

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION <u>S</u> TO <u>N</u>		
MONTH <b>01</b>	DAY <b>14</b>	YEAR <b>88</b>	CONTRACT NO. <b>3212</b>	PROSPECT <b>TEXAS Area</b>	LINE <b>TX-5</b>	TYPE <b>GSL-20D</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>-</b>	TYPE VIBS. <b>Y-2400</b>	SEPARATION <b>Ft.</b>	SWEEPS/VP <b>16</b>	FREQUENCY <b>10 - 48.5 Hz</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY <b>VH</b>	OBSERVER <b>Hoy</b>	TRUCK <b>4050</b>	FREQUENCY <b>8 Hz</b>	SEPARATION <b>13.75' Ft.</b>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>316' Ft.</b>	TYPE INSTRU. <b>Pelton II</b>	DIST. ACROSS SUMMED SWPS. <b>5.53 Ft.</b>	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28 Sec.</b>		TOTAL STATIONS COVERED	
ARRIVE TOWN			PARTY LOCATION <b>Edna, Texas</b>	TYPE BASE <b>Spike</b>		CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS.	MOVE BETWEEN INDIV. SWPS. <b>206 Ft.</b>	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED	SKIPPED	DISTANCE
															STATION INTERVAL <b>330'</b>	

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFSD</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4ms</b>	HIGH-CUT FILTER <b>64 Hz</b>	LO-CUT FILTER <b>8 Hz</b>	BPI <b>1600</b>	PRE-AMP GAIN <b>48 db</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>5-10</b>	WIND <b>5-10</b>	PRECIP.	RECORDING TRUCK AT			
NO. TRACKS <b>9</b>	FORMAT <b>SEG-B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72 db OCT.</b>	SLOPE <b>18 db OCT.</b>	NOTCH <b>60 Hz</b>	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>MANUAL db</b>	TERRAIN <b>Flat</b>	TYPE SURFACE <b>soil</b>	VEGETATION <b>Grass</b>	Trace _____ at	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S								
		<b>1</b>	<b>60</b>		<b>61</b>	<b>120</b>								Vibs: 3911, 4204, 3912, 4227, 4202 (NOTE: First copy with tapes; Second copy remains in truck)
	<b>4:20</b>	<b>13</b>	<b>72</b>		<b>73</b>	<b>132</b>	<b>571</b>	<b>01</b>	<b>18</b>	<b>NOISE</b>			<b>16 SWEEPS</b>	SKIP RADIO S.M.S ON # 3912 (NOT ON TAPE) STATION 1-9 NUMEROUS HOUSES
<b>17</b>	<b>4:35</b>	<b>13</b>	<b>72</b>	<b>10</b>	<b>73</b>	<b>132</b>		<b>02</b>	<b>18</b>	<b>2<sup>nd</sup> half, 40' spacing, 10' move up</b>			<b>5/16</b>	STATIONS 94 & 95 being Edited - Rice well RUNNING
<b>18</b>	<b>4:50</b>	<b>14</b>	<b>73</b>	<b>11</b>	<b>74</b>	<b>133</b>		<b>03</b>	<b>19</b>	<b>1<sup>st</sup> half, 40' spacing, 10' move up</b>				V.P's 10, 11, 22, 23 - vibs 3911, 4204 ON EAST
<b>19</b>	<b>5:05</b>	<b>25</b>	<b>84</b>	<b>22</b>	<b>85</b>	<b>144</b>		<b>04</b>	<b>30</b>	<b>2<sup>nd</sup> half, B/B</b>				side, 3912, 4227, 4202 on west side of Road,
<b>20</b>	<b>5:20</b>	<b>26</b>	<b>85</b>	<b>23</b>	<b>86</b>	<b>145</b>		<b>05</b>	<b>31</b>	<b>1<sup>st</sup> half, 10' spacing, 4' move ups</b>				12-21 skip for houses
	<b>SKIP</b>			<b>24</b>										24-32 skip - land owner does NOT WANT ANY vibrating done - due to Cattle pins
	<b>SKIP</b>			<b>Thru</b>										
	<b>SKIP</b>			<b>32</b>										
														END OF Day



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-5		4050		Warrington - Hoy		Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at VP _____	
MONTH	DAY	YEAR		CREW LOCATION						RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT			
1	15	88		Edna Texas						Trace _____ at VP _____		Trace _____ at VP _____		Trace _____ at 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)			
22	1:29	68	127	65	128	187	573	28	44			1	5/16	All Svibs on the left side of the Road			
23	1:42	70	129	67	130	189		29	46	2 <sup>nd</sup> half Bumparts Bumpers.				sta 66 skip water well			
24	1:55	71	130	68	131	190		30	47	20' apart.							
25	2:07	72	131	69	132	191		31	48								
26	2:20	73	132	70	133	192		32	49	1 <sup>st</sup> half							
27	2:37	75	134	72	135	194		33	51	2 <sup>nd</sup> half				sta 71 skip Pipeline			
28	2:46	76	135	73	136	195		34	52								
29	2:58	77	136	74	137	196		35	53	1 <sup>st</sup> half							
30	3:12	82	141	79	142	201		36	58	2 <sup>nd</sup> half				sta 75, 76, 77, 78 skip for Rice Well			
31	3:24	83	142	80	143	202		37	59								
32	3:38	84	143	81	144	203	574	38	60								
33	3:52	85	144	82	145	204		39	61								
34	4:05	86	145	83	146	205		40	62								
35	4:17	87	146	84	147	206		41	63								
36	4:29	88	147	85	148	207		42	64								
37	4:41	89	148	86	149	208		43	65								
38	4:55	92	151	89	152	211		44	68	2 <sup>nd</sup> half 20' apart				sta 87+88 skip for house End of Day			

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>S</u> TO <u>N</u>	
MONTH <b>01</b>	DAY <b>19</b>	YEAR <b>88</b>	CONTRACT NO. <b>3212</b>	PROSPECT <b>Tex Area</b>	LINE <b>Tex-5</b>	TYPE <b>BSC-200</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH	TYPE VIBS. <b>42400</b>	SEPARATION <b>61.1</b> Ft.	SWEEPS/VP <b>16</b>	FREQUENCY <b>10-48.5</b> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>6:00</b>		TOTAL TRAVEL TIME	PARTY <b>UH</b>	OBSERVER <b>W. H. H. H. H. H.</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b> Hz	SEPARATION <b>13.75</b> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>316</b> Ft.	TYPE INSTRU. <b>Patton II</b>	DIST. ACROSS SUMMED SWPS. Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b> Sec.		TOTAL STATIONS COVERED	
ARRIVE TOWN			PARTY LOCATION <b>EDNA Tex</b>	TYPE BASE <b>SPK</b>		CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>20.6</b> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		STATION INTERVAL <b>330</b>		VIBRATED SKIPPED DISTANCE

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>64</b> Hz	LO-CUT FILTER <b>8</b> Hz	BPI <b>1600</b>	PRE-AMP GAIN <b>48</b> db	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>-50'</b>	WIND <b>-</b>	PRECIP. <b>Wet</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>Seq B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b> db OCT.	SLOPE <b>8</b> db OCT.	NOTCH <b>60</b> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>Manual</b> db	TERRAIN <b>Flat</b>	TYPE SURFACE <b>Soil</b>	VEGETATION <b>grass.</b>	Trace _____ at		
												VP <b>182</b>		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO. (89)	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
	<b>6:30</b>	<b>1</b>	<b>60</b>		<b>61</b>	<b>120</b>								<b>41ke 901-907 Daily Test</b>
		<b>93</b>	<b>152</b>	<b>90</b>	<b>153</b>	<b>212</b>	<b>574</b>	<b>45</b>	<b>71</b>	<b>Noise</b>		<b>1</b>	<b>16 sweeps</b>	<b>Summs 908-3911-3912-4204-4227-4202</b>
<b>1</b>	<b>7:29</b>	<b>107</b>	<b>163</b>	<b>104</b>	<b>164</b>	<b>226</b>		<b>46</b>	<b>25</b>	<b>2nd half</b>			<b>5/16</b>	<b>Sta 91 thru 103 skip to wet</b>
<b>2</b>	<b>7:46</b>	<b>108</b>	<b>164</b>	<b>105</b>	<b>165</b>	<b>227</b>		<b>47</b>	<b>26</b>					<b>vib's on left side of the road</b>
<b>3</b>	<b>8:00</b>	<b>109</b>	<b>165</b>	<b>106</b>	<b>166</b>	<b>228</b>		<b>48</b>	<b>27</b>					<b>sta 107 thru skip to wet houses +</b>
<b>4</b>														<b>pipe lines</b>
														<b>Shut down due to wet, soft shoulders, giving it another day to dry - will start vibrating on v.p. 90 if NOT to wet</b>
														<b>E.O.D.</b>

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>S</u> TO <u>N</u>	
MONTH <u>1</u>	DAY <u>20</u>	YEAR <u>88</u>	CONTRACT NO. <u>3212</u>	PROSPECT <u>Tex Area</u>	LINE <u>TEX 5</u>	TYPE <u>OSC-200</u>	NO./STRING <u>6</u>	NO. OF STRINGS <u>4</u>	PATTERN WIDTH	TYPE VIBS. <u>Y2400</u>	SEPARATION <u>61.1</u> Ft.	SWEEPS/VP <u>16</u>	FREQUENCY <u>10-48</u> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <u>6:00</u>		TOTAL TRAVEL TIME	PARTY <u>VH</u>	OBSERVER <u>V. H. H. - Hay</u>	TRUCK <u>4050</u>	FREQUENCY <u>8</u> Hz	SEPARATION <u>13.75</u> Ft.	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <u>316</u> Ft.	TYPE INSTRU. <u>Patton II</u>	DIST. ACROSS SWEEP <u>553</u> Ft.	ARRANGEMENT <input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <u>28</u> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <u>Edna Tex</u>	TYPE BASE <u>SPK</u>		CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <u>5</u>	MOVE BETWEEN INDIV. SWEPS. <u>20.6</u> Ft.	SWP. LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED	SKIPPED	DISTANCE
															STATION INTERVAL <u>330</u>	

INSTRUMENTS								SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <u>DFST</u>	NO. TRACES <u>120</u>	SAMPLE RATE <u>4</u>	HI-CUT FILTER <u>64</u> Hz	LO-CUT FILTER <u>8</u> Hz	BPI <u>1600</u>	PRE-AMP GAIN <u>48</u> db	TYPE SUMMER <u>MSP</u>	REF. SWP. SUM D. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <u>40°</u>	WIND <u>10-20 mph</u>	PRECIP. <u>Wet</u>	RECORDING TRUCK AT			
NO. TRACKS <u>9</u>	FORMAT <u>Seq B</u>	REC. LENGTH <u>43</u>	SLOPE <u>72</u> db OCT.	SLOPE <u>8</u> db OCT.	NOTCH <u>60</u> Hz	GAIN <input checked="" type="checkbox"/> TFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <u>Manual</u> db	TERRAIN <u>flat</u>	TYPE SURFACE <u>soil</u>	VEGETATION <u>grass</u>	VP <u>182</u>	Trace	at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	( <u>106</u> )	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S						
	<u>6:30 AM</u>	<u>1</u>	<u>60</u>		<u>61</u>	<u>120</u>								
	<u>7:00</u>	<u>108</u>	<u>164</u>		<u>165</u>	<u>227</u>	<u>575</u>	<u>49</u>	<u>26</u>	<u>Noise</u>			<u>14 sweeps</u>	
<u>1</u>	<u>7:15</u>	<u>135</u>	<u>194</u>	<u>132</u>	<u>195</u>	<u>254</u>		<u>50</u>	<u>53</u>	<u>2nd half</u>		<u>1</u>	<u>5/16</u>	<u>STA 107 thru 131 skip Towet</u>
<u>2</u>	<u>7:42</u>	<u>136</u>	<u>195</u>	<u>133</u>	<u>196</u>	<u>255</u>		<u>51</u>	<u>54</u>				<u>5/16</u>	<u>F. 916 sims, after F. 51 - delete F. 915</u>
<u>3</u>	<u>8:36</u>	<u>137</u>	<u>196</u>	<u>134</u>	<u>197</u>	<u>256</u>		<u>52</u>	<u>12</u>	<u>Bumper to Bumper</u>		<u>2</u>	<u>5/14</u>	<u>REC. TRK moved to 225</u>
<u>4</u>														<u>quit for the day Towet.</u>
														<u>V.P. 134 - 14 sweeps</u>

