



915497 001

PAGE 10 of 19

PARRATTE - 5

DAILY DRILLING REPORT

FORMS

| OPERATOR | | WELL NAME | | COUNTRY | | STATE | | STOCKS ON HAND AT RIG SITE | |
|--|--|---------------------------------------|--|------------------------------|--|---|--|---|--|
| O.C.A | | BORABATE | | AUSTRALIA | | VIC | | Fuel: No. of serviceable jts drill pipe on rack: Gasoline: No. of serviceable jts drill pipe elsewhere on site: Oxygen: Acetylene: Drill Water: | |
| CONTRACTOR | | RIG No. | | LAST CASING TUBING OR LINER | | FORMATION | | T.P. INSTRUCTIONS AND NOTATIONS | |
| C.E.S | | 700 | | 8" P80 8 1/2 8" P80 8 1/2 | | (Show Core Recovery) | | CREW Tour Toolpusher <i>W CROSTHWAITE</i> Driller <i>M VAN DIESEN</i> Asst. Driller Derrickman <i>J LE GALLEZ</i> Floorman <i>R AUSTEN</i> Floorman <i>T STONEBRIDGE</i> Floorman <i>G DEKROON</i> Floorman Mechanic <i>A BALLANTINE</i> Welder Electrician <i>T STEVENS</i> Truck Driver Roustabout <i>S JERRIES</i> Roustabout Roustabout Roustabout Roustabout <i>R/A G CARA</i> | |
| SIGNATURE OF OPERATORS REPRESENTATIVE | | SIGNATURE OF CONTRACTOR'S TOOL PUSHER | | FOOTAGE | | DETAILS OF OPERATIONS IN SEQUENCE AND REMARKS | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT | |
| <i>[Signature]</i> | | <i>[Signature]</i> | | From To | | Time Log From To | | TRUCK HOURS & OTHER SERVICES TRUCK No. 1 TRUCK No. 2 TRUCK No. 3 | |
| DAY TOUR | | EVENING TOUR | | MUD RECORD | | BIT RECORD | | T.P. INSTRUCTIONS AND NOTATIONS | |
| Time Distribution - Hours Day <i>5</i> Even <i>10</i> | | No. of Lines | | Time | | No. 1 No. 2 | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Rig Up & Tear Down | | No. of Lines | | Weight | | Depth | | EVENING TOUR | |
| Drilling Actual | | No. of Lines | | Visc. Sec. | | Direction | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Reaming | | No. of Lines | | W.L. C.C. | | Dev. | | EVENING TOUR | |
| Condit. Mud & Circulating | | No. of Lines | | FLTR. CK. | | Depth | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Trips | | No. of Lines | | PH. | | Dev. | | EVENING TOUR | |
| Lubricate Rig | | No. of Lines | | SD Cont. % | | Depth | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Deviation Survey | | No. of Lines | | Time | | Dev. | | EVENING TOUR | |
| Fishing | | No. of Lines | | Weight | | Depth | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Cut Off Drilling Line | | No. of Lines | | Visc. Cont. % | | Depth | | EVENING TOUR | |
| Repair Rig | | No. of Lines | | W.L. C.C. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Coring | | No. of Lines | | FLTR. CK. | | Depth | | EVENING TOUR | |
| Line Logging | | No. of Lines | | PH. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Running Casing & Cementing | | No. of Lines | | SD Cont. % | | Depth | | EVENING TOUR | |
| Waiting on Cement | | No. of Lines | | Time | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Drill Pipe | | No. of Lines | | Weight | | Depth | | EVENING TOUR | |
| Tool Joint | | No. of Lines | | Visc. Cont. % | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Cement | | No. of Lines | | W.L. C.C. | | Depth | | EVENING TOUR | |
| SUB-TOTAL | | No. of Lines | | FLTR. CK. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| a. Perf. | | No. of Lines | | PH. | | Depth | | EVENING TOUR | |
| b. Tubing Trips | | No. of Lines | | SD Cont. % | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| c. Swab | | No. of Lines | | Time | | Depth | | EVENING TOUR | |
| d. Testing | | No. of Lines | | Weight | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| e. Addit. | | No. of Lines | | Visc. Cont. % | | Depth | | EVENING TOUR | |
| TOTAL | | No. of Lines | | W.L. C.C. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Completion Work | | No. of Lines | | FLTR. CK. | | Depth | | EVENING TOUR | |
| a. Perf. | | No. of Lines | | PH. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| b. Tubing Trips | | No. of Lines | | SD Cont. % | | Depth | | EVENING TOUR | |
| c. Swab | | No. of Lines | | Time | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| d. Testing | | No. of Lines | | Weight | | Depth | | EVENING TOUR | |
| e. Addit. | | No. of Lines | | Visc. Cont. % | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| TOTAL | | No. of Lines | | W.L. C.C. | | Depth | | EVENING TOUR | |
| Day Work | | No. of Lines | | FLTR. CK. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Hrs. WDP | | No. of Lines | | PH. | | Depth | | EVENING TOUR | |
| WODP | | No. of Lines | | SD Cont. % | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Hrs. Standby | | No. of Lines | | Time | | Depth | | EVENING TOUR | |
| Total Day Work | | No. of Lines | | Weight | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| WIRE LINE RECORD | | No. of Lines | | Visc. Cont. % | | Depth | | EVENING TOUR | |
| Reel No. | | No. of Lines | | W.L. C.C. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| No. of Lines | | No. of Lines | | FLTR. CK. | | Depth | | EVENING TOUR | |
| Feet Shipped | | No. of Lines | | PH. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Feet Cut Off | | No. of Lines | | SD Cont. % | | Depth | | EVENING TOUR | |
| Present Length | | No. of Lines | | Time | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| Ton MI or Trips Since Last Cut | | No. of Lines | | Weight | | Depth | | EVENING TOUR | |
| Cumulative Ton MI or Trips | | No. of Lines | | Visc. Cont. % | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |
| No. of Days from Spud | | No. of Lines | | W.L. C.C. | | Depth | | EVENING TOUR | |
| Cumulative Rotating Hrs. | | No. of Lines | | FLTR. CK. | | Dev. | | CREW Tour Toolpusher <i>R BENDON</i> Driller <i>K SPILSBURY</i> Asst. Driller Derrickman <i>G FRANCIS</i> Floorman <i>M SWIFT</i> Floorman <i>G M'PHANON</i> Floorman <i>G EGAN</i> Mechanic Welder Electrician Truck Driver Roustabout <i>M BROWN</i> Roustabout Roustabout Roustabout Roustabout | |

