



FIELD OPERATIONS REPORT

2005 KORUMBURRA 2D SEISMIC SURVEY

Conducted by

**TERREX SEISMIC PTY LTD
CREW 401**

in

PEP 162 - VICTORIA

During the period

OCTOBER – NOVEMBER 2005

**Submitted by:
Tom Pickett
November 2005**

TABLE OF CONTENTS

1.0	SUMMARY	1
2.0	PERMITTING	2
3.0	LAND UTILIZATION	3
4.0	LOGISTICS	4
5.0	LINE PREPARATION	5
6.0	SURVEYING	6
7.0	TRAFFIC MANAGEMENT	7
8.0	EXPERIMENTALS	8
9.0	RECORDING	9
10.0	PERSONNEL & EQUIPMENT	10
11.0	RECOMMENDATIONS	11
11.1	Line Preparation	11
11.2	Surveying	11
11.3	Traffic Management	11
11.4	Recording	12
11.5	General	12
	APPENDICIES	13
A	Operations Specifications Summary	
B	Landholder Details	
C	Operational Photos	
D	Area Maps, Shooting Order, Road Names	
E	Terrex Safety Reports	
F	Daily Reports	

1.0 SUMMARY

This report covers field operations during the 2005 Korumburra 2D Seismic Survey undertaken for Karoon Gas Pty Ltd by Terrex Seismic (Vibroseis Crew # 401) in Petroleum Exploration Permit (PEP) 162, in the on-shore Gippsland Basin of Victoria between October 1st and November 8th 2005.

Terrex Seismic being the primary seismic acquisition contractor for the program required two other sub-contractors to complete the project. A list of contractors is included in *Appendix A - Operations Specifications Summary (OSS)*.

Twenty one (21) lines comprising 255.456 km of nominal 180 fold data were recorded during the program over thirty production days. This equated to an average of 8.5km/day which also included 29.5 hours of production standby during the period.

The seismic line placement for the Korumburra 2D Seismic Survey was predominately along roads with approx 12km (5%) across private property. This was selected to meet Karoon Gas objectives of acquiring high quality reflection data along the northern terrace and southern end of the Narracan Trough, whilst minimizing any environmental impact.

The survey was carried out in a safe and competent manner with no Lost Time Injuries (LTI).

2.0 PERMITTING

The survey traversed across the boundaries of four Shire Councils: Baw Baw to the north, South Gippsland in the centre, Cardinia and Bass Coast to the west.

All Councils were informed by Karoon of the proposed survey via a letter sent in late August. They were individually visited prior to the commencement of the seismic survey to fully explain the field operations. Road occupation permits were obtained and each shire was emailed weekly of the recording progress with updated maps.

All Councils had no concerns as Karoon Gas was individually contacting landholders, advertising the seismic survey in local papers, contacting milk transport companies and being pro-active within the community.

The affected landholders were visited and given a detailed explanation of seismic methods prior to any operations occurring on their land. A signed approval on the Karoon Gas "Consent & Notice Form" was lodged with the Department of Primary Industries prior to the commencement of fieldwork.

Twenty-one properties were affected by the survey. The majority of landholders were extremely helpful and had no or very limited concerns of seismic activities. Constant nurturing before, during and after the survey ensured that the landholders were kept up to date of all activities, and with no major incidents or problems occurring during operations, all were satisfied with the end result. *See Appendix B - Landowner Details*

A total of \$330 compensation was paid to one landowner regarding the loss of hay. This was based on a "best case" scenario on potential yield and price.

Each landholder was contacted at the conclusion of the survey, stating Karoon Gas's appreciation of their co-operation and apologizing for any inconveniences incurred. No significant problems were associated with either the permitting or de-permitting procedures.

Working along roads in a highly intense dairy region, the milk tankers were a major concern with safety throughout the seismic operations. A total of 5 milk transport companies were visited and informed of our operations. Companies were kept informed with updated maps and the proposed recording program on a weekly basis through email and personal visits.

3.0 LAND UTILIZATION

The Korumburra prospect was located in the south-west Gippsland region of Victoria. The area has a temperate climate with warm, dry summers and cool, wet winters. Rolling hills and undulating terrain dominate the landscape with elevations ranging between 100-250m above sea level.

The area has a strong agricultural industry, predominantly dry land grazing of cattle for dairy and beef. The region has also seen an influx of diversified farming such as gourmet vegetable growers, flower producers, market gardeners, and winemakers.

Tourism in the Gippsland region is increasing as the picturesque location is close to the city of Melbourne, which in turn has brought a lot of external money to the area. The Gippsland region has developed into a boutique area with many weekend day-trippers. A lot of hobby farms are now evident and the amounts of farm-stay holiday properties are increasing as many landholders are being forced to diversify to meet the increasing price of land.

Soil types vary throughout the region but dominant soils are red-brown earths, solodic soils, and red/yellow podsolic soils from the Mesozoic and Cainozoic sedimentaries.

The geological structure of the landscape is characterised by erosive and depositional landscapes of low to moderate relief, developed predominantly in sedimentary and igneous rocks of Palaeozoic and Cainozoic age. Approximately 40km to the east of the program is Victoria's main coal mining industry and electrical generation.

Historic clearing and grazing has significantly altered the species richness and abundance of flora and fauna in the area. As the majority of the seismic survey was programmed along Shire roads, the only vegetation affecting the operations was pasture grasses where no clearing or slashing was required.

All contractors working on the Korumburra 2D Seismic Survey had their vehicles washed down prior to commencing work. This has now become a standard procedure in the industry to assist in preventing the spread of noxious weeds.

The timing of the 2005 Korumburra Seismic Survey was earlier than programmed due to the operational program of Terrex Seismic. Although there was little downtime for weather, as the work was predominantly on roads, any future work should be conducted around the summer months. This would also enable vehicular access onto properties without any danger of destroying pastoral land or getting bogged. However, this must be weighed against possible lost time caused due to standby for total fire bans.

4.0 LOGISTICS

The recording crew operated out of the township of Yarragon due to limited availability of accommodation in both Warragul and Korumburra. All amenities were available to Terrex Seismic nearby, whilst servicing equipment was coordinated through a workshop yard in Warragul.

Able Traffic Management controllers were based on the eastern side of Melbourne and commuted daily, whilst Dynamic Satellite Surveys operated out of Warragul.

Data in the form of 4490 cartridges was dispatched to the WesternGeco processing centre in Perth. The B (dual copy) cartridges were sent to Karoon Gas Office for archiving and storage at the Department of Primary Industries.

The recording crew were equipped with UHF, plus a private frequency VHF, FM radios for short range (line) communication whilst all other subcontractors were fitted with compatible, open channel, UHF radios. Digital mobile telephones had limited coverage throughout the prospect however the CDMA network coverage was ninety per cent effective.

Access was reasonable throughout the prospect, with the majority of travel times limited to an hour a day.

5.0 LINE PREPARATION

The Korumburra 2D Seismic Survey was programmed to run predominately on local roads to minimize any environmental impact.

Preliminary scouting required driving these roads and roughly mapping details of recording difficulties. Major problems encountered were large seismic gaps through townsites, hairpin bends, loss of source energy on steep winding hills, and safety concerns with road traffic.

An initial total of 290km was programmed for the area, but was reduced to approximately 255km, as access and requirements superseded necessity.

No slashing was required for the program as all road verges have been well maintained within each Shire.

A higher density grid of lines in the northern part of the program, close to the recently drilled Megascoldes #1 well, was designed to identify the oil potential lateral from the well. These lines incorporated joining local roads whilst traversing over some pastoral land. At the commencement of the seismic operation heavy rains caused lines GKG05-03, GKG05-04 to be postponed until a later date. Seismic operations concluded on these lines.

Several temporary gates were installed to gain access through private properties which were reinstated at the end of the Job. The majority of the farming community were commencing hay carting as seismic operations were winding up which caused only minor concerns through small section of pastoral land.

As the program commenced line GKG05-18 was cancelled due to wetness over steep hills and line GKG05-13 was extended to accommodate the missing overlap required.

Any lines/roads that were able to extend through crossroads were utilized. Several of these required small sections of hand carries to minimize sharp bends. Hand carries were also used for seismic data acquisition needs on sharp hairpin bends.

6.0 SURVEYING

Surveying was carried out by Dynamic Satellite Surveys (DSS) of Yeppoon, Queensland.

As the nature of the program was along winding, hilly roads, with a large amount of tree canopy, DSS's survey technique was coordinated in two stages.

The first stage employed the simple method of conventional chaining. This two-man operation consisted of towing a 60m chain, marked at 12m increments behind a vehicle. Wooden pegs were placed at every 5th station, with coloured pinflags being placed at intermediate points along the chain. The chaining crew were also responsible for providing sketches (mud maps) of each line to assist the recording crews.

For the second stage, DSS used Global Positioning System (GPS) kinematic observations to coordinate the horizontal axis and a Rapid Elevation Metre (REM) to obtain the vertical axis.

The survey network consisted of fixed GPS control observations connecting a roving vehicle observing kinematic data along the line at the chained stations. Height control was established with GPS techniques followed by barometric levelling (REM) for infill for heights. Although this stage of the operation requires driving the line twice, the method is proven accurate and cost effective in achieving high production seismic surveying.

Final co-ordinates were based on the Map Grid Australia (MGA), zone 55 with a Central Meridian of 147 degrees east whilst elevations were produced in Australian Height Datum (AHD). Processed data was output to disk in UKOOA and SEGP1 format together with an excel spreadsheet of coincidental stations.

The surveying aspect of the seismic survey was performed only adequately by DSS. The chaining crew proceeded without any major concerns producing good chaining diagrams that the crew could work from.

The GPS survey (second stage) performed by DSS required constant attention. The structural procedures in the field work were sub-standard. Numerous QC checks were lacking, survey methodology was very questionable, and although the end result supplied to Karoon Gas met contractual standards, it was often quite difficult to force a higher standard in DSS's operation. DSS were also unable to supply any suitable maps for the survey.

No Permanent Markers were placed for the survey as the lines ran along existing roads. The survey control points have been coordinated and checked with the existing datum throughout the region. These control points are also tied into the previous seismic surveys. See DSS final survey report for full listings and networks.

7.0 TRAFFIC MANAGEMENT

Able Traffic Management (ATM), of Hampton Park Victoria, were contracted to coordinate and assist with the seismic operation in controlling road traffic for the survey. This aspect of the operation was entirely based upon safety for field personnel and third party road users.

ATM put together a road management plan for submission to the four affected Shire Councils plus a submission to VicRoads for approval. VicRoads gave a Memorandum of Consent (MoC) to work along their roads within the Shires. ATM was also responsible for gaining Road Occupation Permits for each Shire.

For roads such as South Gippsland Hwy, Strzelecki Hwy, and the Warragul-Korumburra Rd, a full contingent of traffic controllers were required. This involved four two-man crews working with the recording crew. One traffic crew were responsible for moving signage as the work progressed, then three separate crews with 'stop/go' signs worked with the back crew, the vibrator crew, and the front crew - separately.

For all other roads the amount of traffic controllers required was dependant on the nature of the road. Items such as the amount of traffic, winding narrow roads, high visibility, and milk transport were evaluated on a day to day basis. This determined whether three traffic management crews or just the one crew were required.

Able Traffic Management were able to perform the job adequately, however during the course of the survey there were two near misses with traffic plus one minor car accident. The causes of these incidents were acknowledged as soon as possible, with the replacement of a traffic controller involved in two of the incidents. See *Appendix E - Terrex Safety Reports* for complete details.

On the 26th October VicRoads threatened to shut down operations through WorkSafe. This occurred on the South Gippsland Hwy and involved the crew working through the Bena-Loch bypass. The field supervisor on-site was concerned with the legalities of the MoC and seven hours production was lost until a revised MoC was re-approved.

ATM controllers, although performing satisfactory, still required constant supervision. This is mainly due to the fact that the majority of new controllers being brought into the operations were from the "work for dole scheme", plus the unique activities associated with seismic operations are not part of a standard traffic controller's education.

8.0 EXPERIMENTALS

A recording program was set aside to compare the data achieved in this survey and that of the previous 1999 and 2001 programs. Line GKG05-02 was chosen for the testing as it coincides with the previous seismic data and the line is also adjacent to the recently drilled Megascolides #1 well.

Contractual restrictions had the crew on fixed group interval, source interval, source and receiver arrays, therefore only the following frequency parameters were tested;

Test No	Sweep Type	Number Sweeps	Sweep Length	Sweep Frequency	Sweep Energy per km
A	Mono	2	6 sec	6-90Hz, 6-90Hz	1000 sec/km
B	Mono	2	6 sec	8-90Hz, 8-90Hz	1000 sec/km
C	Mono	2	6 sec	10-90Hz, 10-90Hz	1000 sec/km
D	Mono	2	6 sec	8-70 Hz, 8-70Hz	1000 sec/km
E	Mono	2	6 sec	8-80Hz, 8-80Hz	1000 sec/km
F	Mono	2	6 sec	8-100Hz, 8-100Hz	1000 sec/km
G	Mono	2	4 sec	8-80Hz, 8-80Hz	667 sec/km
H	Mono	2	8 sec	8-80Hz, 8-80Hz	1333 sec/km
I	Mono	1	6 sec	8-80Hz	500 sec/km
J	Vari	2	6 sec	6-72Hz, 8-96Hz	1000 sec/km
K	Vari	2	6 sec	6-64Hz, 12-96Hz	1000 sec/km
L	Vari	3	4 sec	6-56Hz, 10-80Hz, 16-96Hz	1000 sec/km

A series of six (6) VP's were conducted with each of the above tests, sufficient to generate a mini-stack for each test. They were positioned along line GKG05-02 to gain maximum 180 fold, with comparisons being made from the same VP. Each test was compared for signal to noise, groundroll generation, signal continuity and frequency content.

Data quality was fair for the section tested with no improvement visible in the Varisweep Tests.

Test B was chosen as the optimum frequency range, as significant data could be seen in the high end (cut filter) between the 80-90Hz band range. This was evident throughout the survey as sections of good quality data could be seen above 80Hz.

9.0 RECORDING

A full set of recording parameters, together with other relevant details is included in *Appendix A - Operations Specifications Summary (OSS)*. A complete listing of personnel and equipment will be supplied in Terrex Seismic's final report.

Recording operations ran relatively smoothly with 255.456 kilometres of 180 fold data acquired over twenty-one lines. A total of thirty production days gave an average of 8.5km/day.

Standby hours accumulated to a total of 38.5hrs which when subtracting toolbox and safety meetings equated to 29.5hrs standby. These standby hours were mainly attributed to rain, high winds, and VicRoad safety issues. Overall the total standby charged is very acceptable for this time of year.

Sufficient personnel were on hand to provide a harmonious operation. The standard of observing was high, sufficient quality control being applied to the data with all bad stations being rectified as soon as possible.

A small experimental program was conducted at the start of operation to determine optimum parameters. During the survey only minor changes such as using a single vibe or two vibes were utilized in areas of difficult access, as client requested. This helped resolve any gaps in data without losing quality and insures an easier roll-on and roll-off effect for the line crew. All parameter changes were annotated on the observer logs.

Recording was shutdown on the 1st November as the Vibrators were lifting up small patches of road verge. This was due to hot weather conditions softening the road surface. VicRoads were notified of these small damages along the Strzelecki Hwy.

10.0 PERSONNEL & EQUIPMENT

The Terrex personnel were predominantly experienced and throughout the contract were subjected to small and acceptable amount of turnover. The majority of senior staff have been with the crew for sufficient time to be well versed in the running of operations with minimal supervision.

The standard of reporting was acceptable whilst the recording crew demonstrated on several occasions that they are capable of good production given suitable terrain, minimal obstructions and reliable machinery and equipment. The line bosses showed the necessary responsibility, experience and aptitude required for this role.

All machinery and equipment used on the survey were in good condition and well maintained. The continual maintenance, particularly with the vibrators, assured that there was minimal downtime.

All client requests were acted upon swiftly and a good working relationship was maintained between the various crews and the client representative.

Field management was satisfactory, although it is becoming evident that more and more time is being spent on procedural paperwork resulting on less time actually running the crew. Fortunately, with the Terrex Seismic current personnel, section heads are quite capable of supervising their own operations.

11.0 RECOMMENDATIONS

11.1 Line Preparation

Although the lead in time of line preparation before recording was very short it posed no major problems with operations. This was only the case as 95% of the program was along local roads.

If in the advent of any future work within the South Gippsland area, especially working within the farming paddocks, substantial pre-planning is required. This would be mandatory to satisfy the best chosen route for seismic lines, access, and all associated permits. The need to work in the summer months would be an absolute necessity if vehicles are going to access farmland.

11.2 Surveying

Whilst the surveying was carried out in a satisfactory manner, it is very hard to justify the high cost, particularly for a regional seismic survey. The charge for conventional chaining was extremely high, but the need for a professional company such as DSS to complete the surveying aspect is paramount as previous ventures by other clients on seismic surveys can confirm.

The terrain is quite difficult for surveying, particularly when trying to achieve high production targets that are required for seismic acquisition. This is mainly due to problems associated with tree canopy hindering the GPS units maintaining constant lock with the satellites, together with an increased safety risk when working on shoulders of narrow, winding roads.

Unfortunately in areas of hilly terrain and dense tree cover Dynamic Satellite Surveys, by virtue of their equipment and methodology, have a virtual mortgage on seismic work. One possible option to cut costs is to engage a third party to perform the chaining duties.

11.3 Traffic Management

Traffic control for the program proceeded at a satisfactory level. As expected with experience, the final operations with the various traffic crews worked at higher accepted level than at the beginning. Able Traffic Management was quite responsive to our concerns and acted accordingly throughout the program, adjusting their procedures to provide a safe operation.

Any future work that is required in the region would need to be organised from the outset with all traffic management plans submitted detailing the complete seismic acquisition sequence. All Shire Councils and VicRoads would then have a comprehensive understanding of the relevant operational needs.

All new subcontractors must be fully aware of the Terrex Seismic HSE policies and strictly adhere to them.

11.4 Recording

Recording operations ran smoothly and the crew are capable of excellent production when all factors are in their favour. The line crew are predominantly experienced, with few new employees evident.

The Party Manager and HSE advisor need to have a more “hands on” approach in field operations rather than letting the experienced line personnel deal with seismic issues and traffic controllers, etc. These concerns are internal in Terrex Seismic management structure but ideally field operations still require management in the field to achieve a higher standard in operations.

11.5 General

Overall the 2005 Korumburra 2D Seismic Survey was conducted in a safe and efficient manner with Karoon Gas objectives being achieved. High quality data should produce strong stacks and sections delineating the hydrocarbon traps of the Top Crayfish Group as well as gaining an accurate indication of the depth and distribution of the gas bearing coal sequences. The program was acquired at a reasonable price with no major incidences occurring.

All contractors involved in the program worked together well, with open communication and discussions over the various issues encountered. All issues were dealt with and passed onto all parties concerned.

Ideally any future seismic program in the area should be conducted around the summer months, enabling seismic acquisition across farmland with minimal downtime for weather, albeit the risk taken due to days of total fire bans. The extra hours of daylight will also ensure operations are completed in a quicker time frame.

Traffic management control should be a lot more stringent, with the principal contractor taking more control of the situations, rather than leaving it to the client to sort out.

The fact that the survey was approved, permitted, surveyed and recorded with minimal notice was a tribute to the professionalism of all parties involved. This was very much appreciated by the principal contractor, Terrex Seismic, as it maintained continuity of operations for its crew.