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
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	
1	21	88	3212	Tex Area	Tex 5	CSC-200	6	4		Y2400	61.1 Ft.	16	10 - 48.5z		S TO N ⑤ →	
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			UHT	Uthmet	4050	8 Hz	13.75 Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	316 Ft.	Pattern II	58' Ft.	<input checked="" type="checkbox"/> Tandem <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		
			Edna Tex	SPK			<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	5	20.6 Ft.	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330	

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM'D.	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT	
DFST	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	37°		clear	Trace _____ at _____	
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN	NOISE REJECT N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP 204 264		
9	Seq B	43	72 db OCT.	8 db OCT.	60 Hz	<input checked="" type="checkbox"/> MFP <input type="checkbox"/> Fixed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Manual db	Flat	Soil	Grass			

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						
	6:30			(134)										File 917-923 Daily Test
		138	197		198	257	575	53	34	Noise		1	16	Sims 3911-3912-4204-4227-4202 7, 1, 2, 901
1	7:44	157	216	154	217	276		54	53	20' apart -			5/16	(w/ windmill) STA 135 thru 153 skip (pipe lines) to wet
2	7:58	161	220	158	221	280		55	57	2nd half 20' apart				And STA 154 2 vib on Right 3 on the left side
3	8:11	162	221	159	222	281		56	58				5/4	(First 2 on Right last 3 on Left side)
4	8:20	163	222	160	223	282		57	59	2nd half 20' apart			5/16	STA 155 thru 157 skip house, windmill
5	8:49	165	224	162	225	284		58	61	2nd half #4204 out			7/16	STA 159 1 vib on Right side of Rd. 4 vib on left
6	9:02	166	225	163	226	285		59	62					STA 161 skip Bridge
7	9:37	167	226	164	227	286	576	60	63	1st half Bumpers damaged				STA 162 2 vib on Right side of Road.
8	9:53	168	227	165	228	287		61	64	2nd half				2 vib on Left side of Rd
9	10:05	169	228	166	229	288		62	65					STA 165 4 vib on Right side of Road
10	10:29	170	229	167	230	289		63	66	*Taking Radio Sims on #4204 NOT ON TAPE - paper record only			5/16	STA 167 - 2 vib E. 3 on West side #4204 back in
11	10:43	172	232	170	233	292		64	69	2nd half				STA 168, 169, skip house windmill
12	10:55	174	233	171	234	293		65	70	1st half				STA 170, 172, 173 skip houses
13	11:21	177	236	174	237	296		66	13	2nd half		2		STA 174 All vib Right side - Rec. TRK @ 264
14	11:36	178	237	175	238	297		67	14					
15	11:47	179	238	176	239	298		68	15					
16	12:00	182	241	179	242	301		69	18					STA 177+178 skip builocks
17	12:14	183	242	180	243	302		70	19					STA 179 First 2 vib Right side 3 on Left side
18	12:26	184	243	181	244	303		71	20					STA 180 1 vib on Right 4 on Left
19	12:39	185	244	182	245	304	577	72	21					STA 181 5 vib on Right side of Road
20	12:42	186	245	183	246	305		73	22					
21	1:04	187	246	184	247	306		74	23					

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-5		4050		Vuittonet-Hoy		Trace _____ at		Trace _____ at		Trace _____ at	
MONTH	DAY	YEAR		CREW LOCATION						VP		VP		VP		VP	
1	21	88		Edna Texas						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)			
22	1:16	188	247	185	248	307	577	75	24		2	5/16	STA 273 open for Bridge				
23	1:29	189	248	186	249	308		76	25				STA 185 3vibs on Right 2 on the left				
24	1:41	190	249	187	250	309		77	26								
25	1:53	191	250	188	251	310		78	27				sta 188 2vibs on Right 3 on left side				
26	2:05	192	251	189	252	311		79	28								
27	2:18	193	252	190	253	312		80	29								
28	2:30	194	253	191	254	313		81	30			5/13					
29	2:42	196	255	193	256	315		82	32			5/11	STA 192 skip culvert.				
30	2:54	197	256	194	257	316		83	33	2 <sup>nd</sup> half		5/16	STA 193 All vibs on left side of Rd.				
31	3:06	198	257	195	258	317		84	34			5/11	sta 194 2vibs on Right 3 on left side of Rd				
32	3:30	213	272	210	273	332	578	85	49	2 <sup>nd</sup> half		5/16	STA 196 Thru 209 Towet, Bridge + culverts				
33	3:48	214	273	211	274	333		86	50				sta 210-3vibs on Right 2 on Left				
34	4:00	215	274	212	275	334		87	51			5/13	STA 213 skip to wet.				
35	4:15	217	276	214	277	336		88	53	2 <sup>nd</sup> half		4/16	4vibs on Right side of Road # 5 vibs # 4204				
36	4:31	218	277	215	278	337		89	54			"	cutting Ruts on standby				
37	4:43	227	286	224	287	346		90	63	2 <sup>nd</sup> half 20' apart		5/16	STA 216 Thru 223 skip Towet. steep hills				
38	4:56	228	287	225	288	347		91	64				sta 224 5vibs on Right side of Road				
39	5:09	229	288	226	289	348		91	65				sta 225 3vibs on Right side 2vibs on Left				
40	5:21	230	289	227	290	350		92		1 <sup>st</sup> half.			STA 337-338-339-340 Noisy because of Gas Plant on both side of Road				
	Skip			228													
	Skip			Thru									STA 228 Thru 242 skip for Town.				
	Skip			242									End of Day				

Seismograph Service Corporation  
A SUBSIDIARY OF RAYTHEON COMPANY  
TULSA, OKLAHOMA 74102  
P.O. BOX 1590



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	VIBS. MOVING	
01	22	89	3212	Texas Area	TX-5	GSC-20D	6	4		Y-2400	61 Ft.	16	10 - 48.5 Hz		8	→	
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.	End to End <input checked="" type="checkbox"/> Parallel	316 Ft.	Pelton II	553 Ft.	<input checked="" type="checkbox"/> Tandem <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		
			Edna, Texas			Spiko	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6 Ft.	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330'		

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM'D.	POST NORM. IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT	
DFS II	120	4ms	64 Hz	9 Hz	1600	48 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	30	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	SEG-B	43	72 db OCT.	18 db OCT.	60 Hz	<input type="checkbox"/> AFP <input type="checkbox"/> Fixed	<input type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL	FLAT	Sandy	Sand Grass	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						F 901-907 Daily TEST	(NOTE: First copy with tapes; Second copy remains in truck)
	6:35 AM	1	60	(242)	61	120									
	7:20	246	305	NOISE	306	365	578	93	13	STATION 273-OPEN (BRIDGE)	1	16	sweps	STA 243 thru 249 skip To wet + culverts	
1	7:41	253	312	250	313	372		94	20	2 <sup>nd</sup> half - V.P. 250 - 14 sweeps		5/14	sta 250 3 vibs on Right + 2 vibs on Left		
2	8:04	256	315	253	316	375	579	95	21	1 <sup>st</sup> half		5/16	UP 250 changing Exp 43-49		
3	8:19	258	317	255	318	377		96	23	2 <sup>nd</sup> half			UP 253 changing Exp 67-72		
4	8:34	259	318	256	319	378		97	24	3912 missed 1 sweep, 4202 missed 1			church 251, 252, 254, 258-267-houses, wells, steep embankment		
5	8:48	260	319	257	320	379		98	25				STATIONS 336-341-GAS PLANT IN operation, also station 376		
6	9:03	271	330	268	331	390		99	38	STARTING V.P. 268 - All vibs on Right side of ROAD			V.P. 268-change EXPONENTS FOR TRACES 19-36		
7	9:18	272	331	269	332	391		100	39	" "			V.P. 269-All vibs missed 1 sweep		
8	9:33	273	332	270	333	392		101	40	" "			* vibs missing sweeps - due to having to go around reflective markers		
9	9:48	274	333	271	334	393		102	41	1 <sup>st</sup> half - 3912, 3911 missed 1 sweep			272, 273 skip for Bridge		
10	10:03	277	336	274	337	396		103	44	5 vibs on W. side, B/B, 2 <sup>nd</sup> half		5/16	275-291 skip houses, wells, pipelines, buildings		
11	10:18	295	354	292	355	414		104	62	2 <sup>nd</sup> half, 40' spacing - 3 vibs on E. side, 2 on W. side		5/16	293-298 skip houses, wells, pipelines, buildings		
12	10:33	302	361	299	362	421		105	69	2 <sup>nd</sup> half, 3 vibs E. side, 2 on W. side of ROAD		5/16	* V.P. 292-11 sweeps - starting to tear up shoulder		
13	10:48	303	362	300	363	422		106	70	Normal spacing; 3' move ups		5/16	Rec. TRK. Moved to 392		
14	11:18	304	363	301	364	423		107	12	2 <sup>nd</sup> half, B/B	2	3/16	3 vibs E. side of ROAD, 2 on West side		
15	11:32	305	364	302	365	424	580	108	13						
16	11:46	306	365	303	366	425		109	14						
17	12:00	307	366	304	367	426		110	15	18' move ups					
18	12:14	308	367	305	368	427		111	16	1 <sup>st</sup> v.b @ -70'; 4' move ups					
19	12:28	312	371	309	372	431		112	20	2 <sup>nd</sup> half, 40' spacing, ALL vibs on E. side					
20	12:42	313	372	310	373	432		113	21						
21	12:56	314	373	311	374	433		114	22						

#4202 missed 5 sweeps - due to cutting RUTS  
4 vibs OKAY, NO damage





IDENTIFICATION						SET-UP NO.: 2				SET-UP NO.:					
CONTRACT NO. 3212		PARTY VH		PROSPECT Texas Area		LINE TX-5		TRUCK 4050		OBSERVER Hoy		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 01		DAY 22		YEAR 88		CREW LOCATION Edna, 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.								
22	1:06	315	374	312	375	434	580	115	23			2	5/16	#4204 missed 8 sweeps - due to cutting RATS
23	1:17	316	375	313	376	435		116	24					STA 314 skip Pipeline
24	1:25	318	377	315	378	437		117	26	2 <sup>nd</sup> half Bump to Bumper.				
25	1:36	319	378	316	379	438		118	27	30' apart				STATION 438 open for bridge
26	1:48	320	379	317	380	439		119	28					STA 318 thru 322 skip houses
27	2:03	321	380	322	381	440		120	34	2 <sup>nd</sup> half 20' apart		5/5		3 vibs on Right 2 on Left
28	2:12	327	386	324	387	446	581	121	35			5/10		STA 322 CDP set on station 323
29	2:27	336	395	333	396	455		122	44	2 <sup>nd</sup> half		5/16		STA 324 4 vibs on Right 2 on Left to wet
30	2:40	337	396	334	397	456		123	45					STA 323 skip to wet (for 5 vib)
31	2:53	338	397	335	398	457		124	46					STA 325 thru 332 to wet house + barn
32	3:04	339	398	336	399	458		125	47					STA 333 All vibs on Right side
33	3:20	345	404	342	405	464		126	53	2 <sup>nd</sup> half				changed Exp 37-43 on sta 333
34	3:35	348	407	345	408	467		127	56	2 <sup>nd</sup> half Bump to Bumper.				STA 337 thru 341 skip gas plant
35	3:48	349	408	346	409	468		128	57					STA 343+344 skip steep banks on Road
36	4:03	351	410	348	411	470		129	59	2 <sup>nd</sup> half Bump to Bumper.				STA 347 skip for bridge
37	4:16	352	411	349	412	471		130	60	2 <sup>nd</sup> half 20' apart.				
38	4:30	355	414	352	415	474		131	63	2 <sup>nd</sup> half 20' apart.				STA 350+351 skip Building + water well
39	4:42	356	415	353	416	475		132	64					STA 354 thru 359 skip for house water well
40	5:00	361	420	358	421	480		133	69			4/16		2 vibs on Right 2 vibs on Left 4204
41	5:13	362	421	359	422	481	582	134	70			4/16		down to wet for 3 min. R. owl
41	5:26	363	422	360	423	482		135	71					
5	SKIP			361										STA 361 thru 370 skip houses
5	SKIP			Thru										BARNs WATERwells.
5	SKIP			370										
														End of Day

