                    |                    |          |                    |                     | VP  |               | VP                 |                  | VP  |  |
| 02                | 23            | 88                 |                    | Luling, Texas   |                    |                    |          |                    |                     | 1189  |               |                    |                  | 1249  |  |
| 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   |  |
|                   |               | 1                  | 60                 |                 | 61                 | 120                |          |                    |                     |   |               |                    |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |
| 22                | 10:20         | 1147               | 1206               | 1144            | 1207               | 1266               | 670      | 670                | 58                  | 2 <sup>nd</sup> half, B/B   |               | 1                  | 5/8              | Stations 1223, 1225, 1229, 1230, 1231 & 1241 are            |  |
| 23                | 10:27         | 1148               | 1207               | 1145            | 1208               | 1267               |          | 671                | 59                  |   |               |                    |                  | open due to town of Wimberly                                |  |
| 24                | 10:34         | 1149               | 1208               | 1146            | 1209               | 1268               | 671      | 672                | 60                  |   |               |                    |                  |   |  |
| 25                | 10:41         | 1150               | 1209               | 1147            | 1210               | 1269               |          | 673                | 61                  |   |               |                    |                  |   |  |
| 26                | 10:48         | 1151               | 1210               | 1148            | 1211               | 1270               |          | 674                | 62                  | 1 <sup>st</sup> half  |               |                    |                  |   |  |
| 27                | 11:08         | 1152               | 1211               | 1149            | 1212               | 1271               |          | 675                | 63                  | 2 <sup>nd</sup> half, 30' spacing                                 |               |                    |                  |   |  |
| 28                | 11:15         | 1153               | 1212               | 1150            | 1213               | 1272               |          | 676                | 64                  |   |               |                    |                  | V.P. 1151 - sweeps noticed water well near vibs             |  |
| 29                | 11:22         | 1154               | 1213               | 1151            | 1214               | 1273               |          | 677                | 65                  |   |               |                    | 5/4              | 1152-1154 skip for house & well                             |  |
| 30                | 11:30         | 1158               | 1217               | 1155            | 1218               | 1277               |          | 678                | 69                  | 2 <sup>nd</sup> half  |               |                    |                  | All vibs on left side of road - Rec. Moved to 1249          |  |
| 31                | 12:00         | 1164               | 1223               | 1161            | 1224               | 1283               |          | 679                | 15                  | *50% DRIVE 2  |               |                    |                  | V.P. 1156-1160 skip - no shoulder & houses                  |  |
| 32                | 12:08         | 1169               | 1228               | 1166            | 1229               | 1288               |          | 680                | 20                  | 2 <sup>nd</sup> half B/B *50% DRIVE                               |               |                    |                  | 1162-1165, 1167-1169 skip - house & no shoulder             |  |
| 33                | 12:16         | 1173               | 1232               | 1170            | 1233               | 1292               |          | 681                | 24                  | B/B - BACK TO 100% DRIVE  |               |                    |                  | All vibs on right side of road                              |  |
| 34                | 12:24         | 1174               | 1233               | 1171            | 1234               | 1293               |          | 682                | 25                  | 1 <sup>st</sup> half  |               |                    |                  | 1172-1175 skip for houses                                   |  |
| 35                | 12:31         | 1179               | 1238               | 1176            | 1239               | 1298               |          | 683                | 30                  | 2 <sup>nd</sup> half, B/B   |               |                    |                  |   |  |
| 36                | 12:39         | 1180               | 1239               | 1177            | 1240               | 1299               |          | 684                | 31                  | 1 <sup>st</sup> half  |               |                    |                  | V.P. 1178-1185 skip house, no place to vibrate              |  |
| 37                | 12:53         | 1189               | 1248               | 1186            | 1249               | 1308               | 672      | 685                | 40                  | 2 <sup>nd</sup> half, 35' spacing                                 |               |                    |                  | vibs on left side of road                                   |  |
| 38                | 1:01          | 1190               | 1249               | 1187            | 1250               | 1309               |          | 686                | 41                  |   |               |                    |                  | V.P.'s 1186-1190 going up Hill - missing sweeps             |  |
| 39                | 1:09          | 1191               | 1250               | 1188            | 1251               | 1310               |          | 687                | 42                  |   |               |                    |                  |   |  |
| 40                | 1:17          | 1192               | 1251               | 1189            | 1252               | 1311               |          | 688                | 43                  |   |               |                    |                  |   |  |
| 41                | 1:25          | 1193               | 1252               | 1190            | 1253               | 1312               |          | 689                | 44                  |   |               |                    |                  |   |  |
| 42                | 1:33          | 1194               | 1253               | 1191            | 1254               | 1313               |          | 690                | 45                  | B/B   |               |                    |                  | All vibs on right side                                      |  |
| 43                | 1:40          | 1195               | 1254               | 1192            | 1255               | 1314               |          | 691                | 46                  |   |               |                    |                  |   |  |
| 44                | 1:47          | 1196               | 1255               | 1193            | 1256               | 1315               |          | 692                | 47                  |   |               |                    |                  |   |  |
| 45                | 1:54          | 1197               | 1256               | 1194            | 1257               | 1316               |          | 693                | 48                  |   |               |                    |                  |   |  |
| 46                | 2:01          | 1198               | 1257               | 1195            | 1258               | 1317               |          | 694                | 49                  |   |               |                    |                  |   |  |
| 47                | 2:08          | 1199               | 1258               | 1196            | 1259               | 1318               |          | 695                | 50                  | 1 <sup>st</sup> half  |               |                    |                  | V.P. 1197 skip for barn                                     |  |