APPENDICIES

- A Operations Specifications Summary**
- B Landholder Details**
- C Operational Photos**
- D Area Maps, Shooting Order, Road Names**
- E Terrex Safety Reports**
- F Daily Reports**

APPENDIX A - Operations Specifications Summary



OPERATIONAL SPECIFICATION SUMMARY

**Karoon Gas Australia Ltd
Terrex Seismic Pty Ltd**

2005 KORUMBURRA 2D SEISMIC SURVEY

PEP 162 - Victoria

Oct-Nov 2005

LIST OF CONTENTS

- 1.0 SUMMARY**
- 2.0 SURVEY SCOPE AND OBJECTIVES**
- 3.0 RECORDING PARAMETERS**
- 4.0 COMPLIANCE WITH PETROLEUM LEGISLATION**
- 5.0 ENVIRONMENTAL & PERMITTING**
- 6.0 LOCATION MAP**
- 7.0 EMERGENCY AND PROJECT CONTACT NUMBERS**

1.0 SUMMARY

Programme: 22 Lines Prospect: 2005 Korumburra 2D approx Km: 290

Lines: GKG05-01 to GKG05-22

Principal Contractor: Terrex Seismic Services Pty Ltd

Sub-Contractors: Permitting : Walcott & Associates
Surveying : Dynamic Satellite Surveys
Recording : Terrex Seismic Services
Traffic Control : Able Traffic Management

Recording Parameters: Vibroseis, 240 channels, 180 fold, 12m GI, 12m VP, 2
x 6 second mono sweeps, 8-90z, 5 second listen,
3 inline vibrators, 6 sensor SM24 10Hz phones station (6m group)

Weathering: Nil

Logistical: Roads vary from major through roads, Highways to gravel tracks.
Traffic control and signage on road – depending on road category.
Farmland mainly dairy and beef. Low lying areas are boggy if wet.

Environmental: Minimal as work 98% along roads. 2% on grazing farming properties.

Line Preparation: Pin flags can be used on road reserve.
Pegs and paint in paddocks.
Temporary gates to be restored.

Facilities: Town's of Warragul, Korumburra.

2.0 SURVEY SCOPE AND OBJECTIVES

A regional survey of Twenty Two (22) seismic lines totalling approximately 290km are programmed which will predominantly be run on existing roads and tracks with less than 10km to be acquired through an area of cleared farmland.

The 2D seismic survey is designed to provide a grid of seismic data along the Northern Terrace and southern end of the Narracan Trough. The existing seismic grid is limited covering only a small portion of the prospective area. The primary target is to map conventional oil and gas traps at the Top Crayfish Group equivalent level following up on encouraging oil shows seen in the Megascotide-1 well. The secondary objective is to map the thickness, distribution and depths to the gas bearing black coals penetrated in the Megascotides -1 well.

Timing

Permitting/Line Prep:	September 05
Chaining/Surveying:	October - November 05
Recording:	October – November 05
Depermitting:	November 05

Cartridge Dispersal

The A tape is to be sent to WesternGeco, Perth.

The B copy is to be sent (under different transport) to Karoon Gas Australia Limited, Melbourne.

All cartridges are to be kept separately on the crew.

Communication

UHF Channel 9

CDMA phones have signal throughout the majority of the prospect.

3.0 RECORDING PARAMETERS

2005 Korumburra 2D Seismic Survey

Acquisition Type:	Sercel 388 - 24 Bit Telemetry System
Energy Source:	3 x Input-Output 42,000lb Peak Force 6x6 Truck mounted Vibrators Online
Vibrator Point Interval:	12 metres
Vibrator Array:	12 m Pad-Pad / No Moveups
Vibrator Array Location:	Centred +6.0m after the VP Peg (ie VP 100 is centred at VP 100.5)
Receivers:	6 x 10 Hz SM24 Geophones / Group
Receiver Interval:	12 metres
Receiver Array:	6 metres (6 phones with 1.0m phone spacing)
Receiver Array Location:	Centred on the Station Peg in direction of line layout (ie Centered at SP 100)
Sweep Length:	6.0 sec
Number of Sweeps:	2
Sweep Type:	Monosweep or Varisweep
Sweep Frequencies:	6 – 80Hz (dependent on field tests)
Sweep Taper:	200 msec Taper
Sweep Energy per Km:	1000 sec/km
Sweep Control:	Pelton Advance 2 Model 5
Accelerometers:	Pelton M5 High Performance
Similarity System:	Pelton VIBRA-SIG
Peak Force:	44000 lbs
Hold Down Weight:	44200 lbs
Vibrator Drive Level:	Force Control On - 80% Peak Force
Phase Lock:	Ground Force Phase Lock
No. of Channels:	360 Channels
Spread Geometry:	Symmetric Split Spread
Maximum Offset:	2154-6-0-6-2154 metres
Fold:	180 Fold with 6m CDP interval (or 360 Fold with 12m CDP Bins)
Record Length:	5.0 seconds
Correlation Sample Rate:	2 milliseconds
Written to Tape S.R.:	2 milliseconds
Output Data Format:	SEG D

4.0 COMPLIANCE WITH PETROLEUM LEGISLATION

All seismic survey operations are to be conducted within a Petroleum Exploration Licence 4537/Petroleum Exploration Permit (PEP 162) granted under the provisions of section 138 of the *Petroleum Act 1998* and Part 3 of the *Petroleum Regulations 2000*.

PEP 162 is held by Karoon Gas Australia Limited.

For the purposes of the Act, seismic survey operations are to also include the preparation of the survey lines, testing procedures, acquisition and the restoration of survey lines.

Contractors are required to ensure that all persons employed by them on the site are familiar with and comply with all relevant conditions of the Licence, in particular the Seismic Environmental Management Plan and Terrex Seismic HSE Management System (which includes Terrex Seismic Emergency Procedures and Site Specific Plan, Road Traffic Management)

Walcott & Associates will be the Site Supervisor on behalf of Karoon Gas Australia Limited.

An Emergency Response Plan will also be posted at the operational site.

5.0 ENVIRONMENTAL AND PERMITTING

All sections of the crew must apply stringent controls to limit environmental damage.

Restrictions and particular requirements listed in the "Landholder Listing spreadsheet" must be observed. Fences are to be returned to their original state and must not be modified unless prior permission by the landholder has been provided. Gates must be left "as found".

Any damage is to be rehabilitated whilst loss of crop or pasture is to be compensated, as is compaction of any cultivation.

All station markers must be removed after recording.

Strict measures are also to be enforced to ensure that the areas are kept scrupulously clean of all litter, etc.

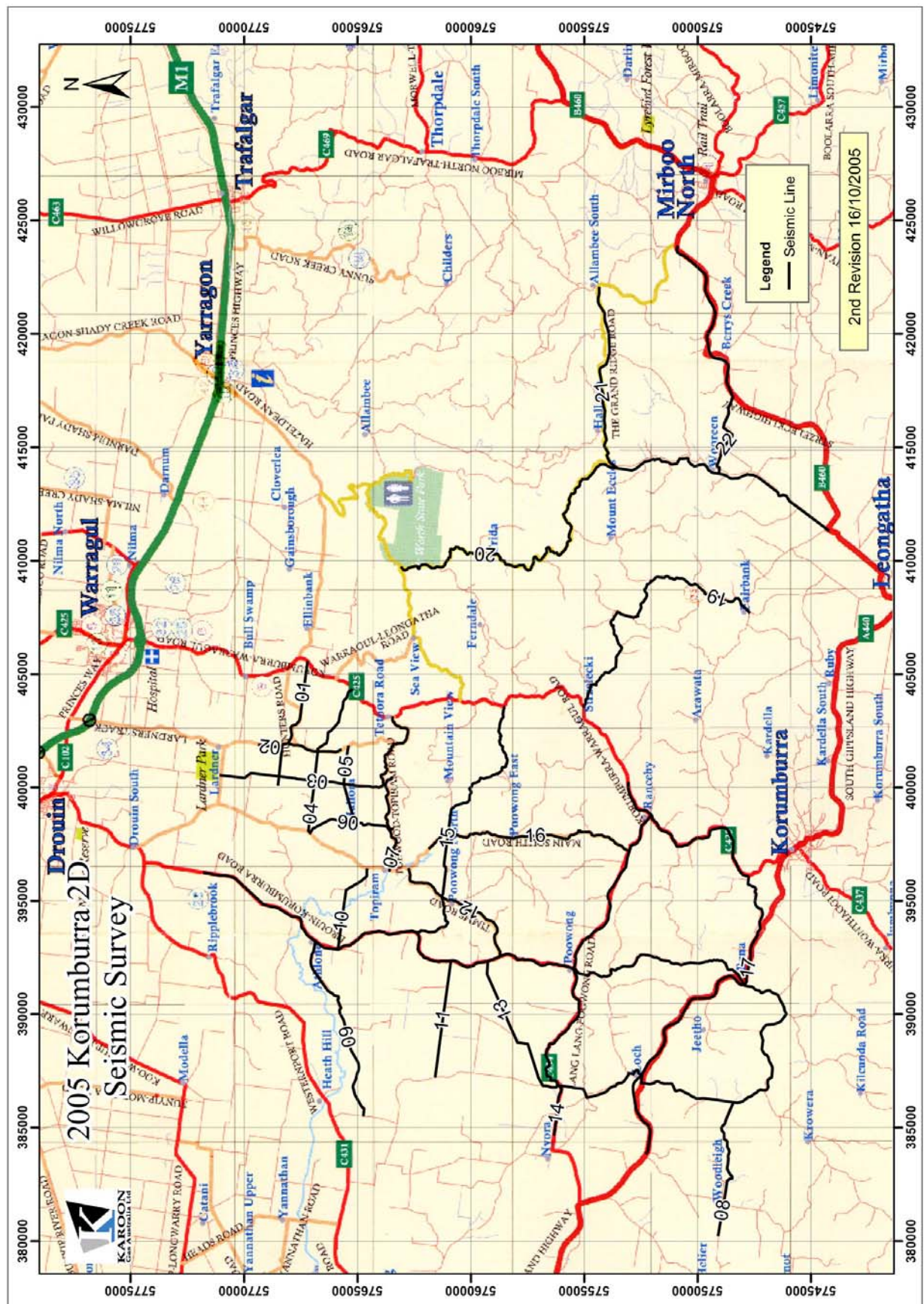
Any oil spills must be cleaned up immediately with Enretech or a similar product. The location and amount spilled must be noted with suitable photographs attached.

The landholders will move cattle where possible to minimize damage to the cables and phones.

Endangered flora within the region includes Strzelecki Gum, Matted Flax Lilly, and Maroon Leek Orchid. Descriptions and pictures of these will be kept in the recorder and site office.

Endangered fauna within the region includes Giant Gippsland Earthworm, Growling Grass Frog, and Dwarf Galaxies.

6.0 LOCATION MAP



7.0 EMERGENCY AND PROJECT CONTACT NUMBERS

CAMP OFFICE: Floor 2, Yarragon Commercial Hotel, 105 Princes Highway, Yarragon, VIC 3823.

LOCAL EMERGENCY SERVICES & CONTACT NUMBERS

Medical Emergency:

Warragul Hospital

West Gippsland Hospital
Landsborough St., Warragul, 3820
Phone: (03)5623 0611

Police

35 Palmerston St, Warragul, 3820
Phone: 03 56232328 or 000

Warragul Fire

Captain: Mark Gallagher
Phone: 03 5622 3229
EMERGENCY: 03 56232000 or 000

State Emergency Services

Controller: Colin Shiels
Emergency: 0356223281

Water

Gippsland Water Emergencies
Phone: 1800 057057

CREW 401

Terrex Field Office (Warragul)	Telephone	TBA
	Mobile	0429885704
	Sat Phone	0420100659
	E-mail	traceterracorp@bigpond.com
Recorder	Sat Phone	0145110634

Terrex Seismic Head Office Unit 2, 37 Howson Way Bibra Lakes WA 6163

Telephone: 08 9434 4388
Fax: 08 9434 5211
E-mail info@terrexseismic.com

Terrex Seismic Personnel

Steve Tobin (Managing Director)	Mobile	0418 909 294
	E-mail	steve@terrexseismic.com
Richard Barnes (Operations Manager)	Mobile	0429 885 701
	E-mail	richard@terrexseismic.com
Mark Kneipp (Party Manager)	Mobile	0429 885 704

traceterracorp@bigpond.com

Nicky Byrne (HSE Advisor)	Mobile	0421864817 traceterracorp@bigpond.com
Rob Smith (Mechanic)	Mobile	0427504395
Tony Hutchison (Line Boss)	Mobile	0417640109

Karoon Gas Australia Ltd

Mark Smith (Exploration Manager)	Telephone Mobile E-mail	(03) 96400421 0425 827 931 msmith@karoongas.com.au
Bob Hosking (Chairman)	Telephone Mobile E-mail	(03)59741044 0414667844 rhosking@karoongas.com.au
Jorg Bein (Senior Geophysicist)	Mobile Email	0404043685 jbein@karoongas.com.au

Client Representatives

Tom Pickett Field Office	Mobile E-mail	0427577731 pickett.t@bigpond.com
Mike Walcott	Mobile E-mail	0415838193 walcott@powerup.com.au

DYNAMIC SATELLITE SURVEYS

Tim McCall Denis Williams DSS Yeppoon QLD	Telephone E-mail	07 49392866 yeppoon@dss.com.au
Field Office Mark Lefebvre	Telephone Mobile	0749392866 0429914802 UHF 9
Frank Tangney	Mobile	042755945 UHF 9

ABLE TRAFFIC MANAGEMENT

Linas Prasmutas (Manager) Field Truck 17	Telephone	0397052350 UHF 9
Daniel Gorse	Mobile	0402817202
Joe Subert	Mobile	0400960661

APPENDIX B - Landholder Details

**Korumburra 2D Seismic Survey
Karoon Gas Permitting**

No	Name	Postal Address	Phone	Lines	Lot	DP	Parish	Comment
1	M & F Charles	320 Simpson Rd	5626 1290	1, 3	1	LP29745	Lardner	
2	Evan Manintveld	Hamilton Rd, Warragul South	5626 1220	3	3	LP29745	Lardner	Simpson Rd
3	J Labozzetta	c/o Zorro Produce, Lardners Hunter Rd	0418 558064	4	1, 59(pt)	LP208780	Lardner	Hand carry around crops
4	Laurie Allen	Allen Rd West, Hallora 3818	5627 5592	3, 4	2	LP139107	Longwarry	
5	Jim & Helena Cunningham	155 Allen Rd West, Hallora 3818	5627 5567	4	1	LP212119	Longwarry	
6	Don Kelton	190 Sheehan Rd, Hallora 3818	5627 5732	3	2	LP145922	Hallora	
7	Frank Hedrick	RNB 2667 Browns Rd, Ellinbank 3820	5626 1443	4	1,1	LP53593, PS346123	Lardner	
8	Don Wueggelarr	45 Browns Rd, Ellinbank 3820	5626 1366	4	1	PS309063	Lardner	
9	William Sheehan	90 Sheehans Rd, Hallora 3818	5627 5689	3	-	CP170294	Hallora	
10	Norman Maher	1/25 Buln Buln Rd, Drouin	5625 2035	15	3, 36(pt)	LP8303	Mt View	Standfield Rd - Leasee A Russell ph 56275654
11	Cuthbertson Pty Ltd	PO Box 124, Drouin	5625 1504	1, 3	2	LP212119	Longwarry	Mark/Paul/Mary Hammond 56275581 0428 101731
12	Barrie Bradshaw	Mt View-McDonalds Track	5659 5273	15	1,1	TP133903, TP389722	Mt View	mob: 0409 961049
13	Troy Notman	344 Hunters Rd, Warragul South	5626 1546	1	3	LP29745	Lardner	
14	S & E Currie	PO Box 195, Warragul	5626 1495	3	1	TP845570	Lardner	
15	Gary Pratt	1130 Lardners Track, Lardner	5626 1477	3, 4	2	LP13838	Lardner	
16	MW Reed	15 Rule Rd, Lardner 3820	0418 554 825	1	36(pt)	LP29745	Lardner	
17	MS & AR Attenborough	75 Allchins Rd, Poowong North	5627 5570	15	38(pt)	LGD503	Poowong Nth	Omearas Rd
18	GK & ML Goode	270 Omearas Rd Nth, Poowong	5659 9272	15	60D	-----	Poowong	
19	Murray Fowles	7625 South Gippsland Hwy, Bena	5657 2205	8	1,1,1	TP602447,TP602448,LP4444	Bena	mob: 0419 886990
20	Ris Wolswinkel	85 Colliers Rd, Loch	56594303	18	1	TP627111	Loch	mob: 0419 503 743 - NOT REQUIRED
21	Andrea Millsom	37 Clarence St, Loch	0417 555 742	13			Loch	NOT REQUIRED
22	Austral Bricks	Melbourne	98011122	3	2	LP19329	Teetora	Cameron McCormick 0438 042700
23	EE Pratt	c/o P.Pratt Tetoora Rd	56275639	4	1	LP73562	Teetora	