Seismograph Service Corporation  
A SUBSIDIARY OF RAYTHEON COMPANY  
P.O. BOX 1590 TULSA, OKLA. 74102



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>S</u> TO <u>N</u>		
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	
01	23	88	3212	Texas Area	TX-5	GSC-20D	6	4		Y-2400	61' Ft.	16	10-48.5 Hz				
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTRU.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH		TOTAL STATIONS COVERED		
6:00			VH	VuittonET	4050	8 Hz	13.75' Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	306' Ft.	Pelton V	553 Ft.	<input type="checkbox"/> Tandem <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		
			Edna, Tex			Spike	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330'		

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM D.	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT	
DSD	120	4ms	64 Hz	8 Hz	1600	48 db	MSP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	30			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"/> IFP <input type="checkbox"/> Fixed		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	Flat	sandy	Grass SAND		462

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						
	6:40 AT	1	60	(370)	61	120								F.901-907 daily TEST F 908 SIMS REMARKS Vibs: 391, 392, 4204, 4227, 4262 (NOTE: First copy with tapes; Second copy remains in truck)
	8:00	374	433	NOISE	434	493	582	136	12	NOISE		1	16 sweets	STATION 438 open for bridge
1	8:20	374	433	371	434	493		137	12				5/6	Exp changed 13-18-4 31-36
2	8:33	378	437	375	438	497		138	16				5/6	3 vibs on Right 2 on Left side of Road
3	8:42	381	440	378	441	500		139	19				5/6	STA 372 thru 374 skip
4	8:55	382	441	379	442	501		140	20					STA 375 5 vibs on Left side To wet 375
5	9:09	383	442	380	443	502		141	21					STA 376, 377 skip house
6	9:24	387	446	384	447	506		142	25	20' apart				STA 381, 382+383 skip house water well
7	9:36	388	447	385	448	507		143	26					STA 384 Vib 1-3-5 on Right 2+4 on Left side
8	9:48	389	448	386	449	508		144	27					
9	10:02	390	449	387	450	509	583	145	28					
10	10:15	391	450	388	451	510		146	29					
11	10:26	392	451	389	452	511		147	30					
12	10:38	393	452	390	453	512		148	31					STA 391-392 skip Buildings + water well
13	10:54	396	455	393	456	515		149	34	2nd half 20' apart				
14	11:10	397	456	394	457	516		150	35	1st half				
15	11:24	401	460	398	461	520		151	39	20' apart				STA 395, 396, 397 skip house + water well
16	11:36	402	461	399	462	521		152	40					
17	11:48	403	462	400	463	522		153	41					
18	12:00	404	463	401	464	523		154	42					
19	12:13	405	464	402	465	524		155	43					
20	12:25	406	465	403	466	525		156	44					
21	12:37	407	466	404	467	526		157	45					

IDENTIFICATION							SET-UP NO.:				SET-UP NO.:						
CONTRACT NO. 3212		PARTY UH		PROSPECT Texas Area		LINE Tex-5		TRUCK 4050		OBSERVER Vartanet-H6y		RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 1	DAY 23	YEAR 88		CREW LOCATION Edna Tex				Trace _____ at		Trace _____ at		Trace _____ at		Trace _____ at		Trace _____ at	
VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____		VP _____	

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE 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	12:53	408	467	405	468	527	584	158	46			1	716	Sta 438 open for Bridge	
23	1:08	414	473	411	475	533		159	52	2nd half - Radio SIMS ON #4219.				Vib 1-3-5 on Right 2+4 on Left side of Road	
24	1:27	415	474	412	475	534		160	53	20' spacing # 3912 out, # 4219 in line				Sta 406 thru 410 skip houses + Road cut. RADIO SIMS NOT ON TAPE, PAPER record only. VIBS: 3911, 4219, 4204, 4227, 4202	
25	1:45	416	475	413	476	535		161	54						
26	1:58	417	476	414	477	536		162	55						
27	2:09	418	477	415	478	537		163	56						
28	2:22	419	478	416	479	538		164	57					Sta 416 All 5-Vibs on Right side of Road	
29	2:35	420	479	417	480	539		165	58	1st half					
30	2:48	423	482	420	483	542		166	61	2nd half Bump to Bumper				Sta 418+419 skip (windmill)	
31	3:00	424	483	421	484	543		167	62						
32	3:13	425	484	422	485	544		168	63						
33	3:27	429	488	426	489	548		169	67					Sta 423-424-425 skip house's water wells	
34	3:42	430	489	427	490	549		170	68						
35	3:58	431	490	428	491	550	585	171	69						
36	4:12	432	491	429	492	551		172	70					Sta 429 Vibs 1-3+5 on the Right 2+4 on the Left	
37	4:25	433	492	430	493	552		173	71	120					
38	4:37	434	493	431	495	553		174	72	119-120				End of Day	

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S TO N</i>	
MONTH <i>01</i>	DAY <i>24</i>	YEAR <i>88</i>	CONTRACT NO. <i>3212</i>	PROSPECT <i>TEXAS Area</i>	LINE <i>TX-5</i>	TYPE <i>GSC-20D</i>	NO./STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH <i></i>	TYPE VIBS. <i>Y-2400</i>	SEPARATION <i>61 Ft.</i>	SWEEPS/VP <i>16</i>	FREQUENCY <i>10-48.5 Hz</i>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <i>6:00</i>		TOTAL TRAVEL TIME	PARTY <i>VH</i>	OBSERVER <i>HOY</i>	TRUCK <i>405D</i>	FREQUENCY <i>8 Hz</i>	SEPARATION <i>13.75 Ft.</i>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>316 Ft.</i>	TYPE INSTRU. <i>Pelton II</i>	DIST. ACROSS SUMMED SWPS. <i>553 Ft.</i>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>28 Sec.</i>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <i>Edna, TEXAS</i>			TYPE BASE <i>Spike</i>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <i>5</i>	MOVE BETWEEN INDIV. SWPS. <i>206 Ft.</i>	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <i>330</i>		

INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST. <i>DFSP</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4ms</i>	HI-CUT FILTER <i>64 Hz</i>	LO-CUT FILTER <i>8 Hz</i>	BPI <i>1600</i>	PRE-AMP GAIN <i>48 db</i>	TYPE SUMMER <i>MSP</i>	REF. SWP. SUM D. <input type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZ <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <i>50</i>	WIND <i>10-20mph</i>	PRECIP. <i>Clear, sunny</i>	RECORDING TRUCK AT	
NO. TRACKS <i>9</i>	FORMAT <i>SEG-B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72 db OCT.</i>	SLOPE <i>18 db OCT.</i>	NOTCH <i>60 Hz</i>	GAIN <input checked="" type="checkbox"/> FP <input type="checkbox"/> Fixed		NOISE REJECT N <input type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>MANUAL db</i>	TERRAIN <i>Rolling Hills</i>	TYPE SURFACE <i>Sandy</i>	VEGETATION <i>Sand Grass</i>	Trace _____ at	Trace _____ at
													VP <i>523</i>	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.									
	<i>6:40A</i>	<i>1</i>	<i>60</i>	<i>(431)</i>	<i>61</i>	<i>120</i>									<i>F. 901-907 Daily TEST</i>
	<i>8:20</i>	<i>435</i>	<i>494</i>		<i>495</i>	<i>554</i>					<i>12 NOISE</i>		<i>1</i>	<i>16 SWEEPS</i>	<i>Station 438 open for bridge, Trouble shooting LINE</i>
<i>1</i>	<i>8:35</i>	<i>435</i>	<i>494</i>	<i>432</i>	<i>495</i>	<i>554</i>				<i>12</i>				<i>5/16</i>	<i>Vib's #1, #3, #5 on Right side, #2, #4 on left side</i>
<i>2</i>	<i>8:50</i>	<i>437</i>	<i>496</i>	<i>434</i>	<i>497</i>	<i>556</i>				<i>14</i>	<i>2<sup>nd</sup> half, 35' spacing</i>				<i>433 skip for old house</i>
<i>3</i>	<i>9:05</i>	<i>438</i>	<i>497</i>	<i>435</i>	<i>498</i>	<i>557</i>				<i>15</i>					<i>All vibs ON Right side of Road</i>
<i>4</i>	<i>9:20</i>	<i>439</i>	<i>498</i>	<i>436</i>	<i>499</i>	<i>558</i>				<i>16</i>					<i>437, 438 skip for bridge</i>
<i>5</i>	<i>9:35</i>	<i>442</i>	<i>501</i>	<i>439</i>	<i>502</i>	<i>561</i>				<i>19</i>	<i>2<sup>nd</sup> half, 40' spacing</i>				<i>V.P. 439 - vibs 1, 3, 5 on Right, vibs 2, 4 on left</i>
<i>6</i>	<i>9:50</i>	<i>443</i>	<i>502</i>	<i>440</i>	<i>503</i>	<i>562</i>	<i>586</i>			<i>20</i>					
<i>7</i>	<i>10:05</i>	<i>444</i>	<i>503</i>	<i>441</i>	<i>504</i>	<i>563</i>				<i>21</i>	<i>Normal spacing - 5' move ups</i>				<i>V.P. 442 skip for house</i>
<i>8</i>	<i>10:20</i>	<i>446</i>	<i>505</i>	<i>443</i>	<i>506</i>	<i>565</i>				<i>23</i>	<i>2<sup>nd</sup> half, 40' spacing</i>				<i>V.P. 443 All vibs on Right side of Road</i>
<i>9</i>	<i>10:35</i>	<i>447</i>	<i>506</i>	<i>444</i>	<i>507</i>	<i>566</i>				<i>24</i>					
<i>10</i>	<i>10:55</i>	<i>448</i>	<i>507</i>	<i>445</i>	<i>508</i>	<i>567</i>				<i>25</i>					
<i>11</i>	<i>11:10</i>	<i>449</i>	<i>508</i>	<i>446</i>	<i>509</i>	<i>568</i>				<i>26</i>					
<i>12</i>	<i>11:40</i>	<i>450</i>	<i>509</i>	<i>447</i>	<i>510</i>	<i>569</i>				<i>27</i>					<i>F. 910 Radio Sims, after F. 186</i>
<i>13</i>	<i>11:58</i>	<i>454</i>	<i>513</i>	<i>451</i>	<i>514</i>	<i>573</i>				<i>31</i>	<i>2<sup>nd</sup> half</i>				<i>#3911 out - Vibs order 3912, 4204, 4219, 4227, 4202, 3912 in, V.P. 451 vibs 1, 3, 5 on Right, 2, 4 on left</i>
<i>14</i>	<i>12:15</i>	<i>455</i>	<i>514</i>	<i>452</i>	<i>515</i>	<i>574</i>				<i>32</i>	<i>Normal spacing, 4' move ups</i>				<i>448-450, 453 skip houses, to wet</i>
<i>15</i>	<i>12:30</i>	<i>457</i>	<i>516</i>	<i>454</i>	<i>517</i>	<i>576</i>				<i>34</i>	<i>1<sup>st</sup> half, B/B, 4' move ups</i>				<i>vib-1, 2 on Right, vib 3, 4, 5 on left</i>
<i>16</i>	<i>12:45</i>	<i>463</i>	<i>522</i>	<i>460</i>	<i>523</i>	<i>582</i>				<i>40</i>	<i>1<sup>st</sup> half</i>				<i>1, 3, 5 on Right, 2, 4 on left side of Road</i>
<i>17</i>	<i>1:00</i>	<i>464</i>	<i>523</i>	<i>461</i>	<i>524</i>	<i>583</i>				<i>41</i>	<i>Normal spacing, 1<sup>st</sup> vib out -100', 6' move ups</i>				<i>455-459 skip houses, well, Bridge</i>
<i>18</i>	<i>1:15</i>	<i>467</i>	<i>526</i>	<i>464</i>	<i>527</i>	<i>586</i>	<i>587</i>			<i>44</i>	<i>2<sup>nd</sup> half, B/B - All vibs ON Right side</i>				<i>462, 463 skip House, water well</i>
<i>19</i>	<i>1:30</i>	<i>468</i>	<i>527</i>	<i>465</i>	<i>528</i>	<i>587</i>				<i>45</i>					
<i>20</i>	<i>1:45</i>	<i>469</i>	<i>528</i>	<i>466</i>	<i>529</i>	<i>588</i>				<i>46</i>					
<i>21</i>	<i>2:00</i>	<i>470</i>	<i>529</i>	<i>467</i>	<i>530</i>	<i>589</i>				<i>47</i>					

