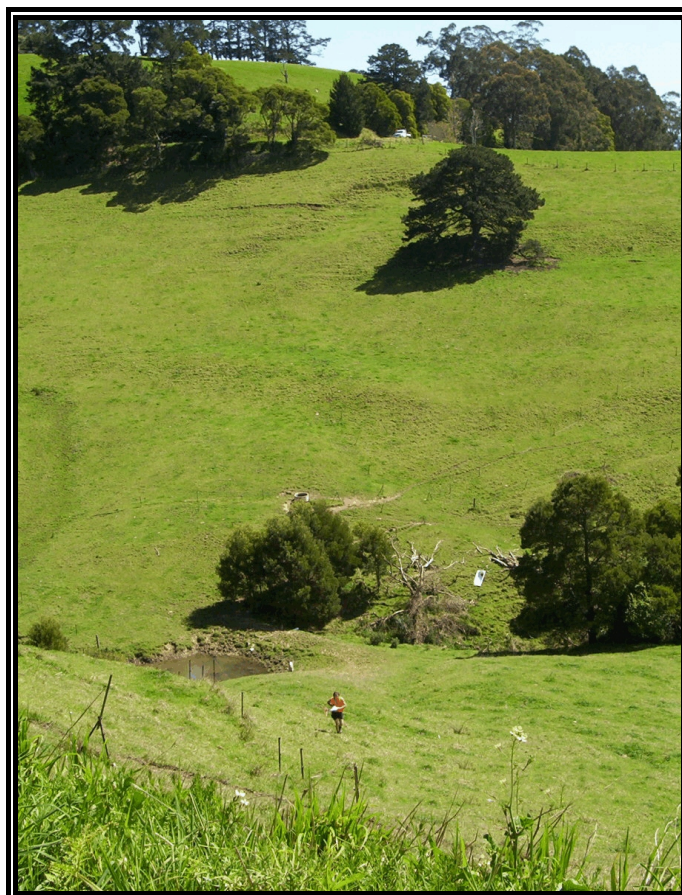


*Final Operations Report
on the*

2005 Korumburra 2D Seismic Survey

for
KAROON GAS AUSTRALIA LTD
and
TERREX SEISMIC Pty Ltd

October 2005



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1

INTRODUCTION

The following report covers the **2005 Korumburra 2D Seismic Survey**, performed by **Dynamic Satellite Surveys Pty Ltd (DSS)** whilst contracted to **Terrex Seismic Pty Ltd (Terrex)** for **Karoo Gas Australia Ltd**.

The survey operation was located between Warragul and Korumburra, in Victoria.

A total of twenty one (21) 2D seismic lines totalling **255.456kilometres**, were surveyed at 12m station intervals. The job was completed between 1st October and 10th November, 2005. (1st November-10th November REM height infill).

Most lines followed exiting tracks or roads throughout the area; there were a few lines which traversed across paddocks.



2

INSTRUMENTATION AND PERSONNEL

2.1 Personnel and Logistics

DSS personnel involved in the survey were as follows.

- Mark Lefebvre** - Bachelor of Applied Science (Surveying) - R.M.I.T.
- Surveying, Processing and Reporting
- Frank Tangney** - Bachelor of Surveying - W.A.I.T.
- Manual chaining and mud maps
- Denis Williams** - Bachelor of Applied Science (Surveying) QUT
Bachelor of Information technology
- Surveying, processing and office.
- Bradley Mark** - Local surveying assistant

Personnel and equipment logistics were supported by the DSS Yeppoon office.

Survey operations were based from the Edinburgh Motor Inn in Warragul, Victoria.