| OPERATOR | | CONTRACTOR | | STOCKS ON HAND AT RIG SITE | | STATE | | COUNTRY | | MAKE | | SIZE | | LAST TUBING OR LINER | | DR-R | | FORMATION | | FORM | | FOOTAGE | | MUD RECORD | | BIT RECORD | | DAY TOUR | | EVENING TOUR | |
|---------------------------------|--|--|--|----------------------------|--|------------|--|-----------|--|----------|--|---------|--|----------------------|--|--------|--|-----------|--|--------|--|----------|--|------------|--|------------|--|----------|--|--------------|--|
| BORGAL PETROLEUM | | C.E.S. | | RIG No. 700 | | WELL No. 5 | | AUSTRALIA | | NATIONAL | | 8" P.80 | | 8" P.80 | | RM-R | | CORE NO. | | DR-R | | TIME LOG | | MUD RECORD | | BIT RECORD | | DAY TOUR | | EVENING TOUR | |
| DATE 22-3-99 | | REPORT No. 1 | | WELL No. 5 | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | | PUMPS | |
| CONTRACTOR'S REPRESENTATIVE | | SIGNATURE OF CONTRACTOR'S REPRESENTATIVE | | RIG No. 700 | | WELL No. 5 | | AUSTRALIA | | NATIONAL | | 8" P.80 | | 8" P.80 | | RM-R | | CORE NO. | | DR-R | | TIME LOG | | MUD RECORD | | BIT RECORD | | DAY TOUR | | EVENING TOUR | |
| Time Distribution - Hours | | Evening | | Day | | Evening | | Day | | Evening | | Day | | Evening | | Day | | Evening | | Day | | Evening | | Day | | Evening | | Day | | Evening | |
| Rig Up & Tear Down | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | | 2 1/2 | |
| Drilling Actual | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | |
| Reaming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Condit. Mud & Circulating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| Lubricate Rig | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deviation Survey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fishing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cut Off Drilling Line | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Repair Rig | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coring | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Line Logging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Running Casing & Cementing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waiting on Cement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drill Steam Test | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DIPACKS | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | |
| SUB-TOTAL | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | |
| a. Perf. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| b. Tubing Trips | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| c. Swab | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| d. Testing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| e. Addit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | |
| Completion Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a. Perf. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| b. Tubing Trips | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| c. Swab | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| d. Testing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| e. Addit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | | 12 1/2 | |
| Day Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WDP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hrs. WODP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hrs. Standby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Day Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WIRE LINE RECORD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reel No. | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | |
| No. of Lines | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | | 8 | |
| Feet Slipped | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Feet Cut Off | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Present Length | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | | 2323 | |
| Ton Mi. or Trips Since Last Cut | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | | 24 | |
| Cumulative Ton Mi. or Trips | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | | 6302 | |
| No. of Days from Spud | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | |
| Cumulative Rotating Hrs. | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | | 5 1/2 | |
| WT. OF STRONG | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | | 55K | |

REPORT NO. 2 DATE 23-3-99

STOCKS ON HAND AT RIG SITE ENG OIL OL, H/T O.L., Gear OL

WELL No. 5 MAKE AUSTRALIA STATE VIC

WT. & GR. No. Jnts. Feet Rlp/Csg. HD. SET AT

FORMER O.D. 47.24 FT. RIG No. 770

CONTRACTOR BORAL PETROLIUM

CONTRACTOR C.E.S.

SIGNATURE OF OPERATOR'S REPRESENTATIVE [Signature]

SIGNATURE OF CONTRACTORS TOOL PUSHER [Signature]

Acetylene: 1

| Time | MUD RECORD | | FOOTAGE | | Core No. | FORMATION | | Rot. RPM | Wt. on Bit 1000 # | Pump Press | Pump No. 1 | Pump No. 2 | Method Sqr.-S | |
|-------------------------------------|------------|--------|---------------|-----------|----------|--|-------|----------|-------------------|------------|------------|------------|---------------|-------------|
| | Time | Weight | Visc. Cont. % | W.L. C.C. | | FLTR. CK. | PH. | | | | | | | SD. Cont. % |
| 01:00 | 9.0 | 35 | 9.1 | 4.2 | | 253 | 204 | 140 | 1945 | 150 | 6" | 100 | P | |
| 02:00 | TR | TR | TR | TR | | DRILL 12 1/4" HOLE F/153m → 216m | 00:00 | 02:00 | | | | | | |
| 03:00 | 9.1 | 35 | 9.1 | 4.2 | | CIRC & RUN WLS @ 204m 1/4" | 02:00 | 02:30 | | | | | | |
| 04:00 | TR | TR | TR | TR | | DRILL 12 1/4" HOLE F/216m → 317 | 02:30 | 05:30 | | | | | | |
| 05:00 | 9.1 | 35 | 9.1 | 4.2 | | CIRC & RUN WLS @ 305m 1/4" | 05:30 | 06:00 | | | | | | |
| 06:00 | TR | TR | TR | TR | | DRILL 12 1/4" HOLE F/317m → 362 | 06:00 | 07:30 | | | | | | |
| 07:00 | 9.1 | 35 | 9.1 | 4.2 | | WORK MUD RING FROM ANGULAR ↓ CIRC HOLE CLEAN | 07:30 | 08:30 | | | | | | |
| 08:00 | TR | TR | TR | TR | | DRILL 12 1/4" HOLE F/362 → 406m | 08:30 | 10:30 | | | | | | |
| 09:00 | 9.1 | 35 | 9.1 | 4.2 | | CIRC HOLE CLEAN | 10:30 | 11:00 | | | | | | |
| 10:00 | TR | TR | TR | TR | | P.O.D.H WIPER TRIP | 11:00 | 12:00 | | | | | | |
| PARTS USED: | | | | | | | | | | | | | | |
| DRILLER M.L.L. | | | | | | | | | | | | | | |
| MUD & CHEMICALS ADDED | | | | | | | | | | | | | | |
| TRUGEL 20 | | | | | | | | | | | | | | |
| LIME 1 | | | | | | | | | | | | | | |
| EVENING TOUR | | | | | | | | | | | | | | |
| DRILLER M.L.L. | | | | | | | | | | | | | | |
| MUD & CHEMICALS ADDED | | | | | | | | | | | | | | |
| TRUGEL 1600 | | | | | | | | | | | | | | |
| LIME 40 | | | | | | | | | | | | | | |
| WIRE LINE RECORD | | | | | | | | | | | | | | |
| Reel No. 8 Size 1 1/8 | | | | | | | | | | | | | | |
| No. of Lines 8 | | | | | | | | | | | | | | |
| Feet Slipped 0 | | | | | | | | | | | | | | |
| Feet Cut Off 0 | | | | | | | | | | | | | | |
| Present Length 2323 | | | | | | | | | | | | | | |
| Ton Mi. or Trips Since Last Cut 102 | | | | | | | | | | | | | | |
| Cumulative Ton Mi. or Trips 6380 | | | | | | | | | | | | | | |
| No. of Days from Spud 2 | | | | | | | | | | | | | | |
| Cumulative Rotating Hrs. 14 | | | | | | | | | | | | | | |