APPENDIX C - Operational Photos



Front crew geophone plant

Cable retrieval



Recorder with storms approaching

Vibrators online assisted by traffic control

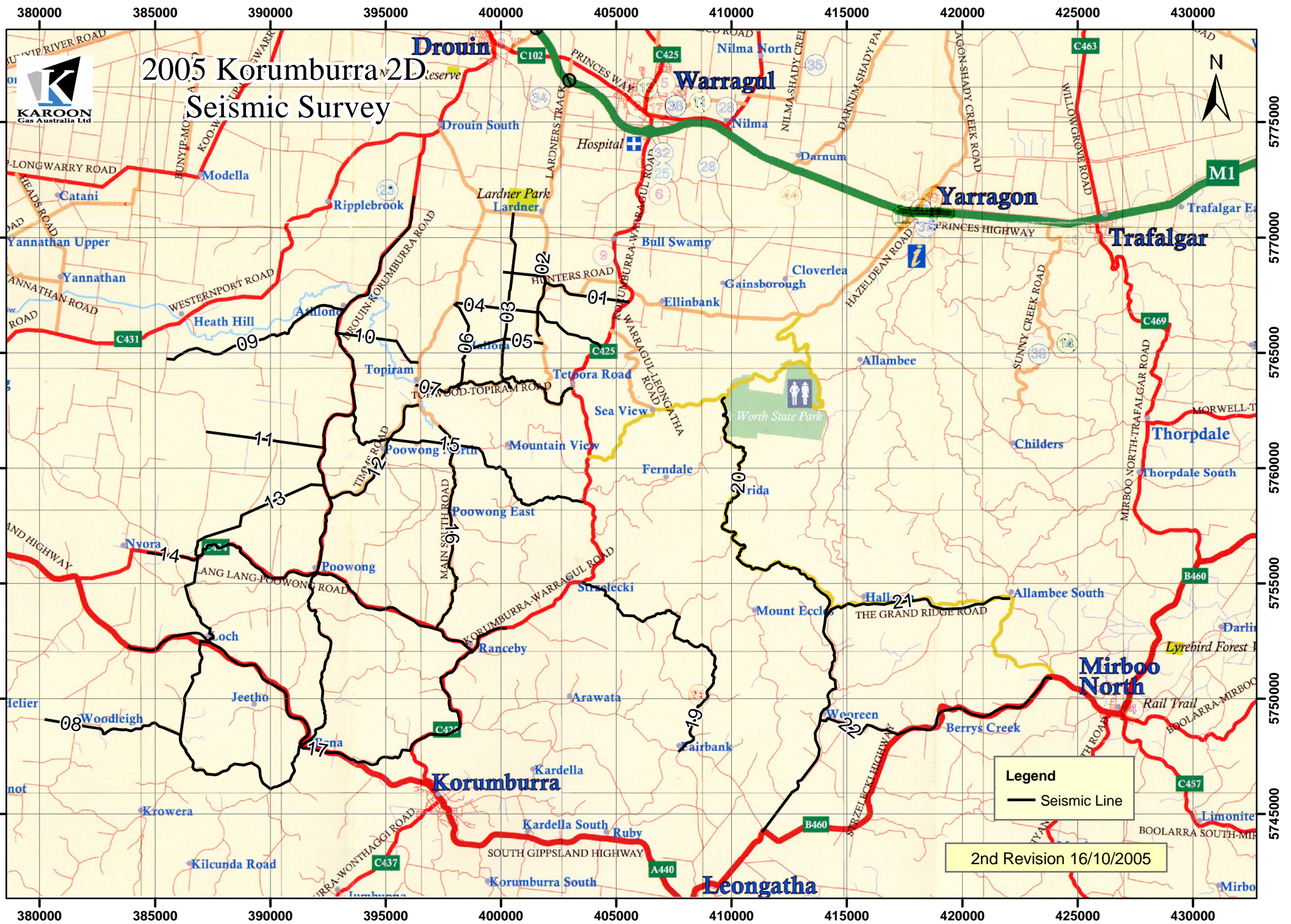




Crew working along
the South Gippsland
Highway with road
traffic management

APPENDIX D - Area Maps, Shooting Order, Road Names

2005 Korumburra 2D Seismic Survey





2005 Korumburra 2D Seismic Survey

Recording Program

Shooting Order	Seismic Line	Shooting Direction	Dist (km)	Reference Map
1	GKG05-02	N-S	3.840	B
2	GKG05-05	E-W	3.444	B
3	GKG05-06	S-N	4.152	B
4	GKG05-10	E-W	4.068	A
5	GKG05-09	E-W	8.724	A
6	GKG05-11	W-E	5.184	C
7	GKG05-12	S-N	6.588	C
8	GKG05-15	W-E	14.568	C, D
9	GKG05-07	E-W	8.748	B
10	GKG05-08	N-S	43.680	A, C, D, E
11	GKG05-13	S-N	17.400	C, E
12	GKG05-16	N-S	9.888	D
13	GKG05-14	E-W	16.980	C, F
14	GKG05-17	W-E	25.620	D, E, F
15	GKG05-19	W-E	13.800	G
16	GKG05-22	W-E	12.000	H
17	GKG05-21	E-W	8.640	I
18	GKG05-20	S-N	27.096	H, I, J
19	GKG05-01	E-W	5.940	B
20	GKG05-03	N-S	8.040	B
21	GKG05-04	W-E	7.056	B