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-5		4050		Vuittonet			Trace _____ at		Trace _____ at	
MONTH	DAY	YEAR		CREW LOCATION						Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at			
01	24	88		Edna, Texas						VP _____	VP 523	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								
22	2:15	471	530	468	531	590	587	197	48	Normal Spacing		1	5/16	All 5 vibs on The Right side of Road		
23	2:30	472	531	469	532	591		198	49					Sta 483 open for Bridge		
24	2:45	473	532	470	533	592		199	50							
25	3:00	474	533	471	534	593		200	51							
26	3:15	475	534	472	535	594		201	52							
27	3:30	476	535	473	536	595		202	53							
28	3:45	477	536	474	537	596		203	54							
29	4:00	478	537	475	538	597		204	55							
30	4:15	481	540	478	541	600		205	58					Sta 476 skip house + water well		
31	4:30	482	541	479	542	601	588	206	59							
32	4:48	487	546	484	547	606		207	62	Bumper To Bumper				Sta 480, 481, 482, 483 skip house + well End of Day Breaking many cable heads		

PAGE 1 OF 2

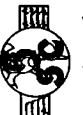
DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S</i> TO <i>N</i>	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY		VP NO.1	AMPL NO.1
01	25	88	3212	<i>Tex Area</i>	<i>Tex 5</i>	<i>650-200</i>	<i>6</i>	<i>4</i>		<i>Y2400</i>	<i>61</i> Ft.	<i>16</i>	<i>10-485</i> Hz		<i>8</i>	<i>8</i>
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	
<i>6:00</i>			<i>JH</i>	<i>Quinn</i>	<i>4050</i>	<i>8</i> Hz	<i>13.75</i> Ft.	<input type="checkbox"/> End to End <input type="checkbox"/> Parallel	<i>3/6</i> Ft.	<i>Relax II</i>	<i>553</i> Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	<i>28</i> Sec.		VIBRATED	SKIPPED
ARRIVE TOWN			PARTY LOCATION			TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS		STATION INTERVAL	
			<i>ELMA Tex</i>			<i>SPK</i>	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<i>5</i>	<i>206</i> Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		<i>330</i>	

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	
<i>DF5II</i>	<i>120</i>	<i>4</i>	<i>64</i> Hz	<i>8</i> Hz	<i>1600</i>	<i>48</i> db	<i>MSP</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>52</i>		<i>Clear</i>	Trace _____ at	Trace _____ at
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT'N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP	VP
<i>9</i>	<i>Seq B</i>	<i>43</i>	<i>72</i> db OCT.	<i>18</i> db OCT.	<i>60</i> Hz	<i>48</i> db		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<i>Man</i> db	<i>Rolling Hills</i>	<i>Sandy</i>	<i>grass</i>	<i>576</i>	

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							
	<i>7:15</i>	<i>1</i>	<i>60</i>	<i>488</i>	<i>61</i>	<i>120</i>									<i>F. 902-907 Daily TEST REMARKS: delete F. 908, 909 Vibs: 3912, 4204, 4219, 4227, 4202; F. 910s, 915 (NOTE: First copy with tapes, Second copy remains in truck)</i>
		<i>488</i>	<i>547</i>	<i>485</i>	<i>548</i>	<i>607</i>	<i>588</i>	<i>208</i>		<i>12</i>		<i>1/208</i>	<i>16</i>		<i>*NOTE: Two F. # 208, delete first 208</i>
<i>1</i>	<i>8:29</i>	<i>488</i>	<i>547</i>	<i>485</i>	<i>548</i>	<i>607</i>		<i>209</i>		<i>12</i>			<i>6/16</i>		<i>U16 1-3-5 on Right 2-4 on Left</i>
<i>2</i>	<i>8:45</i>	<i>492</i>	<i>551</i>	<i>489</i>	<i>552</i>	<i>611</i>		<i>210</i>		<i>16</i>	<i>All vibs on Right side B to Bumper</i>		<i>5/9</i>		<i>Normal spacing</i>
<i>3</i>	<i>8:55</i>	<i>495</i>	<i>554</i>	<i>492</i>	<i>555</i>	<i>614</i>		<i>211</i>		<i>19</i>	<i>vibs 1-3-5 Right 2-4 Left side</i>		<i>5/7</i>		<i>changed Exp 43-48+49-54</i>
<i>4</i>	<i>9:03</i>	<i>498</i>	<i>557</i>	<i>495</i>	<i>558</i>	<i>617</i>		<i>212</i>		<i>22</i>	<i>2 half</i>		<i>5/16</i>		<i>sta 486 thru 488 skip houses</i>
<i>5</i>	<i>9:17</i>	<i>499</i>	<i>558</i>	<i>496</i>	<i>559</i>	<i>618</i>		<i>213</i>		<i>23</i>					<i>sta 490+491 skip Roadcutters</i>
<i>6</i>	<i>9:29</i>	<i>500</i>	<i>559</i>	<i>497</i>	<i>560</i>	<i>619</i>		<i>214</i>		<i>24</i>					<i>sta 493+494 skip Tower</i>
<i>7</i>	<i>9:41</i>	<i>501</i>	<i>560</i>	<i>498</i>	<i>561</i>	<i>620</i>		<i>215</i>		<i>25</i>					
<i>8</i>	<i>9:56</i>	<i>502</i>	<i>561</i>	<i>499</i>	<i>562</i>	<i>621</i>	<i>589</i>	<i>216</i>		<i>26</i>					
<i>9</i>	<i>10:07</i>	<i>503</i>	<i>562</i>	<i>500</i>	<i>563</i>	<i>622</i>		<i>217</i>		<i>27</i>					
<i>10</i>	<i>10:19</i>	<i>504</i>	<i>563</i>	<i>501</i>	<i>564</i>	<i>623</i>		<i>218</i>		<i>28</i>					
<i>11</i>	<i>10:38</i>	<i>505</i>	<i>564</i>	<i>502</i>	<i>565</i>	<i>624</i>		<i>219</i>		<i>29</i>					
<i>12</i>	<i>10:45</i>	<i>506</i>	<i>565</i>	<i>503</i>	<i>566</i>	<i>625</i>		<i>220</i>		<i>30</i>					
<i>13</i>	<i>10:57</i>	<i>507</i>	<i>566</i>	<i>504</i>	<i>567</i>	<i>626</i>		<i>221</i>		<i>31</i>					
<i>14</i>	<i>11:10</i>	<i>508</i>	<i>567</i>	<i>505</i>	<i>568</i>	<i>627</i>		<i>222</i>		<i>32</i>					
<i>15</i>	<i>11:22</i>	<i>509</i>	<i>568</i>	<i>506</i>	<i>569</i>	<i>628</i>		<i>223</i>		<i>33</i>					<i>Cathrooms Busy Int at sta 128 Hy 77+183</i>
<i>16</i>	<i>11:35</i>	<i>510</i>	<i>569</i>	<i>507</i>	<i>570</i>	<i>629</i>		<i>224</i>		<i>34</i>					<i>All vibs on Right side Normal spacing</i>
<i>17</i>	<i>11:47</i>	<i>511</i>	<i>570</i>	<i>508</i>	<i>571</i>	<i>630</i>		<i>225</i>		<i>35</i>					<i>Exp 103-108+109-114 Exp Changed</i>
<i>18</i>	<i>12:00</i>	<i>512</i>	<i>571</i>	<i>509</i>	<i>572</i>	<i>631</i>		<i>226</i>		<i>36</i>					
<i>19</i>	<i>12:13</i>	<i>513</i>	<i>572</i>	<i>510</i>	<i>573</i>	<i>632</i>		<i>227</i>		<i>37</i>					<i>sta 510 v16 1-3-5 on Right 2-4 on Left side of Road</i>
<i>20</i>	<i>12:25</i>	<i>514</i>	<i>573</i>	<i>511</i>	<i>574</i>	<i>633</i>		<i>228</i>		<i>38</i>					
<i>21</i>	<i>12:38</i>	<i>515</i>	<i>574</i>	<i>512</i>	<i>575</i>	<i>634</i>	<i>590</i>	<i>229</i>		<i>39</i>					

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		Tex Area		Tex-5		4058		Vurthnet-Hoy		Trace at 576		Trace at		Trace at	
MONTH	DAY	YEAR		CREW LOCATION						VP		VP		VP		VP	
1	25	88		Edna Texas						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.		61	120								(NOTE: First copy with tapes; Second copy remains in truck)			
22	12:50	516	575	513	576	635	590	230	40			1	5/3	Vibs 1-3-5 on Right 2+4 on left side of Road			
23	12:57	517	576	514	577	636		231	41	2 <sup>nd</sup> half Bump to Bump			5/16	STAS 13 to wet to finish.			
24	1:09	518	577	515	578	637		232	42								
25	1:23	519	578	516	579	638		233	43								
26	1:36	520	579	517	580	639		234	44					Traces RS-90 Exp. changed			
27	1:50	521	580	518	581	640		235	45								
28	2:04	522	581	519	582	641		236	46								
29	2:10	523	582	520	583	641		237	47								
30	2:22	524	583	521	584	642		238	48	1 <sup>st</sup> half.							
31	2:36	525	584	522	585	643		239	49	2 <sup>nd</sup> half 20' apart.							
32	2:49	526	585	523	586	644		240	50					All vibs notice some is going in and out of Phase on VP 523 when we had Trouble getting some			
33	3:00	527	586	524	587	645		241	51					STA 528 skip to wet.			
34	3:14	528	587	525	588	646	591	242	52					5/15 Left side of Road - 2+4 Left			
35	3:27	529	588	526	589	647		243	53					STA 527 All vibs back in Phase			
36	3:40	530	589	527	590	648		244	54	Vib 1-3-5 on Right.				STA 529 All vibs on Left side			
37	3:56	532	591	529	592	650		245	56	2 <sup>nd</sup> half				STA 530, 531, 532, skip house water well			
38	4:12	536	595	533	596	654		246	60	2 <sup>nd</sup> half All vibs on left side.				Possible Blasting on high end of VP 533			
39	4:24	537	596	534	597	656		247	61	Because of steep Bank on Right				STA 537 skip house			
40	4:36	538	597	535	598	657		248	62					STA 540 thru 544 skip houses			
41	4:49	539	598	536	599	658		249	63	2 <sup>nd</sup> half				End of Day			
42	5:04	541	600	538	601	660		250	65	2 <sup>nd</sup> half vib 1-3-5 on Right 2+4 on left							
43	5:17	542	601	539	602	661		251	66	1 <sup>st</sup> half							
	skip			540													
	skip			thru													
	skip			544													

Seismograph Service Corporation  
A SUBSIDIARY OF RAYTHEON COMPANY  
P.O. BOX 1590 TULSA, OKLAHOMA 74102



DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <u>3</u> TO <u>14</u>	
MONTH <u>1</u>	DAY <u>26</u>	YEAR <u>88</u>	CONTRACT NO. <u>3212</u>	PROSPECT <u>72x Area</u>	LINE <u>Tex-5</u>	TYPE <u>65C-200</u>	NO./STRING <u>6</u>	NO. OF STRINGS <u>4</u>	PATTERN WIDTH <u>316</u>	TYPE VIBS. <u>Y2400</u>	SEPARATION <u>61</u> Ft.	SWEEPS/VP <u>16</u>	FREQUENCY <u>10-15</u> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <u>6:00</u>		TOTAL TRAVEL TIME	PARTY <u>VH</u>	OBSERVER <u>Vurthnet-Hay</u>	TRUCK <u>4050</u>	FREQUENCY <u>8</u> Hz	SEPARATION <u>13.75</u> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <u>316</u> Ft.	TYPE INSTRU. <u>Bottom</u>	DIST. ACROSS SUMMED SWPS. <u>206</u> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <u>28</u> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <u>EDNO TEXAS</u>			TYPE BASE <u>SPK</u>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	NO. VIBS. <u>5</u>	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION <input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <u>330</u>		