2.2 *Equipment*

Equipment provided by DSS and used on this project:

	Description	Qty
Vehicles	Toyota Landcruiser Trayback - Hired	1
	Toyota Hilux Trayback - 225 GMZ	1
GPS receivers	NovAtel RT20 c/w VHF Telemetry	3
Computers	Dell Inspiron 5100	1
	GRiD 386 Field PCs	3
	Fujitsu XP Tablets	1
Software	GravNav / GravNet GPS post-processing - Waypoint Consultancy	Ver 7.50
	Nav05 Field software - DSS	Ver 5
	MIB Windows - DSS	Ver4.2.1
	TransIt 2000 - DSS	Ver 5.0
Printer	Canon i250 Inkjet	1
Survey Instruments	Rapid Elevation Meter - DSS	1
Miscellaneous	Necessary standard surveying equipment	
	Sundry office and transport equipment	
	Field and Office Consumables	



3

SURVEY REFERENCE SYSTEMS

3.1 Geodetic Datum

This project was based on the Geocentric Datum of Australia 1994 (GDA94) which is based on the Geodetic Reference System 1980 (GRS80) model defined by the following parameters:

<i>Datum:</i>	GDA94(Geocentric Datum of Australia 1994)
<i>Spheroid:</i>	GRS80
<i>Reference Frame:</i>	ITRF92 (International Terrestrial Reference Frame)
<i>Semi-Major Axis Length:</i>	6 378 137.0
<i>Inverse Flattening:</i>	298.257222101
<i>The Unit of Measure:</i>	International Metre

3.2 *Map Projection*

Final rectangular coordinates were based on the Map Grid of Australia 1994 (MGA94). Parameters for this projection are as follows:

<i>Projection:</i>	Universal Transverse Mercator (MGA Zone 55)
<i>Latitude of Origin:</i>	0°
<i>Central Meridian (CM):</i>	147° E
<i>Scale Factor at CM:</i>	0.9996
<i>False Easting:</i>	500 000
<i>False Northing:</i>	10 000 000
<i>The Unit of Measure:</i>	International Metre

3.3 *Height Datum*

All elevations obtained relative to GDA94 have been reduced to the Australian Height Datum (AHD) using the AUSGEOID98 Geoid - Spheroid separation model to determine the geoid-ellipsoid separation (N) for the particular area.

GPS observations are made on the GDA94 datum. The height associated with this datum is an ellipsoidal height (h). The Australian Height Datum (AHD), the height datum associated with MGA94, is an orthometric height which is measured as the height above mean sea level, or the geoid (H).

The function that defines the relationship between the ellipsoid and orthometric heights is:

$$H = h - N$$

Or

$$\text{AHD} = \text{GDA94} - (\text{Geoid / Ellipsoid Separation})$$

The value for the geoid/spheroid separation is interpolated from a national model called Ausgeoid98.

AUSGEOID98 is the third in a series of national geoid models produced for Australia by the Australian Surveying and Land Information Group (AUSLIG). The geoid-ellipsoid data is prepared for the Australian region from:

- EGM96 Global Geopotential Model;
- 1996 Australian Gravity DataBase, from the Australian Geological Survey Organisation (AGSO);
- AUSLIG / AGSO GEODATA nine-second digital elevation model;
- Satellite altimeter - derived free air gravity anomalies offshore;
- Theories, techniques and software developed by Associate Professor Will Featherstone, Curtin University of Technology¹.

AUSGEOID98 N values were interpolated using the GrafNet Version 7.50 software, distributed by Waypoint Consulting Inc.

¹ Johnston, G.M., Featherstone, W.E. (1998) AUSGEOID98: A New Gravimetric Model for Australia



4

SURVEY CONTROL

The survey datum for this project was based on the control observed in a previous project in 2001 (DSS Job# 01-03). The base, BAS1, was surveyed from Trafalgar (PM65) and tied to PM27 and PM69.

BAS1 has the following listed coordinates from that project (WGS84):

Station	Latitude	Longitude	AHD
BAS1	-38° 15' 07".8456	145° 49' 19".4456	107.21

Adopting these coordinates as GDA94, the base has the following coordinates on the MGA94 Grid Coordinate system (Zone 55).

Station	Easting (MGA)	Northing (MGA)	AHD
BAS1	396934.18	5765548.57	107.21

Survey checks were made to other existing control stations in the area. These can be seen in **Appendix A - Survey Control and Ties**.



5

MONUMENTATION

All lines were pegged at a 12 metre station interval. Wooden pegs were placed at every fifth station and were numbered on all four sides of the peg. Pin flags were used for every other station; pink for even numbers and blue for odd numbers (where possible).