TOTAL **255.456**

385000

390000

395000



2005 Korumburra 2D Seismic Survey

Map A

Legend

- Seismic Line
- Access

5770000

5770000

5765000

5765000

385000

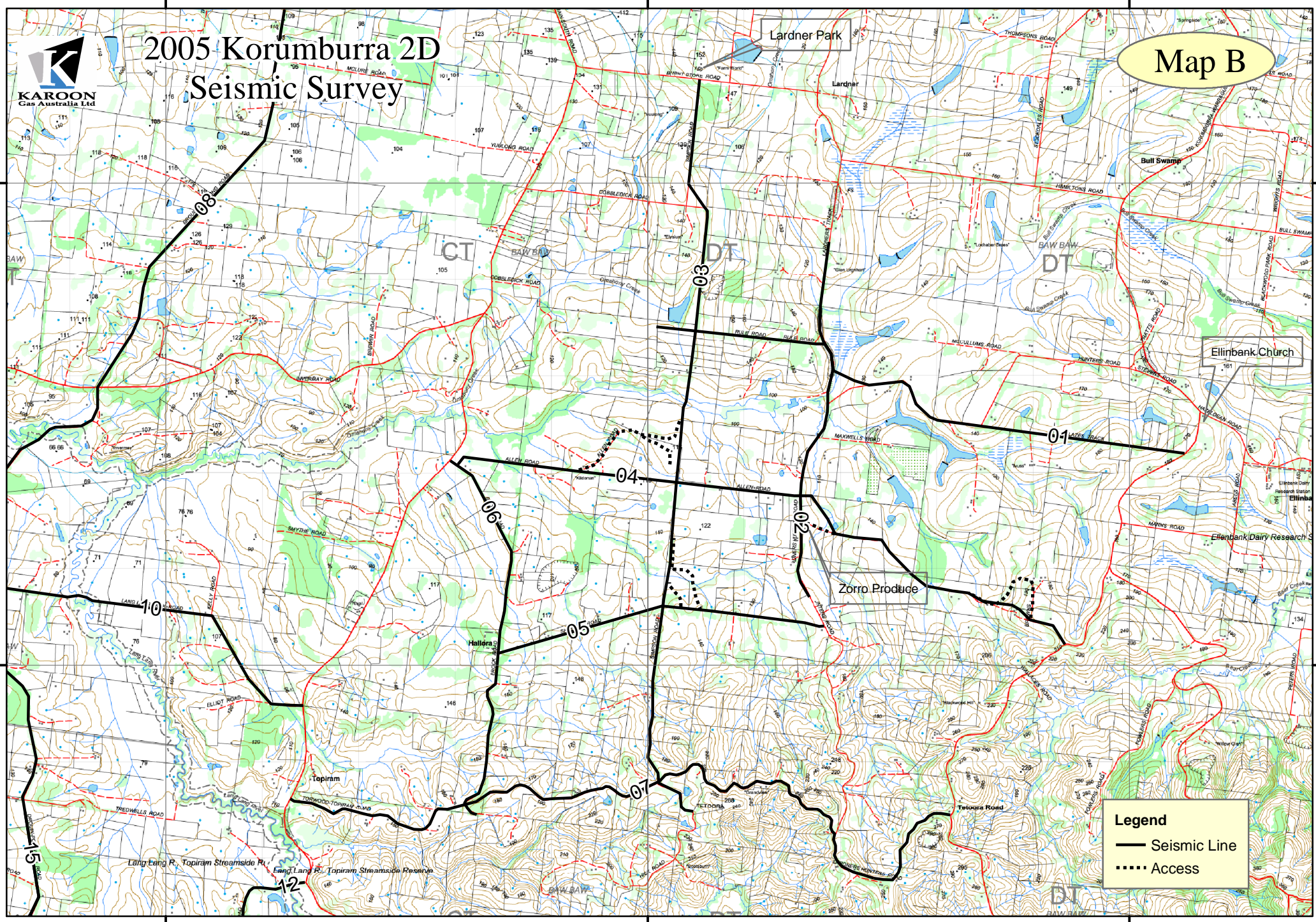
390000

395000



2005 Korumburra 2D Seismic Survey

Map B



Legend

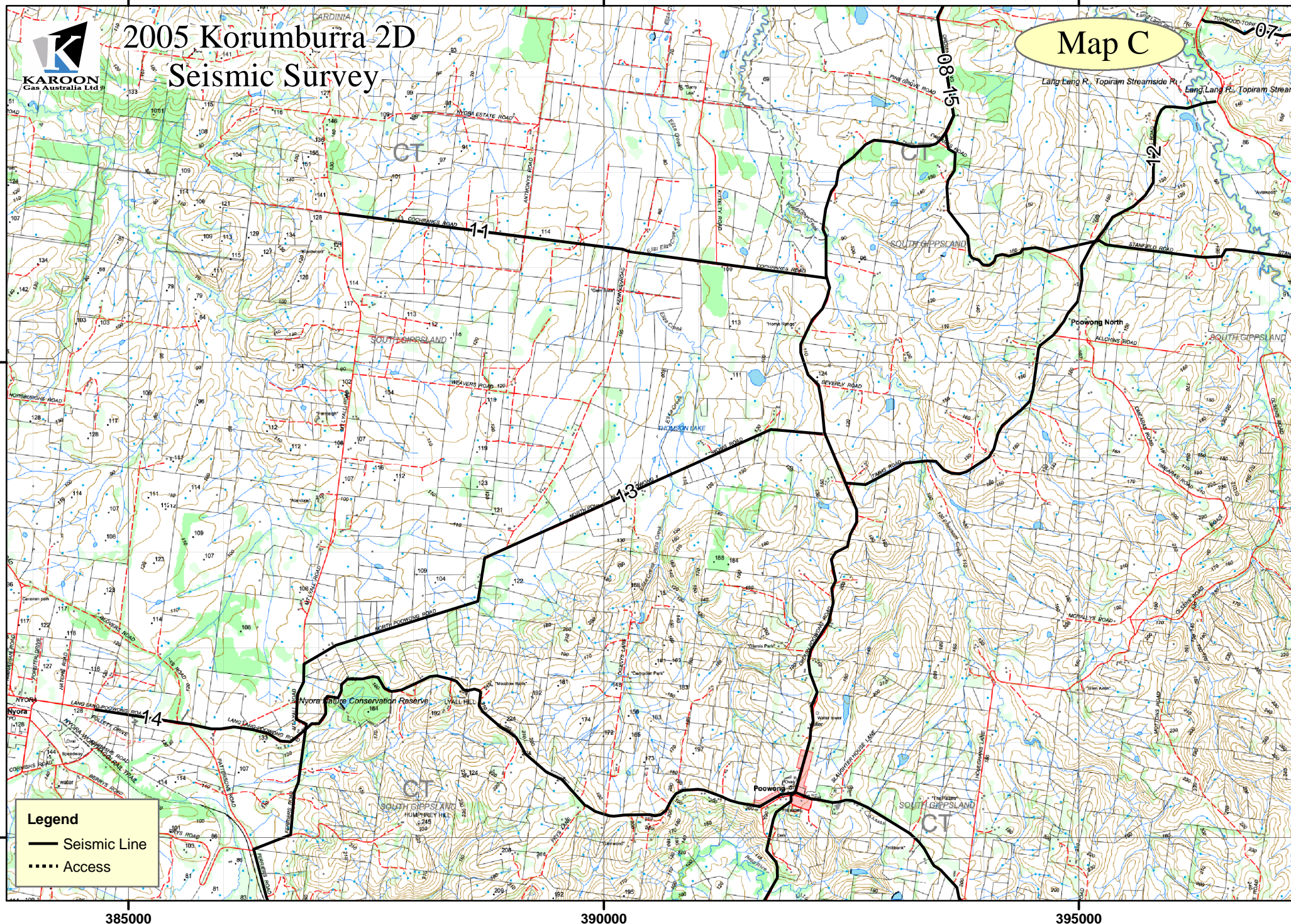
- Seismic Line
- Access



2005 Korumburra 2D Seismic Survey

Map C

- Legend**
- Seismic Line
 - Access





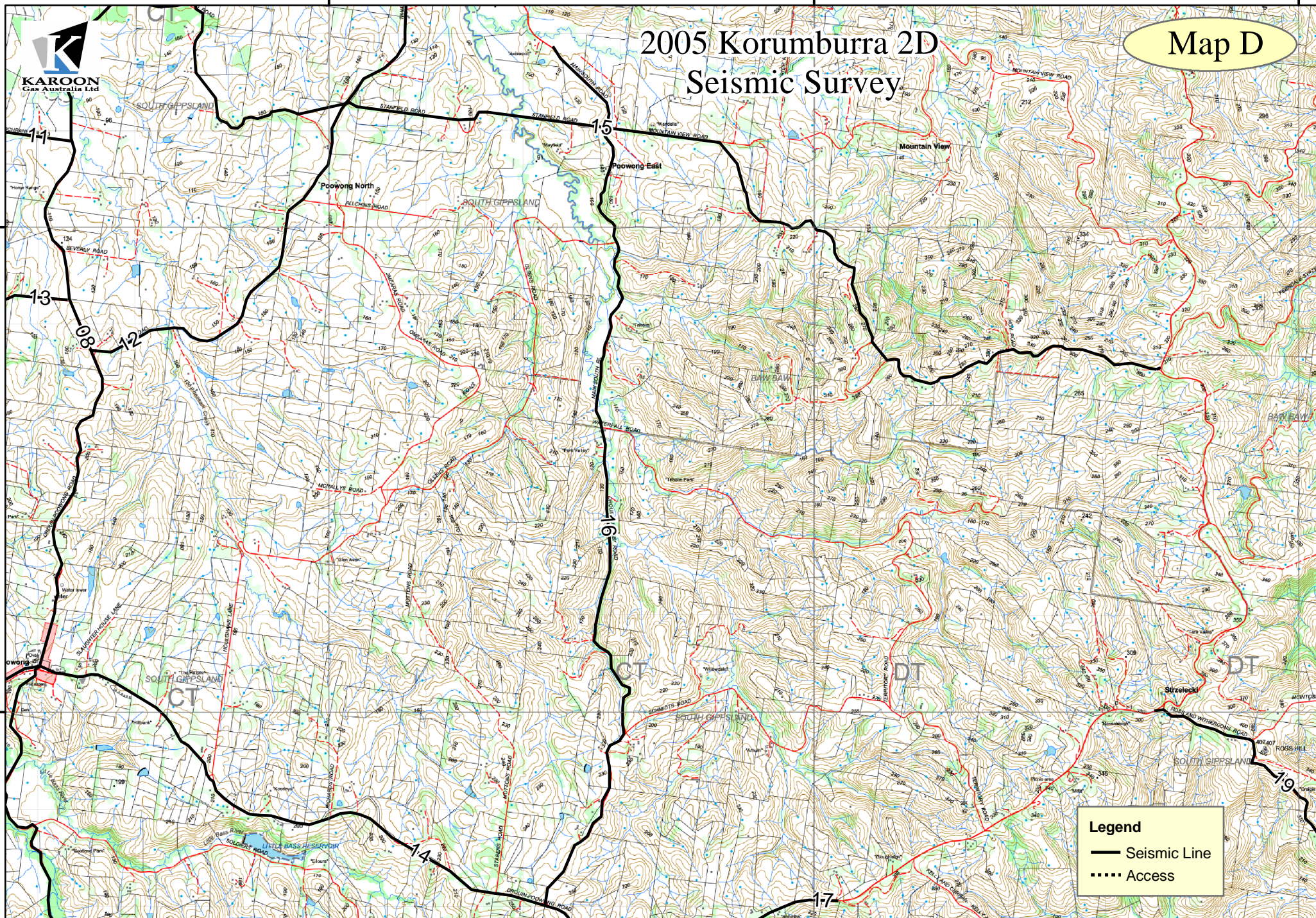
KAROON
Gas Australia Ltd

2005 Korumburra 2D Seismic Survey

Map D

Legend

- Seismic Line
- Access



380000

385000

390000

5755000

5755000



2005 Korumburra 2D Seismic Survey

Map E

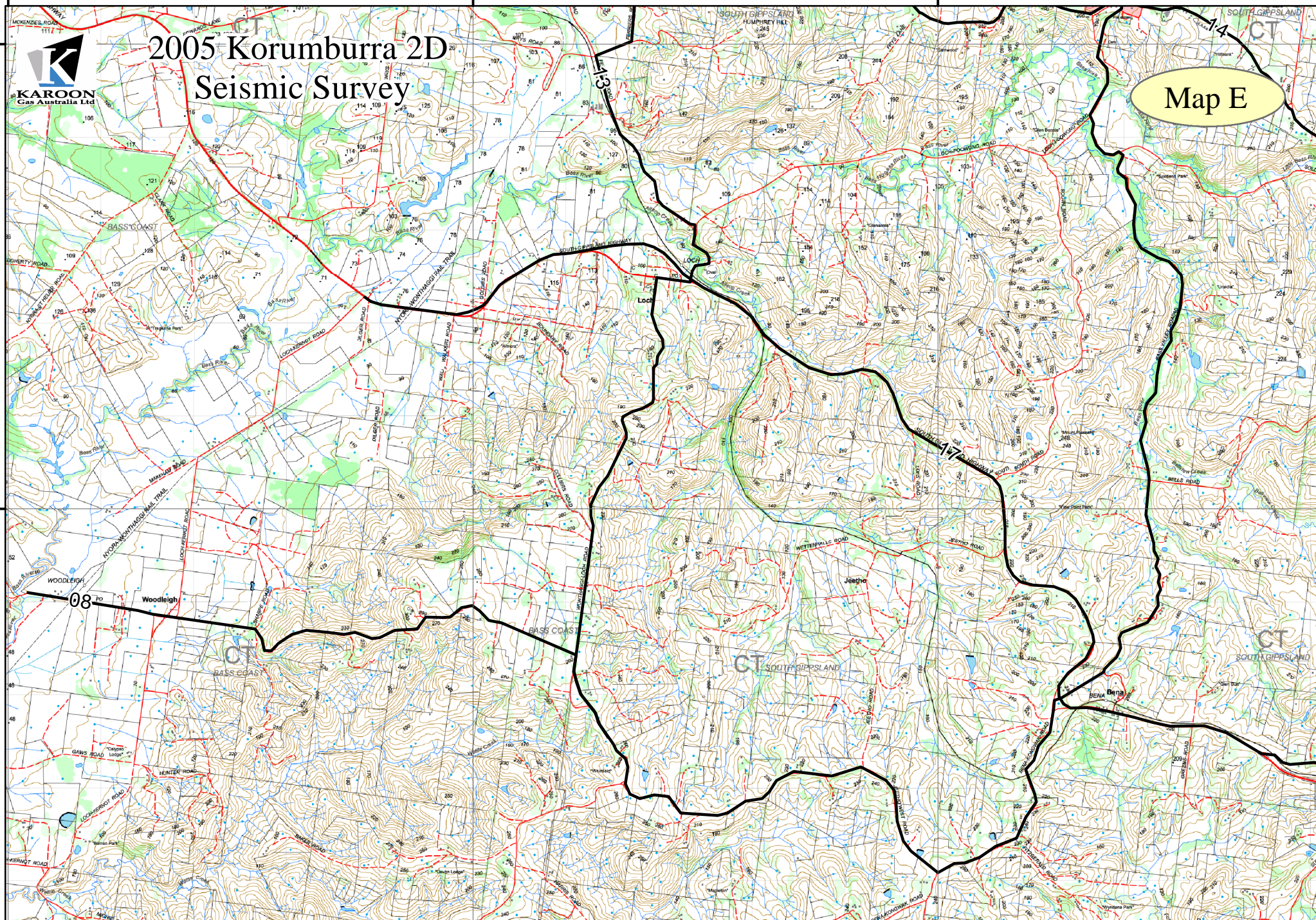
5750000

5750000

380000

385000

390000



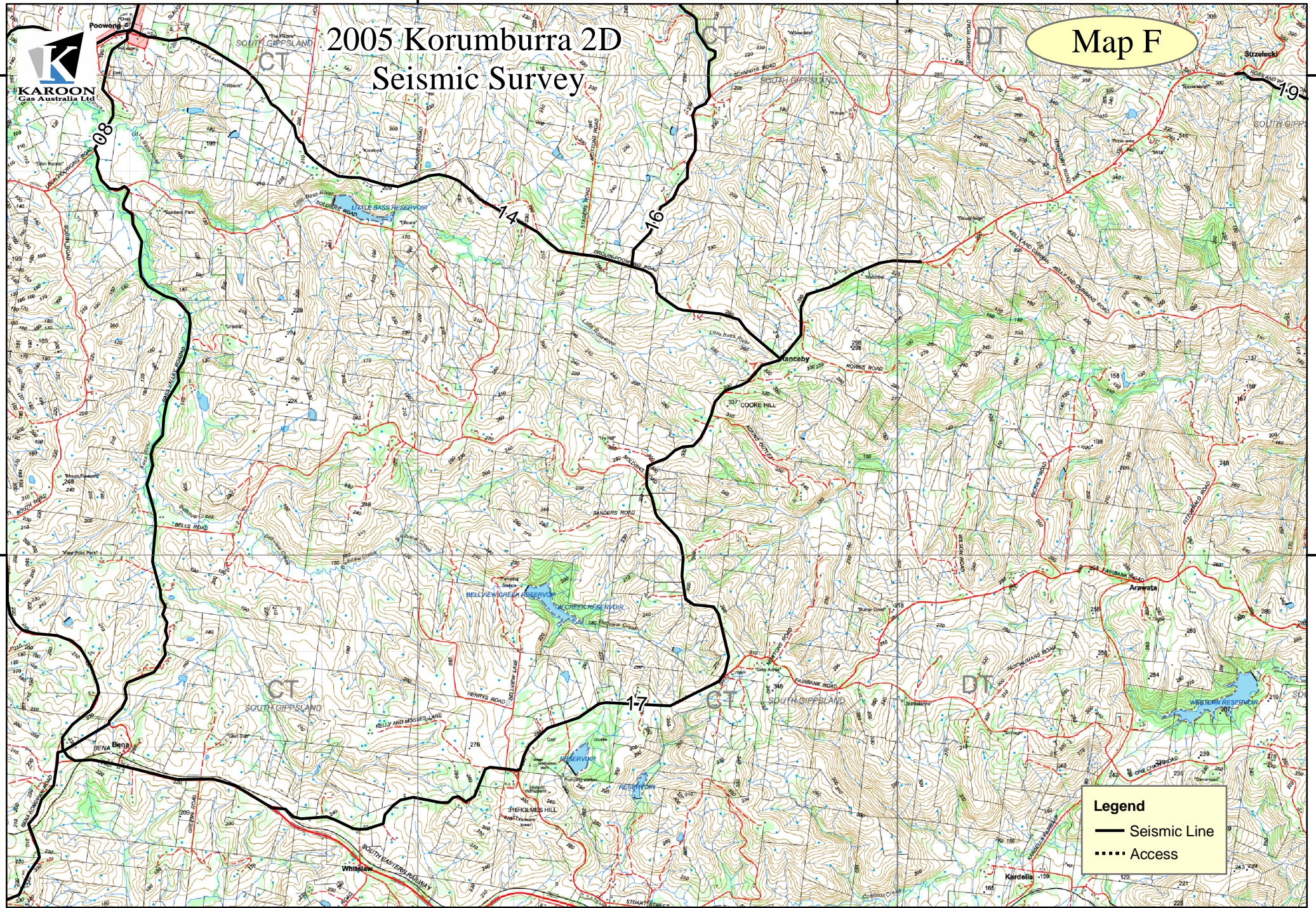
395000

400000



2005 Korumburra 2D Seismic Survey

Map F



Legend

- Seismic Line
- Access

395000

400000

400000

405000

410000



2005 Korumburra 2D Seismic Survey

Map G

5755000

5755000

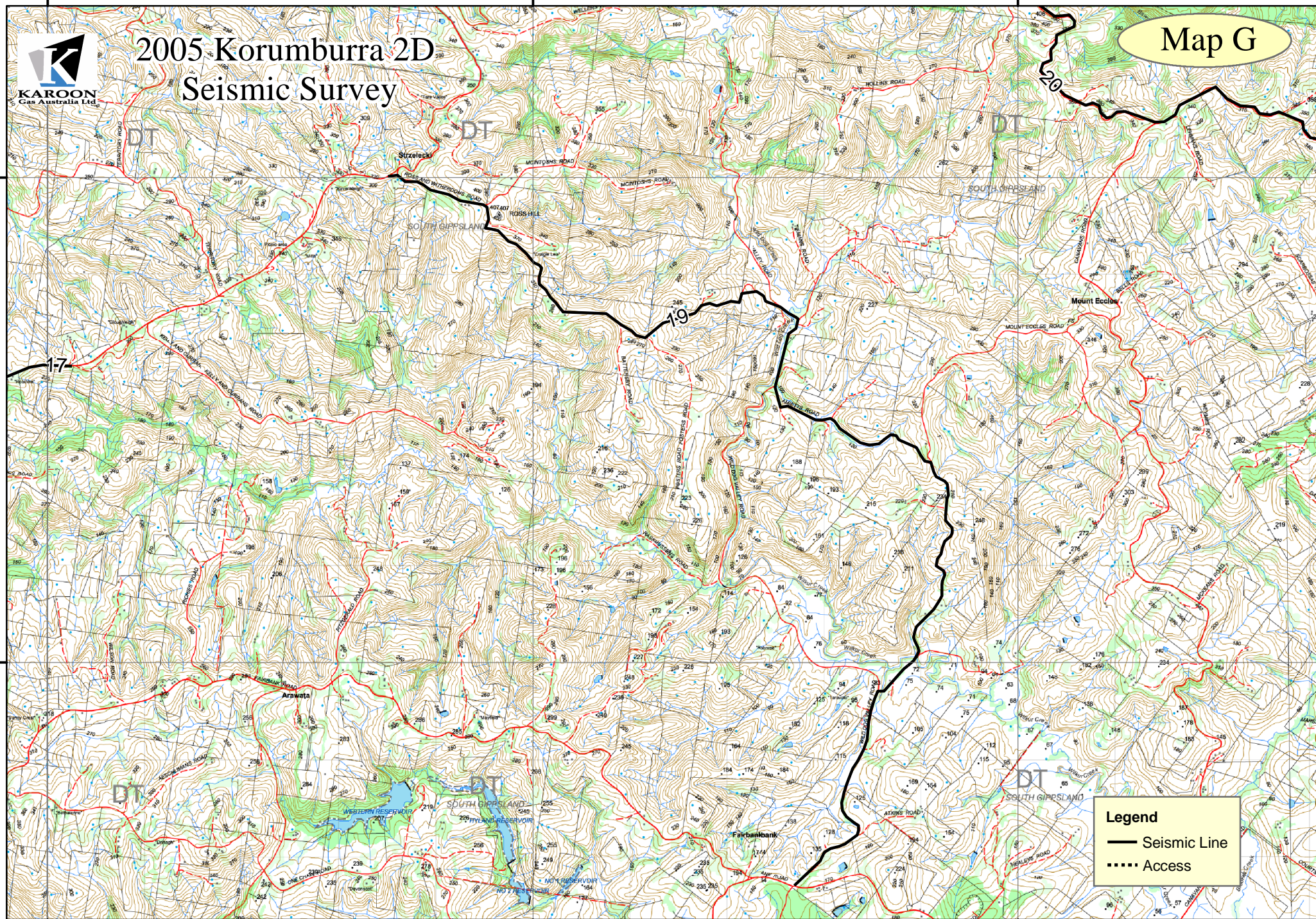
5750000

5750000

400000

405000

410000



Legend

- Seismic Line
- Access



2005 Korumburra 2D Seismic Survey

Map H

Legend

- Seismic Line
- Access

415000

420000

5750000

5750000

5745000

5745000

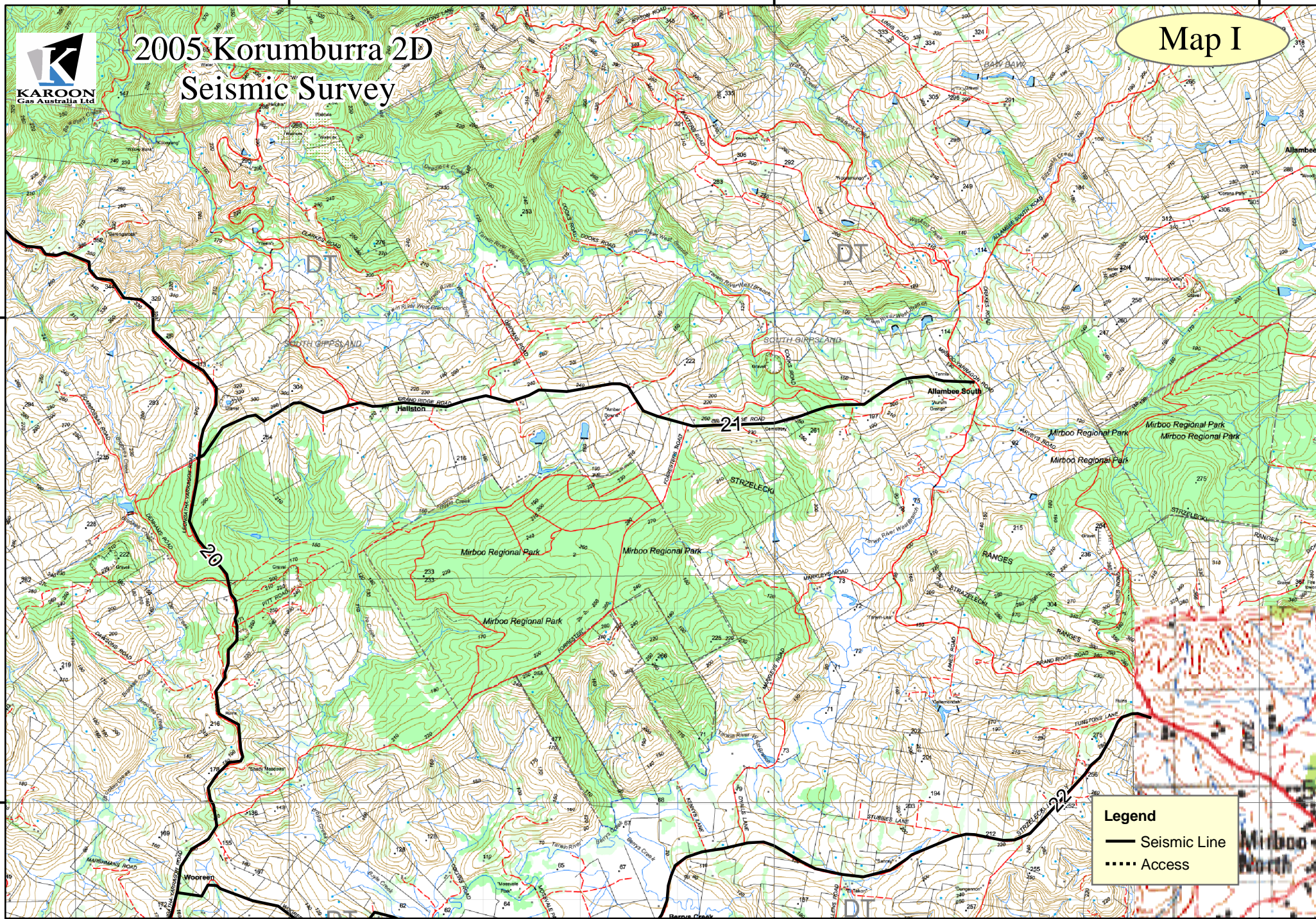
415000

420000



2005 Korumburra 2D Seismic Survey

Map I



Legend

- Seismic Line
- Access

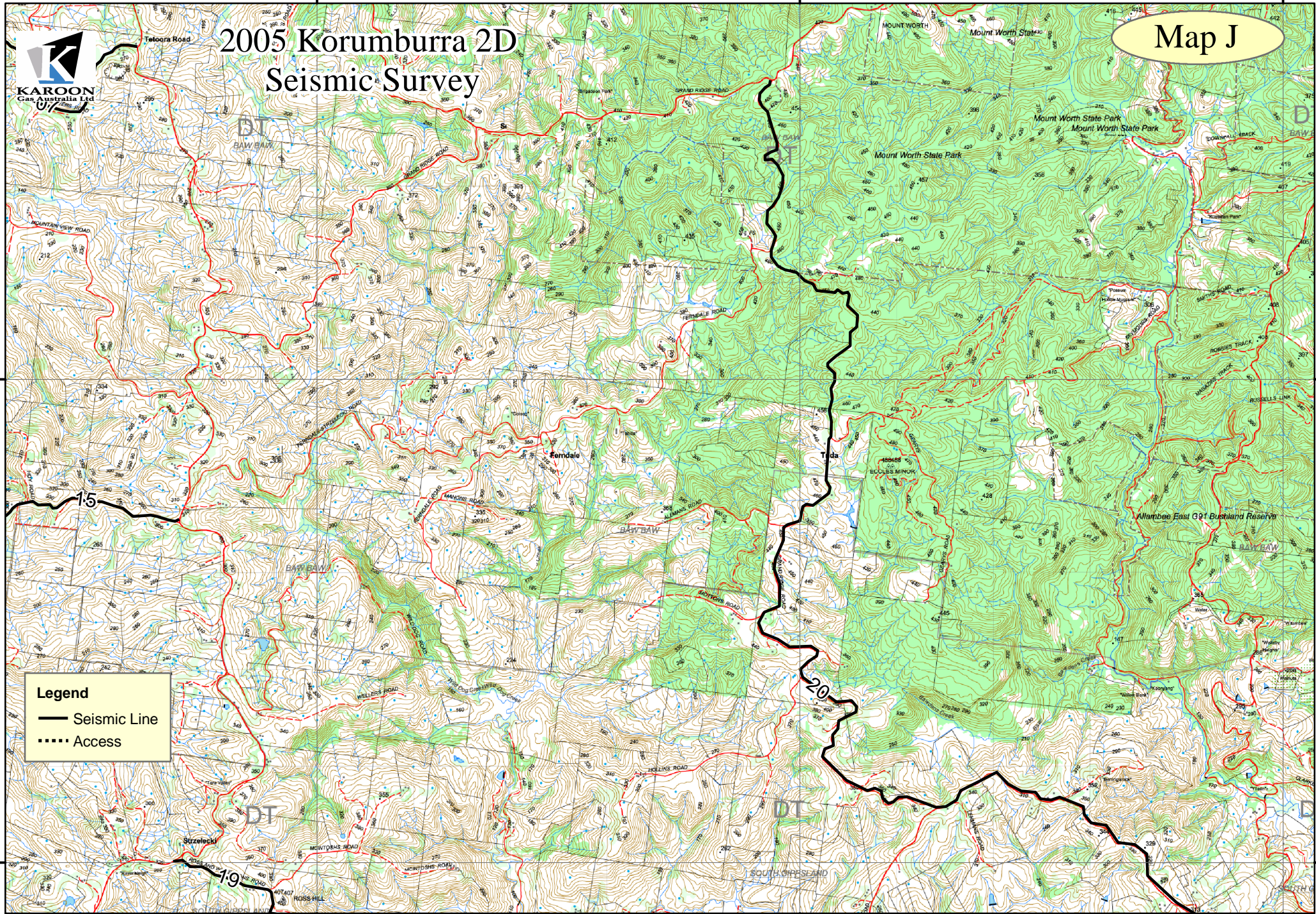


2005 Korumburra 2D Seismic Survey

Map J

Legend

- Seismic Line
- Access



Korumburra 2D Seismic Survey
Karoo Gas
ROAD NAMES

			Approx Distance(km)		
Order	Line	Direction	start	end	Comment
1	GKG05-02	N-S	0.0	1.8	Lardners Track
			1.8	3.8	Hunters Lardner Track
2	GKG05-05	E-W	0.0	3.5	Sheehan Road
3	GKG05-06	S-N	0.0	4.1	Brock Road
4	GKG05-10	E-W	0.0	4.1	Lang Lang Park Road
5	GKG05-09	E-W	0.0	4.5	Clifton Road
			4.5	8.7	Lyons Road
6	GKG05-11	W-E	0.0	5.2	Cochranes Road
7	GKG05-12	S-N	0.0	6.6	Timms Road
8	GKG05-15	W-E	0.0	1.0	Drouin Poowong Road
			1.0	3.4	Omeras Road
			3.4	6.5	Stanfield Road
			6.5	14.3	Mountain View Road
9	GKG05-07	E-W	0.0	2.0	Lardners-Hunters Road
			2.0	8.7	Torwood-Topiram Road
10	GKG05-08	N-S	0.0	19.3	Drouin-Poowong Road
			19.3	20.6	Loch-Poowong Road
			20.6	27.3	Bass Valley Road
			27.3	27.8	Private Property
			27.8	30.4	Bena-Kongwak Road
			30.4	35.2	Jeetho West Road
			35.2	37.0	Wonthaggi-Loch Road
11	GKG05-13	S-N	37.0	43.6	Andersons Hill Road
			0.0	2.3	Wonthaggi-Loch Road
			5.5	5.9	Loch
			5.9	9.2	Pattersons-Ferriers Road
			9.2	10.7	Ferriers Road
			10.7	11.4	Mtlyall Road
			11.4	17.5	North Poowong Road

			Approx Distance(km)		
Order	Line	Direction	start	end	Comment
12	GKG05-16	N-S	0.0	9.7	Main South Road
13	GKG05-14	E-W	0.0 8.1	8.1 16.9	Drouin Ranceby Road Lang Lang Poowong Road
14	GKG05-17	W-E	0.0 13.3 16.3	13.3 16.3 25.5	South Gippsland Hwy Holmes Road to Bena Korumburra-Warragul Road
15	GKG05-19	W-E	0.0 5.2 6.2 8.2 11.1	5.2 6.2 8.2 11.1 13.6	Ross Witherdons Road Wild Dog Valley Road Amietts Road Mt Eccles Rd Wild Dog Valley Road
16	GKG05-22	W-E	0.0 3.9	3.9 12.0	Wooreen-Mirboo Road Strzelecki Hwy
17	GKG05-21	E-W	0.0	8.7	Grand Ridge Road
18	GKG05-20	S-N	0.0 11.1	11.1 26.8	Longatha-Yarragon Rd Longatha-Yarragon Rd (Grand Ridge Rd)
19	GKG05-01	E-W	0.0 2.0 3.4 3.9 4.2 5.6	2.0 3.4 3.9 4.2 5.6 6.0	Blazers Track Hunters Track Private Property Lardners Track Rule Road Private Property
20	GKG05-03	N-S	0.0 1.1 1.4 2.6 5.5 7.2	1.1 1.4 2.6 5.5 7.2 7.9	Simpson Road Nth Private Property Simpson Road Nth Private Property Simpson Road Sth Hick Road
21	GKG05-04	W-E	0.0 1.4 2.7 3.5 6.5	1.4 2.7 3.5 6.5 7.0	Allen Road West Private Property Allen Road East Private Property Brown Road

