

| | | | | | | | | | | | | |
|-----|---|-------|-----|------|-----------|---------|----------|---------|----------|------------------|------------------|-------|
| No. | | (in) | | (in) | | (ft) | (ft) | (ft) | (ft) | | | (h) |
| 1 | 1 | 7.875 | PDC | 2.00 | Steerable | 6800.00 | 18593.00 | 1877.00 | 18656.00 | 2017-12-28 16:26 | 2018-01-01 02:09 | 83.60 |

Crew

| Name | Arrive Wellsite | Depart Wellsite | Name | Arrive Wellsite | Depart Wellsite | Name | Arrive Wellsite | Depart Wellsite |
|--------------|--------------------|--------------------|-----------------|--------------------|--------------------|-----------|--------------------|--------------------|
| Jeffrey Roth | 2017-12-27 | 2018-01-02 | Teni Onafowokan | 2017-12-27 | 2017-12-30 | Will Roth | 2017-12-30 | 2018-01-02 |

Mud Properties Record

| Date / Time | Run No. | Measured Depth (ft) | Mud Type | Density (ppg) | Viscosity (cP) | pH | Fluid Loss (cm3) | Oil / Water | Source | Total Chlorides (ppm) | K+ (%) |
|------------------|------------|---------------------------|----------------------|------------------|-------------------|-----|------------------------|----------------|------------|-----------------------------|-----------|
| 2017-12-28 21:09 | 1 | 2418.00 | Diesel-Oil Based Mud | 9.3 | 14 | N/A | 0.0 | 74.6/25.4 | Active Pit | 34000 | 0.00 |
| 2017-12-29 20:09 | 1 | 7165.00 | Diesel-Oil Based Mud | 8.9 | 14 | N/A | 0.0 | 71.7/28.3 | Active Pit | 35000 | 0.00 |
| 2017-12-30 20:00 | 1 | 11520.00 | Diesel-Oil Based Mud | 9.1 | 15 | N/A | 0.0 | 72.5/27.5 | Active Pit | 41000 | 0.00 |
| 2017-12-31 20:00 | 1 | 15146.00 | Diesel-Oil Based Mud | 9.1 | 13 | N/A | 0.0 | 74/26 | Active Pit | 39000 | 0.00 |

Equipment and Service Data

| Run No. | Tool | Serial Number | Measurement | Sensor Offset (ft) | Bit Offset (ft) | Max O.D. (in) | Min I.D. (in) |
|------------|-----------|------------------|-------------------|--------------------------|-----------------------|---------------------|---------------------|
| 1 | NaviGamma | 12554662 | Gamma (single) | 9.15 | 59.96 | 6.500 | 3.250 |
| 1 | NaviGamma | 11752655 | VSS | 11.90 | 62.71 | 6.500 | 3.250 |
| 1 | NaviGamma | 11752655 | Directional (mag) | 11.90 | 62.71 | 6.500 | 3.250 |

Service and Tool Mnemonics

| Mnemonic | Name | Description |
|----------|-----------|---|
| GAM | NaviGamma | Probe Based Gamma Module, NaviTrak Platform |