| 48                | 2:16          | 1201               | 1260               | 1198            | 1261               | 1320               |          | 696                | 52                  | 2 <sup>nd</sup> half, B/B 1 <sup>st</sup> vib + 165' move ups 16' |               |                    |                  |   |  |

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|                      |  |             |  |                             |  |                                |               |                      |  |                |               |                    |  |                    |  |
|----------------------|--|-------------|--|-----------------------------|--|--------------------------------|---------------|----------------------|--|----------------|---------------|--------------------|--|--------------------|--|
| IDENTIFICATION       |  |             |  |                             |  |                                | SET-UP NO.: 2 |                      |  |                | SET-UP NO.: 3 |                    |  |                    |  |
| CONTRACT NO.<br>3212 |  | PARTY<br>VH |  | PROSPECT<br>TEXAS AREA TX-6 |  | LINE<br>4050                   |               | TRUCK<br>Vintner/Hoy |  | OBSERVER       |               | RECORDING TRUCK AT |  | RECORDING TRUCK AT |  |
| MONTH<br>02          |  | DAY<br>23   |  | YEAR<br>88                  |  | CREW LOCATION<br>Luling, Texas |               | 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. |          |                    |                     |                      |               |            |                  | STATIONS | (NOTE: First copy with tapes; Second copy remains in truck) Wimberly |
| 49                | 2:23          | 1202      | 1261      | 1199     | 1262      | 1321      | 672      | 697                | 53                  | 35' spacing          |               | 2          | 5/8              |          |  |
| 50                | 2:30          | 1203      | 1262      | 1200     | 1263      | 1322      | 673      | 698                | 54                  |                      |               |            |                  |          |  |
| 51                | 2:37          | 1204      | 1263      | 1201     | 1264      | 1323      |          | 699                | 55                  |                      |               |            |                  |          |  |
| 52                | 2:44          | 1205      | 1264      | 1202     | 1265      | 1324      |          | 700                | 56                  |                      |               |            |                  |          | #394 missed 2 sweeps   |
| 53                | 2:54          | 1206      | 1265      | 1203     | 1266      | 1325      |          | 701                | 57                  | 2 <sup>nd</sup> half |               |            |                  |          |  |
| 54                | 3:01          | 1207      | 1266      | 1204     | 1267      | 1326      |          | 702                | 58                  |                      |               |            |                  |          |  |
| 55                | 3:08          | 1208      | 1267      | 1205     | 1268      | 1327      |          | 703                | 59                  |                      |               |            |                  |          |  |
| 56                | 3:17          | 1209      | 1268      | 1206     | 1269      | 1328      |          | 704                | 60                  | 2 <sup>nd</sup> half |               |            |                  |          | 1207-1247 skip for town of Wimberly, Tex.                            |
| 57                | 3:45          | 1251      | 1310      | 1248     | 1311      | 1370      |          | 705                | 20                  | 2 <sup>nd</sup> half |               | 3          |                  |          | All vibs on left side - Rec. TRK @ 1331                              |
| 58                | 3:53          | 1252      | 1311      | 1249     | 1312      | 1371      |          | 706                | 21                  |                      |               |            |                  |          | " " "  |
| 59                | 4:00          | 1253      | 1312      | 1250     | 1313      | 1372      |          | 707                | 22                  |                      |               |            |                  |          | All vibs on right side   |
| 60                | 4:07          | 1254      | 1313      | 1251     | 1314      | 1373      |          | 708                | 23                  | 1 <sup>st</sup> half |               |            |                  |          |  |
|                   |               | SKIP      |           | 1252     |           |           |          |                    |                     |                      |               |            |                  |          | 1252-1260 skip for numerous houses                                   |
|                   |               | SKIP      |           | Thru     |           |           |          |                    |                     |                      |               |            |                  |          | Vib crew + jug crew picking up to                                    |
|                   |               | SKIP      |           | 1260     |           |           |          |                    |                     |                      |               |            |                  |          | get caught up - jug crew got behind                                  |
|                   |               |           |           |          |           |           |          |                    |                     |                      |               |            |                  |          | DN skip thru town  |
|                   |               |           |           |          |           |           |          |                    |                     |                      |               |            |                  |          | E.O.D.   |

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| DATE & TRAVEL      |           |                   | IDENTIFICATION                  |                         |               | GEOPHONES  |  |  |                           | VIBRATORS                              |  |  | SWEEP                   |          | LINE DIRECTION <u>S</u> TO <u>N</u>  |          |
|--------------------|-----------|-------------------|---------------------------------|-------------------------|---------------|--|--|--|---------------------------|--|--|--|-------------------------|----------|--------------------------------------|----------|
| MONTH<br>02        | DAY<br>24 | YEAR<br>88        | CONTRACT NO.<br>3212            | PROSPECT<br>TEXAS AREA  | LINE<br>TX-6  | TYPE<br>GSC-20D  | NO./STRING<br>6  | NO. OF STRINGS<br>4  | PATTERN WIDTH<br>-        | TYPE VIBS.<br>Y-2400                   | SEPARATION<br>61' Ft.  | SWEEPS/VP<br>8   | FREQUENCY<br>10-48.5 Hz |          | VP NO.1<br>AMPL NO.1<br>VIBS. MOVING |          |
| LEAVE TOWN<br>6:00 |           | TOTAL TRAVEL TIME | PARTY<br>VH                     | OBSERVER<br>Wittner/Hoy | TRUCK<br>4050 | FREQUENCY<br>8 Hz  | SEPARATION<br>13.75 Ft.  | STRING LAYOUT<br><input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | PATTERN LGTH.<br>316' Ft. | TYPE INSTRU.<br>Peltor II              | DIST. ACROSS SUMMED SWPS.<br>553' Ft.  | ARRANGEMENT<br><input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast | LENGTH<br>28 Sec.       |          | TOTAL STATIONS COVERED               |          |
| ARRIVE TOWN        |           |                   | PARTY LOCATION<br>Kuling, Texas | TYPE BASE<br>Spike      |               | CONNECTION<br><input type="checkbox"/> Series<br><input type="checkbox"/> Parallel | CONNECTION<br><input type="checkbox"/> Series<br><input type="checkbox"/> Parallel | LOCATION<br><input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP                | NO. VIBS.<br>5            | MOVE BETWEEN INDIV. SWPS.<br>41.2' Ft. | SWP. LOCATION<br><input type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | PARAMETER SETTINGS<br><input type="checkbox"/> Bus <input type="checkbox"/> Switch |                         | VIBRATED | SKIPPED                              | DISTANCE |
|                    |           |                   |                                 |                         |               |  |  |  |                           |  |  |  |                         |          | STATION INTERVAL<br>330              |          |