APPENDIX E - Terrex Safety Reports

NEAR MISS REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	10/10/2005				
Job Position	Road Traffic Management	Name of Reporter	Jo Subert	Revision Date	11/10/2005				
Description of Actual or Potential Loss		Event Date	10/10/2005	Event Time	1100 hrs				
Classification	Category				Site				
<input type="checkbox"/> Accident/Failure <input type="checkbox"/> Fatality <input type="checkbox"/> Lost Time <input type="checkbox"/> Incident <input type="checkbox"/> Medical <input type="checkbox"/> Treatment <input type="checkbox"/> First Aid	<input type="checkbox"/> Personnel <input type="checkbox"/> Health <input type="checkbox"/> Injury <input type="checkbox"/> Fatality	<input type="checkbox"/> Automotive <input type="checkbox"/> Light Vehicle <input checked="" type="checkbox"/> Heavy Vehicle	<input type="checkbox"/> Environmental <input type="checkbox"/> Spill / Leak <input type="checkbox"/> Disposal	<input type="checkbox"/> Other <input type="checkbox"/> Equipment <input type="checkbox"/> Assets <input type="checkbox"/> Reputation	<input checked="" type="checkbox"/> Field Location <input type="checkbox"/> Camp <input type="checkbox"/> Travelling <input type="checkbox"/> Hotel / Motel <input type="checkbox"/> Other (Explain)				
<input checked="" type="checkbox"/> Near Accident / Failure									
Detailed Description of Facts									
<p>At 600 hours a two man traffic Management team had set up a six kilometer Road Signage on Lardners track. The warning signs covered Line KG05-02 (3.8 kilometers long) including all side roads. Lardners track is a bitumen two lane Road with a speed limit of 100 kilometers an hour.</p> <p>At approximately 1100 hours three Paystar Vibrators were in the South bound lane shooting along Line KG05-02 at station 0200. (Lardner's Track). Traffic controller Daniel Gorse was operating a stop/go sign behind the three Paystar vibrators. Daniel was in control of the south bound traffic and had his sign on stop. Daniel had no traffic on the south bound side. Jo Subert was operating the stop/go sign in front of the vibrators facing the North bound traffic and had his sign on Stop.</p> <p>A milk transport truck travelling north in the North bound lane had come around a blind corner at fast speed. The Truck driver upon seeing the Traffic Operator's Stop sign and the Vibrators locked on his brakes. This caused the milk truck to skid approximately 60 meters. The milk truck trailer swung slightly onto the South bound lane then back onto the North bound lane coming to a stop with the passenger side wheels on the grass verge. The milk truck's front cab was stopped in line with the rear of the front vibrator. Traffic Controller Jo Subert had to move from his position quickly to avoid any risk of getting hit by the milk truck. The Milk truck driver reversed his truck back to Traffic Controller Jo Subert. The truck driver claimed he did not see any signs. Jo Subert told the driver that there are signs. This included a pre-prepare to stop warning sign with a men at work symbolic sign.</p> <p>The near miss was reported to Client Representative Tom Pickett who then informed Terrex's Party Manager Mark Kneipp and HSE advisor Nicky Byrne.</p>									
<p>Note: All transport companies had been notified prior to work commencement. The transport companies had been phoned and emailed with information including maps and dates of Survey area and that personnel and Road plants would be working on the roads.</p>									
Hazard Category (check only one)		Risk	Consequence		Level of Exposure				
<input checked="" type="checkbox"/> Land Transport <input type="checkbox"/> Air Transport <input type="checkbox"/> Water Transport <input type="checkbox"/> Electrical <input type="checkbox"/> Fire/Flammable <input type="checkbox"/> Temperature <input type="checkbox"/> Explosives <input type="checkbox"/> Vibration		<input type="checkbox"/> Potential Energy <input type="checkbox"/> Machinery/Hand Tools <input type="checkbox"/> Biological <input type="checkbox"/> Nuisance / Noise <input type="checkbox"/> Drugs / Alcohol <input type="checkbox"/> Natural Phenomena <input type="checkbox"/> Human (crime) <input type="checkbox"/> Toxic / Hazardous substance	Classification B4	Injury or Illness Property Damage Environ-ment	A rarely (0%-25%) B occasionally (25%-50%) C frequently (50%-75%) D constantly (75%-100%)				
		Potential Severity							
		1 Minor	Minor health or injury	Minor Damage	Minor Effect	Low	Low	Low	Medium
		2 Moderate	Mod. health or injury	Moderate Damage	Moderate Effect	Low	Low	Medium	High
		3 Major	Major Injury or health	Major Damage	Major Effect	Medium	Medium	High	Serious
		4 Severe	Severe Injury or health	Total Loss	Massive Effect	High	High	Serious	Serious

Corrective Action

For cases where no investigation is required, enter necessary corrective actions below

Item No.	Action Item	Person Responsible	Target Date	Completion Date	Remarks
1	Notify all transport companies in the area of the Near miss incident. Remind of our area of work and personnel are on the roads.	Tom Pickett	10-Oct	10-Oct	Emails maps & reminders regularly of area of work.
2	Arrange extra road Traffic Management personnel to control the front and back crews.	Tom Pickett/ Nicky Byrne	10-Oct	10-Oct	Arranged for two extra TM to start on 11/10/05.
3	Safety-Meeting; Awareness, TM topic.	Nicky Byrne	11-Oct	11-Oct	See Safety Meeting Minutes 11/11/05



Picture taken facing South where truck skid finished on grass verge



Picture taken facing North where truck brake mark started



Example of Able Traffic Management on Vibrators on Line KG05-02.

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005

Description of Actual or Potential Loss		Event Date	19/10/05	Event Time	900hrs
Classification	Category				Site
<input type="checkbox"/> Accident/Failure <input type="checkbox"/> Fatality <input type="checkbox"/> Lost Time <input checked="" type="checkbox"/> Incident <input type="checkbox"/> Medical <input type="checkbox"/> Treatment <input type="checkbox"/> First Aid	<input type="checkbox"/> Personnel <input type="checkbox"/> Health <input type="checkbox"/> Injury <input type="checkbox"/> Fatality	<input checked="" type="checkbox"/> Automotive <input checked="" type="checkbox"/> Light Vehicle <input checked="" type="checkbox"/> Heavy Vehicle	<input type="checkbox"/> Environmental <input type="checkbox"/> Spill / Leak <input type="checkbox"/> Disposal	<input type="checkbox"/> Other <input type="checkbox"/> Equipment <input type="checkbox"/> Assets <input type="checkbox"/> Reputation	<input checked="" type="checkbox"/> Field Location <input type="checkbox"/> Camp <input type="checkbox"/> Travelling <input type="checkbox"/> Hotel / Motel <input type="checkbox"/> Other (Explain)
<input type="checkbox"/> Near Accident / Failure					

Detailed Description of Facts

Contractor Greg Farley from Able Traffic Management was operating the stop/slow baton on back crew at the rear of the crew. At approximately 0855 hours Greg requested that north bound traffic be held while he moved the traffic warning signs from the back of the work area onto his sign Ute and move to a better viewing position. Greg stopped and parked his sign Ute in the south bound (left) lane of the road on a bend on a downward sloping hill approximately station 1780 on Line 8. Greg got out of his vehicle and attached a warning sign to the rear of his Ute and positioned himself on the opposite shoulder of the road with his stop/slow baton to control the traffic coming south bound down the hill. Greg had clear vision of the back crew workers (150-200 meters) and 100-120 meters vision of the down hill south bound traffic.

Able Traffic Controller Brett Farley was positioned at the front of the workers on back crew. Brett stopped North bound truck driver Adrian Rixon before the bridge at station 1821, approximately 450 meters from Greg. Brett requested permission for the semi truck to go through the back crew work area from Greg. Greg approved request having no south bound traffic and had his baton on stop. Brett warned truck driver of workers and vehicles on road and to drive through with caution.

At approximately 0900 hours Greg stopped one south bound utility Ute. Within a moment Adrian Rixon's truck pasted between Greg and his vehicle. This caused Greg to momentarily lose sight of the south bound traffic lane. Margaret was driving her Falcon XL south bound down the hill. As Margaret drove around the corner down the hill in the south bound lane, she saw a Ute parked in the south bound lane. Margaret immediately braked, causing her vehicle to start crossing the centre line. Adrian braked instantly bringing his truck to stop. Margaret turned her vehicle across the lane of the oncoming truck clipping her rear passenger side guard and tail light with the truck's passenger side front bumper. The Falcon came to a stop on the grass verge facing west next to the North bound lane. *See photo attached.* Greg immediately moved 30 meters up the road to reduce further incident. *See attached report filed by Able Traffic Management Greg Farley*

Emergency Log Sheet

0900 Greg immediately announced the Emergency situation on his UHF hand held two way radio, channel 7 (back crews operating channel).

All crews operating down the back immediately stopped worked upon hearing the emergency situation.

0900 Del Hildred (Jug Truck) who was down the back and heard the emergency on the UHF contacted the recorder on VHF channel 2. Observer Frank Whitehead asked if anyone was injured and if medical help was required?

At this time all crews are on stand-by

0900 Del requested Simon Toll who was closet to the scene to assess situation.

0902 Simon relayed to Del who relayed to Frank in the recorder that two parties involved were okay and medical assistance was not required and damage to vehicles is very minor ie. broken tail light.

0902 Line boss Tony Hutchison contacted 401 office in Yarragon and informed Party Manager Mark Kneipp of incident. Mark asked Tony to ensure Police were contacted if deemed necessary.

0903 Frank requested Simon ensure all vehicles were safely off the road and report back

0909 HSE advisor Nicky Byrne phoned Simon Toll for more details on incident

0910 Mark Kneipp phone client representative Tom Pickett leaving a message of incident on his answer phone.

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoo Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005

Emergency Log Sheet Continued

0912 Able Traffic controller Damien Nash arrived on scene to relieve Greg so he could exchange details

0912 Tony arrived on scene. Took Photos. Then ensured all vehicles were safely off the road. Tony gave all clear to Frank.

0915 Frank resumed shooting. Front crew were on stand-by until Damien returned to the front.

0915 Mark called Tony Hutchison for update

0925 Party Manager notified of details by Greg Farley. Mark informed Greg we would be there in 20 mins

0933 Client Representative, Tom Pickett on scene

0950 Mark Kneipp (PM) and Nicky Byrne (HSE) arrived on scene

NOTE: Sometime in between Tony's snatch strap was requested. The snatch strap was not needed. It was also agreed upon by both Damien and Margaret that the Police were not needed

Details were exchanged. Both vehicles were driven away from the scene.

Mark, Tom and Nicky discussed the details with Greg. It was agreed that at least one early warning sign should be in place at all times whilst moving the signs up. Greg expressed his concern that signs were being left for more than 4 kilometers at times when work had finished hours earlier. It was also agreed that a better position could have been used to control the traffic. At the time Greg felt that he had to have sight of the back crew. It was discussed that it is not necessary to have sight of the crew and in that situation being on a bend, it would have been better to be positioned up the hill before the bend. Greg resumed traffic duties with back crew.

Nicky and Tom met with team leader Daniel Gorse. He was informed of the discussed details and of Greg's concern with the signs. Daniel agreed that a warning sign should always be in place whilst moving the signs up. The sign situation was left to Daniel to organize.



Line KG05-08 Approximately Station 1708

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005



Margaret Clark - Rego No PFC 729



Adrian Rixon - Reg No TNY 960

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005



Hazard Category <i>(check only one)</i>				Risk Classification C3	Consequence			Level of Exposure				
					Injury or Illness	Property Damage	Environ- ment	A rarely (0%-25%)	B occasionally (25%-50%)	C frequently (50%-75%)	D constantly (75%-100%)	
<input checked="" type="checkbox"/>	Land Transport	<input type="checkbox"/>	Potential Energy	Potential Severity	1 Minor	Minor health or injury	Minor Damage	Minor Effect	Low	Low	Low	Medium
<input type="checkbox"/>	Air Transport	<input type="checkbox"/>	Machinery/Hand Tools		2 Moderate	Mod. health or injury	Moderate Damage	Moderate Effect	Low	Low	Medium	High
<input type="checkbox"/>	Water Transport	<input type="checkbox"/>	Biological		3 Major	Major Injury or health	Major Damage	Major Effect	Medium	Medium	High	Serious
<input type="checkbox"/>	Electrical	<input type="checkbox"/>	Nuisance / Noise		4 Severe	Severe Injury or health	Total Loss	Massive Effect	High	High	Serious	Serious
<input type="checkbox"/>	Fire/Flammable	<input type="checkbox"/>	Drugs / Alcohol									
<input type="checkbox"/>	Temperature	<input type="checkbox"/>	Natural Phenomena									
<input type="checkbox"/>	Explosives	<input type="checkbox"/>	Human <i>(crime)</i>									
<input type="checkbox"/>	Vibration	<input type="checkbox"/>	Toxic / Hazardous substance									

Corrective Action

For cases where no investigation is required, enter necessary corrective actions below

Item No.	Action Item	Person Responsible	Target Date	Completion Date	Remarks
1	An early warning sign to be in place at all times whilst doing a move up.	TM	Immediate	Done	Team leader Daniel Gorse informed Greg to leave the signs for the day
2	Review of Incident at toolbox	HSE	20-Oct		See toolbox minutes 20-10-05
3	Review warning signs and TM procedures	Daniel Gorse	20-Oct	20-Oct	HSE met with Daniel prior to start of work to ensure this action had been completed

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoo Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005



Accident Incident Report Notification Form

(To be forwarded within 24 hours)

The accident / incident report notification form is to be used to record any work related accident / incident/ hazard to a person.

Surname FARLEY		Other Name GREG		Date of Birth 30-01-1949	
Address 11 RAVEN CRES NARRE WARREN				Work Location POOWONG	
Description of Accident/Incident MVA TRUCK + CAR				Occupation	
Attached Statement + Diagram				Accident / Incident Date 19-10-05	
Name + Address of people involved on Statement				Time of Accident/ Incident 8:45 Am Pm	
Witness 1. 2.				Employee Signature <i>Greg Farley</i>	
Date of entry 20-10-05					
Part of body <input type="checkbox"/> Lower Back <input type="checkbox"/> Chest <input type="checkbox"/> Head <input type="checkbox"/> Wrist <input type="checkbox"/> Hand <input type="checkbox"/> Ankle <input type="checkbox"/> Feet Please circle <input type="checkbox"/> Upper Back <input type="checkbox"/> Face <input type="checkbox"/> Neck <input type="checkbox"/> Upper Arm <input type="checkbox"/> Fingers <input type="checkbox"/> Upper Leg <input type="checkbox"/> Other Left Right Limb <input type="checkbox"/> Stomach <input type="checkbox"/> Eyes <input type="checkbox"/> Ears <input type="checkbox"/> Lower Arm <input type="checkbox"/> Knee <input type="checkbox"/> Lower Leg					
Injury Type <input type="checkbox"/> Superficial <input type="checkbox"/> Contusions <input type="checkbox"/> Fracture <input type="checkbox"/> Lacerations <input type="checkbox"/> Foreign Body <input type="checkbox"/> Sprain/Strain <input type="checkbox"/> Hernia <input type="checkbox"/> Amputation <input type="checkbox"/> Other.....					
Accident / Incident Type <input type="checkbox"/> Harmful Contact/Exposure <input type="checkbox"/> Journey to/from work <input type="checkbox"/> Trip/Fall <input type="checkbox"/> Vehicle/Plant <input type="checkbox"/> Manual Handling/Over Exertion <input type="checkbox"/> Caught In <input type="checkbox"/> Recurrence <input type="checkbox"/> Repetitive Work <input type="checkbox"/> Psychological/Stress <input type="checkbox"/> Other					
Treatment <input type="checkbox"/> Doctors <input type="checkbox"/> First Aid <input type="checkbox"/> Hospital <input type="checkbox"/> Ambulance <input type="checkbox"/> Nil			Outcome (If ceased work) <input type="checkbox"/> Return to work Time & Date..... am/pm		
Managers comments and action taken to prevent occurrence					
Referred to H&S Rep Yes <input type="checkbox"/> No <input type="checkbox"/> Action Completed...../...../.....					
Managers Signature Date...../...../.....					

ALL REPORTS MUST BE FORWARDED TO BUSINESS MANAGER OR ADMINISTRATIVE OFFICER WITHIN 24 HOURS OF THE INCIDENT.

Remember - Investigate Promptly - Get Facts - Be specific - Avoid Opinions

Relevant Manager to retain a copy for discussion at MANAGEMENT REVIEW & TOOLBOX Meeting

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005

Motor Vehicle Accident Report

Margaret Clark
Brisbane St
Poowong
Drivers Licence No 027594641
Reg No PFC 729
Maroon Falcon

Adrian G Rixon
57 Deanswood Drive
Somerville
Drivers Licence No 051636816
Reg No TNY 960
Semi Trailer

DJS Haulage
Dale 0419572063

Date of incident Wednesday 19th October
Time of incident 8:45am
Site of incident Poowong - Loch Rd, Poowong, 200 meters south of cemetery

No apparent injuries to either party
I asked if either wanted police called both declined

My version of what occurred;

I had requested that north bound traffic from the south be held until I moved to position I believed that gave me a better vantage position to observe and control the flow of traffic and maintain a safe working environment for the work crew working on the shoulder of the road with vehicles.

Having moved to this new position I had also moved the early warning sign attached to the rear of the vehicle Ute #13 Reg No SPI 382, I then positioned myself on the opposite shoulder of the road that gave me vision of approx 100 – 120 meters to the north and 150 – 200 meters to the south

The road workers were at that stage approx 80 – 120 meters south of my position and moving away from me.

I gave the all clear to Brett Farley to send his traffic up the hill from a position more than 400 meters further south, as this traffic was moving toward me I stopped 1 utility, then the truck approached and past by my vehicle as it passed me I lost temporary vision of the corner that the car came around.

I believe that the car braked at the same time as the truck, on doing so it veered across the lane of the oncoming truck and collided with the front left bumper bar of the truck damaging the rear left guard and tail light including the bumper bar the car continued into the grassy shoulder of the road reserve.

I then immediately moved my position up the road approx 30 meters to reduce the risk of further incidents / accidents advising by radio of the emergency situation to warn the work crews of the accident site and stop until the site supervisor attended the immediate area to file the report

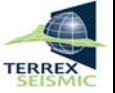
On attendance of the Terrex personnel I requested that a member of our own team attend and take over the position I had established Damien Nash then positioned himself with his truck further back near the cemetery whilst I went to exchange details with the drivers of both vehicles.

Both vehicles where driven away from the scene after details were exchanged.