REPORT NO. 3 DATE 24-3-99

| OPERATOR | | | | WELL NAME | | | | COUNTRY | | | | STATE | | | | VIC | | | |
|--|------|-------------|--|---------------------------------------|--|-------------|--|--|--|------------------------------|--|--|--|------------------------------|--|---------------------------------|--|--|--|
| BORAL PETROLIUM | | | | C.E.S | | | | AUSTRALIA | | | | WESTERN VIC | | | | 401 | | | |
| CONTRACTOR | | | | RIG No. | | | | PUMPS | | | | STOCKS ON HAND AT RIG SITE | | | | T.P. INSTRUCTIONS AND NOTATIONS | | | |
| C.E.S | | | | 410 | | | | 1. NATIONAL | | | | 2. 5000L | | | | PRE TOUR SAFETY MTS | | | |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | | | | SIGNATURE OF CONTRACTOR'S TOOL PUSHER | | | | LAST CASING TUBING OR LINER | | | | No. of days since last lost time accident: | | | | CREW | | | |
| [Signature] | | | | [Signature] | | | | 8. P. 80 | | | | 3006" | | | | Tour Toolpusher W. CROSTHWAITE | | | |
| [Signature] | | | | [Signature] | | | | 8. P. 80 | | | | 3006" | | | | Driller M. VAN DIESEN | | | |
| [Signature] | | | | [Signature] | | | | 8. P. 80 | | | | 3006" | | | | Asst. Driller | | | |
| Time Distribution - Hours | | DAY TOUR | | EVENING TOUR | | TOTAL | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: | | TRUCK HOURS & OTHER SERVICES | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: | | TRUCK HOURS & OTHER SERVICES | | | | | |
| Day | Even | 9 | | | | 12 | | 8/9 | | | | 12 | | | | | | | |
| Rig Up & Tear Down | | | | | | | | | | | | | | | | | | | |
| Drilling Actual | | | | | | | | | | | | | | | | | | | |
| Reaming | | | | | | | | | | | | | | | | | | | |
| Condit. Mud & Circulating | | | | | | | | | | | | | | | | | | | |
| Trips | | | | | | | | | | | | | | | | | | | |
| Lubricate Rig | | | | | | | | | | | | | | | | | | | |
| Deviation Survey | | | | | | | | | | | | | | | | | | | |
| Fishing | | | | | | | | | | | | | | | | | | | |
| Cut Off Drilling Line | | | | | | | | | | | | | | | | | | | |
| Repair Rig | | | | | | | | | | | | | | | | | | | |
| Wire Line Logging | | | | | | | | | | | | | | | | | | | |
| Running Casing & Cementing | | | | | | | | | | | | | | | | | | | |
| Waiting on Cement | | | | | | | | | | | | | | | | | | | |
| Drill Test | | | | | | | | | | | | | | | | | | | |
| Other | | | | | | | | | | | | | | | | | | | |
| SUB-TOTAL | | | | | | | | | | | | | | | | | | | |
| a. Perf. | | | | | | | | | | | | | | | | | | | |
| b. Tubing Trips | | | | | | | | | | | | | | | | | | | |
| c. Swab | | | | | | | | | | | | | | | | | | | |
| d. Testing | | | | | | | | | | | | | | | | | | | |
| e. Addit. | | | | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | | | | | | | | | | | | | | |
| TIME SUMMARY (Office Use Only) | | 12 | | 12 | | 24 | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: | | TRUCK HOURS & OTHER SERVICES | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: | | TRUCK HOURS & OTHER SERVICES | | | | | |
| [Signature] | | [Signature] | | [Signature] | | [Signature] | | 8/9 | | [Signature] | | 8/9 | | [Signature] | | | | | |
| Day Work | | | | | | | | | | | | | | | | | | | |
| Hrs. W/D | | | | | | | | | | | | | | | | | | | |
| Hrs. WO/D | | | | | | | | | | | | | | | | | | | |
| Hrs. Standby | | | | | | | | | | | | | | | | | | | |
| Total Day Work | | | | | | | | | | | | | | | | | | | |
| WIRE LINE RECORD | | 8 | | 8 | | 16 | | | | | | | | | | | | | |
| Reel No. | | | | | | | | | | | | | | | | | | | |
| No. of Lines | | 8 | | 8 | | 16 | | | | | | | | | | | | | |
| Feet Slipped | | 0 | | 0 | | 0 | | | | | | | | | | | | | |
| Feet Cut Off | | 0 | | 0 | | 0 | | | | | | | | | | | | | |
| Present Length | | 2323 | | 2323 | | 4646 | | | | | | | | | | | | | |
| Ton Mi. or Trips Since Last Cut | | 102 | | 102 | | 204 | | | | | | | | | | | | | |
| Cumulative Ton MI or Trips | | 6380 | | 6380 | | 12760 | | | | | | | | | | | | | |
| No. of Days from Spud | | 3 | | 3 | | 6 | | | | | | | | | | | | | |
| Cumulative Rotating Hrs. | | 14 | | 14 | | 28 | | | | | | | | | | | | | |