| INSTRUMENTS        |                   |                    |                        |                       |                | SUMMING   |                    |   |  | ENVIRONMENT              |                            |                     | DAILY SET-UP NO. 1 |                |
|--------------------|-------------------|--------------------|------------------------|-----------------------|----------------|---|--------------------|---|--|--------------------------|----------------------------|---------------------|--------------------|----------------|
| TYPE INST.<br>DFSZ | NO. TRACES<br>120 | SAMPLE RATE<br>4ms | HI-CUT FILTER<br>64 Hz | LO-CUT FILTER<br>8 Hz | BPI<br>1600    | PRE-AMP GAIN<br>48 db   | TYPE SUMMER<br>MSP | REF. SWP. SUM'D.<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | POST NORM IZE<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | TEMP.<br>48              | WIND                       | PRECIP.<br>-        | RECORDING TRUCK AT |                |
| NO. TRACKS<br>9    | FORMAT<br>SEG-R   | REC. LENGTH<br>43  | SLOPE<br>72 db OCT.    | SLOPE<br>18 db OCT.   | NOTCH<br>60 Hz | GAIN<br><input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed |                    | NOISE REJECT'N<br><input type="checkbox"/> Yes <input type="checkbox"/> No              | GAIN MARGIN<br>MANUAL db   | TERRAIN<br>Rolling Hills | TYPE SURFACE<br>Rocks Soil | VEGETATION<br>Grass | Trace _____ at     | 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. |          | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                |                     |  |               |            |                  |  |
|                   | 7:10A         | 1         | 60        | (1260)   | 61        | 120       |          |               |                |                     |  |               |            |                  | F. 901-907 Daily TEST                      |
|                   | 7:45          | 1267      | 1326      |          | 1327      | 1386      | 673      | 709           |                | 16                  | NOISE                                    |               | 1          | 8 sweeps         | All vibs on Right side                     |
| 1                 | 7:52          | 1264      | 1323      | 1261     | 1324      | 1383      | 674      | 710           |                | 13                  | 2nd half, B/B                            |               |            | 5/8              |  |
| 2                 | 7:59          | 1265      | 1324      | 1262     | 1325      | 1384      |          | 711           |                | 14                  | 35' spacing                              |               |            |                  |  |
| 3                 | 8:07          | 1266      | 1325      | 1263     | 1326      | 1385      |          | 712           |                | 15                  |  |               |            |                  |  |
| 4                 | 8:14          | 1267      | 1326      | 1264     | 1327      | 1386      |          | 713           |                | 16                  |  |               |            |                  |  |
| 5                 | 8:23          | 1268      | 1327      | 1265     | 1328      | 1387      |          | 714           |                | 17                  | 2nd half                                 |               |            |                  |  |
| 6                 | 8:30          | 1269      | 1328      | 1266     | 1329      | 1388      |          | 715           |                | 18                  | 1st half                                 |               |            |                  | V.P. 1267-1271 skip for houses             |
| 7                 | 8:37          | 1275      | 1334      | 1272     | 1335      | 1394      |          | 716           |                | 24                  |  |               |            |                  | START with V.P. 1272 All vibs on           |
| 8                 | 8:44          | 1276      | 1335      | 1273     | 1336      | 1395      |          | 717           |                | 25                  | 1st half                                 |               |            |                  | 10 FT side of Road                         |
| 9                 | 8:51          | 1277      | 1336      | 1274     | 1337      | 1396      |          | 718           |                | 26                  | 1st half - 1st vib at -100', 10' move up |               |            |                  | 1275 skip for house                        |
| 10                | 8:59          | 1279      | 1338      | 1276     | 1339      | 1398      |          | 719           |                | 28                  | 2nd half                                 |               |            |                  |  |
| 11                | 9:06          | 1280      | 1339      | 1277     | 1340      | 1399      |          | 720           |                | 29                  |  |               |            |                  | 1278, 1279 skip for houses                 |
| 12                | 9:13          | 1283      | 1342      | 1280     | 1343      | 1402      |          | 721           |                | 32                  | 2nd half, 40' spacing                    |               |            |                  | F. 908 Sims after F. 721 Reel # 674        |
| 13                | 9:50          | 1284      | 1343      | 1281     | 1344      | 1403      | 675      | 722           |                | 33                  |  |               |            |                  | STAND BY - CONSTRUCTION crew working       |
| 14                | 9:57          | 1288      | 1347      | 1285     | 1348      | 1407      |          | 723           |                | 37                  |  |               |            |                  | at 1346 - cut cable in Two-Replacing cable |
| 15                | 10:04         | 1289      | 1348      | 1286     | 1349      | 1408      |          | 724           |                | 38                  |  |               |            |                  | V.P.s 1282-1284 skip for houses            |
| 16                | 10:11         | 1290      | 1349      | 1287     | 1350      | 1409      |          | 725           |                | 39                  |  |               |            |                  |  |
| 17                | 10:18         | 1291      | 1350      | 1288     | 1351      | 1410      |          | 726           |                | 40                  |  |               |            |                  | 1289, 1290 skip for house                  |
| 18                | 10:25         | 1294      | 1353      | 1291     | 1354      | 1413      |          | 727           |                | 43                  | 2nd half                                 |               |            |                  |  |
| 19                | 10:32         | 1295      | 1354      | 1292     | 1355      | 1414      |          | 728           |                | 44                  | 1st half                                 |               |            |                  |  |
| 20                | 10:39         | 1298      | 1357      | 1295     | 1358      | 1417      |          | 729           |                | 47                  | 2nd half - 40' spacing                   |               |            |                  |  |
| 21                | 10:45         | 1299      | 1358      | 1296     | 1359      | 1418      |          | 730           |                | 48                  |  |               |            |                  |  |

| IDENTIFICATION    |               |           |           |               |          |       |          |               |                     | SET-UP NO.:        |               |                            |                  | SET-UP NO.:  |                                  |                            |  |
|-------------------|---------------|-----------|-----------|---------------|----------|-------|----------|---------------|---------------------|--------------------|---------------|----------------------------|------------------|--|----------------------------------|----------------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |          | LINE  |          | TRUCK         |                     | OBSERVER           |               | RECORDING TRUCK AT         |                  | RECORDING TRUCK AT   |                                  | RECORDING TRUCK AT         |  |