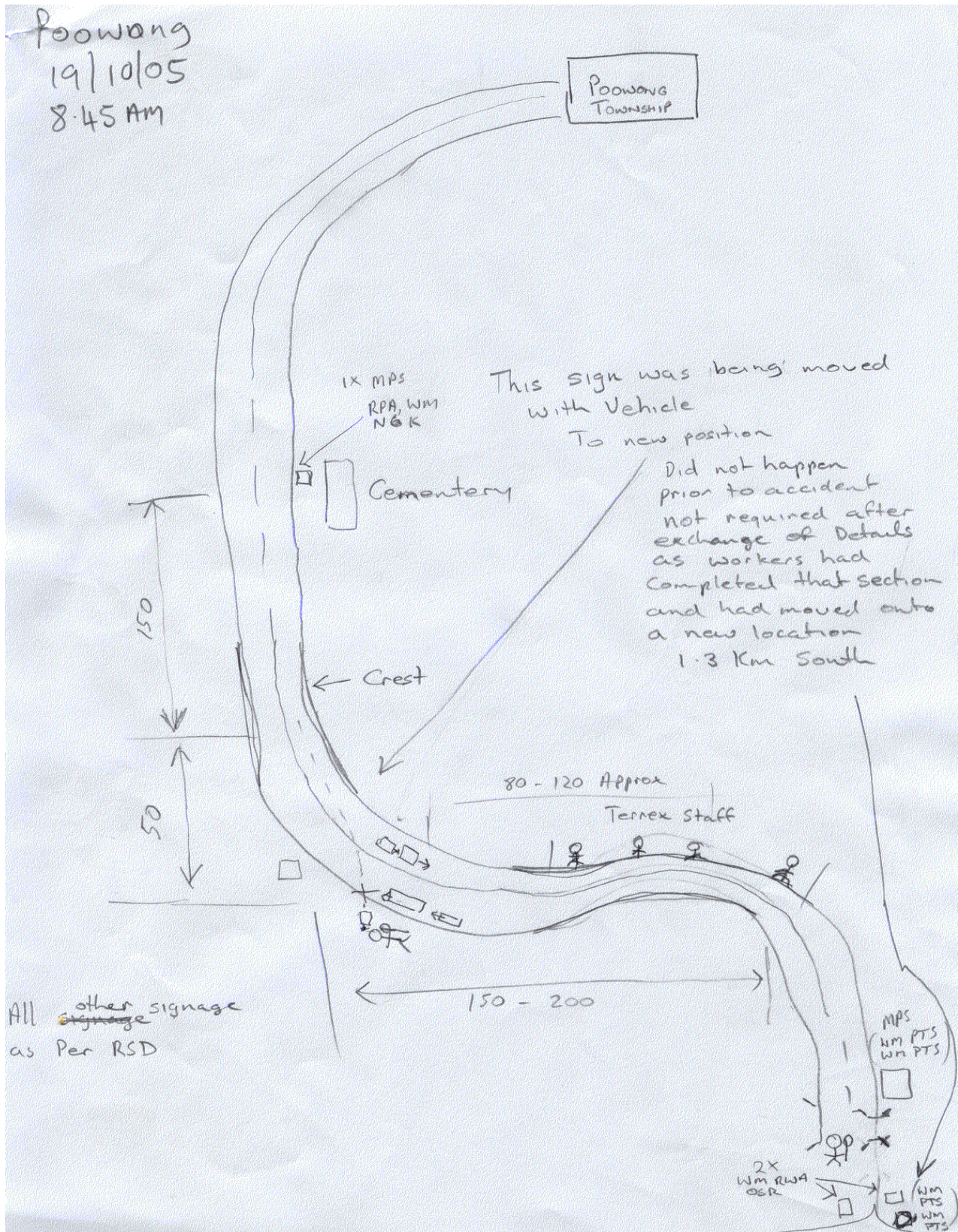
On reflection I believe that another early warning sign should have been left prior to the bend having discussed the issues with members of Terrex, and this was put into place immediately after, my only concern with this was the distance that was created afterwards at one time there were signs left out for more than 5 Km when there were no work or workers in that area as the work crew had completed their task up to 3 hours earlier throughout that particular stretch of 6 Km

Greg Farley
11 Raven Cres,
Narre Warren
Drivers Licence No 18899959
Traffic Control Ticket No 241036

INCIDENT REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	19/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley/all concerned	Revision Date	20/10/2005



NEAR MISS REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	24/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley	Revision Date	25/10/2005
Description of Actual or Potential Loss		Event Date	24/10/2005	Event Time	1150
Classification	Category				Site
<input type="checkbox"/> Accident/Failure <input type="checkbox"/> Fatality <input type="checkbox"/> Lost Time <input type="checkbox"/> Incident <input type="checkbox"/> Medical <input type="checkbox"/> Treatment <input type="checkbox"/> First Aid	<input type="checkbox"/> Personnel <input type="checkbox"/> Health <input type="checkbox"/> Injury <input type="checkbox"/> Fatality	<input type="checkbox"/> Automotive <input type="checkbox"/> Light Vehicle <input checked="" type="checkbox"/> Heavy Vehicle	<input type="checkbox"/> Environmental <input type="checkbox"/> Spill / Leak <input type="checkbox"/> Disposal	<input type="checkbox"/> Other <input type="checkbox"/> Equipment <input type="checkbox"/> Assets <input type="checkbox"/> Reputation	<input checked="" type="checkbox"/> Field Location <input type="checkbox"/> Camp <input type="checkbox"/> Travelling <input type="checkbox"/> Hotel / Motel <input type="checkbox"/> Other (Explain)
<input checked="" type="checkbox"/> Near Accident / Failure					

Detailed Description of Facts

At approximately 1150 hours Able Traffic Controller Greg Farley was operating his stop/slow baton on Line 14 station 375. Greg was positioned at the rear of the vibrators behind his sign Ute with flashing beacons. Greg had his baton on stop. A truck with a single tri axle trailer travelling approximately 80 to 100 kilometers per hour west up a hill, came round a bend saw Greg's stop baton and locked on his brakes. Greg immediately called traffic controller Lewis Sateliffe who was operating his stop/slow baton at the front of the vibes, stating he was letting through a truck. Greg did not stop the truck, instead turned his baton onto slow. The truck past Greg travelling approximately 20 kilometers per hour. Adam Toth the lead vibrator operator called the recorder on VHF channel 2 to report the near miss. Client representative Tom Pickett was at the recorder at the time. Tom inspected the near incident taking photos and details from Greg. Greg requested a pilot vehicle be positioned behind him to warn motorist. Tom notified HSE advisor Nicky Byrne of near miss. Tom advised Nicky of Greg's recommendation and that the two way hand holds the traffic controllers were using did not allow them to be at a safe distance from the vibes and at a better vantage position to control traffic. Nicky recommended that trouble shooter Justin Pope be used as a pilot vehicle and acquire Terrex's UHF hand holds from front and back crew. Tom spoke to team leader Daniel Gorse about the Traffic Controller's hand held radios and requested that they get hold of or purchase higher wattage radios for this job.



Skid marks approximately 150 - 200 meters

NEAR MISS REPORT



Prospect	Korumburra 2D	Client	Karoon Gas	Report Date	24/10/2005
Job Position	Able Traffic Management	Name of Reporter	Greg Farley	Revision Date	25/10/2005



Hazard Category <i>(check only one)</i>				Risk Classification		Consequence			Level of Exposure			
<input checked="" type="checkbox"/>	Land Transport	<input type="checkbox"/>	Potential Energy	C3	Injury or illness	Property Damage	Environ-ment	A rarely (0%-25%)	B occasionally (25%-50%)	C frequently (50%-75%)	D constantly (75%-100%)	
<input type="checkbox"/>	Air Transport	<input type="checkbox"/>	Machinery/Hand Tools									
<input type="checkbox"/>	Water Transport	<input type="checkbox"/>	Biological									
<input type="checkbox"/>	Electrical	<input type="checkbox"/>	Nuisance / Noise									
<input type="checkbox"/>	Fire/Flammable	<input type="checkbox"/>	Drugs / Alcohol									
<input type="checkbox"/>	Temperature	<input type="checkbox"/>	Natural Phenomena	Potential Severity	1 Minor	Minor health or injury	Minor Damage	Minor Effect	Low	Low	Low	Medium
<input type="checkbox"/>	Explosives	<input type="checkbox"/>	Human (<i>crime</i>)		2 Moderate	Mod. health or injury	Moderate Damage	Moderate Effect	Low	Low	Medium	High
<input type="checkbox"/>	Vibration	<input type="checkbox"/>	Toxic / Hazardous substance		3 Major	Major Injury or health	Major Damage	Major Effect	Medium	Medium	High	Serious
<input type="checkbox"/>		<input type="checkbox"/>			4 Severe	Severe Injury or health	Total Loss	Massive Effect	High	High	Serious	Serious

Corrective Action

For cases where no investigation is required, enter necessary corrective actions below

Item No.	Action Item	Person Responsible	Target Date	Completion Date	Remarks
1	Higher wattage hand holds to be used by traffic controllers	Daniel Gorse	25-Oct		
2	Pilot vehicle to be used to warn motorist	Tom Pickett	Immediate	Immediate	Pilot vehicle deemed necessary at the time until higher wattage hand holds were used by Traffic

APPENDIX F - Daily Reports

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Saturday, 1 October 2005

Production Day No. 0

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42
Recorded to Date = 0.000Program Remaining = 255.420
Percentage Complete = 0%**Hours**

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox & Safety	Down hrs	Total hrs

Comments

--

Estimated Completion date @ 8km/day =

2/11/05

Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-05	100	387	3.444				
GKG05-06	100	446	4.152				
GKG05-07	100	300	2.400				
			9.996				0.000

Chained to Date = 9.996
Chained Remaining = 245.424
Percentage Complete = 4%Surveyed to Date = 0.000
Surveyed Remaining = 255.420
Percentage Complete = 0%**Hours**

Travel	Chain	Office	Standby	Other
1	9.50			
	9.50		0.00	

Travel	Control	Survey	Office	Standby	Other
		0.00		0.00	

Comments

--

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department
No 17	7:00	15:00	8:00	8	Survey
			18.00		

Comments

--

SPECIAL COMMENTS

--

KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT

Production Day No. 0

Production

Approx Program (km) =	255.42	Program Remaining =	255.420
Recorded to Date =	0.000	Percentage Complete =	0%

[illegible]

--

Estimated Completion date @ 8km/day =	3/11/05	Average km/day =
---------------------------------------	---------	------------------

Production

Chained to Date = 18.384	Surveyed to Date = 0.000
Chained Remaining = 237.036	Surveyed Remaining = 255.420
Percentage Complete = 7%	Percentage Complete = 0%

Travel	Chain	Office	Standby	Other
1	9.50			
	19.00		0.00	

--

Hours

Comments

--

--

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 3 October 2005****Production Day No. 0****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42 Program Remaining = 255.420
Recorded to Date = 0.000 Percentage Complete = 0%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox & Safety	Down hrs	Total hrs

Comments

Estimated Completion date @ 8km/day = 4/11/05 Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-04	270	525	3.060				
			3.060				0.000

Chained to Date = 21.444 Surveyed to Date = 0.000
Chained Remaining = 233.976 Surveyed Remaining = 255.420
Percentage Complete = 8% Percentage Complete = 0%

Hours

Travel	Chain	Office	Standby	Other	Travel	Control	Survey	Office	Standby	Other
1	6.00	2		3	1		3	2		3
	25.00		0.00				3.00		0.00	

Comments

Slow day hand carries. 1/2 day
Survey vehicle arrives at 12noon. Set up vehicle. Recce for control/maps

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department

Comments

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Tuesday, 4 October 2005

Production Day No. 0

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42
Recorded to Date = 0.000Program Remaining = 255.420
Percentage Complete = 0%**Hours**

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox & Safety	Down hrs	Total hrs

Comments

Estimated Completion date @ 8km/day =

5/11/05

Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-03	100	565	5.580				
			5.580				0.000

Chained to Date = 27.024
Chained Remaining = 228.396
Percentage Complete = 11%Surveyed to Date = 0.000
Surveyed Remaining = 255.420
Percentage Complete = 0%**Hours**

Travel	Chain	Office	Standby	Other
1	9.50	2.25		1.5
	34.50		0.00	

Travel	Control	Survey	Office	Standby	Other
1		7	2.5		3
		10.00		0.00	

CommentsHand carry 2km on line3
Kinematic runs on lines 5, 6, 4. Height control for REM**Traffic Control (Able Traffic Management)****Hours**

Crew	Start	End	Total	Lines	Department

Comments

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Wednesday, 5 October 2005

Production Day No. 0

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42

Program Remaining = 255.420

Recorded to Date = 0.000

Percentage Complete = 0%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox & Safety	Down hrs	Total hrs

Comments

--

Estimated Completion date @ 8km/day =

6/11/05

Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-03	565	770	2.460				
GKG05-04	525	688	1.956				
GKG05-01	100	360	3.120				
			7.536				0.000

Chained to Date = 34.560

Surveyed to Date = 0.000

Chained Remaining = 220.860

Surveyed Remaining = 255.420

Percentage Complete = 14%

Percentage Complete = 0%

Hours

Travel	Chain	Office	Standby	Other
1	9.50	2.5		1.5
	44.00		0.00	

Travel	Control	Survey	Office	Standby	Other
1		7	2.5		2.75
		17.00		0.00	

Comments

About 1.5km hand carry chaining. Intermittant showers

Survey on line 3,7 with Hz positions - Also height control. Slow going on line 3 with detours etc

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department

Comments

--

SPECIAL COMMENTS

--

KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT

Production Day No. 0

Production

Approx Program (km) =	255.42	Program Remaining =	255.420
Recorded to Date =	0.000	Percentage Complete =	0%

[illegible]

--

Estimated Completion date @ 8km/day =	8/11/05	Average km/day =
---------------------------------------	---------	------------------

Production

Chained to Date = 43.920	Surveyed to Date = 0.000
Chained Remaining = 211.500	Surveyed Remaining = 255.420
Percentage Complete = 17%	Percentage Complete = 0%

Travel	Chain	Office	Standby	Other
1	9.50	2.5		
	53.50		0.00	

Road Traffic control assisted chaining on line 2, 8. Section of pinflags removed by someone
Software upgrade on REM. Lines 7,1,2 surveyed for hz and Vt control.

Crew	Start	End	Total	Lines	Department
No 17	7:00	17:00	10:00	2, 8	Survey
			10.00		

Able Traffic Management commenced operations. Inducted in seismic operations. Supplied maps OK
--

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Friday, 7 October 2005****Production Day No. 0****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42 Program Remaining = 255.420
Recorded to Date = 0.000 Percentage Complete = 0%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox & Safety	Down hrs	Total hrs

Comments

Seismic Crew arrived late in the afternoon..

Estimated Completion date @ 8km/day = 8/11/05 Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
KG05-08	560	1465	10.860	KG05-02	100	420	3.840
				KG05-05	100	387	3.444
			10.860				7.284

Chained to Date = 54.780 Surveyed to Date = 7.284
Chained Remaining = 200.640 Surveyed Remaining = 248.136
Percentage Complete = 21% Percentage Complete = 3%

Hours

Travel	Chain	Office	Standby	Other	Travel	Control	Survey	Office	Standby	Other
1	8.00	2.5		1.5	1		9.5	4		
	61.50		0.00				34.25		0.00	

Comments

Road Traffic control assisted chaining. Drouin-Poowong Rd
Commence REM today. 4hrs Kinematic runs

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department
No 17	7:00	15:00	8:00	8	Survey
			18.00		

Comments

Working along Poowong-Drouin Rd

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Saturday, 8 October 2005****Production Day No. 0****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
			0	0	0	0			

Approx Program (km) = 255.42 Program Remaining = 255.420
Recorded to Date = 0.000 Percentage Complete = 0%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
									0.3	0.5	4

Comments

Karoon Gas Induction (0.5 hrs). Equipment unloaded from vehicles. Spread count. Vehicles loaded with spread ready for work. Radio's installed in vibes, Pelton problems (3 not working). Line crew return home @ 15:30.

Estimated Completion date @ 8km/day = 9/11/05 Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-08	1465	2230	9.180	GKG05-03	100	381	3.372
				GKG05-07	100	829	8.748
				GKG05-06	100	446	4.152
				GKG05-04	100	230	1.560
			9.180				17.832

Chained to Date = 63.960 Surveyed to Date = 25.116
Chained Remaining = 191.460 Surveyed Remaining = 230.304
Percentage Complete = 25% Percentage Complete = 10%

Hours

Travel	Chain	Office	Standby	Other	Travel	Control	Survey	Office	Standby	Other
1	9.50	1			1		10	2.5		
	71.00		0.00				44.25		0.00	

Comments

Road Traffic control assisted chaining.
Showers throughout the day

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department
No 17	7:00	16:00	9:00	8	Survey
			27.00		

Comments

Worked through Poowong

SPECIAL COMMENTS

Karoon Gas Induction conducted for Terrex Crew.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Sunday, 9 October 2005****Production Day No. 0****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)		Tape #	Tape #
GKG05-02									
			0	0	0	0			

Approx Program (km) = 255.42 Program Remaining = 255.420
Recorded to Date = 0.000 Percentage Complete = 0%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
				2.7		6.8	1		0.3		2.2

Comments

Intermittent heavy showers until mid afternoon. Line crew layout on lines 02, 05 - finish at 13:30hrs. Vibe problems - Pelton instruments fixed approx 1330hrs. Wireline commenced at 1430hrs. Experimental Testing completed on line 02. Road traffic management commenced with recording crew. PM & HSE in field assisting operations with road crew.

Estimated Completion date @ 8km/day = 10/11/05 Average km/day =

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-10	100	439	4.068	GKG05-03	565	770	2.460
GKG05-01	360	600	2.880				
			6.948				2.460

Chained to Date = 70.908 Surveyed to Date = 27.576
Chained Remaining = 184.512 Surveyed Remaining = 227.844
Percentage Complete = 28% Percentage Complete = 11%

Hours

Travel	Chain	Office	Standby	Other	Travel	Control	Survey	Office	Standby	Other
1	9.00	2			1		9.5	2.5		
	80.00		0.00				53.75		0.00	

Comments

Re-chained missing section on line 2 for recording. Hand carried section on line 1
Atmospheric conditions unsuitable for REM. GPS Kinematic runs on Line 1, Line 8, Line 10

Traffic Control (Able Traffic Management)**Hours**

Crew	Start	End	Total	Lines	Department
No 17	6:30	18:40	12:10	2	Recording
			39.1		

Comments

Commenced work with recording on layout. Shadowed Vibes for experimentals.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 10 October 2005****Production Day No. 1****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-02	100	420	320	290	30	3.840	91-380	2
GKG05-05	100	311	211	183	29	2.532	381-570	3
			531	473	59	6.372		

Approx Program (km) = 255.42 Program Remaining = 249.048
 Recorded to Date = 6.372 Percentage Complete = 2%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
6		1.9					1.1		0.3		3.2

Comments

59 Vibe skips due to houses/bridges. Instrument/Vibe problems early in the morning - fixed. High troubleshooting due to initial release of spread. HSE/PM to field to discuss actions of near miss (milk tanker)

Estimated Completion date @ 8km/day = 11/11/05 Average km/day = 6.4

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-09	100	829	8.748	GKG05-01	100	395	3.540
GKG05-11	100	250	1.800	GKG05-01	460	564	1.248
				GKG05-09	100	829	8.748
				GKG05-10	100	439	4.068
			10.548				17.604

Chained to Date = 81.456 Surveyed to Date = 45.180
 Chained Remaining = 173.964 Surveyed Remaining = 210.240
 Percentage Complete = 32% Percentage Complete = 18%

Hours

Travel	Chain	Office	Standby	Other	Travel	Control	Survey	Office	Standby	Other
1	9.00	1		1	1		9.25	2		1.5
	89.00		0.00				63.00		0.00	

Comments

GPS base only receiving intermittent signals (1.5 hrs other)

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.50	18.25	11.75	2,5,6	Recording
				51.00		

Comments

Milk tanker ignored signage - travelling to fast.

SPECIAL COMMENTS

Near miss with traffic (milk tanker) - report pending. Contacted all milk transport companies - to re-emphasis

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Tuesday, 11 October 2005****Production Day No. 2****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-05	311	387	76	65	11	0.912	571-635	3
GKG05-06	100	446	346	325	22	4.152	636-959	4
GKG05-10	100	439	339	322	18	4.068	960-1781	5
			761	712	51	9.132		

Approx Program (km) = 255.42

Program Remaining = 239.916

Recorded to Date = 15.504

Percentage Complete = 6%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.8		1.4					1	0.6	0.3		1.2

Comments

Weather standby due to heavy showers. 51 vibe skips - houses/bridge/school. Safety meeting held on line with extra road traffic crew. Extra road crew brought in aide line personnel.