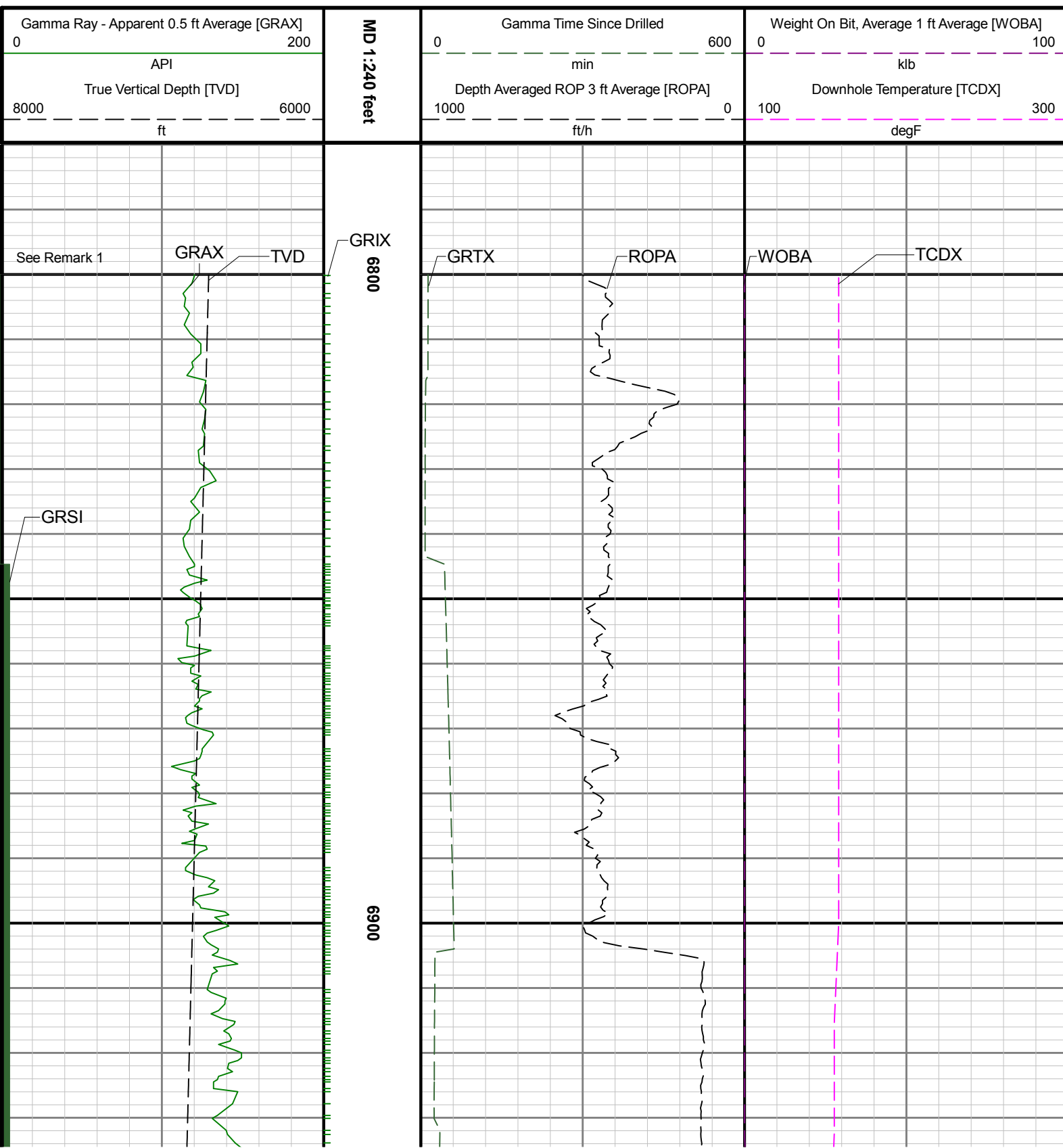
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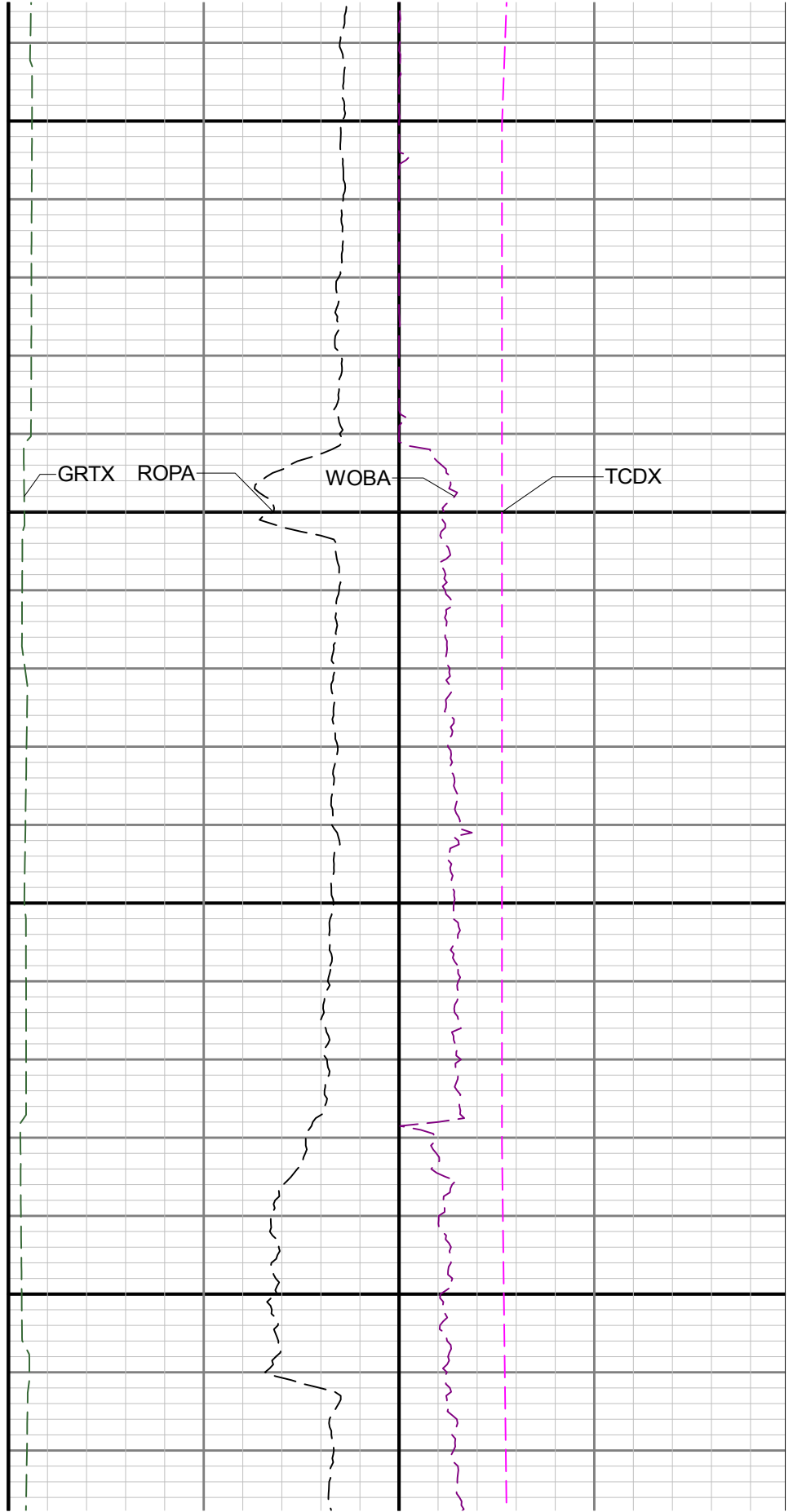
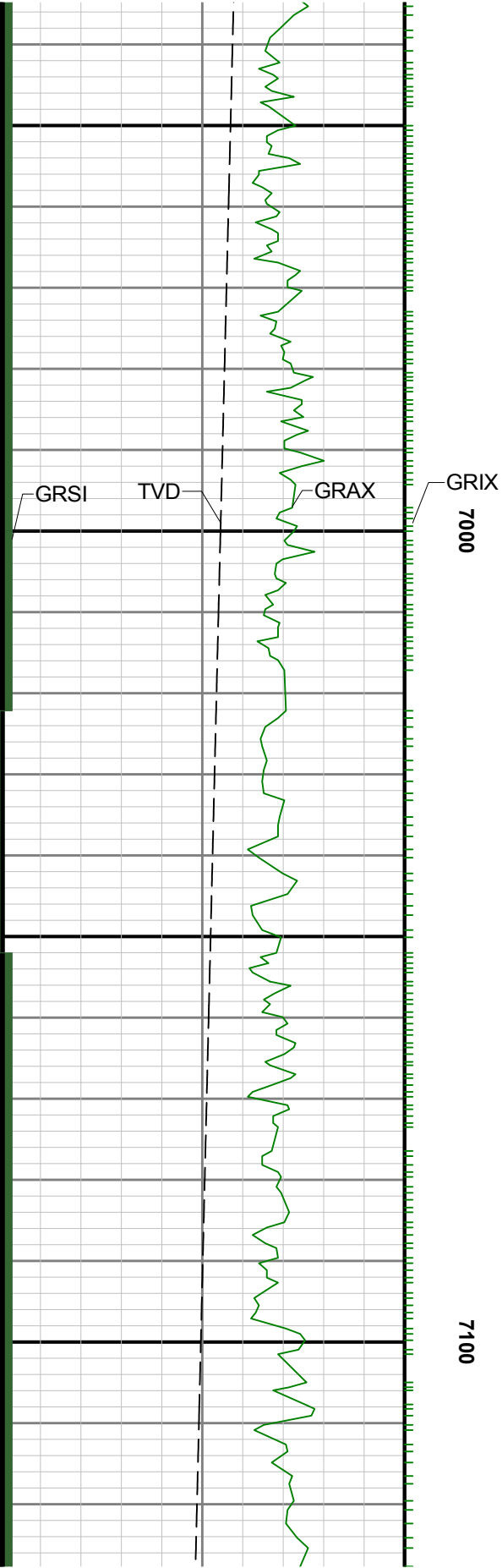
| | |
|---|---|
| 1 | Depth measurements were obtained from a depth control system not supplied or operated by Baker Hughes. Due to the lack of control by Baker Hughes logging engineers, depth calibrations and measurements could not be independently verified. |
| 2 | A sliding indicator is shown to the left edge of track 1 as a heavy line. The indicator has been depth-shifted to the Gamma Ray sensor offset to correspond with Gamma Ray data acquired while sliding. |
| 3 | Baker Hughes run 1 utilized 6.50 inch NaviGamma services (Gamma Ray and Directional) behind a 8 1/2inch bit and steerable assembly from 1877 to 18656 feet MD (1828 to 7523 feet TVD). |
| 4 | Numerous gaps are present throughout the log due to surveying while on bottom drilling ahead. |
| 5 | Gamma Ray (GRAX) scale is presented 0 to 200 API per customer request. |