REPORT NO. 4 DATE 25-3-99

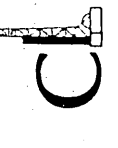
| | | | | | | | |
|---|--|---|--|--|--|---|--|
| OPERATOR BORAL PETROLEUM CONTRACTOR C.E.S. SIGNATURE OF OPERATOR'S REPRESENTATIVE <i>[Signature]</i> | | WELL NAME 6777 No. 1 TYPE THD 4 IF | | STATE VIC Rpt/Csg. HD. 401 | | STOCKS ON HAND AT RIG SITE ENGL OIL 410L, H/T 410L, GEAR 210L FUEL: MNO 35450L No. of barrels 1700L USED AIR: A700L No. of barrels 300L USED Oxygen: 2 Acetylene: 1 | |
| SIGNATURE OF CONTRACTOR'S TOOL PUSHER <i>[Signature]</i> | | PUMPS No. 1. NATIONAL No. 2. NATIONAL No. 3. | | COUNTRY AUSTRALIA MAKE JAP SIZE 36x55 No. Jnts. 33 | | DAY TOUR 15 min PRE TOUR SAFETY MTS. STABBING DRILL ARE. DJP TALLY @ 12 ⁰⁰ HRS. STRING 7 ⁰⁰ MAST NIL RACK 18 LEASE TOTAL VISUALLY INSPECT D/LINE & O/HMAN ANCHOR REPAIRING MRS 8" D/C 14 HRS 6 1/2" D/C 14 HRS 5" HWT 12 HRS. No. OF DAYS SINCE LAST LOST TIME ACCIDENT: 820 TRUCK HOURS & OTHER SERVICES TRUCK No. 1 JAR PAH 03276 TRUCK No. 2 0 HRS. TRUCK No. 3 | |
| DRILLER M. L. L. | | BIT RECORD Bit No. #2 Size 8 1/2 Mfg. HTC Type MX03 No. 2 No. 3 Size 15 Ser. No. F82 DC Depth Out 1W Depth In 406 Total FTG 0 Total Hrs. Run 0 Condition of Bit 1W Reamer No. - Reamer Type - | | FOOTAGE From 406 To 409 Pump No. 1 75 SPM Pump No. 2 75 SPM Pump No. 3 75 SPM Method P | | EVENING TOUR 19 STANDS 4 1/2 359.55 SINGLES D.P. 4 1/2 9.50 D.C. I.D. O.D. D.C. I.D. O.D. D.C. I.D. O.D. SINGLES 48 D.P. 91.72 D.C. 9.36 SINGLES 180 D.P. 9.12 D.C. 1.77 SINGLES 8.86 D.P. .84 D.C. 1.97 SINGLES 9.04 D.P. .85 D.C. 11.51 TOTAL 392 WT OF STRONG 74K | |
| TIME DISTRIBUTION - Hours Day Even Rig Up & Tear Down 10 1/2 Drilling Actual Reaming Condit. Mud & Circulating Trips Lubricate Rig Deviation Survey Fishing Cut Off Drilling Line Repair Rig Logging Waiting on Cement Other SUB-TOTAL a. Part b. Tubing Trips c. Swab d. Testing e. Addit. | | MUD RECORD Time Weight Visc. Sec. W.L. C.C. FLTR. CK. PH. SD. Cont. % 1500 1700 1400 86 87 88 58 61 49 2100 2300 88 87 46 41 1062 1041 x 5 KCL 40 DMD 2 C-12 2 SODA ASH 3 SOD SUCPH 3 DRILLER M. L. L. | | TIME SUMMARY (Office Use Only) Day Work Hrs. WDP Hrs. WOOP Hrs. Standby Total Day Work WIRE LINE RECORD Reel No. 8 Size 1 1/8 No. of Lines 8 Feet Cut Off Present Length 2323 Ton Mi. or Trips Since Last Cut 187 Cumulative Ton Mi. or Trips 6465 No. of Days from Spud 4 Cumulative Rotating Hrs. 2412 | | | |
| PARTS USED: 2 x 5" VITELUCK NIPPLE SEALS, 1 x MIDDLE SECTION (DE-SANDER CONES) 2 x HAMMER HANDLES, 1 x BOX TONG DIES. | | PARTS USED: 1 x R 8 x 160, 1 x R 8 x 35, 2 x R 35, 2 x R 100, 1 x PAIR OF SCREWS | | PARTS USED: 1 x PAIR OF SCREWS | | TRUCK HOURS & OTHER SERVICES TRUCK No. 1 TALLY @ 2400 HRS TRUCK No. 2 HOSE 39 TRUCK No. 3 SPK 0 RACKS 21 LEASE 109 TOTAL 169 | |