| 3212              |               | VH        |           | Tex Area      |          | Tex-6 |          | 4050          |                     | Vutherland Hoag    |               | Trace _____ at<br>VP _____ |                  | Trace _____ at<br>VP _____   |                                  | Trace _____ at<br>VP _____ |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |          |       |          |               |                     | RECORDING TRUCK AT |               | RECORDING TRUCK AT         |                  | RECORDING TRUCK AT   |                                  |                            |  |
| 2                 | 24            | 88        |           | Luling Tex    |          |       |          |               |                     | VP 1351            |               | VP 1413                    |                  | VP _____   |                                  |                            |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO. |       | TAPE     |               | CDP SWITCH NO. 1 AT | BAD TRACES         | DELETE RECORD | SET-UP NO.                 | NUMBER VIBS/SWPS | REMARKS<br>(NOTE: First copy with tapes; Second copy remains in truck) |                                  |                            |  |
|                   |               | AT VP NO. | AT VP NO. |               | 61       | 120   | REEL NO. | FILE NUMBER/S |                     |                    |               |                            |                  |  |                                  |                            |  |
| 22                | 10:51         | 1300      | 1359      | 1297          | 1360     | 1419  | 675      | 731           | 49                  |                    |               | 1                          | 5/8              |  |                                  |                            |  |
| 23                | 10:57         | 1301      | 1360      | 1298          | 1361     | 1420  |          | 732           | 50                  |                    |               |                            |                  |  | Sta 1299, 1300, 1301 skip houses |                            |  |
| 24                | 11:03         | 1305      | 1364      | 1302          | 1365     | 1424  |          | 733           | 54                  | 2nd half           |               |                            |                  |  |                                  |                            |  |
| 25                | 11:09         | 1306      | 1365      | 1303          | 1366     | 1425  |          | 734           | 55                  |                    |               |                            |                  |  |                                  |                            |  |
| 26                | 11:15         | 1309      | 1368      | 1306          | 1369     | 1426  | 676      | 735           | 58                  | 2nd half 20' apart |               |                            |                  |  | Sta 1304 & 1305 skip houses      |                            |  |
| 27                | 11:21         | 1310      | 1369      | 1307          | 1370     | 1427  |          | 736           | 59                  |                    |               |                            |                  |  |                                  |                            |  |
| 28                | 11:27         | 1315      | 1374      | 1312          | 1375     | 1434  |          | 737           | 64                  | 2nd half 20' apart |               |                            |                  |  | Sta 1308 thru 1311 skip houses   |                            |  |
| 29                | 11:33         | 1316      | 1375      | 1313          | 1376     | 1435  |          | 738           | 65                  |                    |               |                            |                  |  |                                  |                            |  |
| 30                | 11:52         | 1326      | 1385      | 1323          | 1386     | 1445  |          | 739           | 13                  | 2nd half B/B       |               | 2                          |                  |  | Sta 1314 thru 1322 skip houses   |                            |  |
| 31                | 11:59         | 1327      | 1386      | 1324          | 1387     | 1446  |          | 740           | 14                  | 20' apart          |               |                            |                  |  | Records moved to 1413            |                            |  |
| 32                | 12:06         | 1328      | 1387      | 1325          | 1388     | 1447  |          | 741           | 15                  |                    |               |                            |                  |  |                                  |                            |  |
| 33                | 12:12         | 1329      | 1388      | 1326          | 1389     | 1448  |          | 742           | 16                  |                    |               |                            |                  |  |                                  |                            |  |
| 34                | 12:18         | 1330      | 1389      | 1327          | 1390     | 1449  |          | 743           | 17                  |                    |               |                            |                  |  |                                  |                            |  |
| 35                | 12:25         | 1331      | 1390      | 1328          | 1391     | 1450  |          | 744           | 18                  |                    |               |                            |                  |  |                                  |                            |  |
| 36                | 12:33         | 1332      | 1391      | 1329          | 1392     | 1451  |          | 745           | 19                  |                    |               |                            |                  |  |                                  |                            |  |
| 37                | 12:41         | 1333      | 1392      | 1330          | 1393     | 1452  |          | 746           | 20                  |                    |               |                            |                  |  |                                  |                            |  |
| 38                | 12:50         | 1338      | 1397      | 1335          | 1398     | 1457  |          | 747           | 25                  |                    |               |                            |                  |  | Sta 1331 thru 1334 skip houses   |                            |  |
| 39                | 12:58         | 1339      | 1398      | 1336          | 1399     | 1458  | 677      | 748           | 26                  |                    |               |                            |                  |  |                                  |                            |  |
| 40                | 1:05          | 1340      | 1399      | 1337          | 1400     | 1459  |          | 749           | 27                  |                    |               |                            |                  |  |                                  |                            |  |
| 41                | 1:11          | 1341      | 1400      | 1338          | 1401     | 1460  |          | 750           | 28                  |                    |               |                            |                  |  |                                  |                            |  |
| 42                | 1:17          | 1342      | 1401      | 1339          | 1402     | 1461  |          | 751           | 29                  |                    |               |                            |                  |  |                                  |                            |  |
| 43                | 1:23          | 1343      | 1402      | 1340          | 1403     | 1462  |          | 752           | 30                  |                    |               |                            |                  |  |                                  |                            |  |
| 44                | 1:29          | 1344      | 1403      | 1341          | 1404     | 1463  |          | 753           | 31                  |                    |               |                            |                  |  |                                  |                            |  |
| 45                | 1:35          | 1345      | 1404      | 1342          | 1405     | 1464  |          | 754           | 32                  |                    |               |                            |                  |  |                                  |                            |  |