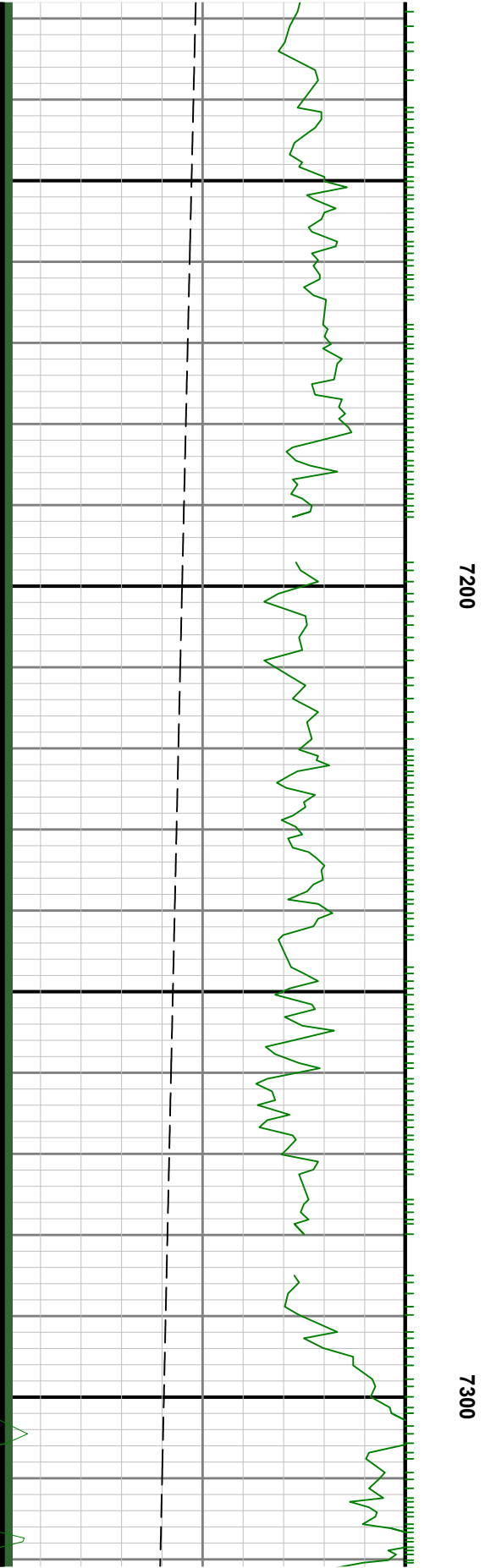
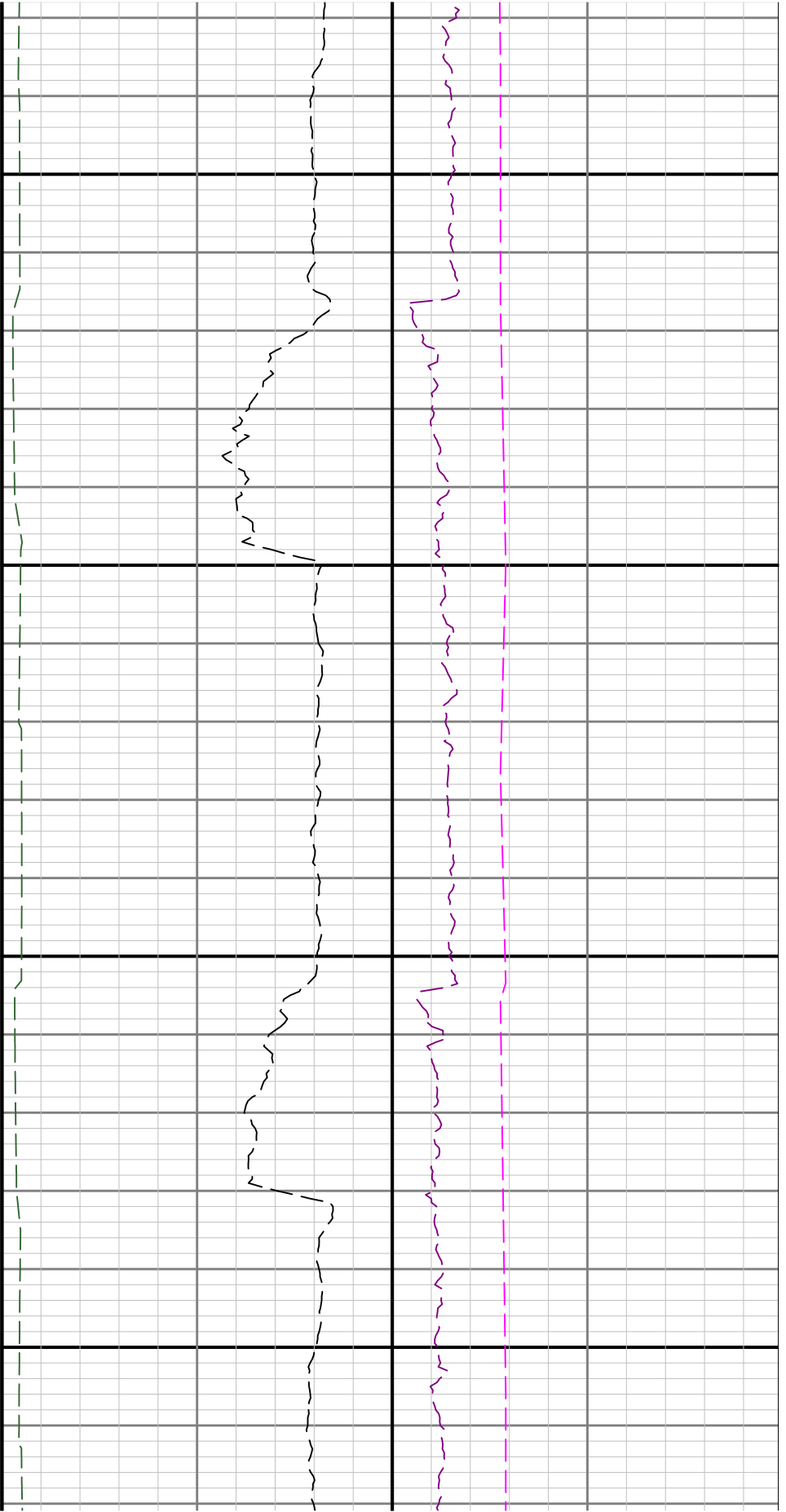
Remarks

| Number | Measured Depth (ft) | Hole Section (in) | Run No. | Remark |
|--------|---------------------------|-------------------------|------------|--|
| 1 | 6800.00 | 8.500 | 1 | Baker Hughes logging services began 6800 feet MD (6710 feet TVD) per customer request. |
| | | | | The interval from 15380 to 15425 feet MD (7528 feet TVD) not logged due to accidentally adding air to pumps, causing large |

| | | | | |
|---|----------|-------|---|--|
| 2 | 15380.00 | 8.500 | 1 | distortion wave. |
| 3 | 18600.00 | 8.500 | 1 | The interval from 18596 to 18656 feet MD (7509 feet TVD) was not logged due to sensor to bit offset at the end of Run 1. |