Estimated Completion date @ 8km/day =

10/11/05

Average km/day =

7.8

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-11	250	532	3.384	GKG05-08	100	1250	13.800
GKG05-12	100	649	6.588	GKG05-11	100	532	5.184
			9.972				18.984

Chained to Date = 91.428

Surveyed to Date = 64.164

Chained Remaining = 163.992

Surveyed Remaining = 191.256

Percentage Complete = 36%

Percentage Complete = 25%

Hours

Travel	Chain	Office	Standby	Other
1	9.00	1		1
	98.00		0.00	

Travel	Control	Survey	Office	Standby	Other
1		9.5	2.5		
		72.50		0.00	

Comments

All OK

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.25	12.25	6,9,10	Recording
No 13	2	6.00	18.25	12.25	6,9,10	Recording
				75.50		

Comments

Two crews operating to assist crew.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Wednesday, 12 October 2005****Production Day No. 3****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-09	100	827	727	699	31	8.724	1282-1523 1524-1722 1723-1983	6 7 8
			727	699	31	8.724		

Approx Program (km) = 255.42

Program Remaining = 231.192

Recorded to Date = 24.228

Percentage Complete = 9%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.8		1.6					1		0.3		0.8

Full charge hrs to date = 3.2

Standby hrs to date = 1.8

Comments

31 vibe skips due to housing/bridges.

Estimated Completion date @ 8km/day =

10/11/05

Average km/day =

8.1

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-15	100	800	8.400	GKG05-12 GKG05-08	100 1250	649 1980	6.588 8.760
			8.400				15.348

Chained to Date = 99.828

Surveyed to Date = 79.512

Chained Remaining = 155.592

Surveyed Remaining = 175.908

Percentage Complete = 39%

Percentage Complete = 31%

Hours

Travel	Chain	Office	Standby	Other
1.0	9.5	1.0		1.0
	107.50		0.00	

Travel	Control	Survey	Office	Standby	Other
1.0		10.0	2.0		
		82.50		0.00	

Comments

Hand carry ~1km through sections on line 15 (Cutting sharp corners)

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	17.50	11.50	10, 9, 11	Recording
No 13	2	6.00	17.50	11.50	10, 9, 11	Recording
				98.50		

Comments

Now using two crews for job. Working well

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Thursday, 13 October 2005****Production Day No. 4****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-11	100	532	432	356	76	5.184	1984-2257, -2341	9, 10
GKG05-12	100	360	260	228	32	3.120	2342-2577	11
			692	584	108	8.304		

Approx Program (km) = 255.42
 Recorded to Date = 32.532

Program Remaining = 222.888
 Percentage Complete = 13%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.4		0.6					1.1		0.3		2

Full charge hrs to date = 3.2

Standby hrs to date = 2.1

Comments

108 skips houses/bridge/dairy. Minor vibe problem with electrical harness.

Estimated Completion date @ 8km/day =

10/11/05

Average km/day =

8.1

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-15	800	1314	6.168	GKG05-15	100	190	1.080
GKG05-15	2230	2400	2.040	GKG05-15	215	393	2.136
				GKG05-15	431	535	1.248
				GKG05-15	555	1020	5.580
				GKG05-15	1044	1314	3.240
			8.208				13.284

Chained to Date = 108.012
 Chained Remaining = 147.408
 Percentage Complete = 42%

Surveyed to Date = 92.772
 Surveyed Remaining = 162.648
 Percentage Complete = 36%

Hours

Travel	Chain	Office	Standby	Other
1.0	9.5	1.0		
	117.00		0.00	

Travel	Control	Survey	Office	Standby	Other
1.0		59.0	2.5		
		92.25		0.00	

Comments

Line 15 narrow and winding. Hand carry through steep valley.

Re-adjusted EOL on GKG05-09 to 827(2 stns) incorrect by DSS on 10/10. Gaps in today's data are hand carries.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.00	12.00	9,11,12	Recording
No 13	2	6.00	18.00	12.00	& 15	Recording
				122.50		

Comments

Some sections stretched with management. Lines 15, 7 will require 3 crews d/t sharp blind corners

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Friday, 14 October 2005

Production Day No. 5

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-12	360	649	289	258	31	3.468	2578-2835	12
GKG05-15	100	663	563	451	112	6.756	2836-3115, -3287	13, 14
			852	709	143	10.224		

Approx Program (km) = 255.42 Program Remaining = 212.664
 Recorded to Date = 42.756 Percentage Complete = 17%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.6		1.4					1.2		0.3		1.2

Full charge hrs to date = 3.2

Standby hrs to date = 2.4

Comments

High production day. 143 skips due houses/dairy/bridges/wet paddock. 39 vp's skip - unable to drive vibes into paddock. Traffic management running 3 crews through difficult sections.

Estimated Completion date @ 8km/day = 10/11/05 Average km/day = 8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-01	600	595	-0.060	GKG05-04	230	305	0.900
				GKG05-15	190	215	0.300
				GKG05-15	393	431	0.456
				GKG05-15	535	555	0.240
				GKG05-15	1020	1044	0.288
				GKG05-01	395	460	0.780
				GKG05-01	564	595	0.372
			-0.060				3.336

Chained to Date = 107.952
 Chained Remaining = 147.468
 Percentage Complete = 42%

Surveyed to Date = 96.108
 Surveyed Remaining = 159.312
 Percentage Complete = 38%

Hours

Travel	Chain	Office	Standby	Other
	117.00		0.00	

Travel	Control	Survey	Office	Standby	Other
2.0		11.5	4.0		8.0
		103.75		0.00	

Comments

No Chaining Today. Local chaineer unavailable for work. Re-adjusted figures on GKG05-01 - EOL is 595(DSS)
 2 Surveyors working with REM through hand carry sections.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	19.00	13.00	12, 15	Recording
No 13	2	6.00	19.00	13.00	12, 15	Recording
ute	2	6.00	17.00	11.00	12, 15	Recording
				159.50		

Comments

Worked with 3 crews today - difficult sections.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Saturday, 15 October 2005****Production Day No. 6****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-15	663	1314	651	604	47	7.812	3288-3891	15,16,17
GKG05-07	100	201	101	87	14	1.212	3892-3979	18
			752	691	61	9.024		

Approx Program (km) = 255.42

Program Remaining = 203.640

Recorded to Date = 51.780

Percentage Complete = 20%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.3		1.2	0.2				1.0		0.3		1.0

Full charge hrs to date = 3.2

Standby hrs to date = 2.7

Comments

61 skips due to house/hand carries. Section of hand carry through steep ravine. Small detour for vibes in the morning. Shooting order changed to give lines 3, 4 longer drying time of paddocks.

Estimated Completion date @ 8.5 km/day = 8/11/05

Average km/day = 8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-08	2400	3200	9.600	GKG05-03	381	565	2.208
				GKG05-04	305	688	4.596
			9.600				6.804

Chained to Date = 117.552

Surveyed to Date = 102.912

Chained Remaining = 137.868

Surveyed Remaining = 152.508

Percentage Complete = 46%

Percentage Complete = 40%

Hours

Travel	Chain	Office	Standby	Other
1.5	8.0	1.0		1.0
	125.00		0.00	

Travel	Control	Survey	Office	Standby	Other
1.0		9.5	2.0		
		113.25		0.00	

Comments

REM completed on lines 3,4. Paddocks still very wet with sections of no vehicle access possible.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.00	12.00	15, 7	Recording
No 13	2	6.00	18.00	12.00	15, 7	Recording
				183.50		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Sunday, 16 October 2005****Production Day No. 7****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-07	201	829	628	605	23	7.536	3980-4585	18,19,20
GKG05-08	100	305	205	178	27	2.460	4586-4764	21
			833	783	50	9.996		

Approx Program (km) = 254.4

Program Remaining = 192.624

Recorded to Date = 61.776

Percentage Complete = 24%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.3		1.5					1.0		0.3		0.9

Full charge hrs to date = 3.2

Standby hrs to date = 3.0

Comments

50 skips due to houses. HSE to field to help with road crew. 1 tape drive failure in afternoon - recording line GKG05-08 on one tape only (rectify ASAP)

Estimated Completion date @ 8.5 km/day = 8/11/05

Average km/day = 8.8

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-08	3200	3740	6.480	GKG05-08	1980	2490	6.120
GKG05-13	100	360	3.120				
			9.600				6.120

Chained to Date = 127.152

Surveyed to Date = 109.032

Chained Remaining = 127.248

Surveyed Remaining = 145.368

Percentage Complete = 50%

Percentage Complete = 43%

Hours

Travel	Chain	Office	Standby	Other
1.5	9.0	2.0		
	134.00		0.00	

Travel	Control	Survey	Office	Standby	Other
1.3		9.0	2.5		
		122.25		0.00	

Comments

Survey on Kinematic and REM today.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.50	12.50	7, 8	Recording
No 13	2	6.00	18.50	12.50	7, 8	Recording
				208.50		

Comments

No problems. Drouin-Poowong road (line 8) busy - require 3 crews tomorrow.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 17 October 2005****Production Day No. 8****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-08	305	1000	695	638	57	8.340	4765-5405	22,23,24
			695	638	57	8.340		

Approx Program (km) = 254.4

Program Remaining = 184.284

Recorded to Date = 70.116

Percentage Complete = 28%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.8		0.4					1.1	2.2	0.3		

Full charge hrs to date = 3.2

Standby hrs to date = 5.5

Comments

Morning fog delayed start > 2.2hrs standby. 57 Skips due to houses/bridge/school/church. Still running on 1 tape drive - defective unit sent in for repair. Morning safety meeting with able traffic and DSS.

Estimated Completion date @ 8.5 km/day = 8/11/05

Average km/day = 8.8

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-13	360	1000	7.680	GKG05-08	2490	3073	6.996
			7.680				6.996

Chained to Date = 134.832

Surveyed to Date = 116.028

Chained Remaining = 119.568

Surveyed Remaining = 138.372

Percentage Complete = 53%

Percentage Complete = 46%

Hours

Travel	Chain	Office	Standby	Other
1.5	8.0		0.5	1.0
	142.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.3		6.0	6.0	0.5	
		128.25		0.50	

Comments

Morning safety meeting. Hand chain section through Loch and drag outs around bends. Getting office and processing up to date. Extra surveyor came in to help - no charge.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.25	12.25	8	Recording
No 13	2	6.00	18.25	12.25	8	Recording
?	2	6.00	18.25	12.25	8	Recording
				245.25		

Comments

3 road crews working Drouin-Poowong road - busy in sections.

SPECIAL COMMENTS

Morning Safety meeting with all parties involved.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Tuesday, 18 October 2005****Production Day No. 9****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-08	1000	1934	934	809	125	11.208	5406-6220	25-28
			934	809	125	11.208		

Approx Program (km) = 254.4

Program Remaining = 173.076

Recorded to Date = 81.324

Percentage Complete = 32%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
9.3		0.6					1.2		0.3		0.9

Full charge hrs to date = 3.2

Standby hrs to date = 5.8

Comments

Recorded through town of Poowong. 125 skips due to houses/bridge/Poowong. 15 vp's recorded in Poowong at 40% force to minimise gap in data. Spare tape drive arrived in the evening - installation tomorrow morning.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.0

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-13	1000	1550	6.600	GKG05-08	3073	3430	4.284
GKG05-16	100	300	2.400				
			9.000				4.284

Chained to Date = 143.832

Surveyed to Date = 120.312

Chained Remaining = 110.568

Surveyed Remaining = 134.088

Percentage Complete = 57%

Percentage Complete = 47%

Hours

Travel	Chain	Office	Standby	Other
1.5	9.0			1.0
	151.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.3		7.3	3.5		
		135.50		0.50	

Comments

Approx. 1km hand drag outs today.

Catching up with office work. Kinematic and REM today.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.25	12.25	8	Recording
No 13	2	6.00	18.25	12.25	8	Recording
No 9	2	6.00	18.25	12.25	8	Recording
				282.00		

Comments

Worked through the town of Poowong

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Wednesday, 19 October 2005****Production Day No. 10****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-08	1934	2710	776	625	151	9.312	6221-6846	29-31
			776	625	151	9.312		

Approx Program (km) = 254.4

Program Remaining = 163.764

Recorded to Date = 90.636

Percentage Complete = 36%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.0		1.0					1.4	0.2	0.3		1.4

Full charge hrs to date = 3.2

Standby hrs to date = 6.3

Comments

151 skips due to houses/bridges/private property. Large section (handcarry) across wet paddock. Vehicle accident at 9:00am between car/truck (0.2hrs standby - emergency procedures), no injuries, report pending. PM/HSE to field to assess accident, interview related people, check on line progress.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.1

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-16	300	924	7.488	GKG05-08	3430	3740	3.720
				GKG05-13	100	1550	17.400
			7.488				21.120

Chained to Date = 151.320

Surveyed to Date = 141.432

Chained Remaining = 103.080

Surveyed Remaining = 112.968

Percentage Complete = 59%

Percentage Complete = 56%

Hours

Travel	Chain	Office	Standby	Other
1.0	8.5	1.0		0.5
	159.50		0.50	

Travel	Control	Survey	Office	Standby	Other
1.3		9.0	2.5		
		144.50		0.50	

Comments

Excellent conditions for REM today.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.00	12.00	8	Recording
No 13	2	6.00	18.00	12.00	8	Recording
No 9	2	6.00	18.00	12.00	8	Recording
				318.00		

Comments

Road traffic incident @900hrs involving vehicle/truck occurring ~ 200m behind back crew. No injuries, report pending

SPECIAL COMMENTS

Traffic incident within road traffic management, report pending.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Thursday, 20 October 2005****Production Day No. 11****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-08	2710	3552	842	790	52	10.104	6847-7636	32-35
			842	790	52	10.104		

Approx Program (km) = 254.4

Program Remaining = 153.660

Recorded to Date = 100.740

Percentage Complete = 40%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.6		0.7					1.8		0.3		0.8

Full charge hrs to date = 3.2

Standby hrs to date = 6.6

Comments

52 skips due to houses. Crew change 2 out, 4 in via Melbourne..

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.2

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-14	100	1000	10.800	GKG05-16	100	924	9.888
			10.800				9.888

Chained to Date = 162.120

Surveyed to Date = 151.320

Chained Remaining = 92.280

Surveyed Remaining = 103.080

Percentage Complete = 64%

Percentage Complete = 59%

Hours

Travel	Chain	Office	Standby	Other
1.0	9.5	0.5		
	169.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.3		8.5	3.0		
		153.00		0.50	

Comments

Traffic control assisted chaining on Poowong-Ranceby-Lang Lang Rd.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.00	12.00	8	Recording
No 13	2	6.00	16.50	10.50	8	Recording
No 9	2	6.00	18.00	12.00	8	Recording
No 3	2	7.50	17.00	9.50	14	Survey
				362.00		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Friday, 21 October 2005

Production Day No. 12

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-08	3552	3740	188	150	38	2.256	7637-7786	36
GKG05-13	100	690	590	429	161	7.080	7787-8211	37, 38
			778	579	199	9.336		

Approx Program (km) = 254.4

Program Remaining = 144.324

Recorded to Date = 110.076

Percentage Complete = 43%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.0		1.5					1.2	1.2	0.3		1.3

Full charge hrs to date = 3.2

Standby hrs to date = 8.1

Comments

204 skips due to houses/village of Loch. On line GKG05-13(vp 576-578) 1x Vibe 4 sweeps to minimise gap through Loch. Standby 1.2 hrs > Rain.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.2

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-14	1000	1515	6.180				
GKG05-17	100	400	3.600				
			9.780				0.000

Chained to Date = 171.900

Surveyed to Date = 151.320

Chained Remaining = 82.500

Surveyed Remaining = 103.080

Percentage Complete = 68%

Percentage Complete = 59%

Hours

Travel	Chain	Office	Standby	Other
1.3	9.0	0.5		
	178.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.3		7.0	2.5		1.5
		160.00		0.50	

Comments

Traffic control assisting chaining.
REM infill on lines 08, 13.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	18.25	12.25	8, 13	Recording
No 13	2	6.00	18.00	12.00	8, 13	Recording
No 9	2	6.00	18.00	12.00	8, 13	Recording
No 3	2	7.50	16.00	8.50	14, 17	Survey
				406.75		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Saturday, 22 October 2005****Production Day No. 13****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-13	690	1400	710	647	63	8.520	8212-8858	39-41
			710	647	63	8.520		

Approx Program (km) = 254.4

Program Remaining = 135.804

Recorded to Date = 118.596

Percentage Complete = 47%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.6		0.5					1.1	0.8	0.3		1.2

Full charge hrs to date = 3.2

Standby hrs to date = 9.2

Comments

63 skips due to houses. 0.8hrs standby > rain.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.1

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-17	400	1250	10.200	GKG05-14	100	980	10.560
			10.200				10.560

Chained to Date = 182.100

Surveyed to Date = 161.880

Chained Remaining = 72.300

Surveyed Remaining = 92.520

Percentage Complete = 72%

Percentage Complete = 64%

Hours

Travel	Chain	Office	Standby	Other
1.50	9.00			0.50
	187.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.25		8.75	3.00		
		168.75		0.50	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 17	2	6.00	17.50	11.50	13, 16	Recording
No 13	2	6.00	17.50	11.50	13	Recording
No 9	2	6.00	17.50	11.50	13	Recording
No 3	2	7.50	16.00	8.50	17	Survey
				449.75		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Sunday, 23 October 2005****Production Day No. 14****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-13	1400	1550	150	126	24	1.800	8859-8984	42
GKG05-16	100	813	713	663	50	8.556	8985-8999-650	43-45
			863	789	74	10.356		

Approx Program (km) = 254.4

Program Remaining = 125.448

Recorded to Date = 128.952

Percentage Complete = 51%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.9		1.2					0.9		0.3		0.7

Full charge hrs to date = 3.2

Standby hrs to date = 9.5

Comments

74 skips due to houses. Mark Smith, Jorg Bein and Mike Walcott visited field.

Estimated Completion date @ 9 km/day =

6/11/05

Average km/day =

9.2

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-17	1250	2100	10.200	GKG05-14	980	1515	6.420
				GKG05-17	100	595	5.940
			10.200				12.360

Chained to Date = 192.300

Surveyed to Date = 174.240

Chained Remaining = 62.100

Surveyed Remaining = 80.160

Percentage Complete = 76%

Percentage Complete = 68%

Hours

Travel	Chain	Office	Standby	Other
1.50	9.00			0.50
	196.00		0.50	

Travel	Control	Survey	Office	Standby	Other
1.25		8.75	3.00		
		177.25		0.50	

Comments

Traffic control assisting chaining.

Survey > Sections of the South Gippsland Hwy left for more suitable traffic period.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	17.50	11.50	13, 16	Recording
No 13	2	6.00	18.00	12.00	16	Recording
No 9	2	6.00	18.00	12.00	16	Recording
No 3	2	7.50	16.00	8.50	17	Survey
				493.75		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 24 October 2005****Production Day No. 15****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-16	813	924	111	102	9	1.332	651-752	45
GKG05-14	100	897	797	616	181	9.564	753-1370	46-48
			908	718	190	10.896		

Approx Program (km) = 254.4

Program Remaining = 114.552

Recorded to Date = 139.848

Percentage Complete = 55%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.9		1.2					1.8			0.3	0.1

Full charge hrs to date = 3.2

Standby hrs to date = 9.8

Comments

Morning safety meeting held in Poowong. 190 skips due to housing / townsite of Poowong. 13 vps through Poowong at low force to minimize gap. Survey error picked up by recording, station 779 dropped > dead station. 1 near miss (truck) and 1 MTI (insect bite).