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST <u>DF5J</u>	NO. TRACES <u>120</u>	SAMPLE RATE <u>4</u>	HI-CUT FILTER <u>64</u> Hz	LO-CUT FILTER <u>8</u> Hz	BPI <u>1600</u>	PRE-AMP GAIN <u>48</u> db	TYPE SUMMER <u>MSP</u>	REF. SWP. SUM'D <input type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <u>40'</u>	WIND	PRECP. <u>Clear</u>	RECORDING TRUCK AT	
NO. TRACKS <u>9</u>	FORMAT <u>Seq B</u>	REC. LENGTH <u>43</u>	SLOPE <u>72</u> db OCT.	SLOPE <u>18</u> db OCT.	NOTCH <u>60</u> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT N <input type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <u>Klan</u> db	TERRAIN <u>Rolling Hills</u>	TYPE SURFACE <u>Sandy</u>	VEGETATION <u>grass</u>	Trace _____ at	Trace _____ at
													VP <u>599</u>	VP <u>646</u>

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.									
	<u>7:15 AF</u>	<u>1</u>	<u>60</u>	<u>549</u>	<u>61</u>	<u>120</u>									<u>716901-907 Dull test</u>
		<u>548</u>	<u>607</u>		<u>608</u>	<u>667</u>							<u>1</u>	<u>5/16</u>	<u>From Sta 610 Thru 646 Town of Cuero</u>
<u>1</u>	<u>8:00</u>	<u>548</u>	<u>607</u>	<u>545</u>	<u>608</u>	<u>668</u>		<u>252</u>		<u>49</u>	<u>2nd half</u>				<u>vibs 1-3-5 on Right 2+4 on Left</u>
<u>2</u>	<u>8:14</u>	<u>549</u>	<u>608</u>	<u>546</u>	<u>609</u>	<u>669</u>		<u>253</u>		<u>49</u>	<u>Bumper to Bumper</u>				
<u>3</u>	<u>8:27</u>	<u>550</u>	<u>609</u>	<u>547</u>	<u>610</u>	<u>670</u>		<u>254</u>		<u>50</u>					
<u>4</u>	<u>8:40</u>	<u>551</u>	<u>610</u>	<u>548</u>	<u>611</u>	<u>671</u>		<u>255</u>		<u>51</u>					
<u>5</u>	<u>8:54</u>	<u>556</u>	<u>615</u>	<u>553</u>	<u>616</u>	<u>675</u>		<u>256</u>		<u>52</u>	<u>1st half</u>				<u>416 1-3-4-5 on Right #2 on Left</u>
<u>6</u>	<u>9:06</u>	<u>557</u>	<u>616</u>	<u>554</u>	<u>617</u>	<u>676</u>		<u>257</u>		<u>57</u>	<u>2nd half 20' apart</u>				<u>STA 549 Thru 552 house + steep banks</u>
<u>7</u>	<u>9:19</u>	<u>558</u>	<u>617</u>	<u>555</u>	<u>618</u>	<u>677</u>		<u>258</u>		<u>58</u>					<u>Sta 553 Vib 1-3-5 on Right #2+4 on Left</u>
<u>8</u>	<u>9:31</u>	<u>559</u>	<u>618</u>	<u>556</u>	<u>619</u>	<u>678</u>		<u>259</u>		<u>59</u>					
<u>9</u>	<u>10:03</u>	<u>560</u>	<u>619</u>	<u>557</u>	<u>620</u>	<u>679</u>		<u>260</u>		<u>60</u>	<u>All vibs on Left side of Road</u>				
<u>10</u>	<u>10:15</u>	<u>562</u>	<u>621</u>	<u>559</u>	<u>622</u>	<u>681</u>		<u>261</u>		<u>14</u>	<u>" " " " " "</u>				<u>STA 558 skip to wet</u>
<u>11</u>	<u>10:33</u>	<u>563</u>	<u>622</u>	<u>560</u>	<u>623</u>	<u>682</u>		<u>262</u>		<u>15</u>	<u>2nd half B to Bumper</u>				<u>Sta 559 1-3-5 on Right 2+4 on Left</u>
<u>12</u>	<u>10:47</u>	<u>564</u>	<u>623</u>	<u>561</u>	<u>624</u>	<u>683</u>		<u>263</u>		<u>17</u>					
<u>13</u>	<u>10:59</u>	<u>565</u>	<u>624</u>	<u>562</u>	<u>625</u>	<u>684</u>		<u>264</u>		<u>18</u>					<u>STA 561 N/Vibs on Right side</u>
<u>14</u>	<u>11:13</u>	<u>566</u>	<u>625</u>	<u>563</u>	<u>626</u>	<u>685</u>	<u>593</u>	<u>265</u>		<u>19</u>					
<u>15</u>	<u>11:25</u>	<u>567</u>	<u>626</u>	<u>564</u>	<u>627</u>	<u>686</u>		<u>266</u>		<u>20</u>	<u>3912, OUT - 4202 IN 11' NE</u>				
<u>16</u>	<u>11:38</u>	<u>568</u>	<u>627</u>	<u>565</u>	<u>628</u>	<u>687</u>		<u>267</u>		<u>21</u>	<u>vibs: 3911, 4219, 4204, 4227, 4202</u>				
<u>17</u>	<u>11:51</u>	<u>569</u>	<u>628</u>	<u>566</u>	<u>629</u>	<u>688</u>		<u>268</u>		<u>22</u>					
<u>18</u>	<u>12:02</u>	<u>570</u>	<u>629</u>	<u>567</u>	<u>630</u>	<u>689</u>		<u>269</u>		<u>23</u>					
<u>19</u>	<u>12:18</u>	<u>574</u>	<u>633</u>	<u>571</u>	<u>634</u>	<u>693</u>		<u>270</u>		<u>24</u>					<u>All vibs on left hand side</u>
<u>20</u>	<u>12:30</u>	<u>575</u>	<u>634</u>	<u>572</u>	<u>635</u>	<u>694</u>		<u>271</u>		<u>28</u>	<u>2nd half 20' apart</u>				<u>STA 568 Thru 570 skip house</u>
<u>21</u>	<u>12:42</u>	<u>576</u>	<u>635</u>	<u>573</u>	<u>636</u>	<u>695</u>		<u>272</u>		<u>29</u>					<u>Sta 571 Vib 1-3-5 on Right 2+4 on Left</u>
								<u>273</u>		<u>30</u>	<u>1st half</u>				



IDENTIFICATION											SET-UP NO.:				SET-UP NO.:				
CONTRACT NO. 3212		PARTY VH		PROSPECT Tex Area		LINE Tex-5		TRUCK 4050		OBSERVER Wattson-Hoy		RECORDING TRUCK AT Trace _____ at VP _____		RECORDING TRUCK AT Trace _____ at VP _____		RECORDING TRUCK AT Trace _____ at VP _____		RECORDING TRUCK AT Trace _____ at VP _____	
MONTH 1	DAY 26	YEAR 88		CREW LOCATION Edna Texas							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.		61	120	REEL NO.	FILE NUMBER/S						(NOTE: First copy with tapes; Second copy remains in truck)					
22	0:57	578	637	575	638	697	593	274	32	2 <sup>nd</sup> half Bumper to Bumper		2	5/16	From station 610 thru 646 Town of Guero (NOTE: First copy with tapes; Second copy remains in truck)					
23	1:09	579	638	576	639	698		275	33					Vib 1-3-5 on Right 2+4 on Left					
24	1:23	583	642	580	643	702		276	37					STA 574 skip water well					
25	1:37	584	643	581	644	703		277	38	4219, 441-3912 in Vibs: 3911, 3912, 4204, 4227, 4202				STA 577-578-579 skip houses					
26	1:49	585	644	582	645	704		278	39					STA 580 All vibs on Right side					
27	2:03	586	645	583	646	705	594	279	40					STA 696+697 open Joe Bridge					
29	2:04	587	646	584	647	706		280	41				5/12	STA 581 #1 vib on Left #2,3,4,5 on Right					
30	2:30	592	651	589	652	711		281	46	2 <sup>nd</sup> half Bumper to Bumper.				(STA 584 vibs 1,2,3 on Right #24 on Left) All vibs sweep #7 All vibs on Left side					
31	2:41	593	652	590	653	712		282	47	10' apart.				STA 585 all vibs on Right side					
32	2:59	594	653	591	654	713		283	48	2 <sup>nd</sup> half				STA 585 thru 588 skip houses & to wet					
33	3:12	595	654	592	655	714		284	49										
34	3:24	596	655	593	656	715		285	50										
35	3:38	597	656	594	657	716		286	51	4204 out 4219 in 3911-3912-4219-4227-4202				STA 594 shock on 1 <sup>st</sup> half					
36	3:52	600	659	597	660	719		287	54	2 <sup>nd</sup> half Bumper to Bumper				STA 595+596 skip house					
37	4:04	601	660	598	661	720		288	55					STA 599 thru 601 skip Peter wells & house					
38	4:19	605	664	602	665	724		289	59	2 <sup>nd</sup> half				All vib on Left Side of Road STA 602					
39	4:32	606	665	603	666	725		290	60					All vibs on Right Side of Road STA 604					
40	4:47	607	666	604	667	727		291	61					Waiting on Train Crossing Line at STA 648					
41	5:01	608	667	605	668	728	595	292	62					Skip STA 607, 608 to wet.					
42	5:14	609	668	606	669	729		293	63					sta 610 thru 646 skip Town of Guero.					
43	5:27	613	672	609	673	733		294	66					End of Day					
	skip			610															
	skip			thru															
	skip			646															

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DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S</i> TO <i>N</i>	
MONTH <i>1</i>	DAY <i>27</i>	YEAR <i>88</i>	CONTRACT NO. <i>3212</i>	PROSPECT <i>Tex Area</i>	LINE <i>Tex-5</i>	TYPE <i>6SC-200</i>	NO./STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH <i>316</i>	TYPE VIBS. <i>4200</i>	SEPARATION <i>61</i> Ft.	SWEEPS/VP <i>16</i>	FREQUENCY <i>10 - 48.5</i> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <i>6:00</i>		TOTAL TRAVEL TIME	PARTY <i>UT</i>	OBSERVER <i>Wittman-Hoy</i>	TRUCK <i>4050</i>	FREQUENCY <i>8</i> Hz	SEPARATION <i>1375</i> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>316</i> Ft.	TYPE INSTRU. <i>Patton I</i>	DIST. ACROSS SUMMED SWPS. <i>553'</i>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>28</i> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <i>Edna TEXAS</i>			TYPE BASE <i>SPK</i>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	NO. VIBS. <i>5</i>	MOVE BETWEEN INDIV. SWPS. <i>206</i> Ft.	SWP. LOCATION <input type="checkbox"/> Across VP <input checked="" type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL <i>330</i>		

INSTRUMENTS						SUMMING				ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <i>DF5II</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4</i>	HI-CUT FILTER <i>64</i> Hz	LO-CUT FILTER <i>8</i> Hz	BPI <i>1600</i>	PRE-AMP GAIN <i>48</i> db	TYPE SUMMER <i>MSP</i>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <i>40</i>	WIND	PRECIP. <i>Clear</i>	RECORDING TRUCK AT	
NO. TRACKS <i>9</i>	FORMAT <i>Seq B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72</i> db OCT.	SLOPE <i>18</i> db OCT.	NOTCH <i>60</i> Hz	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>Man</i> db	TERRAIN <i>Flat</i>	TYPE SURFACE <i>Sandy</i>	VEGETATION <i>Grass</i>	Trace _____ at	Trace _____ at
VP <i>647</i>														