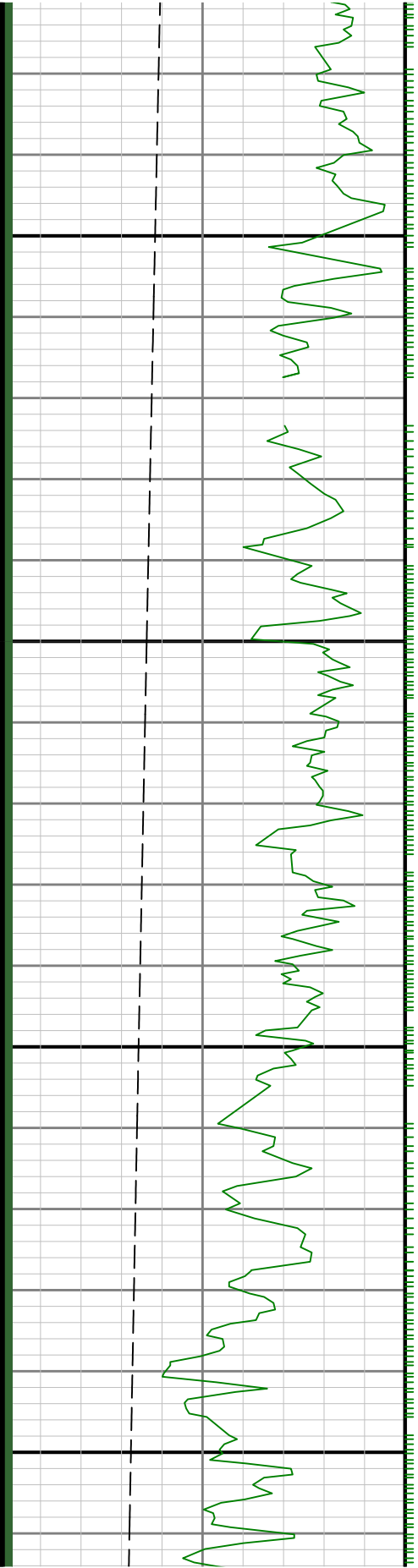


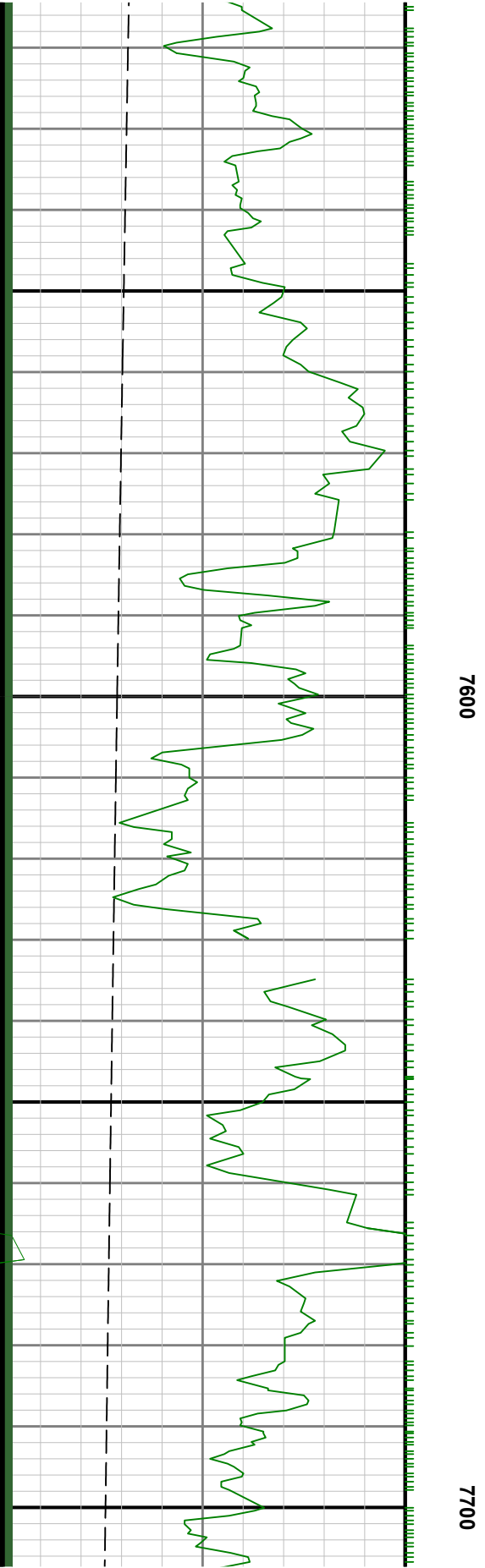
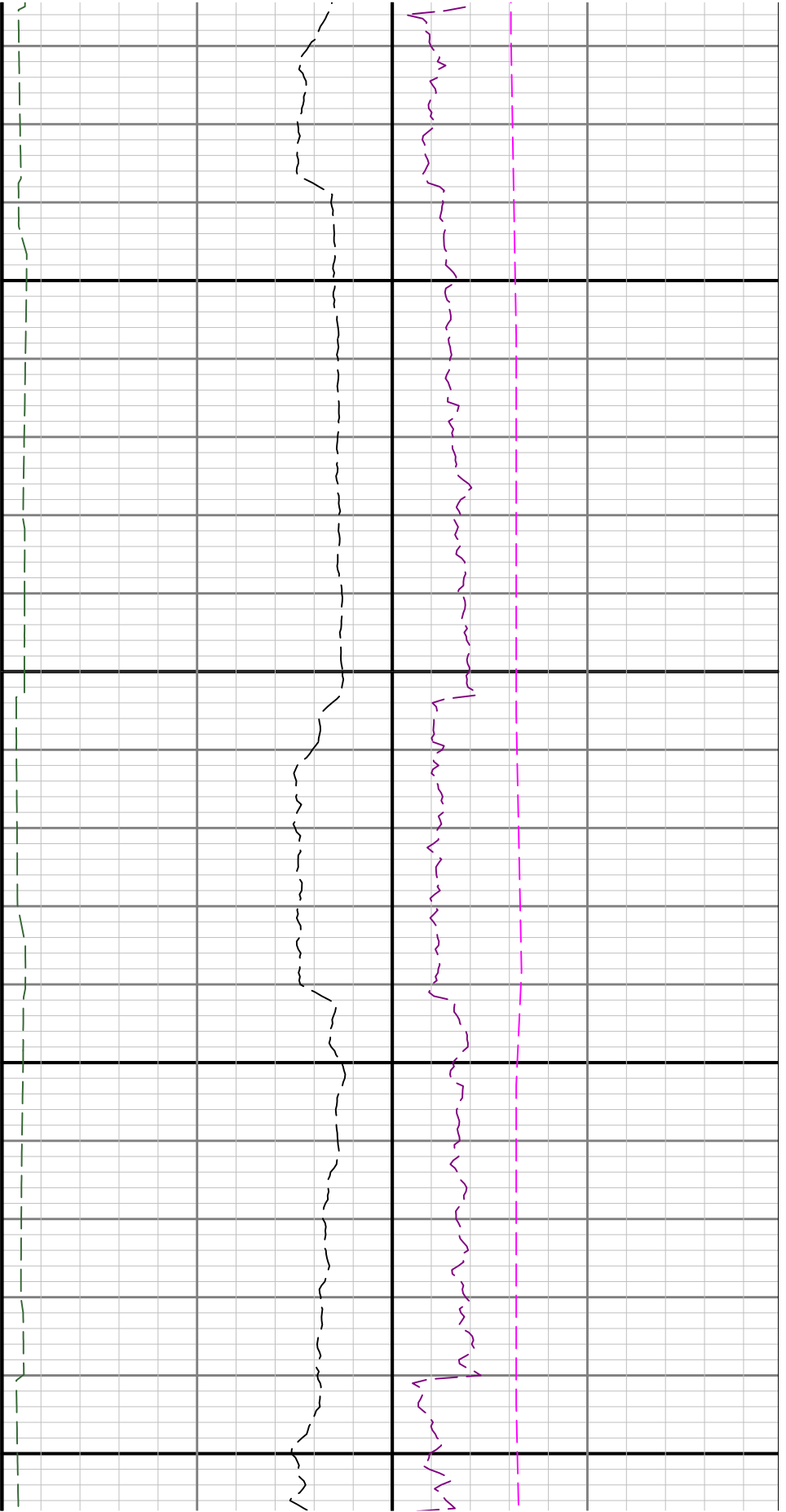