| 46                | 1:41          | 1346      | 1405      | 1343          | 1406     | 1465  |          | 755           | 33                  |                    |               |                            |                  |  |                                  |                            |  |
| 47                | 1:48          | 1347      | 1406      | 1344          | 1407     | 1466  |          | 756           | 34                  |                    |               |                            |                  |  |                                  |                            |  |
| 48                | 1:55          | 1348      | 1407      | 1345          | 1408     | 1467  |          | 757           | 35                  |                    |               |                            |                  |  |                                  |                            |  |

| IDENTIFICATION |       |          |               |       |                |  | SET-UP NO.:          |  |                      |  | SET-UP NO.:          |  |                      |  |
|----------------|-------|----------|---------------|-------|----------------|--|----------------------|--|----------------------|--|----------------------|--|----------------------|--|
| CONTRACT NO.   | PARTY | PROSPECT | LINE          | TRUCK | OBSERVER       |  | RECORDING TRUCK AT   |  | RECORDING TRUCK AT   |  | RECORDING TRUCK AT   |  | RECORDING TRUCK AT   |  |
| 3212           | UH    | Tex Area | Tx-6          | 4050  | Wintonat - Hoy |  | Trace _____ at _____ |  | Trace _____ at _____ |  | Trace _____ at _____ |  | Trace _____ at _____ |  |
| MONTH          | DAY   | YEAR     | CREW LOCATION |       |                |  | VP _____             |  | VP _____             |  | VP _____             |  | VP _____             |  |
| 2              | 24    | 88       | Luling Texas  |       |                |  | VP _____             |  | VP 1413              |  | 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                |
|-------------------|---------------|----------|------|----------|----------|------|----------|--------------------|---------------------|------------|---------------|------------|------------------|------------------------|
|                   |               | 1        | 60   |          | 61       | 120  |          |                    |                     |            |               |            |                  |                        |
| 49                | 2:04          | 1349     | 1408 | 1346     | 1408     | 1468 | 677      | 758                | 36                  |            |               | 2          | 5/8              |                        |
| 50                | 2:11          | 1351     | 1410 | 1348     | 1411     | 1420 |          | 759                | 38                  | 2nd half   |               |            |                  | STA 1347 Skip Building |
| 51                | 2:17          | 1352     | 1411 | 1349     | 1412     | 1471 |          | 760                | 39                  | 1st half   |               |            |                  |                        |
| 52                | 2:24          | 1353     | 1412 | 1350     | 1413     | 1472 | 678      | 761                | 40                  | Shalf      |               |            |                  |                        |
| 53                | 2:30          | 1354     | 1413 | 1351     | 1414     | 1473 |          | 762                | 41                  |            |               |            |                  |                        |
| 54                | 2:36          | 1355     | 1414 | 1352     | 1415     | 1474 |          | 763                | 42                  |            |               |            |                  |                        |
| 55                | 2:43          | 1356     | 1415 | 1353     | 1416     | 1475 |          | 764                | 43                  |            |               |            |                  |                        |
| 56                | 2:49          | 1357     | 1416 | 1354     | 1417     | 1476 |          | 765                | 44                  |            |               |            |                  |                        |
| 57                | 2:55          | 1358     | 1417 | 1355     | 1418     | 1477 |          | 766                | 45                  |            |               |            |                  |                        |
| 58                | 3:02          | 1359     | 1418 | 1356     | 1419     | 1478 |          | 767                | 46                  |            |               |            |                  |                        |
| 59                | 3:09          | 1360     | 1419 | 1357     | 1420     | 1479 |          | 768                | 47                  |            |               |            |                  |                        |
| 60                | 3:16          | 1361     | 1420 | 1358     | 1421     | 1480 |          | 769                | 48                  |            |               |            |                  |                        |
| 61                | 3:23          | 1362     | 1421 | 1359     | 1422     | 1481 |          | 770                | 49                  |            |               |            |                  |                        |
| 62                | 3:29          | 1363     | 1422 | 1360     | 1423     | 1482 |          | 771                | 50                  |            |               |            |                  |                        |
| 63                | 3:35          | 1364     | 1423 | 1361     | 1424     | 1483 |          | 772                | 51                  |            |               |            |                  |                        |
| 64                | 3:41          | 1365     | 1424 | 1362     | 1425     | 1484 |          | 773                | 52                  |            |               |            |                  |                        |
| 65                | 3:49          | 1366     | 1425 | 1363     | 1426     | 1485 | 679      | 774                | 53                  |            |               |            |                  |                        |
| 66                | 3:55          | 1367     | 1426 | 1364     | 1427     | 1486 |          | 775                | 54                  |            |               |            |                  |                        |
| 67                | 4:01          | 1368     | 1427 | 1365     | 1428     | 1487 |          | 776                | 55                  |            |               |            |                  |                        |
| 68                | 4:07          | 1369     | 1428 | 1366     | 1429     | 1488 |          | 777                | 56                  |            |               |            |                  |                        |
| 69                | 4:12          | 1370     | 1429 | 1367     | 1430     | 1489 |          | 778                | 57                  |            |               |            |                  |                        |
| 70                | 4:19          | 1371     | 1430 | 1368     | 1431     | 1490 |          | 779                | 58                  |            |               |            |                  |                        |
| 71                | 4:25          | 1372     | 1431 | 1369     | 1432     | 1491 |          | 780                | 59                  |            |               |            |                  |                        |
| 72                | 4:37          | 1373     | 1432 | 1370     | 1433     | 1492 |          | 781                | 60                  |            |               |            |                  | STA 1371 Skip house    |
| 73                | 4:44          | 1375     | 1434 | 1372     | 1435     | 1494 |          | 782                | 62                  | 2nd half   |               |            |                  |                        |
| 74                | 4:50          | 1376     | 1435 | 1373     | 1436     | 1495 |          | 783                | 63                  |            |               |            |                  |                        |
| 75                | 4:56          | 1377     | 1436 | 1374     | 1437     | 1496 |          | 784                | 64                  |            |               |            |                  |                        |