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							
	<i>7:40</i>	<i>650</i>	<i>709</i>	<i>647</i>	<i>710</i>	<i>769</i>	<i>595</i>	<i>295</i>		<i>12</i>	<i>NOISE</i>		<i>1</i>	<i>1/6</i>	<i>901-907 Daily Test F. 908 Radio Sims</i>
<i>1</i>	<i>7:55</i>	<i>650</i>	<i>709</i>	<i>647</i>	<i>710</i>	<i>769</i>		<i>296</i>		<i>12</i>	<i>2nd half</i>			<i>5/16</i>	<i>Vibs: 391, 392, 421, 422, 4202 (NOTE: First copy with tapes; Second copy remains in truck)</i>
<i>2</i>	<i>8:14</i>	<i>662</i>	<i>721</i>	<i>659</i>	<i>722</i>	<i>781</i>		<i>297</i>		<i>24</i>	<i>2nd half Bumper to Bumper</i>				<i>STATIONS 696, 697 open for bridge</i>
<i>3</i>	<i>8:26</i>	<i>663</i>	<i>722</i>	<i>660</i>	<i>723</i>	<i>782</i>		<i>298</i>		<i>25</i>					<i>STA 659 Vibs 1-3-5 on right 2+4 on left</i>
<i>4</i>	<i>8:39</i>	<i>664</i>	<i>723</i>	<i>661</i>	<i>724</i>	<i>783</i>		<i>299</i>		<i>26</i>					<i>Exp Change on 91-96 + 97-102</i>
<i>5</i>	<i>8:51</i>	<i>665</i>	<i>724</i>	<i>662</i>	<i>725</i>	<i>784</i>		<i>300</i>		<i>27</i>					
<i>6</i>	<i>9:03</i>	<i>666</i>	<i>725</i>	<i>663</i>	<i>726</i>	<i>785</i>		<i>301</i>		<i>28</i>					
<i>7</i>	<i>9:16</i>	<i>667</i>	<i>726</i>	<i>664</i>	<i>727</i>	<i>786</i>		<i>302</i>		<i>29</i>					
<i>8</i>	<i>9:34</i>	<i>668</i>	<i>727</i>	<i>665</i>	<i>728</i>	<i>787</i>	<i>596</i>	<i>303</i>		<i>30</i>					
<i>9</i>	<i>9:57</i>	<i>670</i>	<i>729</i>	<i>667</i>	<i>730</i>	<i>789</i>		<i>304</i>		<i>32</i>	<i>2nd half</i>				<i>STA 666 skip house</i>
<i>10</i>	<i>10:13</i>	<i>674</i>	<i>733</i>	<i>671</i>	<i>734</i>	<i>793</i>		<i>305</i>		<i>36</i>	<i>2nd half 20' apart</i>				<i>STA 668 thru 670 skip houses</i>
<i>11</i>	<i>10:25</i>	<i>675</i>	<i>734</i>	<i>672</i>	<i>735</i>	<i>794</i>		<i>306</i>		<i>37</i>					
<i>12</i>	<i>10:37</i>	<i>676</i>	<i>735</i>	<i>673</i>	<i>736</i>	<i>795</i>		<i>307</i>		<i>38</i>					
<i>13</i>	<i>10:49</i>	<i>677</i>	<i>736</i>	<i>674</i>	<i>737</i>	<i>796</i>		<i>308</i>		<i>39</i>					
<i>14</i>	<i>11:01</i>	<i>678</i>	<i>737</i>	<i>675</i>	<i>738</i>	<i>797</i>		<i>309</i>		<i>40</i>					<i>Changed Exp 31-36</i>
<i>15</i>	<i>11:17</i>	<i>686</i>	<i>745</i>	<i>683</i>	<i>746</i>	<i>805</i>		<i>310</i>		<i>48</i>	<i>2nd half Bumper to Bumper</i>				<i>STA 676 thru 682 skip Buildings</i>
<i>16</i>	<i>11:29</i>	<i>687</i>	<i>746</i>	<i>684</i>	<i>747</i>	<i>806</i>		<i>311</i>		<i>49</i>					<i>ST 683 All vibs on Right side of Road</i>
<i>17</i>	<i>11:42</i>	<i>688</i>	<i>747</i>	<i>685</i>	<i>748</i>	<i>807</i>		<i>312</i>		<i>50</i>					
<i>18</i>	<i>11:54</i>	<i>689</i>	<i>748</i>	<i>686</i>	<i>749</i>	<i>808</i>		<i>313</i>		<i>51</i>					
<i>19</i>	<i>12:06</i>	<i>690</i>	<i>749</i>	<i>687</i>	<i>750</i>	<i>809</i>		<i>314</i>		<i>52</i>					
<i>20</i>	<i>12:18</i>	<i>691</i>	<i>750</i>	<i>688</i>	<i>751</i>	<i>810</i>		<i>315</i>		<i>53</i>					
<i>21</i>	<i>12:33</i>	<i>692</i>	<i>751</i>	<i>689</i>	<i>752</i>	<i>811</i>	<i>597</i>	<i>316</i>		<i>54</i>					

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.: 2		
CONTRACT NO.	PARTY	PROSPECT	LINE	TRUCK	OBSERVER	RECORDING TRUCK AT			RECORDING TRUCK AT						
3212	VH	Tex Area	Tex-5	4050	Whittonet - Hoy	Trace	at	VP	738	Trace	at	VP	753		
MONTH	DAY	YEAR	CREW LOCATION		RECORDING TRUCK AT			RECORDING TRUCK AT							
1	27	88	Edna Texas		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	
		1	60	61	120	REEL NO.	FILE NUMBER/S								
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.									(NOTE: First copy with tapes; Second copy remains in truck)	
22	12:46	693	752	690	753	812	597	317	55			1	5/16	STA 696+697 opening for Bridge.	
23	12:56	694	753	691	754	813		318	56					All vibs on Right side of Road	
24	1:09	695	754	692	755	814		319	57						
25	1:22	696	755	693	756	815		320	58	1 <sup>st</sup> half 20' apart				sta 694 thru 698 skip around mill + house	
26	1:34	702	761	699	762	821		321	64	2 <sup>nd</sup> half 30' apart					
27	1:49	703	762	700	763	822		322	65						
28	2:01	704	763	701	764	823		323	66						
29	2:13	705	764	702	765	824		324	67					Move Rec. TRK-753	
30	2:37	712	771	709	772	831		325	59	2 <sup>nd</sup> half Bump to Bump 2				STA 703 thru 708 skip houses.	
31	2:55	718	777	716	778	837		326	64	2 <sup>nd</sup> half Bump to Bump				STA 710 thru 715 skip houses	
32	3:10	720	779	717	780	839		327	67					<del>V.P. 716</del> CDP off, set for 715	
33	3:25	721	780	718	781	840		328	68						
34	3:38	722	781	719	782	841	598	329	69						
35	3:50	723	782	720	783	842		330	70						
36	4:03	724	783	721	784	843		331	71						
37	4:16	725	784	722	785	844		332	72	120 119-120				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	
1	28	88	3212	Tex-Ocea	Tex-5	692 20D	6	4		42400	601 Ft.	16	10-485 Hz			VIBS. MOVING	
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			JH	Worthen-Hay	4050	8 Hz	13.75 Ft.	<input type="checkbox"/> End to End <input type="checkbox"/> Parallel	316 Ft.	Patten D	553 Ft.	<input type="checkbox"/> Tandem <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			
		Edna Tex			SPK	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	206 Ft.	<input type="checkbox"/> Across VP <input checked="" 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 type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	45	10-30 MPH	Clear	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 Hz	<input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Man db	Flat	Sandy	grass	VP 815	

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							
	7:10 AF	1	60	722	61	120									2 the 908 thru 907 D9014 tes 5 Sims 3911-3912-4219-4227-4202 Feb 908 (NOTE: First copy with tapes; Second copy remains in truck)
		726	785		786	845	598	333			Noise		1	10/5 sweeps	
1	8:57	726	785	723	786	845		334		11		1			All vibson Right side normal spaced
2	9:10	727	786	724	787	846		335		12					
3	9:22	728	787	725	788	847		336		13					
4	9:34	729	788	726	789	848		337		14					
5	9:46	730	789	727	790	849		338		15					
6	9:58	731	790	728	791	850		339		16					
7	10:11	732	791	729	792	851	599	340		17					
8	10:26	733	792	730	793	852		341		18					
9	10:38	734	793	731	794	853		342		19					
10	10:50	735	794	732	795	854		343		20					
11	11:02	736	795	733	796	855		344		21					
12	11:15	737	796	734	797	856		345		22					
13	11:27	738	797	735	798	857		346		23					
14	11:39	739	798	736	799	858		347		24					
15	11:52	740	799	737	800	859		348		25					
16	12:04	741	800	738	801	860		349		26					
17	12:16	742	801	739	802	861		350		27					
18	12:30	746	805	743	806	865		351		31					
19	12:48	747	806	744	807	866		352		32					
20	1:05	748	807	745	808	867	600	353		33					
21	1:18	749	808	746	809	868		354		34					

IDENTIFICATION							SET-UP NO.:				SET-UP NO.:								
CONTRACT NO. 3212		PARTY UH		PROSPECT Tex Area		LINE Tex-5		TRUCK 4050		OBSERVER Dunham - Hoy				RECORDING TRUCK AT Trace _____ at _____ VP _____		RECORDING TRUCK AT Trace _____ at _____ VP _____		RECORDING TRUCK AT Trace _____ at _____ VP _____	
MONTH 1	DAY 28	YEAR 88		CREW LOCATION EDNA TEXAS					VP _____		VP _____		VP _____		VP _____		VP _____		

PAGE	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						
	22	1:31	750	<del>809</del>	747	810	869	600	355	35			1	5/16	All VIBS on Right side of Road
	23	1:42	751	810	748	811	870		356	36					
	24	1:56	752	811	749	812	871		357	37					
	25	2:07	753	812	750	813	872		358	38					
	26	2:19	753	812	751	813	872		359	38					X 751 @ BP on 750
	27	2:32	755	814	752	815	874		360	40					
	28	2:44	756	815	753	816	875		361	41					
	29	2:57	757	816	754	817	876		362	42	2 <sup>nd</sup> half 20' apart				Shaking on Pavement 50% DRIVE.
	30	3:09	758	817	755	818	877		363	43					
	31	3:21	759	818	756	819	878		364	44					
	32	3:33	760	819	757	820	879		365	45					STA 758 skip water well
	33	3:48	762	821	759	822	881	601	366	47	3 <sup>rd</sup> half 20' apart.				
	34	4:00	763	822	760	823	882		367	48					End of Day

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY		VP NO. 1	TO
2	1	88	3212	Texas Area	TX-5	GSC-20	6	4	-	Y-2400	61' Ft.	1.6	10-48.5 Hz		S	N
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 <input type="checkbox"/> Parallel	316 Ft.	Pelton V	553 Ft.	<input checked="" type="checkbox"/> Tandem <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 <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6' Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330'	
INSTRUMENTS						SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1				
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM'D.	POST NORM'IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT			
DFSII	120	4MS	64 Hz	8 Hz	1600	48 db	MSP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	50	5-10	Trace of Rain	A.M. 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	18 db	60 Hz	<input checked="" type="checkbox"/> IFF <input type="checkbox"/> Fixed	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	FLAT	Black TOP	Grass SAND	VP 849				
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		
	7:00AF	1	60	(760)	61	120	REEL NO.	FILE NUMBER/S								
	7:45	764	823	761	824	883	601	368		15		1	16 sweeps	916901-907 DAILY		
1	8:00	764	823	761	824	883		369		15			5/16	REMARKS 7:00-9:08 SUMS		
2	8:15	765	824	762	825	884		370		16				4204-3912-4219-4227-4202		
3	8:30	766	825	763	826	885		371		17				(NOTE: First copy with tapes; Second copy remains in truck)		
4	8:45	767	826	764	827	886		372		18						
5	9:06	768	827	765	828	887		373		19						
6	9:19	769	828	766	829	888		374		20						
7	9:35	770	829	767	830	889		375		21						
8	9:46	771	830	768	831	890		376		22						
9	9:59	772	831	769	832	891	602	377		23						
10	10:14	773	832	770	833	892		378		24	379			delete F-379 - Radio SIMS on 3911		
11	10:29	774	833	771	834	893		910		25				after, F. 379 - # 3911 in, # 4202 out		
12	10:44	775	834	772	835	894		911		26				START with V.P. 771-3911, 3912, 4219, 4227, 4204		
13	10:58	776	835	773	836	895		912		27				* NOTE Reel # 602 - After		
14	11:16	777	836	774	837	896		913		28				SIMS continued with 900 file		
15	11:29	778	837	775	838	897		914		29				Numbers F's 910-917 are used		
16	11:41	779	838	776	839	898		915		30				as production files - Observer		
17	11:53	780	839	777	840	899		916		31				Error		
18	12:05	781	840	778	841	900		917		32				Reel # 602 NO E.O.F MARK		
19	12:17	782	841	779	842	901	603	380		33				Change tape, start with F. 380		
20	12:34	783	842	780	843	902		381		34						
21	12:47	784	843	781	844	903		382		35						