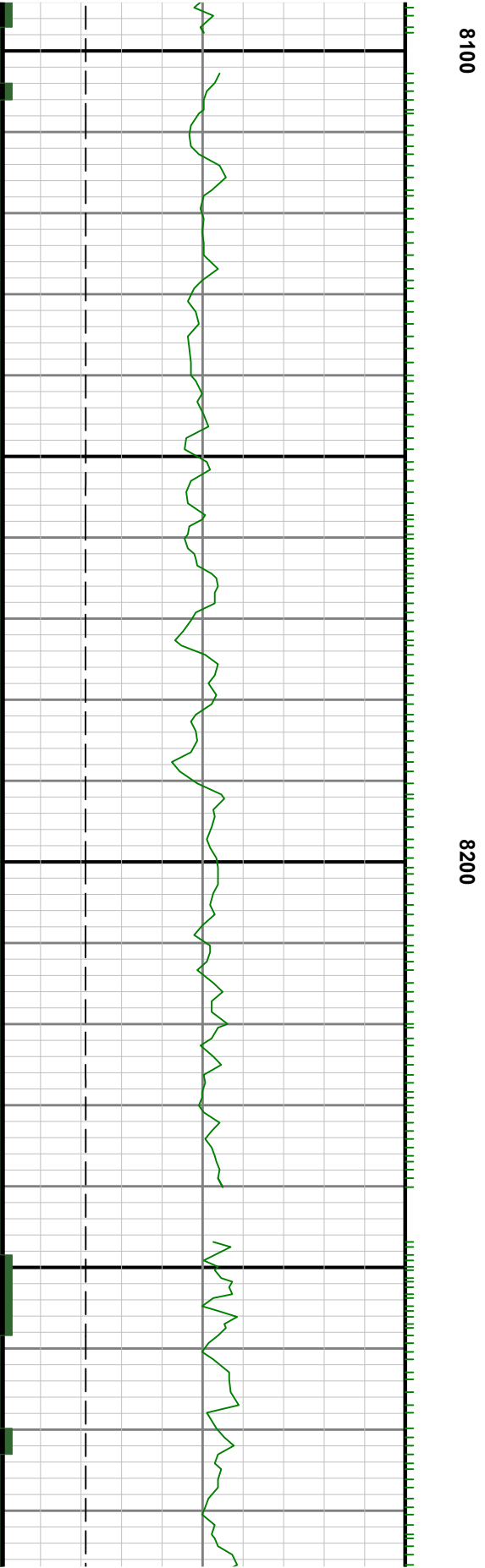


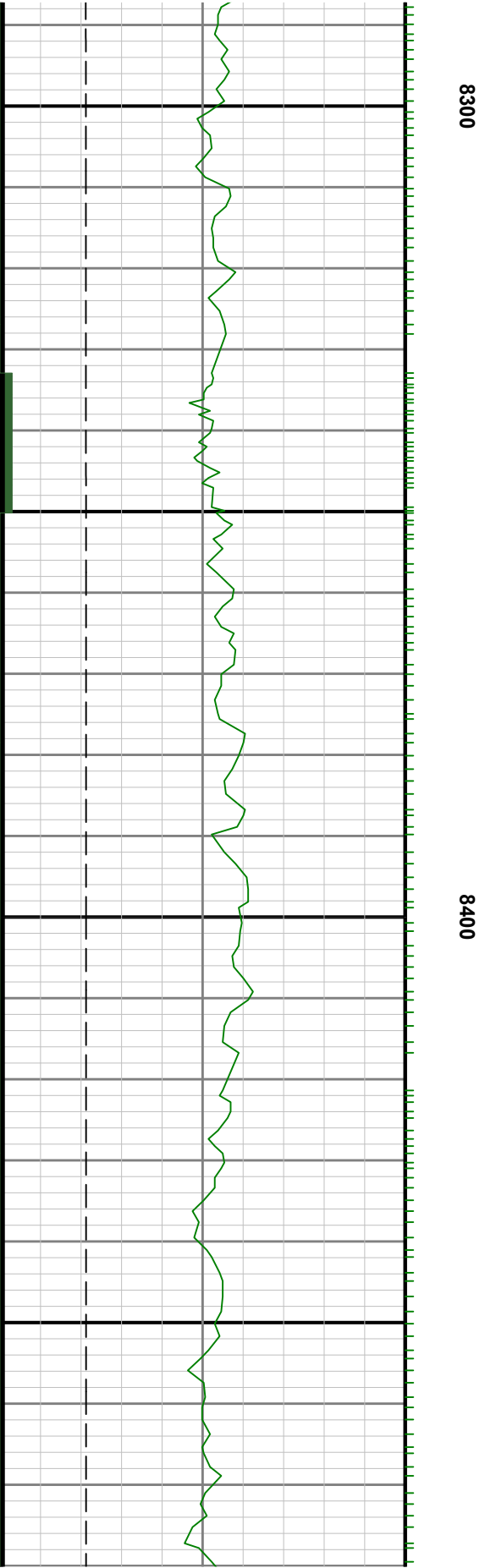
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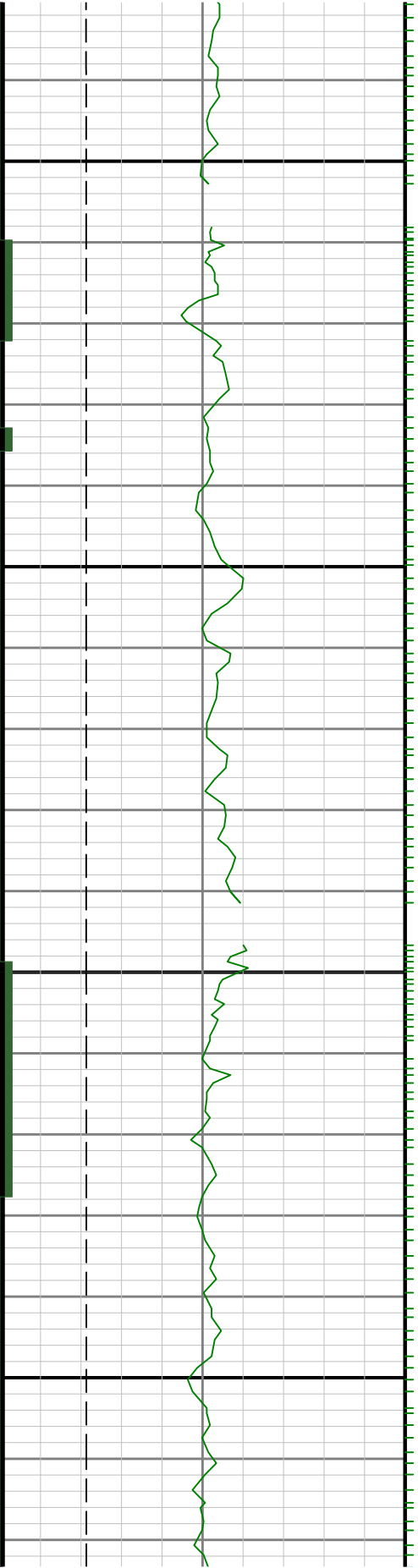
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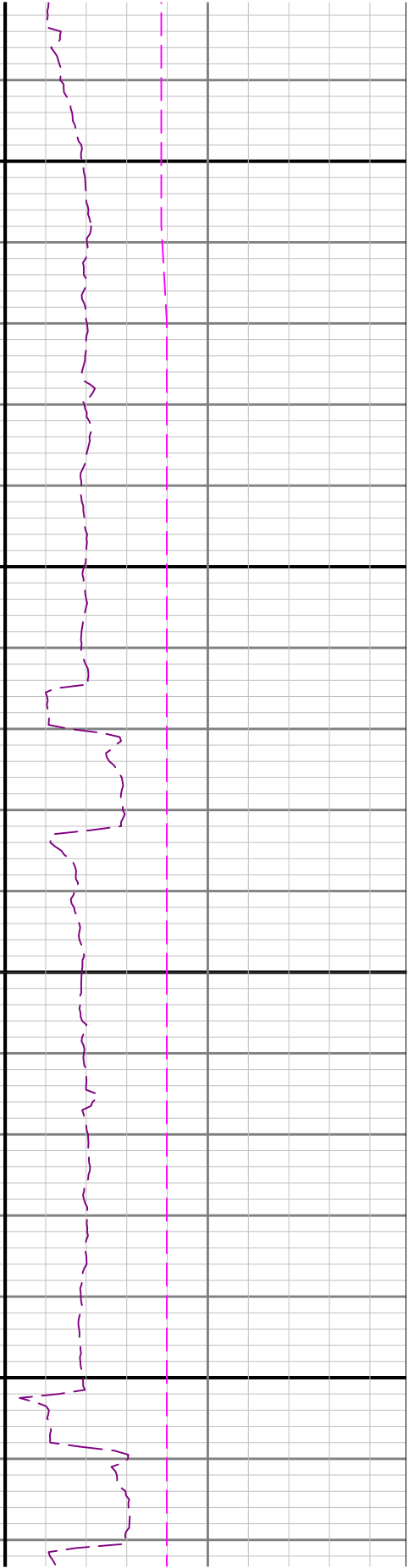
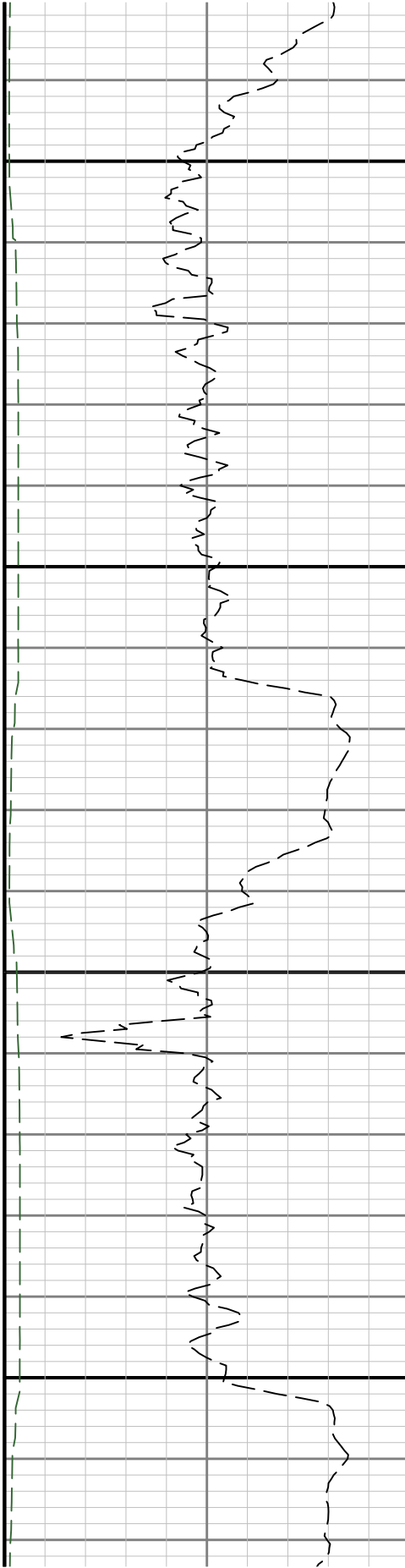