Several permanent markers were placed throughout the project area, used as GPS base stations. Permanent markers consist of a 1650mm steel star picket driven to give 1.2m above ground, and tagged with an aluminium plate stating the line number and relevant station number or control number details.

The permanent markers are listed at **Appendix A - Survey Control and Ties**.



6

METHOD OF SURVEY

6.1 *Line Ranging*

All lines, except sections on Lines 01, 03, 04 and 15, followed existing tracks and roads such that no line ranging was necessary. Any required ranging was completed by the client before DSS commenced the project.

6.2 *Manual Chaining*

All lines were manually chained by DSS, using a Surveyor and a Survey Assistant. Line trace diagrams were completed in the field for each line, and later digitally edited.

Manual chaining requires a graduate (at 12m intervals) chain to be dragged behind the work ute. Once the end of the chain is located at the last entered station, the survey assistant works towards the vehicle installing the intermediate stations.

6.3 *Surveying*

DSS utilise Global Positioning Systems (GPS) in three different tasks being static observations, kinematic observations and real-time observation methods.

For establishing survey control, the static observation method is used to propagate survey control through the area at a high accuracy usually in the order of 10mm \pm 2ppm). Observing a number of survey stations, post processing computations are run using Waypoint's GRAFNET software.

The kinematic method of survey was used to determine horizontal positions along each seismic line to the metre accuracy. This enables a chaining check to be completed on each line to ensure no stations have been missed or added.

Each day a GPS unit is set up on a known survey position (base station) and the remote GPS is mounted in the survey vehicle. Logging data every 5 seconds, the vehicle is driven adjacent to the manually installed survey station, and observations are made for about 30 seconds. This is repeated along the line observing changes in direction on certain stations.

Again, this data is post-processed using Waypoint's GRAFNAV software.

6.4 *Rapid Elevation Meter (REM)*

This instrument consists of a digital-quartz barometer which models atmospheric conditions during a certain time period of survey observations.

Setting the known Australian Height Datum (mean sea level) height into the REM at a known location then allows the surveyor to progress along the seismic, observing intermediate stations before closing to another known elevation station. These sections are completed a second time, such that a standard deviation of the data can be computed.

Any points which lie outside 0.3m are flagged, and a third observation is completed as necessary.

Typically each run lasts only fifteen minutes, thus allowing for minimal change in atmospheric conditions over a short period of time.

6.5 *GPS Processing and Quality Control*

After computing horizontal and vertical data, this data is downloaded to the office computer each evening.

Quality of the satellite data is monitored by careful examination of the various on-screen quality control statistics produced by the software.

These checks on data integrity are in the form of standard deviation (or sigma) values for Easting, Northing and Height and are generally better than 0.2 metres.

Any position which falls outside a specified distance or azimuth tolerance, is flagged for further investigation and re-recording if necessary.

Numerous checks on pre-recorded marks were observed during each day's survey. These observations confirm the integrity of the GPS base receiver and the placed markers.

The coordinates are then checked by determining point to point direction and distance.

Profile plots are examined to identify any height anomalies.



7

DATA PRESENTATION

All line files were checked and finalised before the survey crew demobilised from the project area.

All final data was in UTM grid coordinate format on the MGA94 datum on the GDA94 reference spheroid. All elevations were on the Australian Height Datum AHD71.

Files produced were:

GKG05-XX.uka	Line data in UKOOA format.
GKG05-XX.seg	Line data in SEGP1 format.
GKG05-XX.PDF	Digital mud maps for all lines.
Intersec.crd	All new line intersections in .crd format

All files are backed up on digital disks in the Yeppoon office for future reference.

No hard copy data was provided.



8

SAFETY

DSS personnel are aware of safety conditions concerning all exploration seismic surveys. The DSS “*Quality Policy Statement*” and “*Health, Safety and Environment Policy*” were adhered to at all times.

Each vehicle was fitted with a UHF radio, CDMA mobile phone, shovel, fire extinguisher, first-aid kit, vehicle recovery equipment, and weekly vehicle maintenance check lists were completed.

UHF radio contact was always available between the surveyor and chaining crew. Regular contact was made throughout each day between crews to ensure safe operations.