REPORT NO. 7

DATE 28-3-99

WELL NO. 3

| OPERATOR | | | | WELL NAME | | | | COUNTRY | | | | STATE | | | | STOCKS ON HAND AT RIG SITE | | | |
|--|--|--|--|---------------------------------------|--|--|--|--------------|--|--|--|--|--|--|--|---|--|--|--|
| Boral Petroleum | | | | PARRATS | | | | AUSTRALIA | | | | VIC | | | | ENG 410, M/TA10, GEAR 205 | | | |
| CONTRACTOR | | | | RIG NO. | | | | LAST TUBING | | | | WT. & GR. | | | | FUEL | | | |
| C.E.S. | | | | 740 | | | | 976 JAP | | | | 33 KSS | | | | 22150X | | | |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE | | | | SIGNATURE OF CONTRACTOR'S TOOL PUSHER | | | | DR-R | | | | No. Jnts. | | | | No. of Days Since Last Lost Time Accident | | | |
| [Signature] | | | | [Signature] | | | | C | | | | 33 | | | | 823 | | | |
| TIME DISTRIBUTION - Hours | | | | MUD RECORD | | | | FOOTAGE | | | | FORMATIONS | | | | T.P. INSTRUCTIONS AND NOTATIONS | | | |
| Day Even | | | | Time | | | | From To | | | | FORMATION | | | | DAY TOUR | | | |
| Rig Up & Tear Down | | | | 01:00 03:04 05:00 | | | | 1415 1603 DR | | | | 180 M | | | | Tour Toolpusher M CROSTHARTE | | | |
| Drilling Actual | | | | 9:4 9:4 9:4 | | | | 1800 1800 | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Driller M VAN DIESEN | | | |
| Remaining | | | | 48 52 55 | | | | | | | | CIRC HOLE CLEAN | | | | Asst. Driller | | | |
| Condit. Mud & Circulating | | | | TR TR TR | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Derrickman J LE GALLER | | | |
| Trips | | | | 07:00 09:00 11:00 | | | | | | | | + 1 HR TIME CONNECTION FOR DAYLIGHT SAVINGS. | | | | Floorman R AUSTEN | | | |
| Lubricate Rig | | | | 9:4 9:4 9:31 | | | | | | | | CIRC HOLE CLEAN | | | | Floorman T STONEBRIDGE | | | |
| Deviations | | | | 58 56 53 | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Floorman G DE KROON | | | |
| Surveying | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Mechanic A BALLINTINE | | | |
| Fishing | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Welder D WHEELNRIGHT | | | |
| Cut Off | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Electrician T STEVENS | | | |
| Repair Rig | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | Truck Driver | | | |
| Drilling | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | No. of Days Since Last Lost Time Accident | | | |
| Logging | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | TRUCK HOURS & OTHER SERVICES | | | |
| Running Casing & Cementing | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | TRUCK No. 1 | | | |
| Waiting on Cement | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | TRUCK No. 2 | | | |
| Drill Steam Test | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | TRUCK No. 3 | | | |
| Other | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| SUB-TOTAL | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| a. Perf. | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| b. Tubing Trips | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| c. Swab | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| d. Testing | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| e. Addit. | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| TOTAL | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| TIME SUMMARY (Office Use Only) | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Day Work | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Hrs. WDP | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Hrs. WODP | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Hrs. Standby | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| TOTAL | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| WIRE LINE RECORD | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Reel No. | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| No. of Lines | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Feet Slipped | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Feet Cut Off | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Present Length | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Ton MI. or Trips Since Last Cut | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Cumulative Ton MI. or Trips | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| No. of Days from Spud | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| Cumulative Rotating Hrs. | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| WT. OF STRONG | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |
| LBS. | | | | W.L. C.C. PH. SD. Cont. % | | | | | | | | DRILL 0 1/2 HOLE W/M.M.D. @ 1415 → 1603 | | | | | | | |