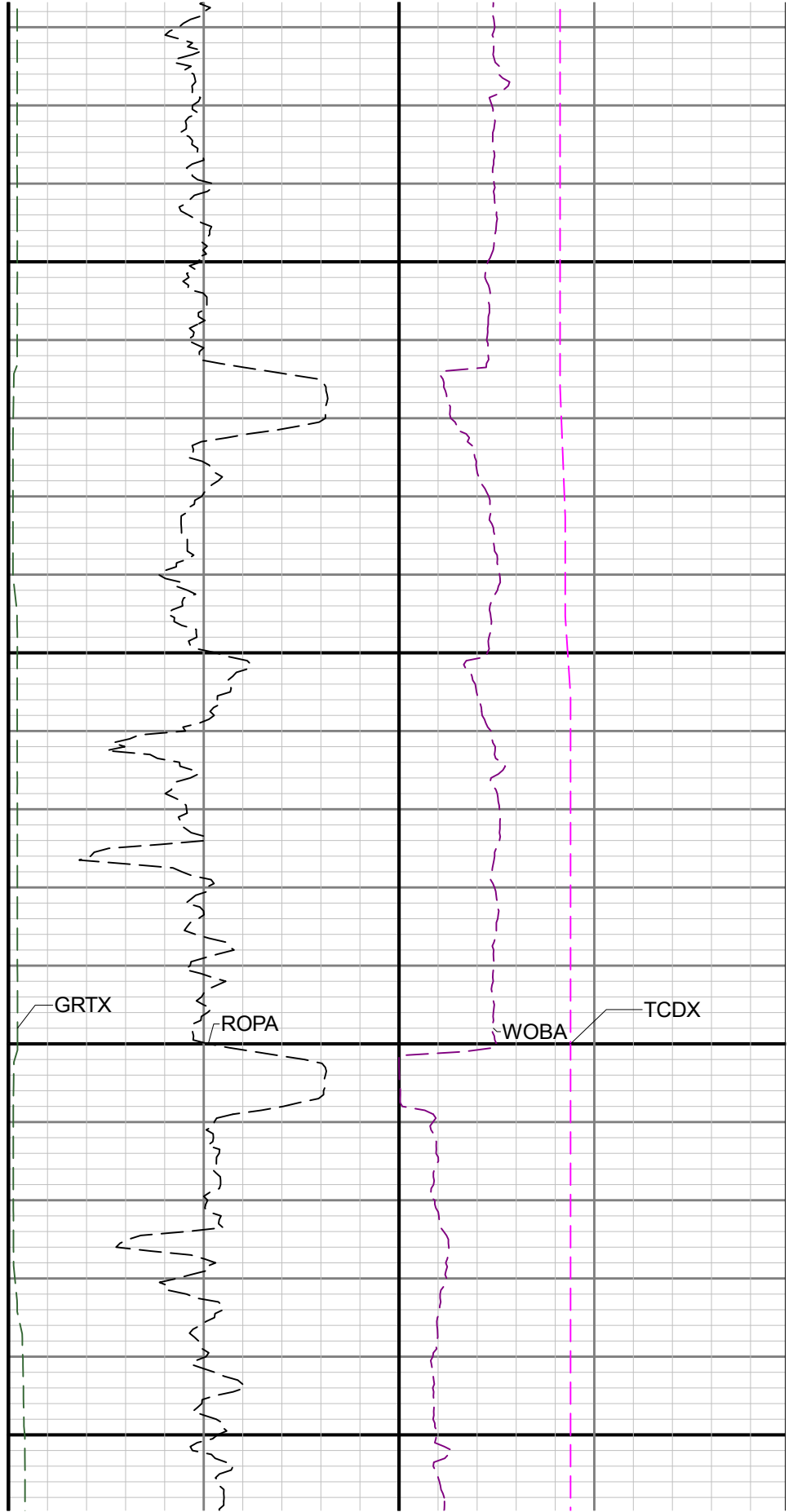
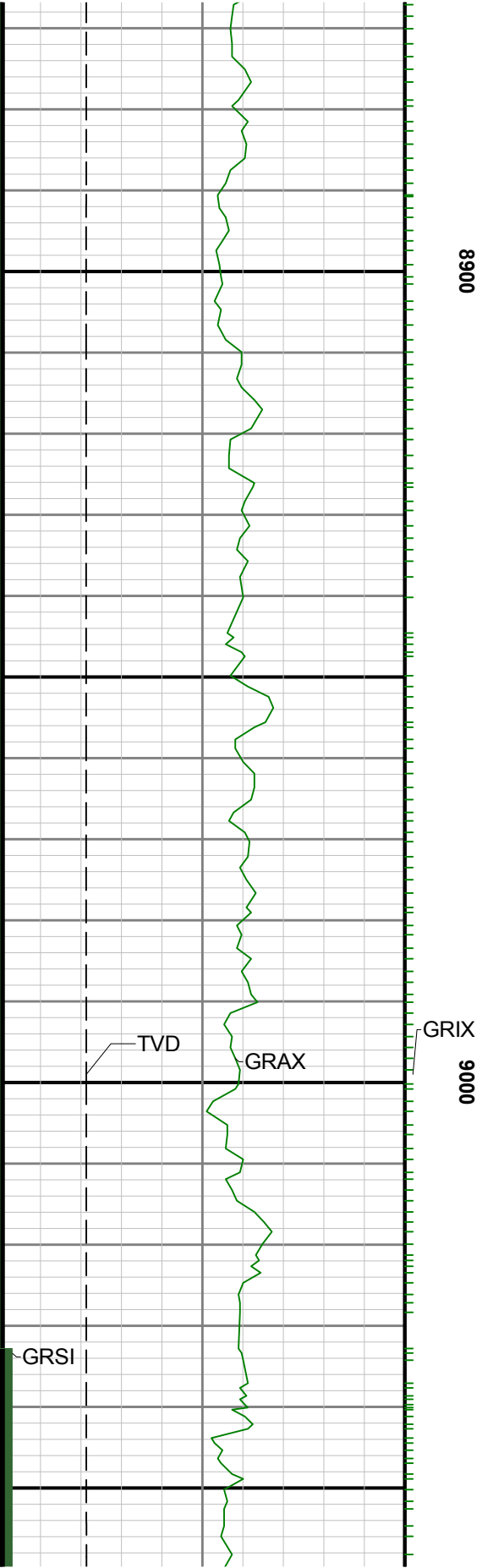