| DATE & TRAVEL |     |            | IDENTIFICATION |              |       | GEOPHONES |  |   |  | VIBRATORS    |                           |   | SWEEP  |  | LINE DIRECTION <i>S</i> TO <i>N</i> |           |
|---------------|-----|------------|----------------|--------------|-------|-----------|--|---|--|--------------|---------------------------|---|--|--|-------------------------------------|-----------|
| MONTH         | DAY | YEAR       | CONTRACT NO.   | PROSPECT     | LINE  | TYPE      | NO./STRING   | NO. OF STRINGS  | PATTERN WIDTH  | TYPE VIBS.   | SEPARATION                | SWEEPS/VP   | FREQUENCY  |  | VP NO.1                             | AMPL NO.1 |
| 02            | 25  | 88         | 3212           | TEAMS AREA   | TA-6  | GSC-20D   | 6  | 4   | -  | Y-2400       | 61' Ft.                   | 8   | 10 - 48.5 Hz   |  | VIBS. MOVING                        | <i>→</i>  |
| LEAVE TOWN    |     | TOTAL TIME | PARTY          | OBSERVER     | TRUCK | FREQUENCY | SEPARATION   | STRING LAYOUT   | PATTERN LGTH.  | TYPE INSTRU. | DIST. ACROSS SUMMED SWPS. | ARRANGEMENT   | LENGTH   |  | TOTAL STATIONS COVERED              |           |
|               |     |            | VH             | Vittonet/Hoy | 4050  | 8 Hz      | 13.75 Ft.  | <input checked="" type="checkbox"/> End to End<br><input type="checkbox"/> Parallel | 316' Ft.   | Pelton II    | 553' Ft.                  | <input type="checkbox"/> Tandem<br><input type="checkbox"/> Abreast       | 28 Sec.  |  | VIBRATED                            | SKIPPED   |
| ARRIVE TOWN   |     |            | PARTY LOCATION |              |       | TYPE BASE | CONNECTION   | CONNECTION  | LOCATION   | NO. VIBS.    | MOVE BETWEEN INDIV. SWPS. | SWP. LOCATION   | PARAMETER SETTINGS   |  | STATION INTERVAL                    |           |
|               |     |            | Luling, Texas  |              |       | Spike     | <input type="checkbox"/> Series<br><input type="checkbox"/> Parallel | <input type="checkbox"/> Series<br><input checked="" type="checkbox"/> Parallel     | <input checked="" type="checkbox"/> Across VP<br><input type="checkbox"/> Between VP | 5            | 41.2' Ft.                 | <input type="checkbox"/> Across VP<br><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 | HIGH-CUT FILTER | LO-CUT FILTER | BPI   | PRE-AMP GAIN | TYPE SUMMER  | REF. SWP. SUM'D  | POST NORM'IZE   | TEMP.       | WIND         | PRECIP.     | RECORDING TRUCK AT |  |
| DFSD        | 120        | 4ms         | 64 Hz           | 8 Hz          | 1600  | 48 db        | MSP  | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 50          |              | -           | Trace _____ at     |  |
| NO. TRACKS  | FORMAT     | REC. LENGTH | SLOPE           | SLOPE         | NOTCH | GAIN         |  | NOISE REJECT'N   | GAIN MARGIN   | TERRAIN     | TYPE SURFACE | VEGETATION  | VP _____ at        |  |
| 9           | SEG-B      | 43          | 72 db OCT.      | 18 db OCT.    | 60    | Hz           | <input checked="" type="checkbox"/> FFP <input type="checkbox"/> Fixed | <input type="checkbox"/> Yes <input type="checkbox"/> No | MANUAL db   | Hills       | Rocky Soil   | Rocks Grass | 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. |          | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                |                     |            |               |            |                  |   |
|                   | 7:20 AM       | 1         | 60        | 1376     | 61        | 120       |          |               |                |                     |            |               |            |                  | F-900 Sims F.901-907 Daily Test                                 |
|                   | 8:05          | 1380      | 1439      |          | 1440      | 1499      | 680      | 787           |                | 18                  | NOISE      |               | 1          | 8 sweeps         | Radio Sims with 6 vibs  |
| 1                 | 8:12          | 1380      | 1439      | 1377     | 1440      | 1499      |          | 788           |                | 18                  | 2nd half   |               |            | 8/5              | vibs on left side of Road - full drive                          |
| 2                 | 8:19          | 1381      | 1440      | 1378     | 1441      | 1500      |          | 789           |                | 19                  | 2nd half   |               |            |                  | vibs on right side of Road                                      |
| 3                 | 8:26          | 1382      | 1441      | 1379     | 1442      | 1501      |          | 790           |                | 20                  |            |               |            |                  |   |
| 4                 | 8:33          | 1383      | 1442      | 1380     | 1443      | 1502      |          | 791           |                | 21                  |            |               |            |                  |   |
| 5                 | 8:40          | 1384      | 1443      | 1381     | 1444      | 1503      |          | 792           |                | 22                  |            |               |            |                  |   |
| 6                 | 8:47          | 1385      | 1444      | 1382     | 1445      | 1504      |          | 793           |                | 23                  |            |               |            |                  |   |
| 7                 | 8:54          | 1386      | 1445      | 1383     | 1446      | 1505      |          | 794           |                | 24                  |            |               |            |                  |   |
| 8                 | 9:01          | 1387      | 1446      | 1384     | 1447      | 1506      |          | 795           |                | 25                  |            |               |            |                  |   |
| 9                 | 9:08          | 1388      | 1447      | 1385     | 1448      | 1507      |          | 796           |                | 26                  |            |               |            |                  | vibs on left side of Road                                       |
| 10                | 9:17          | 1389      | 1448      | 1386     | 1449      | 1508      |          | 797           |                | 27                  |            |               |            |                  |   |
| 11                | 9:24          | 1390      | 1449      | 1387     | 1450      | 1509      | 681      | 798           |                | 28                  |            |               |            |                  |   |
| 12                | 9:31          | 1391      | 1450      | 1388     | 1451      | 1510      |          | 799           |                | 29                  |            |               |            |                  |   |
| 13                | 9:38          | 1392      | 1451      | 1389     | 1452      | 1511      |          | 800           |                | 30                  |            |               |            |                  |   |
| 14                | 9:45          | 1393      | 1452      | 1390     | 1453      | 1512      |          | 801           |                | 31                  |            |               |            |                  |   |
| 15                | 9:52          | 1394      | 1453      | 1391     | 1454      | 1513      |          | 802           |                | 32                  |            |               |            |                  |   |
| 16                | 9:59          | 1395      | 1454      | 1392     | 1455      | 1514      |          | 803           |                | 33                  |            |               |            |                  |   |
| 17                | 10:06         | 1396      | 1455      | 1393     | 1456      | 1515      |          | 804           |                | 34                  |            |               |            |                  |   |
| 18                | 10:13         | 1397      | 1456      | 1394     | 1457      | 1516      |          | 805           |                | 35                  |            |               |            |                  |   |
| 19                | 10:20         | 1398      | 1457      | 1395     | 1458      | 1517      |          | 806           |                | 36                  |            |               |            |                  |   |
| 20                | 10:27         | 1399      | 1458      | 1396     | 1459      | 1518      |          | 807           |                | 37                  |            |               |            | 8/5              |   |