Weekly safety meetings with the main crew (Terrex Seismic) were conducted in Yarragon. These meetings highlighted any safety concerns which personnel encountered during the day and ensured everyone was informed about planned lines and progress.



9

OPERATIONAL ASPECTS

The project was completed in 31 days, giving an average daily production of about 8.24 kms.

Line trace diagrams and access maps were provided to the Terrex crew before the commencement of each line to aid in line traversing.

Final data was sent by email to Tom Pickett (Karoo Gas representative) on the 7th of November 2005.



10

CONCLUSIONS AND RECOMMENDATIONS

The job was completed successfully and without any accidents.

Some sections of roads or highways, particularly the Strzelecki Highway, were not surveyed sequentially. Some sections were left and surveyed later during a more appropriate time with regard to road traffic congestion.

RT2 dual frequency GPS units could have been utilised. This would have aided in the rapid establishment of height control and could have also been used in the more open areas of the prospect.

Signed,

Mark Lefore



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APPENDICES

Survey Control and Ties

Survey Control and Ties

All values are Map Grid of Australia 1994 (MGA94 Zone 55)
and Australian Height Datum 1971 (AHD71)
using the AusGeoid98 N Value Model

Control Datum

Station	Easting (MGA)	Northing (MGA)	AHD
BAS1	396934.18	5765548.57	107.21

Bases Established During Survey

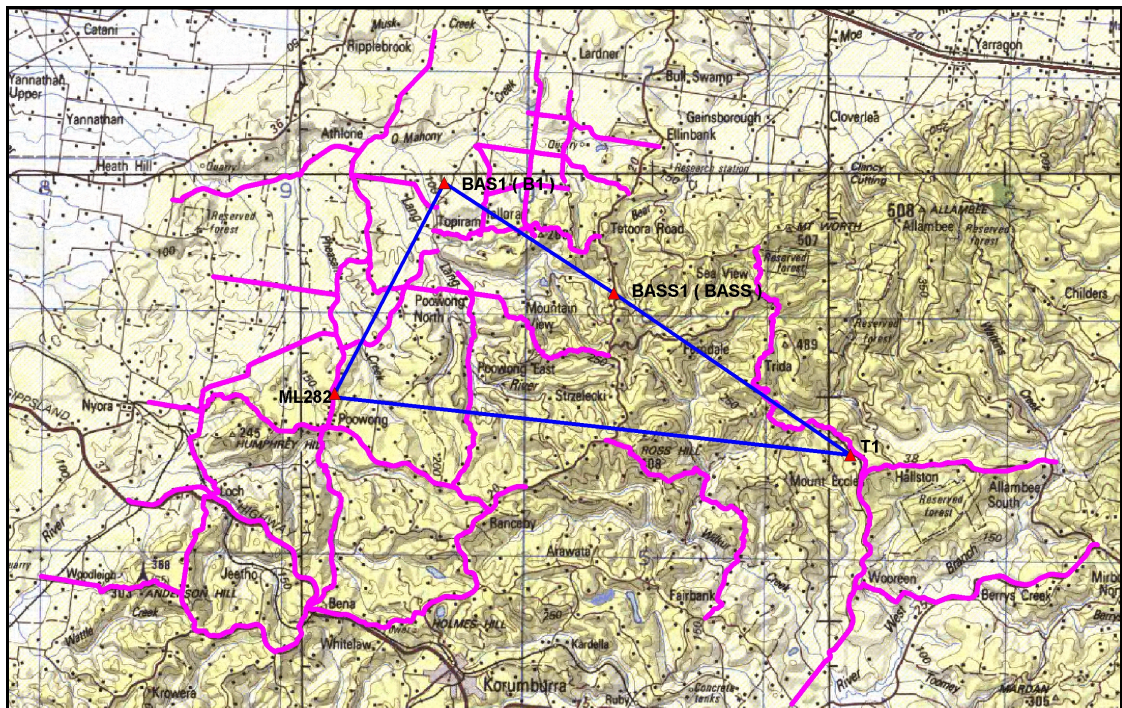
Station	Easting (MGA)	Northing (MGA)	AHD
ML282	392235.50	5756274.83	211.92
T1	414187.55	5754315.30	295.71
B1	396934.18	5765548.57	107.21