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-5		4050		Vertinet-Hoy		Trace _____ at _____		Trace _____ at _____		Trace _____ at _____	
MONTH	DAY	YEAR		CREW LOCATION						VP		VP		VP		VP	
2	1	88		Luling Tex						VP _____		VP 849		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.		61	120								(NOTE: First copy with tapes; Second copy remains in truck)			
22	1:01	785	844	782	845	904	603	383	36			1	5/16	Vibs at 50% Drive on Black Top			
23	1:14	786	845	783	846	905		384	37								
24	1:25	787	846	784	847	906		385	38								
25	1:38	788	847	785	848	907		386	39								
26	1:51	789	848	786	849	908		387	40								
27	2:03	790	849	787	850	909		388	41								
28	2:15	791	850	788	851	910		389	42								
29	2:27	792	851	789	852	911		390	43								
30	2:39	793	852	790	853	912		391	44								
31	2:51	794	853	791	854	913		392	45								
32	3:05	795	854	792	855	914	604	393	46								
33	3:17	796	855	793	856	915		394	47								
34	3:30	797	856	794	857	916		395	48					4202 in 4204 out Vib 3911-3912-4219-4227-4202			
35	3:41	798	857	795	858	917		396	49								
36	3:53	799	858	796	859	918		397	50								
37	4:05	800	859	797	860	919		398	51								
38	4:17	801	860	798	861	920		399	51								
39	4:29	802	861	799	862	921		400	52								
40	4:42	803	862	800	863	922		401	53								
41	4:54	804	863	801	864	923		402	54								
42	5:07	805	864	802	865	924		403	55					End of Day			

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S</i> TO <i>N</i>	
MONTH <i>2</i>	DAY <i>2</i>	YEAR <i>88</i>	CONTRACT NO. <i>32P2</i>	PROSPECT <i>Tex Area</i>	LINE <i>TX 5</i>	TYPE <i>GSC-20</i>	NO./STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH	TYPE VIBS. <i>Y2400</i>	SEPARATION <i>61 Ft.</i>	SWEEPS/VP <i>16</i>	FREQUENCY <i>10-48.5 Hz</i>	VP NO. 1 AMPL NO. 1 VIBS. MOVING		
LEAVE TOWN <i>600</i>		TOTAL TRAVEL TIME	PARTY <i>UH</i>	OBSERVER <i>Wulfmet Hay</i>	TRUCK <i>4050</i>	FREQUENCY <i>8 Hz</i>	SEPARATION <i>13.75 Ft.</i>	STRING LAYOUT <input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>316 Ft.</i>	TYPE INSTRU. <i>Peltor II</i>	DIST. ACROSS SUMMED SWPS. <i>553 Ft.</i>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>28</i> Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN		PARTY LOCATION <i>Luling Tex</i>	TYPE BASE <i>SPK</i>		CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <i>5</i>	MOVE BETWEEN INDIV. SWPS. <i>206' Ft.</i>	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED		SKIPPED	DISTANCE
															STATION INTERVAL <i>330</i>	

INSTRUMENTS								SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <i>DSJ</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4</i>	HIGH-CUT FILTER <i>64 Hz</i>	LO-CUT FILTER <i>8 Hz</i>	BPI <i>1600</i>	PRE-AMP GAIN <i>48 db</i>	TYPE SUMMER <i>HSP</i>	REF. SWP. SUM'D. <input type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM'IZE <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <i>47</i>	WIND <i>10-20</i>	PRECIP. <i>Overcast</i>	RECORDING TRUCK AT				
NO. TRACKS <i>9</i>	FORMAT <i>SR5B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72 db OCT.</i>	SLOPE <i>18 db OCT.</i>	NOTCH <i>60 Hz</i>	GAIN <input checked="" type="checkbox"/> IFP <input type="checkbox"/> Fixed		NOISE REJECT'N <input type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>Man db</i>	TERRAIN <i>Hot</i>	TYPE SURFACE <i>Black Top</i>	VEGETATION <i>grass</i>	Trace	at			
															VP <i>894</i>		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S									
	<i>6:45AF</i>	<i>1</i>	<i>60</i>	<i>802</i>	<i>61</i>	<i>120</i>									<i>Daily test 901-907 - Reel 604</i>
		<i>806</i>	<i>865</i>		<i>866</i>	<i>925</i>	<i>604</i>	<i>404</i>		<i>12</i>	<i>Noise spread</i>		<i>1</i>	<i>1st Sweep</i>	<i>50% drive shaking on Pavement</i>
<i>1</i>	<i>7:45</i>	<i>804</i>	<i>865</i>	<i>803</i>	<i>866</i>	<i>925</i>	<i>605</i>	<i>405</i>		<i>12</i>					
<i>2</i>	<i>8:00</i>	<i>807</i>	<i>866</i>	<i>804</i>	<i>867</i>	<i>926</i>		<i>406</i>		<i>13</i>					
<i>3</i>	<i>8:12</i>	<i>808</i>	<i>867</i>	<i>805</i>	<i>868</i>	<i>927</i>		<i>407</i>		<i>14</i>					
<i>4</i>	<i>8:24</i>	<i>809</i>	<i>868</i>	<i>806</i>	<i>869</i>	<i>928</i>		<i>408</i>		<i>15</i>					
<i>5</i>	<i>8:36</i>	<i>810</i>	<i>869</i>	<i>807</i>	<i>870</i>	<i>929</i>		<i>409</i>		<i>16</i>					
<i>6</i>	<i>8:49</i>	<i>811</i>	<i>870</i>	<i>808</i>	<i>871</i>	<i>930</i>		<i>410</i>		<i>17</i>					
<i>7</i>	<i>9:01</i>	<i>812</i>	<i>871</i>	<i>809</i>	<i>872</i>	<i>931</i>		<i>411</i>		<i>18</i>					
<i>8</i>	<i>9:13</i>	<i>813</i>	<i>872</i>	<i>810</i>	<i>873</i>	<i>932</i>		<i>412</i>		<i>19</i>					
<i>9</i>	<i>9:25</i>	<i>814</i>	<i>873</i>	<i>811</i>	<i>874</i>	<i>933</i>		<i>413</i>		<i>20</i>					
<i>10</i>	<i>9:37</i>	<i>815</i>	<i>874</i>	<i>812</i>	<i>875</i>	<i>934</i>		<i>414</i>		<i>21</i>					
<i>11</i>	<i>9:49</i>	<i>816</i>	<i>875</i>	<i>813</i>	<i>876</i>	<i>935</i>		<i>415</i>		<i>22</i>					
<i>12</i>	<i>10:02</i>	<i>817</i>	<i>876</i>	<i>814</i>	<i>877</i>	<i>936</i>		<i>416</i>		<i>23</i>	<i>stacking VP 814 B sweep</i>		<i>5/8</i>	<i>50% drive shaking on Pavement</i>	<i>Reel 604</i>
<i>13</i>	<i>10:09</i>	<i>818</i>	<i>877</i>	<i>815</i>	<i>878</i>	<i>937</i>	<i>606</i>	<i>417</i>		<i>24</i>					
<i>14</i>	<i>10:15</i>	<i>819</i>	<i>878</i>	<i>816</i>	<i>879</i>	<i>938</i>		<i>418</i>		<i>25</i>					
<i>15</i>	<i>10:21</i>	<i>820</i>	<i>879</i>	<i>817</i>	<i>880</i>	<i>939</i>		<i>419</i>		<i>26</i>					
<i>16</i>	<i>10:27</i>	<i>821</i>	<i>880</i>	<i>818</i>	<i>881</i>	<i>940</i>		<i>420</i>		<i>27</i>					
<i>17</i>	<i>10:33</i>	<i>822</i>	<i>881</i>	<i>819</i>	<i>882</i>	<i>941</i>		<i>421</i>		<i>28</i>					
<i>18</i>	<i>10:40</i>	<i>823</i>	<i>882</i>	<i>820</i>	<i>883</i>	<i>942</i>		<i>422</i>		<i>29</i>					
<i>19</i>	<i>10:46</i>	<i>824</i>	<i>883</i>	<i>821</i>	<i>884</i>	<i>943</i>		<i>423</i>		<i>30</i>					
<i>20</i>	<i>10:52</i>	<i>825</i>	<i>884</i>	<i>822</i>	<i>885</i>	<i>944</i>		<i>424</i>		<i>31</i>					
<i>21</i>	<i>10:58</i>	<i>826</i>	<i>885</i>	<i>823</i>	<i>886</i>	<i>945</i>		<i>425</i>		<i>32</i>					



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		Tex Area		Tex-5		4050		Quinnat-Hoy		Trace _____ at		Trace _____ at		Trace _____ at	
MONTH	DAY	YEAR		CREW LOCATION		TAPE		CDP SWITCH NO. 1 AT	BAD TRACES		DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
2	2	88		Luling Tex		REEL NO.	FILE NUMBER/S							(NOTE: First copy with tapes; Second copy remains in truck)			
		AMP. NO. 1	AMP. NO. 60	V.P. NO.	AMP. NO. 61	AMP. NO. 120											
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.											
22	11:04	827	886	824	887	946	606	426	33			1	5/8	50% Dene Pavement			
23	11:10	828	887	825	888	947		427	34								
24	11:17	829	888	826	889	948		428	35								
25	11:23	830	889	827	890	949		429	36								
26	11:31	831	890	828	891	950	607	430	37								
27	11:37	832	891	829	892	951		431	38								
28	11:43	833	892	830	893	952		432	39								
29	11:49	834	893	831	894	953		433	40								
30	11:55	835	894	832	895	954		434	41								
31	12:01	836	895	833	896	955		435	42								
32	12:07	837	896	834	897	956		436	43								
33	12:14	838	897	835	898	957		437	44								All vibs missed 1 sweep
34	12:21	839	898	836	899	958		438	45								
35	12:27	840	899	837	900	959		439	46								
36	12:34	841	900	838	901	960		440	47								
37	12:41	842	901	839	902	961		441	48								
38	12:48	843	902	840	903	962		442	49								
39	12:55	844	903	841	904	963	608	443	50								
40	1:02	845	904	842	905	964		444	51								
41	1:09	846	905	843	906	965		445	52								844, 845, 846 skip - 2 cemetery's
42	1:16	850	909	847	910	969		446	56	2 <sup>nd</sup> half							
43	1:23	851	910	848	911	970		447	57								
44	1:30	852	911	849	912	971		448	58								
45	1:37	853	912	850	913	972		449	59								
46	1:44	854	913	851	914	973		450	60								
47	1:51	855	914	852	915	974		451	61								
48	1:58	856	915	853	916	975		452	62								

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-5		4050		Vuittone/Hoy		Trace _____ at _____			Trace _____ at _____		
MONTH	DAY	YEAR		CREW LOCATION						VP			VP				
02	02	88		Luling, Texas						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.											
49	2:05	857	916	854	917	976	608	453	63		1	5/8	50% DRIVE ON BLACK TOP				
50	2:12	858	917	855	918	977		454	64								
51	2:19	859	918	856	919	978		455	65								
52	2:26	860	919	857	920	979	609	456	66								
53	2:33	861	920	858	921	980		457	67								
54	2:40	862	921	859	922	981		458	68								
55	2:47	863	922	860	923	982		459	69								
56	2:53	864	923	861	924	983		460	70				Moved Rec. TRK to 953				
57	3:10	865	924	862	926	984		461	12		2						
58	3:17	866	925	863	927	985		462	13				4219 Missed 1 sweep				
59	3:24	867	926	864	928	986		463	14				865-869 skip for houses + well				
60	3:31	873	932	870	933	992		464	20	40' spacing			871, 872 skip for house				
61	3:38	876	935	873	936	995		465	23	2nd half							
62	3:45	877	936	874	937	996		466	24	1st half			875-879 skip for houses				
63	3:52	883	942	880	943	1002		467	30	2nd half			START V.P. 880 Full Drive, Vibs ON GRAVEL Road				
64	3:59	884	943	881	944	1003		468	31								
65	4:06	885	944	882	945	1004	610	469	32								
66	4:13	886	945	883	946	1005		470	33				884-886 skip for storage TANK				
67	4:20	890	949	887	950	1009		471	37	2nd half, 40' spacing							
68	4:27	891	950	888	951	1010		472	38								
69	4:34	892	951	889	952	1011		473	39	1st half			890, 891 skip for house TRACES 43-48 EXPONENT Lowered				
70	4:41	895	954	892	955	1014		474	42	2nd half, 40' spacing							
71	4:48	896	955	893	956	1015		475	43								
72	4:55	897	956	894	957	1016		476	44								
73	5:03	898	957	895	958	1017		477	45								
74	5:10	899	958	896	959	1018		478	46				End of Day				