Century Drilling Limited

REPORT NO. 9

DATE 30-3-99

Daily Drilling Report Form

915197 016

| OPERATOR BORAL PETROLEUM | WELL NAME PARATE | WELL No. | DATE | 30-3-99 | COUNTRY AUSTRALIA | STATE VIC | STOCKS ON HAND AT RIG SITE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------|---------------|--------------|--|-----|------------|-----|------------|---|------|--------|------------|-----------|-----------|-----|-------------|-----------------------|-----|------|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|---|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|-------|--|-------|--|
| CONTRACTOR C.E.S. | RIG No. 7MO | TYPE THD 4 1/2" | TYPE TUBING OR LINER | | MAKE JAP | WT. & GR. 33 KSS | No. Jnts. 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE <i>(Signature)</i> | SIGNATURE OF CONTRACTOR'S TOOL PUSHER <i>(Signature)</i> | Drilling Assembly at End of Tour | Drilling Assembly at End of Tour | Drilling Assembly at End of Tour | Drilling Assembly at End of Tour | Drilling Assembly at End of Tour | Drilling Assembly at End of Tour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time Distribution - Hours | Day | Even. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rig Up & Tear Down | | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drilling Actual | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reaming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Condi. Mud & Circulating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips | 1 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lubricate Rig | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deviation Survey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fishing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cut Off Drilling Line | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Repair Rig | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wiring | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wire Line Logging | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Running Casing & Cementing | 9 | 1 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waiting on Cement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drill Steam Test | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other | 1 1/4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SUB-TOTAL | 12 | 5 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a. Perf. Trips | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| b. Tubing Trips | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| c. Swab | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| d. Testing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| e. Addit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | 12 | 5 1/2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Day Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hrs. WDP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hrs. WODP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hrs. Standby | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Day Work | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reel No. | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Lines | 8 | Size 1 1/8" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feet Shipped | 877 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feet Cut Off | 177 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Present Length | 2246 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ton Mi. or Trips Since Last Cut | 757 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative Ton Mi. or Trips | 7035 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Days from Spud | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative Rotating Hrs. | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>DRILLER</td> <td colspan="2">M.L.L.</td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <td>Time</td> <td>Weight</td> <td>Visc. Sec.</td> <td>W.L. C.C.</td> <td>FLTR. CK.</td> <td>PH.</td> <td>SD. Cont. %</td> <td colspan="2">Mud & Chemicals Added</td> </tr> <tr> <td>1603</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td colspan="2"></td> </tr> </table> | | | | | | | | DRILLER | M.L.L. | | | | | | | | Time | Weight | Visc. Sec. | W.L. C.C. | FLTR. CK. | PH. | SD. Cont. % | Mud & Chemicals Added | | 1603 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DRILLER | M.L.L. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Time | Weight | Visc. Sec. | W.L. C.C. | FLTR. CK. | PH. | SD. Cont. % | Mud & Chemicals Added | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1603 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <th colspan="2">DAY TOUR</th> <th colspan="2">EVENING TOUR</th> </tr> <tr> <td>No.</td> <td>Stand D.P.</td> <td>No.</td> <td>Stand D.P.</td> </tr> <tr> <td>1</td> <td>FT.</td> <td>1</td> <td>FT.</td> </tr> <tr> <td>2</td> <td>FT.</td> <td>2</td> <td>FT.</td> </tr> <tr> <td>3</td> <td>FT.</td> <td>3</td> <td>FT.</td> </tr> <tr> <td>4</td> <td>FT.</td> <td>4</td> <td>FT.</td> </tr> <tr> <td>5</td> <td>FT.</td> <td>5</td> <td>FT.</td> </tr> <tr> <td>6</td> <td>FT.</td> <td>6</td> <td>FT.</td> </tr> <tr> <td>7</td> <td>FT.</td> <td>7</td> <td>FT.</td> </tr> <tr> <td>8</td> <td>FT.</td> <td>8</td> <td>FT.</td> </tr> <tr> <td>9</td> <td>FT.</td> <td>9</td> <td>FT.</td> </tr> <tr> <td>10</td> <td>FT.</td> <td>10</td> <td>FT.</td> </tr> <tr> <td>11</td> <td>FT.</td> <td>11</td> <td>FT.</td> </tr> <tr> <td>12</td> <td>FT.</td> <td>12</td> <td>FT.</td> </tr> <tr> <td>TOTAL</td> <td></td> <td>TOTAL</td> <td></td> </tr> </table> | | | | | | | | DAY TOUR | | EVENING TOUR | | No. | Stand D.P. | No. | Stand D.P. | 1 | FT. | 1 | FT. | 2 | FT. | 2 | FT. | 3 | FT. | 3 | FT. | 4 | FT. | 4 | FT. | 5 | FT. | 5 | FT. | 6 | FT. | 6 | FT. | 7 | FT. | 7 | FT. | 8 | FT. | 8 | FT. | 9 | FT. | 9 | FT. | 10 | FT. | 10 | FT. | 11 | FT. | 11 | FT. | 12 | FT. | 12 | FT. | TOTAL | | TOTAL | |
| DAY TOUR | | EVENING TOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. | Stand D.P. | No. | Stand D.P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | FT. | 1 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | FT. | 2 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | FT. | 3 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | FT. | 4 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | FT. | 5 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | FT. | 6 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | FT. | 7 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | FT. | 8 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | FT. | 9 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | FT. | 10 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | FT. | 11 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | FT. | 12 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <th colspan="2">DAY TOUR</th> <th colspan="2">EVENING TOUR</th> </tr> <tr> <td>No.</td> <td>Stand D.P.</td> <td>No.</td> <td>Stand D.P.</td> </tr> <tr> <td>1</td> <td>FT.</td> <td>1</td> <td>FT.</td> </tr> <tr> <td>2</td> <td>FT.</td> <td>2</td> <td>FT.</td> </tr> <tr> <td>3</td> <td>FT.</td> <td>3</td> <td>FT.</td> </tr> <tr> <td>4</td> <td>FT.</td> <td>4</td> <td>FT.</td> </tr> <tr> <td>5</td> <td>FT.</td> <td>5</td> <td>FT.</td> </tr> <tr> <td>6</td> <td>FT.</td> <td>6</td> <td>FT.</td> </tr> <tr> <td>7</td> <td>FT.</td> <td>7</td> <td>FT.</td> </tr> <tr> <td>8</td> <td>FT.</td> <td>8</td> <td>FT.</td> </tr> <tr> <td>9</td> <td>FT.</td> <td>9</td> <td>FT.</td> </tr> <tr> <td>10</td> <td>FT.</td> <td>10</td> <td>FT.</td> </tr> <tr> <td>11</td> <td>FT.</td> <td>11</td> <td>FT.</td> </tr> <tr> <td>12</td> <td>FT.</td> <td>12</td> <td>FT.</td> </tr> <tr> <td>TOTAL</td> <td></td> <td>TOTAL</td> <td></td> </tr> </table> | | | | | | | | DAY TOUR | | EVENING TOUR | | No. | Stand D.P. | No. | Stand D.P. | 1 | FT. | 1 | FT. | 2 | FT. | 2 | FT. | 3 | FT. | 3 | FT. | 4 | FT. | 4 | FT. | 5 | FT. | 5 | FT. | 6 | FT. | 6 | FT. | 7 | FT. | 7 | FT. | 8 | FT. | 8 | FT. | 9 | FT. | 9 | FT. | 10 | FT. | 10 | FT. | 11 | FT. | 11 | FT. | 12 | FT. | 12 | FT. | TOTAL | | TOTAL | |
| DAY TOUR | | EVENING TOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. | Stand D.P. | No. | Stand D.P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | FT. | 1 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | FT. | 2 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | FT. | 3 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | FT. | 4 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | FT. | 5 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | FT. | 6 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | FT. | 7 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | FT. | 8 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | FT. | 9 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | FT. | 10 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | FT. | 11 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | FT. | 12 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <th colspan="2">DAY TOUR</th> <th colspan="2">EVENING TOUR</th> </tr> <tr> <td>No.</td> <td>Stand D.P.</td> <td>No.</td> <td>Stand D.P.</td> </tr> <tr> <td>1</td> <td>FT.</td> <td>1</td> <td>FT.</td> </tr> <tr> <td>2</td> <td>FT.</td> <td>2</td> <td>FT.</td> </tr> <tr> <td>3</td> <td>FT.</td> <td>3</td> <td>FT.</td> </tr> <tr> <td>4</td> <td>FT.</td> <td>4</td> <td>FT.</td> </tr> <tr> <td>5</td> <td>FT.</td> <td>5</td> <td>FT.</td> </tr> <tr> <td>6</td> <td>FT.</td> <td>6</td> <td>FT.</td> </tr> <tr> <td>7</td> <td>FT.</td> <td>7</td> <td>FT.</td> </tr> <tr> <td>8</td> <td>FT.</td> <td>8</td> <td>FT.</td> </tr> <tr> <td>9</td> <td>FT.</td> <td>9</td> <td>FT.</td> </tr> <tr> <td>10</td> <td>FT.</td> <td>10</td> <td>FT.</td> </tr> <tr> <td>11</td> <td>FT.</td> <td>11</td> <td>FT.</td> </tr> <tr> <td>12</td> <td>FT.</td> <td>12</td> <td>FT.</td> </tr> <tr> <td>TOTAL</td> <td></td> <td>TOTAL</td> <td></td> </tr> </table> | | | | | | | | DAY TOUR | | EVENING TOUR | | No. | Stand D.P. | No. | Stand D.P. | 1 | FT. | 1 | FT. | 2 | FT. | 2 | FT. | 3 | FT. | 3 | FT. | 4 | FT. | 4 | FT. | 5 | FT. | 5 | FT. | 6 | FT. | 6 | FT. | 7 | FT. | 7 | FT. | 8 | FT. | 8 | FT. | 9 | FT. | 9 | FT. | 10 | FT. | 10 | FT. | 11 | FT. | 11 | FT. | 12 | FT. | 12 | FT. | TOTAL | | TOTAL | |
| DAY TOUR | | EVENING TOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. | Stand D.P. | No. | Stand D.P. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | FT. | 1 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | FT. | 2 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | FT. | 3 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | FT. | 4 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | FT. | 5 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | FT. | 6 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | FT. | 7 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | FT. | 8 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | FT. | 9 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | FT. | 10 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | FT. | 11 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | FT. | 12 | FT. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL | | TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