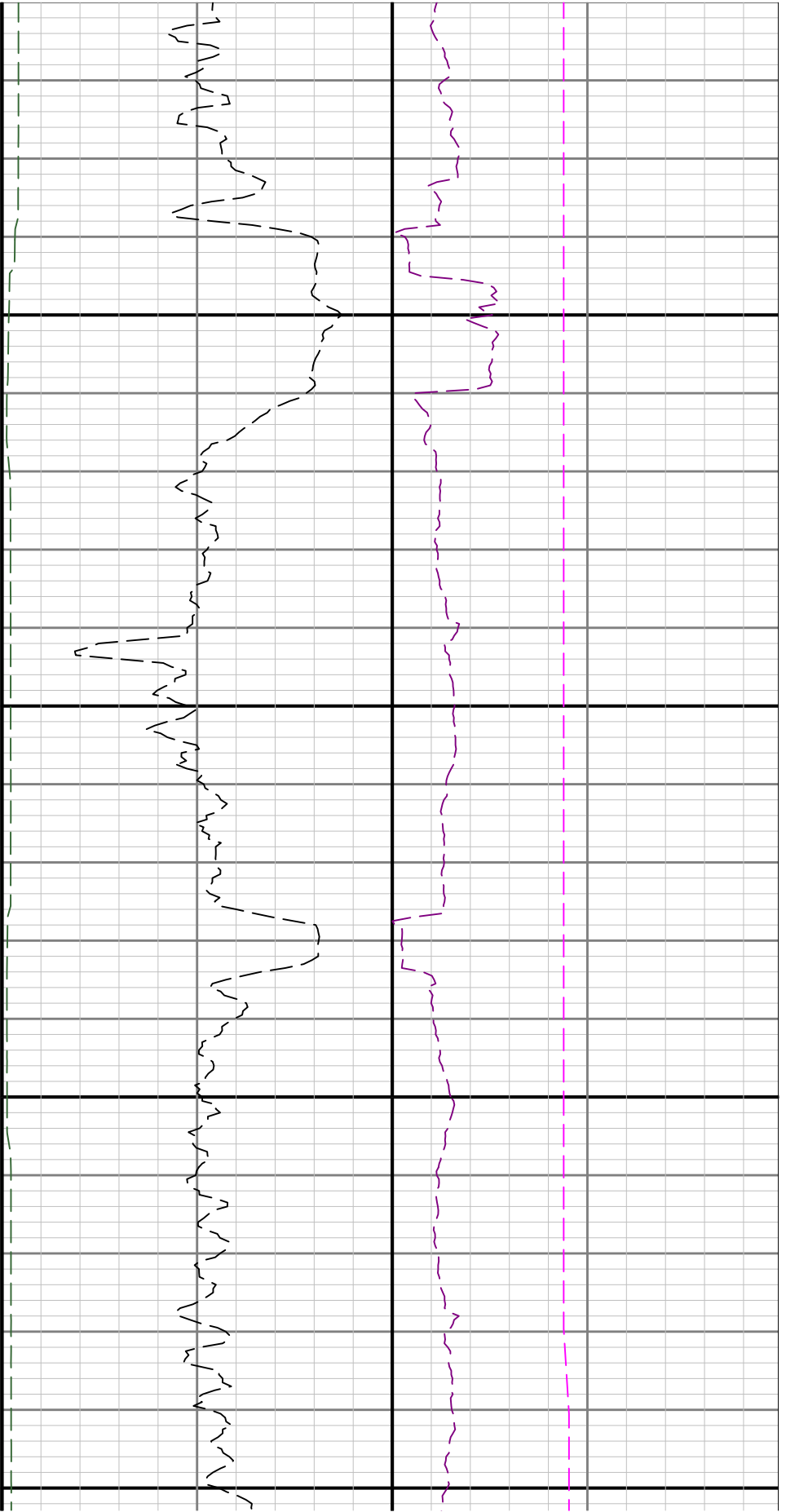


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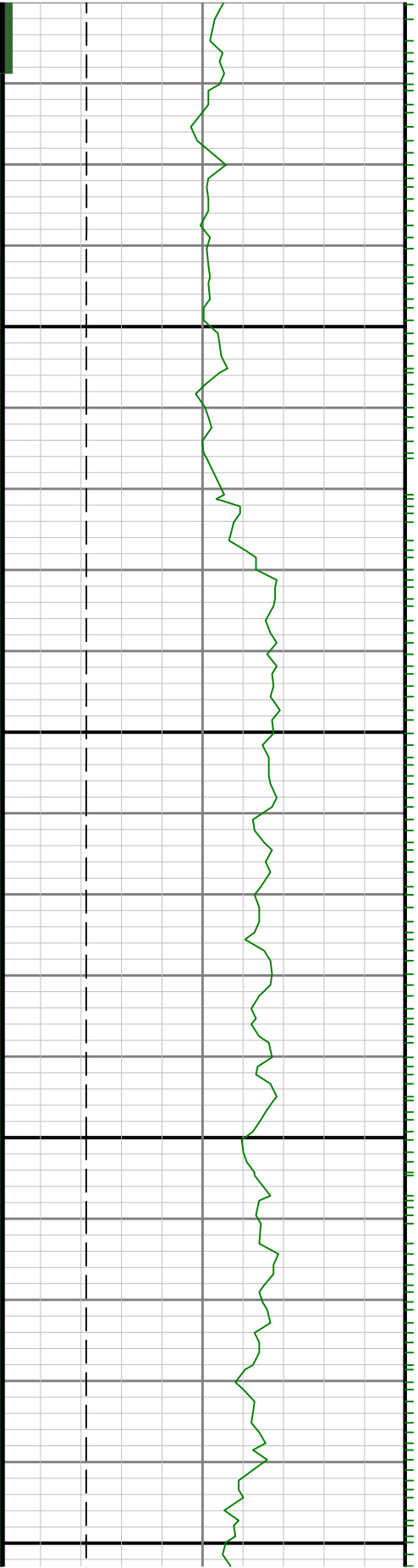