Survey Checks

Station	Easting (MGA)	Northing (MGA)	AHD71	Comments
PM21			214.19	Listed in SMES
Jeetho PM 21	390433.61	5750402.15	214.16	DSS Observed
			-0.03	

Station	Easting (MGA)	Northing (MGA)	AHD71	Comments
BASS	403783.23	5760784.60	316.22	Convert WGS84
DSS Job 99-75	403783.30	5760784.47	316.33	DSS Observed
	0.07	-0.13	0.11	

Network Diagram



Permanent Markers

Permanent Marker Listing

Coordinates are Map Grid of Australia 1994 (MGA Zone 55) and AHD71.

Station	Easting	Northing	Height
BAS1 (B1)	396934.18	5765548.57	107.21
BASS1 (BASS)	403783.20	5760784.53	316.36
ML282	392235.59	5756274.85	212.00
T1	414187.55	5754315.30	295.71

Line Length Summaries

Line Length Summaries**2005 Korumburra 2D Seismic Survey**

Station Interval = 12 m

Line	SOL Station	EOL Station	Line Km's
GKG05-01	100	595	5.9400
GKG05-02	100	420	3.8400
GKG05-03	100	770	8.0400
GKG05-04	100	688	7.0560
GKG05-05	100	387	3.4440
GKG05-06	100	446	4.1520
GKG05-07	100	829	8.7480
GKG05-08	100	3740	43.6800
GKG05-09	100	827	8.7240
GKG05-10	100	439	4.0680
GKG05-11	100	532	5.1840
GKG05-12	100	649	6.5880
GKG05-13	100	1550	17.4000
GKG05-14	100	1515	16.9800
GKG05-15	100	1314	14.5680
GKG05-16	100	924	9.8880
GKG05-17	100	2235	25.6200
GKG05-18	cancelled		0.0000
GKG05-19	100	1250	13.8000
GKG05-20	100	2358	27.0960
GKG05-21	100	820	8.6400
GKG05-22	100	1100	12.0000
TOTAL =			255.4560

Line Intersection Listing

Line Intersection Listing

Coordinates are Map Grid of Australia 1994 (MGA Zone 55) and AHD71

Line and Stn No.	Line and Stn No.	Easting	Northing	Height
GKG05-01/564+00	GKG05-03/322+06	400497.92	5768464.58	113.51
GKG05-02/330+06	GKG05-04/403+11	401590.06	5766751.61	122.73
GKG05-03/455+07	GKG05-04/296+10	400320.84	5766894.14	108.35
GKG05-03/565+10	GKG05-05/238+03	400168.44	5765589.07	115.88
GKG05-03/721+12	GKG05-07/472+11	400113.66	5763776.29	206.89
GKG05-06/116+11	GKG05-07/657+11	398102.13	5763559.09	149.47
GKG05-08/1722+11	GKG05-14/779+07	391997.01	5755446.19	190.55
GKG05-12/457+11	GKG05-15/435+05	395176.63	5761277.48	142.18
GKG05-13/962+04	GKG05-14/1319+05	386877.49	5756141.97	135.33
GKG05-13/583+04	GKG05-17/417+04	387269.98	5752539.68	92.83*
GKG05-15/668+02	GKG05-16/188+03	397862.63	5761024.82	110.33
GKG05-17/1028+11	GKG05-08/2480+09	391319.23	5748005.83	233.10

*Line 13 passes approximately 4m below Line 17 in a pedestrian underpass.