| 20                | 10:34         | 1400      | 1459      | 1397     | 1460      | 1519      |          | 808           |                | 38                  |            |               |            | 8/4              | Vib # 4202 out - #3912 had Transmission<br>4 vibs = 81' spacing |

| IDENTIFICATION    |               |           |           |                 |          |           |           |                    |                     | SET-UP NO.: 1  |               |                    |                                   | SET-UP NO.:   |  |                    |  |
|-------------------|---------------|-----------|-----------|-----------------|----------|-----------|-----------|--------------------|---------------------|----------------|---------------|--------------------|-----------------------------------|---|--|--------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT        |          | LINE      |           | TRUCK              |                     | OBSERVER       |               | RECORDING TRUCK AT |                                   | RECORDING TRUCK AT  |  | RECORDING TRUCK AT |  |
| 3212              |               | VH        |           | TEXAS Area TX-6 |          | 4050      |           | Kuittonet/Hoy      |                     | Trace _____ at |               | Trace _____ at     |                                   | Trace _____ at  |  | Trace _____ at     |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION   |          |           |           |                    |                     | VP             |               | VP                 |                                   | VP  |  | VP                 |  |
| 02                | 25            | 88        |           | Luling, TEXAS   |          |           |           |                    |                     | VP _____       |               | VP 1462            |                                   | 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   |  |                    |  |
|                   |               | 1         | 60        |                 | 61       | 120       |           |                    |                     |                |               |                    |                                   | (NOTE: First copy with tapes; Second copy remains in truck) |  |                    |  |
|                   |               | AT VP NO. | AT VP NO. |                 |          | AT VP NO. | AT VP NO. |                    |                     |                |               |                    |                                   |   |  |                    |  |
| 21                | 10:41         | 1401      | 1460      | 1398            | 1461     | 1520      | 681       | 809                | 39                  |                | 1             | 8/4                | 4202 out                          |   |  |                    |  |
| 22                | 10:48         | 1402      | 1461      | 1399            | 1462     | 1521      |           | 810                | 40                  |                |               |                    | vibs on left side - 4 vibs        |   |  |                    |  |
| 23                | 10:55         | 1403      | 1462      | 1400            | 1463     | 1522      | 682       | 811                | 41                  |                |               |                    | START OF V.P. 1398                |   |  |                    |  |
| 24                | 10:02         | 1404      | 1463      | 1401            | 1464     | 1523      |           | 812                | 42                  |                |               |                    |                                   |   |  |                    |  |
| 25                | 11:09         | 1405      | 1464      | 1402            | 1465     | 1524      |           | 813                | 43                  |                |               |                    |                                   |   |  |                    |  |
| 26                | 11:16         | 1406      | 1465      | 1403            | 1466     | 1525      |           | 814                | 44                  |                |               |                    |                                   |   |  |                    |  |
| 27                | 11:23         | 1407      | 1466      | 1404            | 1467     | 1526      |           | 815                | 45                  |                |               |                    |                                   |   |  |                    |  |
| 28                | 11:30         | 1408      | 1467      | 1405            | 1468     | 1527      |           | 816                | 46                  |                |               |                    |                                   |   |  |                    |  |
| 29                | 11:37         | 1409      | 1468      | 1406            | 1469     | 1528      |           | 817                | 47                  |                |               |                    |                                   |   |  |                    |  |
| 30                | 11:44         | 1410      | 1469      | 1407            | 1470     | 1529      |           | 818                | 48                  |                |               |                    |                                   |   |  |                    |  |
| 31                | 11:51         | 1411      | 1470      | 1408            | 1471     | 1530      |           | 819                | 49                  |                |               |                    |                                   |   |  |                    |  |
| 32                | 11:58         | 1412      | 1471      | 1409            | 1472     | 1531      |           | 820                | 50                  |                |               |                    |                                   |   |  |                    |  |
| 33                | 12:05         | 1413      | 1472      | 1410            | 1473     | 1532      |           | 821                | 51                  |                |               |                    |                                   |   |  |                    |  |
| 34                | 12:12         | 1414      | 1473      | 1411            | 1474     | 1533      |           | 822                | 52                  |                |               |                    |                                   |   |  |                    |  |
| 35                | 12:18         | 1415      | 1474      | 1412            | 1475     | 1534      |           | 823                | 53                  |                |               |                    |                                   |   |  |                    |  |
| 36                | 12:24         | 1416      | 1475      | 1413            | 1476     | 1535      | 683       | 824                | 54                  |                |               |                    |                                   |   |  |                    |  |
| 37                | 12:30         | 1419      | 1478      | 1416            | 1479     | 1538      |           | 825                | 57                  |                |               |                    | STA 1414, 1415 skip               |   |  |                    |  |
| 38                | 12:36         | 1420      | 1499      | 1417            | 1480     | 1539      |           | 826                | 58                  |                |               |                    |                                   |   |  |                    |  |
| 39                | 12:42         | 1421      | 1480      | 1418            | 1481     | 1540      |           | 827                | 59                  |                |               |                    | 2nd half 61 ft apart              |   |  |                    |  |
| 40                | 12:48         | 1422      | 1481      | 1419            | 1482     | 1541      |           | 828                | 60                  |                |               |                    |                                   |   |  |                    |  |
| 41                | 12:54         | 1423      | 1482      | 1420            | 1483     | 1542      |           | 829                | 61                  |                |               |                    |                                   |   |  |                    |  |
| 42                | 1:01          | 1424      | 1483      | 1421            | 1484     | 1543      |           | 830                | 62                  |                |               |                    |                                   |   |  |                    |  |