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S</i> TO <i>N</i>	
MONTH <b>2</b>	DAY <b>3</b>	YEAR <b>88</b>	CONTRACT NO. <b>3212</b>	PROSPECT <b>Tex Area</b>	LINE <b>Tx-5</b>	TYPE <b>6SC-20</b>	NO./STRING <b>6</b>	NO. OF STRINGS <b>4</b>	PATTERN WIDTH <b>316</b>	TYPE VIBS. <b>Y2400</b>	SEPARATION <b>61</b>	SWEEPS/VP <b>8</b>	FREQUENCY <b>10-48</b>	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <b>6:00</b>		TOTAL TRAVEL TIME	PARTY <b>H</b>	OBSERVER <b>Durham-Hoy</b>	TRUCK <b>4050</b>	FREQUENCY <b>8</b>	SEPARATION <b>13.75</b>	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <b>316</b>	TYPE INSTR. <b>Pettor</b>	DIST. ACROSS SUMMED SWPS. <b>553</b>	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <b>28</b>	TOTAL STATIONS COVERED		
ARRIVE TOWN			PARTY LOCATION <b>Luling Tex</b>			TYPE BASE <b>SPK</b>	CONNECTION <input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	LOCATION <input checked="" type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. <b>5</b>	MOVE BETWEEN INDIV. SWPS. <b>41</b>	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	VIBRATED	SKIPPED	DISTANCE
STATION INTERVAL <b>330</b>																

INSTRUMENTS							SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST. <b>DFS II</b>	NO. TRACES <b>120</b>	SAMPLE RATE <b>4</b>	HI-CUT FILTER <b>64</b>	LO-CUT FILTER <b>8</b>	BPI <b>1000</b>	PRE-AMP GAIN <b>48</b>	TYPE SUMMER <b>MSP</b>	REF. SWP. SUM'D <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	POST NORM IZ <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TEMP. <b>42</b>	WIND <b>-</b>	PRECIP. <b>overcast Rain</b>	RECORDING TRUCK AT	
NO. TRACKS <b>9</b>	FORMAT <b>Seq B</b>	REC. LENGTH <b>43</b>	SLOPE <b>72</b>	SLOPE <b>18</b>	NOTCH <b>60</b>	GAIN <input type="checkbox"/> TFP <input type="checkbox"/> Fixed	NOISE REJECT'N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <b>Man</b>	TERRAIN <b>Flat</b>	TYPE SURFACE <b>Blacktop</b>	VEGETATION <b>grass</b>	Trace _____ at	VP <b>990</b>	Trace _____ at

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		COM-PUTER R.I.	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S							
	<b>6:45 AF</b>	<b>1</b>	<b>60</b>	<b>896</b>	<b>61</b>	<b>120</b>									<b>File 11A-901-902</b>
		<b>902</b>	<b>969</b>		<b>962</b>	<b>1021</b>	<b>610</b>	<b>480</b>		<b>12</b>		<b>901</b>		<b>8 Sweeps</b>	<b>5/8</b>
<b>1</b>	<b>7:32</b>	<b>900</b>	<b>959</b>	<b>897</b>	<b>960</b>	<b>1019</b>	<b>611</b>	<b>481</b>		<b>10</b>	<b>1+2</b>				
<b>2</b>	<b>7:40</b>	<b>901</b>	<b>960</b>	<b>898</b>	<b>961</b>	<b>1020</b>		<b>482</b>		<b>11</b>	<b>2nd half Bump to Bumper</b>				
<b>3</b>	<b>7:46</b>	<b>902</b>	<b>961</b>	<b>899</b>	<b>962</b>	<b>1021</b>		<b>483</b>		<b>12</b>					
<b>4</b>	<b>7:52</b>	<b>903</b>	<b>962</b>	<b>900</b>	<b>963</b>	<b>1022</b>		<b>484</b>		<b>13</b>					
<b>5</b>	<b>7:58</b>	<b>904</b>	<b>963</b>	<b>901</b>	<b>964</b>	<b>1023</b>		<b>485</b>		<b>14</b>					<b>Sta 902+903 skip house</b>
<b>6</b>	<b>8:02</b>	<b>907</b>	<b>966</b>	<b>904</b>	<b>967</b>	<b>1026</b>		<b>486</b>		<b>17</b>					
<b>7</b>	<b>8:11</b>	<b>908</b>	<b>967</b>	<b>905</b>	<b>968</b>	<b>1027</b>		<b>487</b>		<b>18</b>					
<b>8</b>	<b>8:17</b>	<b>909</b>	<b>968</b>	<b>906</b>	<b>969</b>	<b>1028</b>		<b>488</b>		<b>19</b>					
<b>9</b>	<b>8:24</b>	<b>910</b>	<b>969</b>	<b>907</b>	<b>970</b>	<b>1029</b>		<b>489</b>		<b>20</b>					
<b>10</b>	<b>8:30</b>	<b>911</b>	<b>970</b>	<b>908</b>	<b>971</b>	<b>1030</b>		<b>490</b>		<b>21</b>					
<b>11</b>	<b>8:36</b>	<b>912</b>	<b>971</b>	<b>909</b>	<b>972</b>	<b>1031</b>		<b>491</b>		<b>22</b>					
<b>12</b>	<b>8:42</b>	<b>913</b>	<b>972</b>	<b>910</b>	<b>973</b>	<b>1032</b>		<b>492</b>		<b>23</b>					
<b>13</b>	<b>8:48</b>	<b>914</b>	<b>973</b>	<b>911</b>	<b>974</b>	<b>1033</b>		<b>493</b>		<b>24</b>					
<b>14</b>	<b>8:56</b>	<b>915</b>	<b>974</b>	<b>912</b>	<b>975</b>	<b>1034</b>	<b>612</b>	<b>494</b>		<b>25</b>					
<b>15</b>	<b>9:02</b>	<b>916</b>	<b>975</b>	<b>913</b>	<b>976</b>	<b>1035</b>		<b>495</b>		<b>26</b>					
<b>16</b>	<b>9:08</b>	<b>917</b>	<b>976</b>	<b>914</b>	<b>977</b>	<b>1036</b>		<b>496</b>		<b>27</b>					
<b>17</b>	<b>9:14</b>	<b>918</b>	<b>977</b>	<b>915</b>	<b>978</b>	<b>1037</b>		<b>497</b>		<b>28</b>					
<b>18</b>	<b>9:21</b>	<b>919</b>	<b>978</b>	<b>916</b>	<b>979</b>	<b>1038</b>		<b>498</b>		<b>29</b>					
<b>19</b>	<b>9:27</b>	<b>920</b>	<b>979</b>	<b>917</b>	<b>980</b>	<b>1039</b>		<b>499</b>		<b>30</b>	<b>1st half</b>				<b>Sta 918, 919 skip house (Under 1)</b>
<b>20</b>	<b>9:34</b>	<b>923</b>	<b>982</b>	<b>920</b>	<b>983</b>	<b>1042</b>		<b>500</b>		<b>33</b>					
<b>21</b>	<b>9:40</b>	<b>924</b>	<b>983</b>	<b>921</b>	<b>984</b>	<b>1043</b>		<b>501</b>		<b>34</b>					<b>Sta 922 skip</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		VH		Texas Area		TX-5		4050		Vuittonet/Hoy		Trace _____ at _____		Trace _____ at _____		Trace _____ at _____	
MONTH	DAY	YEAR		CREW LOCATION						RECORDING TRUCK AT		RECORDING TRUCK AT		RECORDING TRUCK AT			
02	03	88		Luling, Tex						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.								(NOTE: First copy with tapes; Second copy remains in truck)			
22	9:47	926	985	923	986	1045	612	502	36	2 <sup>nd</sup> half		1	5/8				
23	9:53	927	986	924	987	1046		503	37								
24	9:59	928	987	925	988	1047		504	38								
25	10:05	929	988	926	989	1048		505	39								
26	10:13	930	989	927	990	1049		506	40								
27	10:23	931	990	928	991	1050	613	507	41								
28	10:29	932	991	929	992	1051		508	42								
29	10:37	933	992	930	993	1052		509	43								
30	10:43	934	993	931	994	1053		510	44								
31	10:49	935	994	932	995	1054		511	45								
32	10:55	936	995	933	996	1055		512	46					Sta 934 skip Trailer house			
33	11:02	938	997	935	998	1057		513	48	2 <sup>nd</sup> half 20' apart							
34	11:08	939	998	936	999	1058		514	49								
35	11:15	940	999	937	1000	1059		515	50								
36	11:21	941	1000	938	1001	1060		516	51								
37	11:27	942	1001	939	1002	1061		517	52								
38	11:33	943	1002	940	1003	1062		518	53								
39	11:39	944	1003	941	1004	1063		519	54								
40	11:49	945	1004	942	1005	1064	614	520	55					No EOF on Reel 613			
41	11:55	946	1005	943	1006	1065		521	56								
42	11:56	947	1006	944	1007	1066		522	57								
43	12:07	948	1007	945	1008	1067		523	58								
44	12:13	949	1008	946	1009	1068		524	59								
45	12:19	950	1009	947	1010	1069		525	60								
46	12:25	951	1010	948	1011	1070		526	61								
47	12:32	952	1011	949	1012	1071		527	62								
48	12:38	953	1012	950	1013	1072		528	63								

IDENTIFICATION										SET-UP NO.:			SET-UP NO.:			
CONTRACT NO.		PARTY		PROSPECT		LINE		TRUCK		OBSERVER			RECORDING TRUCK AT		RECORDING TRUCK AT	
3212		VH		Tex Area		TX-5		4050		Dunham-Hoy			Trace _____ at		Trace _____ at	
MONTH	DAY	YEAR		CREW LOCATION						VP		VP		VP		
2	3	88		Luling Tex						VP _____		VP 990		VP 1032		
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.								(NOTE: First copy with tapes; Second copy remains in truck)		
49	12:44	954	1013	951	1014	1073	614	529	64			1	5/8			
50	12:50	955	1014	952	1015	1074		530	65							
51	12:56	956	1015	953	1016	1075		531	66							
52	1:02	957	1016	954	1017	1076		532	67							
53	1:08	958	1017	955	1018	1077	615	533	68							
54	1:16	959	1018	956	1019	1078		534	69							
55	1:22	960	1019	957	1020	1079		535	70							
56	1:45	961	1020	958	1021	1080		536	29			2				
57	1:49	962	1021	959	1022	1081		537	30					STA 960, 961 - skip house		
58	1:56	965	1024	962	1025	1084		538	33	2 <sup>nd</sup> half						
59	2:02	966	1025	963	1026	1085		539	34							
60	2:08	967	1026	964	1027	1086		540	35							
61	2:14	968	1027	965	1028	1087		541	36							
62	2:20	969	1028	966	1029	1088		542	37					STA 967+968 skip house		
63	2:27	972	1031	969	1032	1091		543	40	2 <sup>nd</sup> half 20' apart						
64	2:33	973	1032	970	1033	1092		544	41							
65	2:39	974	1033	971	1034	1093		545	42							
66	2:47	975	1034	972	1035	1094	616	546	43							
67	2:54	976	1035	973	1036	1095		547	44							
68	2:59	977	1036	974	1037	1096		548	45							
69	3:05	978	1037	975	1038	1097		549	46							
70	3:11	979	1038	976	1039	1098		550	47							
71	3:18	980	1039	977	1040	1099		551	48							
72	3:24	981	1040	978	1041	1100		552	49							
73	3:30	982	1041	979	1042	1101		553	50							
74	3:36	983	1042	980	1043	1102		554	51							
75	3:42	984	1043	981	1044	1103		555	52							