DATE 31-3-99

REPORT No. 2

| | | | | |
|--|---|-----------------------------|-----------------------------|--|
| OPERATOR BOVAL PETROLIUM | WELL NAME PARABATE | COUNTRY AUSTRALIA | STATE VIC | STOCKS ON HAND AT RIG SITE ENG 690L GEAR 635L HYD 840L |
| CONTRACTOR C.E.S | RIG No 191 | MAKE JAP | WT. & GR. 36" KSS | Fuel 18700L |
| SIGNATURE OF OPERATOR'S REPRESENTATIVE <i>[Signature]</i> | Signature of Contractor's Tool Pusher <i>[Signature]</i> | LAST CASING TUBING OR LINER | No. Jnts. 33 | Gasoline 1050L |
| | | DR-R Core C | Rkp/Csg. HD | Oxygen 3 |
| | | DR-R Core C | Set AT 40m | Acetylene 2 |

| DAY TOUR | MUD RECORD | | | BIT RECORD | | | FOOTAGE | | | | | | FORMATIONS (Show Core Recovery) | Wt. on Bit 1000 # | Pump Press | Pump No. 1 Liner Size SPM | Pump No. 2 Liner Size SPM | Pump No. 3 Liner Size SPM | Method Spt. S. Par. P. Cont. U.C. | T.P. INSTRUCTIONS AND NOTATIONS | DAY TOUR | CREW | NAME | Hrs. |
|----------|------------|--------|---------------|------------|-----------|-----|---|----------|-------|---|--------------|-----------|---------------------------------|-------------------|------------|------------------------------|--|------------------------------|-----------------------------------|---------------------------------|----------|------|------|------|
| | Time | Weight | Visc. Cont. % | W.L. C.C. | FLTR. CK. | PH. | SD. Cont. % | Time Log | From | To | Elapsed Time | Direction | | | | | | | | | | | | |
| | 1603m | | | | | | 0000 | | | | | | | | | | | 15 min ARE TOOK SAFETY MTG | Tour Toolpusher | W CROSTHWAITE | 12 | | | |
| | | | | | | | 0130 | 0200 | 1 1/2 | INSTALL 4 1/2" PIPE RAMS, CENTRE B.O.P.s, L/OUT | 6" | 6" | | | | | "PRESS/TEST B.O.P.s | Driller | M JAN DIESEN | 12 | | | | |
| | | | | | | | 0200 | 0200 | 1/2 | REPAIR & INSTALL HANGING SPOOL FOR PRESS/TEST | | | | | | | RELEASE 169 TOTAL 169 | Asst. Driller | | 12 | | | | |
| | | | | | | | 0530 | 0600 | 1/2 | PRESS/TEST B.O.P.s & CHOKER MANIFOLD AS PER PROGRAM | | | | | | | CHANGE O.P SLIP DIES | Derrickman | D THOMPSON | 12 | | | | |
| | | | | | | | 0600 | 0900 | 3 | RUP SCHLUMBERGER & HELD PRE-JOB SAFETY MTG | | | | | | | F/ 4 1/2" TO 3 1/2" | Floorman | M SWIFT | 12 | | | | |
| | | | | | | | 0900 | 1030 | 1 1/2 | LOG N/SCHLUM JB-CO/VOL-GR-CCL & R/Down | | | | | | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: 826 | Floorman | G ESAM | 12 | | | | |
| | | | | | | | 1030 | 1200 | 1 1/2 | RUP TO 4 1/2" TBG | | | | | | | TRUCK HOURS & OTHER SERVICES | Floorman | G McMAHON | 12 | | | | |
| | | | | | | | PARTS USED: 1 x 3 1/2" O.P SLIP DIES (2163) | | | | | | | | | | | | | | | | | |
| | | | | | | | MUD RECORD | | | | | | | | | | | | | | | | | |
| | | | | | | | BIT RECORD | | | | | | | | | | | | | | | | | |

| EVENING TOUR | MUD RECORD | | | BIT RECORD | | | FOOTAGE | | | | | | FORMATIONS (Show Core Recovery) | Wt. on Bit 1000 # | Pump Press | Pump No. 1 Liner Size SPM | Pump No. 2 Liner Size SPM | Pump No. 3 Liner Size SPM | Method Spt. S. Par. P. Cont. U.C. | T.P. INSTRUCTIONS AND NOTATIONS | DAY TOUR | CREW | NAME | Hrs. |
|--------------|------------|--------|---------------|------------|-----------|-----|-------------|----------|-------|---|---|-----------|---------------------------------|-------------------|------------|------------------------------|------------------------------|-----------------------------------|--|---------------------------------|-------------|------|------|------|
| | Time | Weight | Visc. Cont. % | W.L. C.C. | FLTR. CK. | PH. | SD. Cont. % | Time Log | From | To | Elapsed Time | Direction | | | | | | | | | | | | |
| | 1603 | | | | | | 1200 | | | | | | | | | | | | | | | | | |
| | | | | | | | 1300 | 1330 | 1/2 | BONDING MUD TBG TAIL PIPE ASSY & R.I. H SAME | | | | | | | | PRE TAKE SAFETY Mtg: RUNNING TBG. | Tour Toolpusher | K SPASBORY | 12 | | | |
| | | | | | | | 1330 | 2130 | 8 | RIG UP & PRESSURE TEST AS PER ASSY | | | | | | | | AP TAKY & 2 HOOKS | Asst. Driller | G CARR | 12 | | | |
| | | | | | | | 2130 | 2300 | 1 1/2 | BONDING R.I.H. WITH 4 1/2" TBG | | | | | | | | LEASE 169 | Derrickman | B. HALE | 12 | | | |
| | | | | | | | 2300 | 2400 | 1 | COMPLETION STRING. GAS PER PROGRAM & MUD TAIL PIPE ASSY | | | | | | | | DP TAKY & 2 HOOKS | Floorman | S. YOUNG | 12 | | | |
| | | | | | | | | 2300 | 2400 | 1 | MUD TAIL PIPE ASSY & MUD SPRING IN TBG SPOOL | | | | | | | | LEASE 169 | Floorman | B. BAKER | 12 | | |
| | | | | | | | | 2300 | 2400 | 1 | * RIG UP SCHEDULED & RUN. COLLECTION RUN. & RIG DOWN. | | | | | | | | TRUCK No. 1 | Floorman | M MCVAY | 12 | | |
| | | | | | | | | 2300 | 2400 | 1 | * RIG UP SCHEDULED & RUN. COLLECTION RUN. & RIG DOWN. | | | | | | | | TRUCK No. 2 | | | | | |
| | | | | | | | | 2300 | 2400 | 1 | * RIG UP SCHEDULED & RUN. COLLECTION RUN. & RIG DOWN. | | | | | | | | TRUCK No. 3 | | | | | |
| | | | | | | | | 2300 | 2400 | 1 | * RIG UP SCHEDULED & RUN. COLLECTION RUN. & RIG DOWN. | | | | | | | | No. OF DAYS SINCE LAST LOST TIME ACCIDENT: 826 | TRUCK DRIVER | S. SANDROSS | 12 | | |
| | | | | | | | | 2300 | 2400 | 1 | * RIG UP SCHEDULED & RUN. COLLECTION RUN. & RIG DOWN. | | | | | | | | TRUCK HOURS & OTHER SERVICES | | | | | |