Estimated Completion date @ 9 km/day =

6/11/05

Average km/day =

9.3

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-17	2100	2235	1.620	GKG05-17	595	1665	12.840
GKG05-19	100	700	7.200				
			8.820				12.840

Chained to Date = 201.120

Surveyed to Date = 187.080

Chained Remaining = 53.280

Surveyed Remaining = 67.320

Percentage Complete = 79%

Percentage Complete = 74%

Hours

Travel	Chain	Office	Standby	Other
1.50	9.00	0.50	0.50	
	205.00		1.00	

Travel	Control	Survey	Office	Standby	Other
1.25		9.25	2.50	0.50	
		186.50		1.00	

Comments

Safety Meeting in morning with entire crew.
Recording picked up error in survey. Stn 779 on GKG05-14 dead.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	18.25	12.25	16, 14	Recording
No 13	2	6.00	18.25	12.25	16, 14	Recording
No 9	2	6.00	18.25	12.25	16, 14	Recording
				530.50		

Comments

Morning safety meeting. Near miss with truck.

SPECIAL COMMENTS

Morning safety meeting with all departments. Near miss with truck > road crew on vibes.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Tuesday, 25 October 2005****Production Day No. 16****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-14	897	1515	618	572	46	7.416	1371-1942	49-51
GKG05-17	100	199	99	85	14	1.188	1943-2029	52
			717	657	60	8.604		

Approx Program (km) = 255.7

Program Remaining = 107.248

Recorded to Date = 148.452

Percentage Complete = 58%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.4		1.3					1.1	0.5	0.3		1.9

Full charge hrs to date = 3.2

Standby hrs to date = 10.6

Comments

60 vib skips due to houses / culverts on Hwy. 1/2hr standby due to weather. 0.2hrs downtime road crew / HSE issues. 0.7hrs downtime waiting on spread after delays with road crews moving up signs on South Gippsland Hwy.

Estimated Completion date @ 9 km/day =

6/11/05

Average km/day =

9.3

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-19	700	1250	6.600	GKG05-17	1665	2235	6.840
GKG05-22	100	430	3.960				
			10.560				6.840

Chained to Date = 211.680

Surveyed to Date = 193.920

Chained Remaining = 44.020

Surveyed Remaining = 61.780

Percentage Complete = 83%

Percentage Complete = 76%

Hours

Travel	Chain	Office	Standby	Other
2.00	9.00			
	214.00		1.00	

Travel	Control	Survey	Office	Standby	Other
2.00	1.00	8.00	1.50		
		194.50		1.00	

Comments

Control for next area completed today.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	18.25	12.25	14, 17	Recording
No 13	2	6.00	18.25	12.25	14, 17	Recording
No 9	2	6.00	18.25	12.25	14	Recording
				567.25		

Comments

Commenced operations on South Gippsland Hwy.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Wednesday, 26 October 2005****Production Day No. 17****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-17	199	499	300	227	73	3.600	2030-2256	52-53
			300	227	73	3.600		

Approx Program (km) = 255.7

Program Remaining = 103.648

Recorded to Date = 152.052

Percentage Complete = 59%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
2.7							1.1	7.0	0.3		0.8

Full charge hrs to date = 3.2

Standby hrs to date = 17.9

Comments

73 Skips due to houses / bridges / culverts. Seismic crew on standby 7hrs > Vic Road issues with Able Traffic Management plan. Their MOC not conforming with the onsite supervisor on the Sth Gippsland Bypass. All day working on plans to continue work in compliance with Vic Roads - re-issued MOC for the 26th-27th October on Sth Gippsland Hwy.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

8.9

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-22	430	1100	8.040				
			8.040				0.000

Chained to Date = 219.720

Surveyed to Date = 193.920

Chained Remaining = 35.980

Surveyed Remaining = 61.780

Percentage Complete = 86%

Percentage Complete = 76%

Hours

Travel	Chain	Office	Standby	Other
2.00	8.00			1.00
	222.00		1.00	

Travel	Control	Survey	Office	Standby	Other
2.00		7.75	2.25		
		202.25		1.00	

Comments

Traffic control aided Survey on Strzelecki Hwy. Vic roads visited - OK after consultation.
Kinematic runs on lines 19 and 22. Went in with chaining for road control.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	18.25	12.25	17	Recording
No 13	2	6.00	18.25	12.25	17	Recording
No 9	2	6.00	18.25	12.25	17	Recording
No 3	2	8.00	18.25	10.25	22, 17	Survey/Recording
				614.25		

Comments

Vic Roads having problems with MOC. Assisted survey on Strzelecki Hwy

SPECIAL COMMENTS

Vic Roads problems with Able Traffic MOC causing 7hrs standby to recording.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Thursday, 27 October 2005****Production Day No. 18****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-17	499	1218	719	620	99	8.628	2257-2876	53-55
			719	620	99	8.628		

Approx Program (km) = 255.7

Program Remaining = 95.020

Recorded to Date = 160.680

Percentage Complete = 63%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.2		0.9					1.5	0.5	0.3		1.7

Full charge hrs to date = 3.2

Standby hrs to date = 18.7

Comments

99 Skips on Hwy due to culverts/bridges/town and unsafe sections. 0.5hrs standby > rain. Downtime hrs include logistical problems and road control. Road traffic control improvement along highway.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

8.9

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-21	100	820	8.640				
GKG05-20	100	150	0.600				
			9.240				0.000

Chained to Date = 228.960

Surveyed to Date = 193.920

Chained Remaining = 26.740

Surveyed Remaining = 61.780

Percentage Complete = 90%

Percentage Complete = 76%

Hours

Travel	Chain	Office	Standby	Other
2.00	7.50			
	229.50		1.00	

Travel	Control	Survey	Office	Standby	Other
2.00		7.25	8.00		
		209.50		1.00	

Comments

Kinematic runs and REM control. Another surveyor arrived to help office. Awaiting approval for Strzelecki Hwy.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	17.50	11.50	17	Recording
No 13	2	6.00	17.50	11.50	17	Recording
No 9	2	6.00	17.50	11.50	17	Recording
No 3	2	6.00	17.50	11.50	17	Recording
				660.25		

Comments

4 crews operating on Sth Gippsland Hwy. 3 crews for line, 1 crew for signage. Re-submit MOC to Vic Roads has been approved for Warragul-Korumburra Rd, Strzelecki Hwy until 1st Nov.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Friday, 28 October 2005

Production Day No. 19

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-17	1218	2069	851	713	138	10.212	2877-3589	56-59
			851	713	138	10.212		

Approx Program (km) = 255.7

Program Remaining = 84.808

Recorded to Date = 170.892

Percentage Complete = 67%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.9	0.9						1.5		0.3		1.2

Full charge hrs to date = 3.2

Standby hrs to date = 19.0

Comments

138 skips due to railway / houses. Road traffic control working well.

Estimated Completion date @ 9 km/day =

7/11/05

Average km/day =

9.0

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-20	150	1000	10.200	GKG05-19	100	1250	13.800
				GKG05-21	100	820	8.640
				GKG05-22	100	430	3.960
			10.200				26.400

Chained to Date = 239.160

Surveyed to Date = 220.320

Chained Remaining = 16.540

Surveyed Remaining = 35.380

Percentage Complete = 94%

Percentage Complete = 86%

Hours

Travel	Chain	Office	Standby	Other
2.00	9.00			
	238.50		1.00	

Travel	Control	Survey	Office	Standby	Other
2.00		8.50	15.00		
		218.00		1.00	

Comments

Extra surveyor in for Office work. Ideal REM conditions today.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 14	2	6.00	17.75	11.75	17	Recording
No 13	2	6.00	17.75	11.75	17	Recording
No 9	2	6.00	17.75	11.75	17	Recording
No 3	2	6.00	17.75	11.75	17	Recording
				707.25		

Comments

4 crews operating on Warragul-Korumburra Rd (Vic Roads)

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Saturday, 29 October 2005****Production Day No. 20****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-17	2069	2235	166	140	26	1.992	3590-3735	59
			166	140	26	1.992		

Approx Program (km) = 255.7

Program Remaining = 82.816

Recorded to Date = 172.884

Percentage Complete = 68%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
1.5							1.2	7.1	0.3		0.7

Full charge hrs to date = 3.2

Standby hrs to date = 26.4

Comments

26 skips due to houses. High winds created too much noise on spread > 7.1hrs standby. Monash Uni students visited survey.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-20	1000	1900	10.800				
			10.800				0.000

Chained to Date = 249.960

Surveyed to Date = 220.320

Chained Remaining = 5.740

Surveyed Remaining = 35.380

Percentage Complete = 98%

Percentage Complete = 86%

Hours

Travel	Chain	Office	Standby	Other
2.00	9.00			
	247.50		1.00	

Travel	Control	Survey	Office	Standby	Other
3.75		15.75	4.25		
		233.75		1.00	

Comments

Two surveyors. Kinematic and REM infill.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 13	2	6.00	13.50	7.50	17, 19	Recording
No 9	2	6.00	13.50	7.50	17, 19	Recording
No 8	2	6.00	16.50	10.50	17	Recording
				732.75		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Sunday, 30 October 2005****Production Day No. 21****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-19	100	710	610	557	54	7.320	3736-4292	60-62
			610	557	54	7.320		

Program Total (km) = 255.456

Program Remaining = 75.252

Recorded to Date = 180.204

Percentage Complete = 71%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
6.3		1.2					1.9	1.0	0.3		1.3

Full charge hrs to date = 3.2

Standby hrs to date = 27.7

Comments

54 skips due to houses. 1hr standby for waiting on spread from yesterdays windy conditions.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
GKG05-20	1900	2358	5.496	GKG05-20	100	1990	22.680
			5.496				22.680

Chained to Date = 255.456

Surveyed to Date = 243.000

Chained Remaining = 0.000

Surveyed Remaining = 12.456

Percentage Complete = 100%

Percentage Complete = 95%

Hours

Travel	Chain	Office	Standby	Other
2.00	5.00	2.00		
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
3.00		9.00	5.50		
		243.25		1.00	

Comments

Chaining completed. Will check pegs on lines 3, 4 (paddocks) prior to departure.

REM infill and on line 20. REM on line 22 to be done tomorrow with Road Traffic.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 3	2	6.00	18.00	12.00	19	Recording
No 9	2	6.00	18.00	12.00	19	Recording
No 10	2	6.00	14.25	8.25	17, 19	Recording
				763.50		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 31 October 2005****Production Day No. 22****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-19	710	1250	540	514	26	6.480	4293-4806	63-64
GKG05-22	100	320	220	204	17	2.640	4807-5010	65
			760	718	43	9.120		

Program Total (km) = 255.456

Program Remaining = 66.132

Recorded to Date = 189.324

Percentage Complete = 74%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.6		1.1					1.7		0.3		0.6

Full charge hrs to date = 3.2

Standby hrs to date = 28.0

Comments

43 skips due to houses.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
				GKG05-20	1990	2358	4.416
				GKG05-22	430	1100	8.040
			0.000				12.456

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
3.50		10.00	6.00		
		253.25		1.00	

Comments

Survey Completed. 2 surveyors - last day.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 13	2	6.00	18.50	12.50	19	Recording
No 9	2	6.00	18.50	12.50	19, 22	Recording
No 10	2	6.00	18.50	12.50	19, 22	Recording
				801.00		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Tuesday, 1 November 2005

Production Day No. 23

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-22	320	895	575	525	50	6.900	5011-5535	66-68
			575	525	50	6.900		

Program Total (km) = 255.456

Program Remaining = 59.232

Recorded to Date = 196.224

Percentage Complete = 77%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
6.2		0.6					1.3	3.0	0.3		0.6

Full charge hrs to date = 3.2

Standby hrs to date = 31.3

Comments

50 skips due to Houses. Early finish as heat was effecting the road surface, vibes were lifting up sections of bitumen from the road verge. Crew placed on standby > 3hrs.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.5

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments

Survey packed and Demob.

Traffic Control (Able Traffic Management)**Hours**

Crew	Person	Start	End	Total	Lines	Department
No 4	2	6.00	15.50	9.50	22	Recording
No 13	2	6.00	16.50	10.50	22	Recording
No 9	2	6.00	15.50	9.50	22	Recording
No 10	2	6.00	16.50	10.50	22	Recording
				841.00		

Comments**SPECIAL COMMENTS**

Vibes lifting small sections of bitumen from the road verge due to the warmer conditions.

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Wednesday, 2 November 2005****Production Day No. 24****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-22	895	1100	205	205	0	2.460	5536-5740	69
GKG05-21	100	710	610	511	100	7.320	5741-6253	70, 71
			815	716	100	9.780		

Program Total (km) = 255.456

Program Remaining = 49.452

Recorded to Date = 206.004

Percentage Complete = 81%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
8.5	1.1						1.5		0.3		0.6

Full charge hrs to date = 3.2

Standby hrs to date = 31.6

Comments

100 skips due to houses. GKG05-22 on Strzelecki Hwy completed with 2 vibes, due to bitumen problems. DPI visited crew.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 4	2	6.00	13.00	7.00	22, 21	Recording
No 13	2	6.00	18.00	12.00	22, 21	Recording
No 9	2	6.00	18.00	12.00	22, 21	Recording
No 10	2	6.00	18.00	12.00	22, 21	Recording
				884.00		

Comments

Completed Strzelecki Hwy

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Thursday, 3 November 2005****Production Day No. 25****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-21	710	820	110	84	26	1.320	6254-6338	72
GKG05-20	100	300	200	196	5	2.400	6339-6559	73
			310	280	31	3.720		

Program Total (km) = 255.456

Program Remaining = 45.732

Recorded to Date = 209.724

Percentage Complete = 82%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
3.3	1.1						1.2	5.1	0.3		1.0

Full charge hrs to date = 3.2

Standby hrs to date = 37.0

Comments

31 skips due to houses. High winds causing excessive noise - two afternoon attempts to continue. Re-shoot section because of noise. Rain caused early finish 5.1hrs standby. Single A tape shipment 3A sent to Perth via AAE.

Estimated Completion date @ 9 km/day =

9/11/05

Average km/day =

8.4

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 9	2	6.00	13.75	7.75	21, 20	Recording
No 10	2	6.00	13.75	7.75	21, 20	Recording
No 4	2	6.00	13.75	7.75	21, 20	Recording
				905.65		

Comments

Re-adjusted figures for the 2-11-05

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT**

Friday, 4 November 2005

Production Day No. 26

Recording (Terrex Seismic)**Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-20	300	1160	860	759	101	10.320	6560-7319	74-77
			860	759	101	10.320		

Program Total (km) = 255.456

Program Remaining = 35.412

Recorded to Date = 220.044

Percentage Complete = 86%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
9.0		0.5					1.4		0.3		1.0

Full charge hrs to date = 3.2

Standby hrs to date = 37.3

Comments

101 skips due to houses. Re-chained sections on line 1, 3 (hay paddocks)

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.5

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 9	2	6.00	18.00	12.00	20	Recording
No 10	2	6.00	18.00	12.00	20	Recording
No 4	2	6.00	18.00	12.00	20	Recording
				941.65		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Saturday, 5 November 2005****Production Day No. 27****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-20	1160	2060	900	781	119	10.800	7320-8100	78-80
			900	781	119	10.800		

Program Total (km) = 255.456

Program Remaining = 24.612

Recorded to Date = 230.844

Percentage Complete = 90%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
9.5		0.6					1.2		0.3		0.6

Full charge hrs to date = 3.2

Standby hrs to date = 37.6

Comments

119 skips due to houses.

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.5

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 9	2	6.00	18.00	12.00	20	Recording
No 10	2	6.00	18.00	12.00	20	Recording
No 4	2	6.00	18.00	12.00	20	Recording
				977.65		

Comments**SPECIAL COMMENTS**

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Sunday, 6 November 2005****Production Day No. 28****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-20	2060	2358	298	283	15	3.576	8101-8383	81-82
GKG05-01	100	595	495	396	99	5.940	8384-8781	83-84
			793	679	114	9.516		

Program Total (km) = 255.456

Program Remaining = 15.096

Recorded to Date = 240.360

Percentage Complete = 94%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
7.7	1.2	0.7					1.0		0.3		0.6

Full charge hrs to date = 3.2

Standby hrs to date = 37.9

Comments

114 skips due to houses, wellsite, hay paddocks etc..

Estimated Completion date @ 9 km/day =

8/11/05

Average km/day =

8.6

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456

Surveyed to Date = 255.456

Chained Remaining = 0.000

Surveyed Remaining = 0.000

Percentage Complete = 100%

Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 13	2	6.00	16.00	10.00	20,1	Recording
No 9	2	6.00	18.00	12.00	20,1	Recording
No 10	2	6.00	18.00	12.00	20,1,3	Recording
				1013.15		

Comments

Re-adjusted Total figures.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Monday, 7 November 2005****Production Day No. 29****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-03	100	770	670	545	125	8.040		
GKG05-04	100	560	460	262	198	5.520		
			1130	807	323	13.560		

Program Total (km) = 255.456 Program Remaining = 1.536
Recorded to Date = 253.920 Percentage Complete = 99%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
10.7	0.6	0.5					0.8			0.3	1.1

Full charge hrs to date = 3.2

Standby hrs to date = 38.2

Comments

Morning safety meeting. 323 skips due to houses, paddocks, shed, wet weather. Terrex worked late (8pm) trying to complete as much as possible before the forecast rain. Showers from 5:00pm, then heavy rain at 7:30pm. Will complete road VP's tomorrow as paddocks are too wet to record after overnight rain.

Estimated Completion date @ 9 km/day = 8/11/05 Average km/day = 8.8

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456
Chained Remaining = 0.000
Percentage Complete = 100%

Surveyed to Date = 255.456
Surveyed Remaining = 0.000
Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
No 13	2	6.00	18.00	12.00	3	Recording
				1025.15		

Comments

Job Completed.

SPECIAL COMMENTS

KAROON GAS PTY LTD**KORUMBURRA 2D SEISMIC SURVEY DAILY REPORT****Tuesday, 8 November 2005****Production Day No. 30****Recording (Terrex Seismic)****Production**

Line	Stn	Stn	# Stns	# VPs	# Skips	Distance (km)	Files	Tape
GKG05-04	560	688	128	40	88	1.536		
			128	40	88	1.536		

Program Total (km) = 255.456 Program Remaining = 0.000
Recorded to Date = 255.456 Percentage Complete = 100%

Hours

Record Hours	Line Move	Record Move	Detours	Experimental	Trouble Shoot	LO / PU	Travel	Charge Standby	Toolbox	Safety	Down hrs
0.4		0.3				2.5	1.0		0.3		

Full charge hrs to date = 3.2

Standby hrs to date = 38.5

Comments

8am toolbox to try and give conditions a chance to dry out. Light rain still falling after heavy overnight rain. 88 skips due to wet paddocks making impassable for vibes - recorded last section along the road. Line crew picked up the spread OK. Prospect now complete.

Estimated Completion date @ 9 km/day = 8/11/05 Average km/day = 8.5

Surveying (Dynamic Satellite Surveys)**Production**

Chaining	Stn	Stn	Distance (km)	Surveying	Stn	Stn	Distance (km)
			0.000				0.000

Chained to Date = 255.456
Chained Remaining = 0.000
Percentage Complete = 100%

Surveyed to Date = 255.456
Surveyed Remaining = 0.000
Percentage Complete = 100%

Hours

Travel	Chain	Office	Standby	Other
	252.50		1.00	

Travel	Control	Survey	Office	Standby	Other
		253.25		1.00	

Comments**Traffic Control (Able Traffic Management)****Hours**

Crew	Person	Start	End	Total	Lines	Department
				1025.15		

Comments**SPECIAL COMMENTS**

Program Completed.