Photographs



Pegging Line 16a



Hand Carry Line 15 Stn 10

Chronological Summary

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
Sep 28 - 30	Frank mobilises from Yeppoon in Toyota 225GMZ.
Oct 1	Chaining commences on lines 05, 06 and 07 with Frank and local assistant Brad. <i>Daily Chaining Total: 9.996 km</i>
Oct 2	Chaining on lines 04 and 07. <i>Daily Chaining Total: 8.388 km</i>
Oct 3	Mark Lefebvre mobilises from Frankston arriving at 12 noon. Mark and Frank scout lines in afternoon. Chaining on line 04. <i>Daily Chaining Total: 3.060 km</i> <i>Daily Surveying Total: 0.000 km</i>
Oct 4	Chaining continues on line 03. Mark completes survey control and office work. <i>Daily Chaining Total: 5.580 km</i> <i>Daily Surveying Total: 0.000 km</i>
Oct 5	Chaining on lines 01, 03 and 04. Hand carry section of 1.5km. Mark completing REM control on numerous lines. <i>Daily Chaining Total: 7.536 km</i> <i>Daily Surveying Total: 0.000 km</i>
Oct 6	Chaining on lines 02 and 08. Pinflags had been removed on line 02 from 360 - 420. Traffic control required today for 10 hours. Mark installed REM control on lines 01, 02 and 07. <i>Daily Chaining Total: 9.360 km</i> <i>Daily Surveying Total: 0.000 km</i>
Oct 7	Chaining on line 08. Mark observed REM on lines 02 and 05. <i>Daily Chaining Total: 10.860 km</i> <i>Daily Surveying Total: 7.284 km</i>

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
Oct 8	<p>Chaining continued on line 08. Traffic control required for chaining from 0700 - 1600. Heavy showers throughout the day.</p> <p><i>Daily Chaining Total: 9.180 km</i> <i>Daily Surveying Total: 17.832 km</i></p>
Oct 9	<p>Chaining on lines 01 and 10. Hand carry sections total about 1 km. Heavy showers throughout the day hampered REM production.</p> <p><i>Daily Chaining Total: 6.948 km</i> <i>Daily Surveying Total: 2.460 km</i></p>
Oct 10	<p>Chaining on lines 09 and 11. Mark surveying on lines 01, 09 and 10. 1.5 hours downtime for GPS in afternoon.</p> <p><i>Daily Chaining Total: 10.524 km</i> <i>Daily Surveying Total: 17.58 km</i></p>
Oct 11	<p>Chaining on lines 11 and 12. Surveying on lines 08 and 11. Some showers during the day.</p> <p><i>Daily Chaining Total: 9.972 km</i> <i>Daily Surveying Total: 18.984 km</i></p>
Oct 12	<p>Chaining on line 15. Hand carry though paddocks on line 15 - 1 km in 3 sections. Surveying on lines 08 and 12. Mark assisting local police in apprehension of wanted person.</p> <p><i>Daily Chaining Total: 8.400 km</i> <i>Daily Surveying Total: 15.348 km</i></p>
Oct 13	<p>Chaining on lines 08 and 15. Eastern end of line 15 very windy and narrow. Surveying on line 15.</p> <p><i>Daily Chaining Total: 8.208 km</i> <i>Daily Surveying Total: 13.284 km</i></p>

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
Oct 14	<p>No chaining today - local assistant unavailable. Mark and Frank both surveying on lines 01, 04 and 15. Frank replaced pegs on line 15.</p> <p><i>Daily Chaining Total: 0.000 km</i> <i>Daily Surveying Total: 3.336 km</i></p>
Oct 15	<p>Chaining on line 08. Hand carry for 0.5km on line 08 through boggy paddock. Surveying on lines 03 and 04 - mostly walking with REM in paddocks.</p> <p><i>Daily Chaining Total: 9.300 km</i> <i>Daily Surveying Total: 6.804 km</i></p>
Oct 16	<p>Chaining on lines 08 and 13. Surveying on line 08.</p> <p><i>Daily Chaining Total: 9.600 km</i> <i>Daily Surveying Total: 6.120 km</i></p>
Oct 17	<p>Morning safety meeting conducted. Phil Kaufman on crew to update processing - no charge. Chaining on line 13. Hand carry through Loch and drag around bends - 3 hours. Surveying in line 08.</p> <p><i>Daily Chaining Total: 7.680 km</i> <i>Daily Surveying Total: 6.996 km</i></p>
Oct 18	<p>Chaining on lines 13 and 16. Approximately 1 km of drag outs. Surveying on line 08.</p> <p><i>Daily Chaining Total: 9.000 km</i> <i>Daily Surveying Total: 4.284 km</i></p>
Oct 19	<p>Chaining on line 16. Surveying in lines 08 and 13. Excellent conditions for REM all day. Denis mobilised to crew from Yeppoon to complete office work.</p> <p><i>Daily Chaining Total: 7.488 km</i> <i>Daily Surveying Total: 21.120 km</i></p>