| 43                | 1:07          | 1425      | 1484      | 1422            | 1485     | 1544      |           | 831                | 63                  |                |               |                    |                                   |   |  |                    |  |
| 44                | 1:14          | 1426      | 1485      | 1423            | 1486     | 1545      |           | 832                | 64                  |                |               |                    | 1st half                          |   |  |                    |  |
| 45                | 1:21          | 1430      | 1489      | 1427            | 1490     | 1549      |           | 833                | 68                  |                |               |                    | 2nd half 61 ft apart              |   |  |                    |  |
| 46                | 1:27          | 1431      | 1490      | 1428            | 1491     | 1550      |           | 834                | 69                  |                |               |                    | STA 1424, 1425, 1426 skip noises. |   |  |                    |  |
| 47                | 1:34          | 1432      | 1491      | 1429            | 1492     | 1551      |           | 835                | 70                  |                |               |                    |                                   |   |  |                    |  |

| IDENTIFICATION    |               |           |           |               |           |           |          |               |                     | SET-UP NO.:  |               |                      |                  | SET-UP NO.:   |  |                      |  |
|-------------------|---------------|-----------|-----------|---------------|-----------|-----------|----------|---------------|---------------------|--------------|---------------|----------------------|------------------|---|--|----------------------|--|
| CONTRACT NO.      |               | PARTY     |           | PROSPECT      |           | LINE      |          | TRUCK         |                     | OBSERVER     |               | RECORDING TRUCK AT   |                  | RECORDING TRUCK AT  |  | RECORDING TRUCK AT   |  |
| 1312              |               | UH        |           | TEXAS AREA    |           | Tey-6     |          | 4050          |                     | Vanthone-Hay |               | Trace _____ at _____ |                  | Trace _____ at _____  |  | Trace _____ at _____ |  |
| MONTH             | DAY           | YEAR      |           | CREW LOCATION |           |           |          |               |                     | VP           |               | VP                   |                  | VP  |  | VP                   |  |
| 2                 | 25            | 88        |           | Luling Texas  |           |           |          |               |                     | VP _____     |               | VP 1483              |                  | VP _____  |  | VP _____             |  |
| DAILY PROFILE NO. | TIME RECORDED | AMP. NO.  |           | V.P. NO.      | AMP. NO.  |           | TAPE     |               | CDP SWITCH NO. 1 AT | BAD TRACES   | DELETE RECORD | SET-UP NO.           | NUMBER VIBS/SMPS | REMARKS   |  |                      |  |
|                   |               | AT VP NO. | AT VP NO. |               | AT VP NO. | AT VP NO. | REEL NO. | FILE NUMBER/S |                     |              |               |                      |                  | (NOTE: First copy with tapes; Second copy remains in truck) |  |                      |  |
| 48                | 1:47          | 1433      | 1492      | 1430          | 1493      | 1552      | 683      | 836           | 50                  |              |               | 2                    | 5/8              | Recorder moved to 1483                                      |  |                      |  |
| 49                | 1:55          | 1434      | 1493      | 1431          | 1494      | 1553      | 684      | 837           | 51                  |              |               |                      |                  |   |  |                      |  |
| 50                | 2:01          | 1435      | 1494      | 1432          | 1495      | 1554      |          | 838           | 52                  |              |               |                      |                  |   |  |                      |  |
| 51                | 2:07          | 1436      | 1495      | 1433          | 1496      | 1555      |          | 839           | 53                  |              |               |                      |                  |   |  |                      |  |
| 52                | 2:14          | 1437      | 1496      | 1434          | 1497      | 1556      |          | 840           | 54                  |              |               |                      |                  |   |  |                      |  |
| 53                | 2:22          | 1438      | 1497      | 1435          | 1498      | 1557      |          | 841           | 55                  |              |               |                      |                  |   |  |                      |  |
| 54                | 2:30          | 1441      | 1500      | 1438          | 1501      | 1560      |          | 842           | 58                  |              |               |                      |                  | STA 1436, 1437 skip house                                   |  |                      |  |
| 55                | 2:36          | 1442      | 1501      | 1439          | 1502      | 1561      |          | 843           | 59                  |              |               |                      |                  |   |  |                      |  |
| 56                | 2:43          | 1443      | 1502      | 1440          | 1503      | 1562      |          | 844           | 60                  |              |               |                      |                  |   |  |                      |  |
| 57                | 2:49          | 1444      | 1503      | 1441          | 1504      | 1563      |          | 845           | 61                  |              |               |                      |                  |   |  |                      |  |
| 58                | 2:55          | 1445      | 1504      | 1442          | 1505      | 1564      |          | 846           | 62                  |              |               |                      |                  |   |  |                      |  |
| 59                | 3:02          | 1446      | 1505      | 1443          | 1506      | 1565      |          | 847           | 63                  |              |               |                      |                  |   |  |                      |  |
| 60                | 3:08          | 1447      | 1506      | 1444          | 1507      | 1566      |          | 848           | 64                  |              |               |                      |                  |   |  |                      |  |
| 61                | 3:14          | 1448      | 1507      | 1445          | 1508      | 1567      |          | 849           | 65                  |              |               |                      |                  | 1 <sup>st</sup> half  |  |                      |  |
| 62                | 3:20          | 1449      | 1508      | 1446          | 1509      | 1568      | 685      | 850           | 66                  |              |               |                      |                  | 2 <sup>nd</sup> half  |  |                      |  |
| 63                | 3:26          | 1450      | 1509      | 1447          | 1510      | 1569      |          | 851           | 67                  |              |               |                      |                  |   |  |                      |  |
| 64                | 3:32          | 1451      | 1510      | 1448          | 1511      | 1570      |          | 852           | 68                  |              |               |                      |                  |   |  |                      |  |
| 65                | 3:38          | 1452      | 1511      | 1449          | 1512      | 1571      |          | 853           | 69                  |              |               |                      |                  |   |  |                      |  |
| 66                | 3:44          | 1453      | 1512      | 1450          | 1513      | 1572      |          | 854           | 70                  |              |               |                      |                  | End of Day<br>End of Line Tey-6                             |  |                      |  |