Daily Drilling Report Form

| | | | | | |
|---|--|--|--|--|--|
| OPERATOR BOVAL PETROLEUM CONTRACTOR C.E.S. SIGNATURE OF OPERATOR'S REPRESENTATIVE <i>[Signature]</i> | | | WELL No. 5 COUNTRY AUSTRALIA STATE VIC RIG ON HAND AT RIG SITE ENG 690L GEAR 635L HYP 840L Fuel USED 1800L Gasoline 700L Oxygen 3 Acetylene 2 SWITCHES NIT 1 | | |
| DRILLING ASSEMBLY DWP Tool Joint No. 159 4 1/2 RIG No. 270 1/2 4 1/2 TYPE THD. 4 1/2 SIGNATURE OF CONTRACTOR'S TOOL PUSHER <i>[Signature]</i> | | | STOCKS ON HAND AT RIG SITE WT. OF STRONG LBS. | | |
| DRILLING RECORD No. 1 Type 8-P-80 Stroke Length 8 1/2 LAST CASING TUBING OR LINER 8-P-80 8 1/2 | | | MUD RECORD Manufacturer NATIONAL Weight 1603.00 Visc. Sec. 1603.00 W.L. C.C. 1603.00 FLTR. CK. 1603.00 PH. 1603.00 SD. Cont. % 1603.00 | | |
| BIT RECORD No. 1 Bit No. 1 Size 1 1/2 Mfg. 1 Type 1 No. 2 No. 1 Ser. No. 1 Depth Out 1 Depth In 1 Total FTG 1 Total Hrs. Run 1 Condition of Bit 1 Reamer No. 1 Reamer Type 1 | | | FOOTAGE From 1603.00 To 1603.00 Elapsed Time 00:00 | | |
| FORMATION (Show Core Recovery) No. 1 Core No. 1 Direction 1 Depth 1 Dev. 1 | | | DRILLER Name: M. J. L. | | |
| DETAILS OF OPERATIONS IN SEQUENCE AND REMARKS: 00:00 R/UP EV-ARREST & RUN SCAMPER, REMOVE ARREST & R/DOWN. 02:00 2 REMOVE RUG & R/DOWN. 02:30 1/2 BLOWN & HOUT LANDING JT INSTALL CHECK VALVE. 02:30 3 NIPPLE DOWN B.O.P.s 05:30 3 INSTALL WELL HEAD & SURFACE LINES & PRESS/TEST, M/UP FLARE LINE 11:30 1/2 DROP BAR & UNLOAD & CLEAN OUT WELL HEAD | | | DETAILS OF OPERATIONS IN SEQUENCE AND REMARKS: 1603.7A FLOW WELL & MONITOR FLOW RATES & PRESSURES 1500 WEL SHUT IN RIG UP WIRE LINE EQUIPMENT 16:30 1/2 BLEED DOWN WELL PRESSURE RIG DOWN WIRE LINE EQUIP. 17:30 1/2 INSTAL BACK PRESSURE VALVE IN HANGOFF 18:30 2400 5/2 PICKUP & ANN OUT KELLY & SWIVEL. 18:30 2400 5/2 GENERAL RIG DOWN. | | |
| DAY TOUR No. 1 Crew: W. CARSTENHAUSE, M. SWIFT, G. EGAN, G. McMAHON Hours: 12 | | | EVENING TOUR No. 1 Crew: K. SPASBURY, G. CARR, B. MALE, S. YOUNG, B. BAKER, M. McVAY Hours: 12 | | |
| WIRE LINE RECORD Reel No. 8 No. of Lines 8 Feet Slipped 77 Feet Cut Off 1177 Present Length 2246 Ton Mi. or Trips Since Last Cut 787 Cumulative Ton Mi or Trips 7065 | | | TRUCK RECORD No. 1 No. 2 No. 3 | | |
| COMPLETION WORK a. Perf. 12 5/2 b. Tubing Trips 12 12 c. Swab d. Testing e. Addit. | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TOTAL 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TIME SUMMARY (Office Use Only) 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| WIRE LINE RECORD Reel No. 8 No. of Lines 8 Feet Slipped 77 Feet Cut Off 1177 Present Length 2246 Ton Mi. or Trips Since Last Cut 787 Cumulative Ton Mi or Trips 7065 | | | TRUCK RECORD No. 1 No. 2 No. 3 | | |
| COMPLETION WORK a. Perf. 12 5/2 b. Tubing Trips 12 12 c. Swab d. Testing e. Addit. | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TOTAL 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TIME SUMMARY (Office Use Only) 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| WIRE LINE RECORD Reel No. 8 No. of Lines 8 Feet Slipped 77 Feet Cut Off 1177 Present Length 2246 Ton Mi. or Trips Since Last Cut 787 Cumulative Ton Mi or Trips 7065 | | | TRUCK RECORD No. 1 No. 2 No. 3 | | |
| COMPLETION WORK a. Perf. 12 5/2 b. Tubing Trips 12 12 c. Swab d. Testing e. Addit. | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TOTAL 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |
| TIME SUMMARY (Office Use Only) 12 12 | | | NO. OF DAYS SINCE LAST LOST TIME ACCIDENT: 827 | | |