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
Oct 20	<p>Chaining on line 14. Traffic control for 9.5 hours with chaining crew. Surveying on line 16.</p> <p style="text-align: right;"><i>Daily Chaining Total: 10.800 km</i> <i>Daily Surveying Total: 9.888 km</i></p>
Oct 21	<p>Chaining on lines 14 and 17. Traffic control assisted manual chaining for 8.5 hours. Infill REM surveying on lines 01 and 03. Mark scouted line 14 for traffic control possibility.</p> <p style="text-align: right;"><i>Daily Chaining Total: 9.780 km</i> <i>Daily Surveying Total: 0.000 km</i></p>
Oct 22	<p>Chaining on lines 17, assisted by traffic control for 8.5 hours. Surveying on line 14. Denis demobilises crew in morning.</p> <p style="text-align: right;"><i>Daily Chaining Total: 10.280 km</i> <i>Daily Surveying Total: 10.560 km</i></p>
Oct 23	<p>Chaining on lines 17, assisted by traffic control for 8.5 hours. Surveying on lines 16 and 17, leaving some dangerous sections for another time.</p> <p style="text-align: right;"><i>Daily Chaining Total: 10.200 km</i> <i>Daily Surveying Total: 12.360 km</i></p>
Oct 24	<p>Safety meeting in the morning with Terrex crew - 0.5 hours. Chaining on lines 17 and 19. Surveying on line 17. Dropped station found at 780 on line 14, bird dog agreeing there can be a skipped station.</p> <p style="text-align: right;"><i>Daily Chaining Total: 8.820 km</i> <i>Daily Surveying Total: 12.840 km</i></p>
Oct 25	<p>Chaining on lines 19 and 22. Surveying on line 17 and control completed. Mark suggested that logging company be contacted for line 20.</p> <p style="text-align: right;"><i>Daily Chaining Total: 10.560 km</i> <i>Daily Surveying Total: 6.840 km</i></p>

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
Oct 26	<p>Chaining on line 22 with traffic control for 8.5 hours. Vic Roads visited traffic control on line 22 - all OK. Surveying was hampered by bad REM conditions - horizontal positions only recorded with GPS.</p> <p><i>Daily Chaining Total: 8.040 km</i> <i>Daily Surveying Total: 0.000 km</i></p>
Oct 27	<p>Chaining on lines 21 and 22. Surveying again hampered by bad REM conditions - continued to observe horizontal positions and REM control. Advised by Birdog that no further survey to be conducted along line 22 until later in the week, preferably the weekend. Denis mobilises to crew from Yeppoon.</p> <p><i>Daily Chaining Total: 9.240 km</i> <i>Daily Surveying Total: 0.000 km</i></p>
Oct 28	<p>Chaining on line 20. REM conditions ideal so REM completed all day on various lines. Denis completing office work and mud maps all day.</p> <p><i>Daily Chaining Total: 10.20 km</i> <i>Daily Surveying Total: 26.40 km</i></p>
Oct 29	<p>Chaining on line 20. Line 20 - horizontal and REM control. Denis completing office work and mud maps all day.</p> <p><i>Daily Chaining Total: 10.80 km</i> <i>Daily Surveying Total: 0.000 km</i></p>
Oct 30	<p>Chaining on line 20. Some REM infill. Good REM conditions. REM on Line 20. Denis in field. Mark to Melbourne for short break.</p> <p><i>Daily Chaining Total: 5.496 km</i> <i>Daily Surveying Total: 22.68 km</i></p>

Chronological Summary

<u>DATE</u>	<u>OPERATIONS</u>
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Oct 31	Horizontal complete on line 20. Chaining checks on all lines. Denis demobilised to Yeppoon.
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Daily Chaining Total: 0.000 km

Daily Surveying Total: 12.456 km

Nov 4-6	Mark returned to complete REM infill.
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Nov 7	Final data sent to Tom Pickett. Demobilised to Melbourne.
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