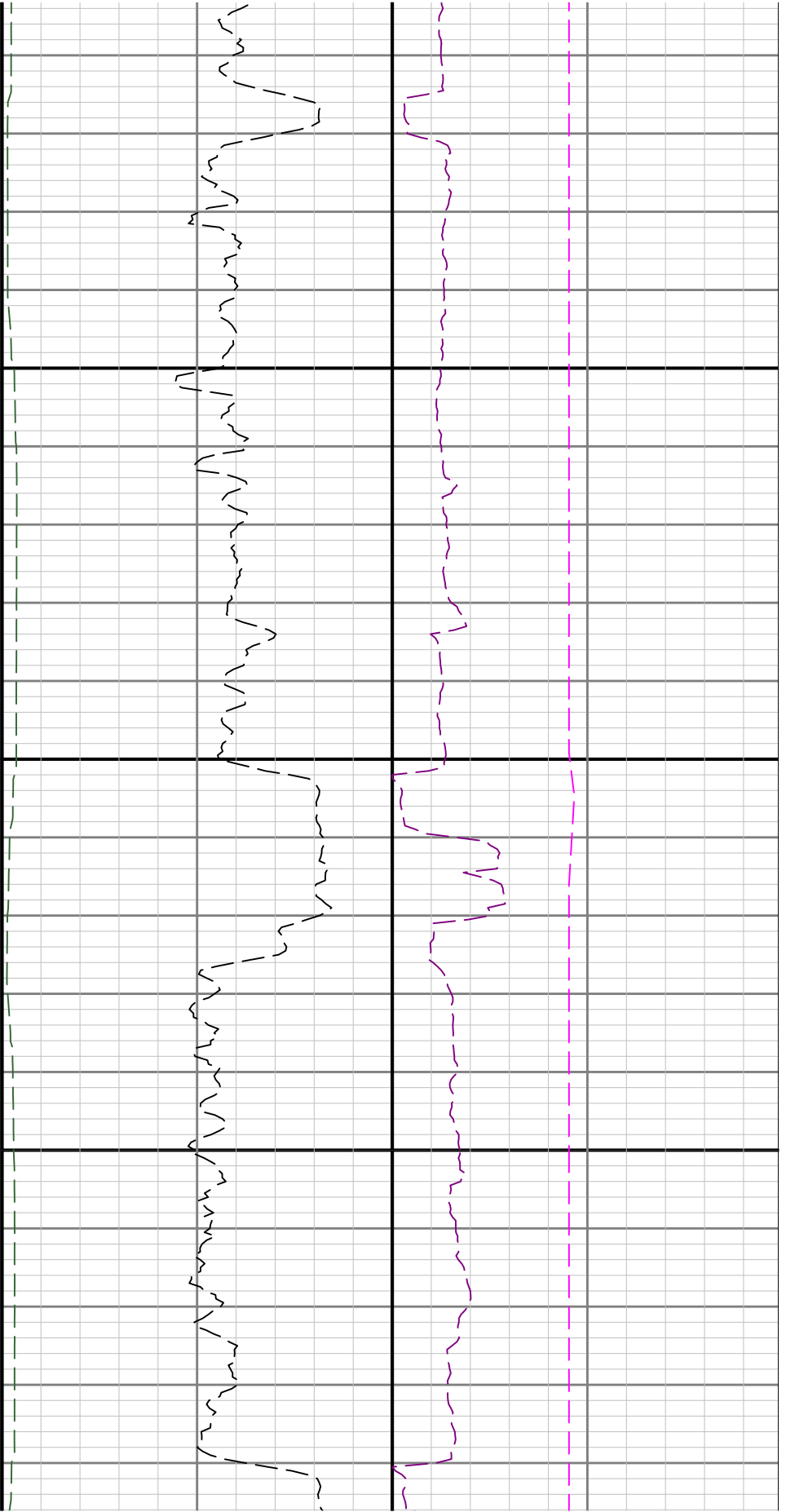




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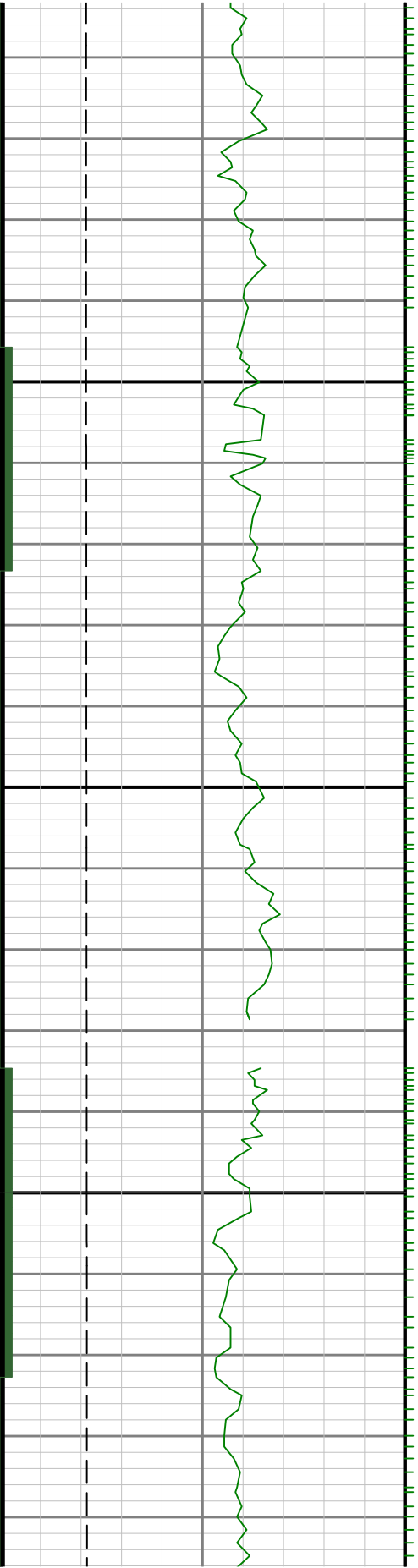
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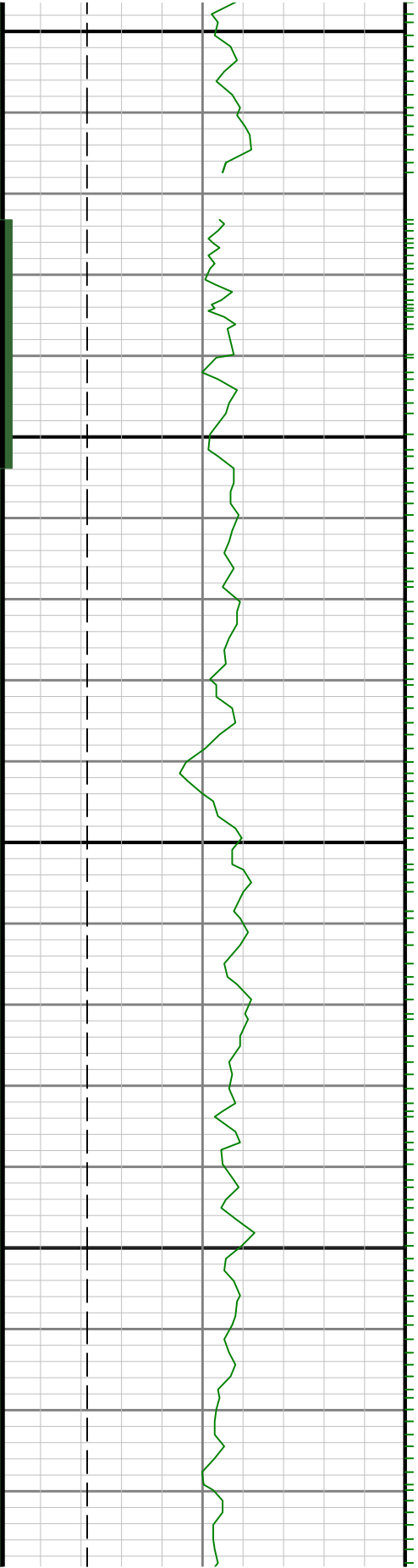




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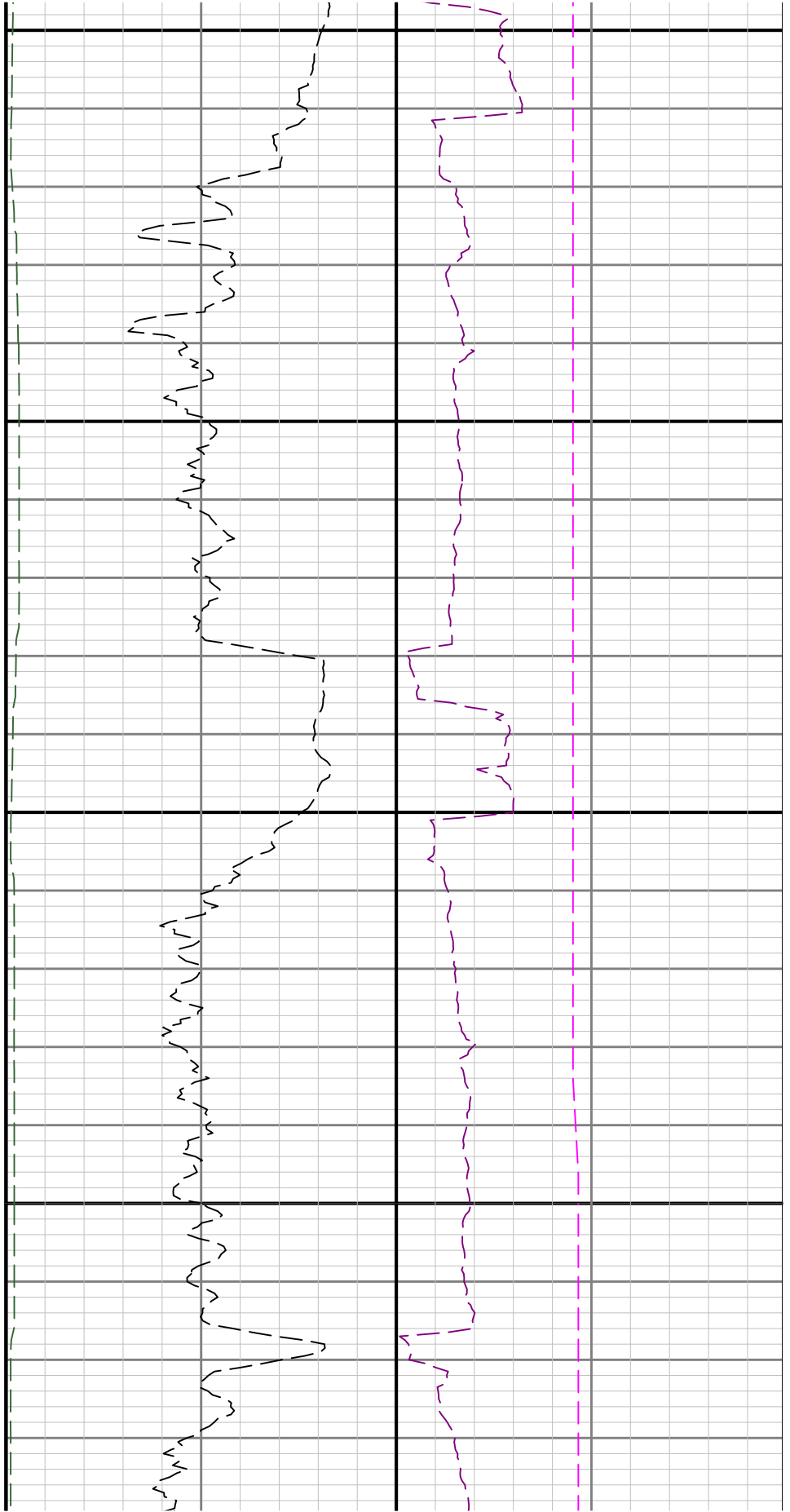
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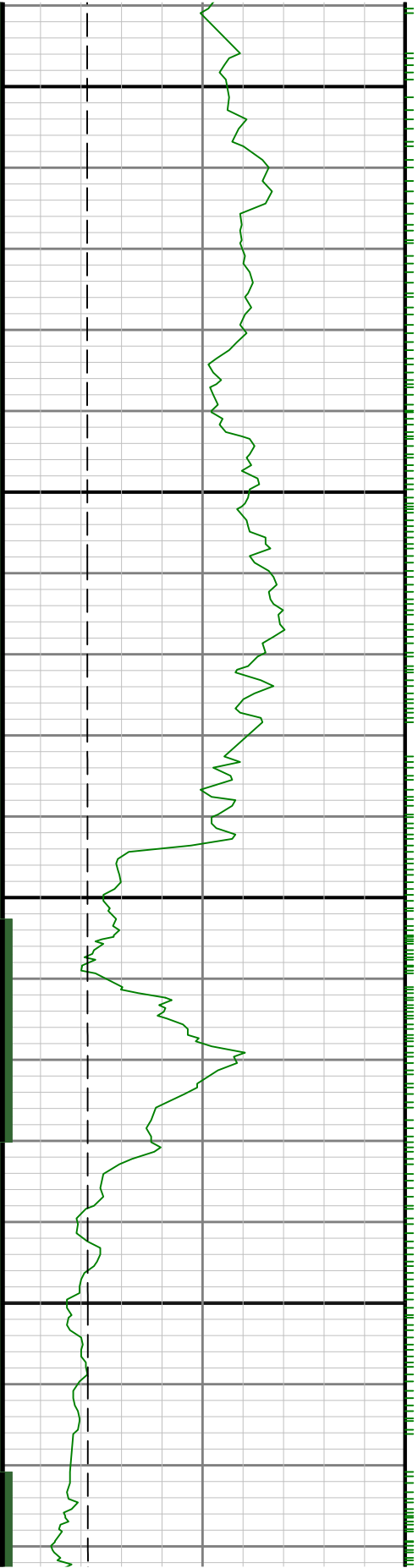




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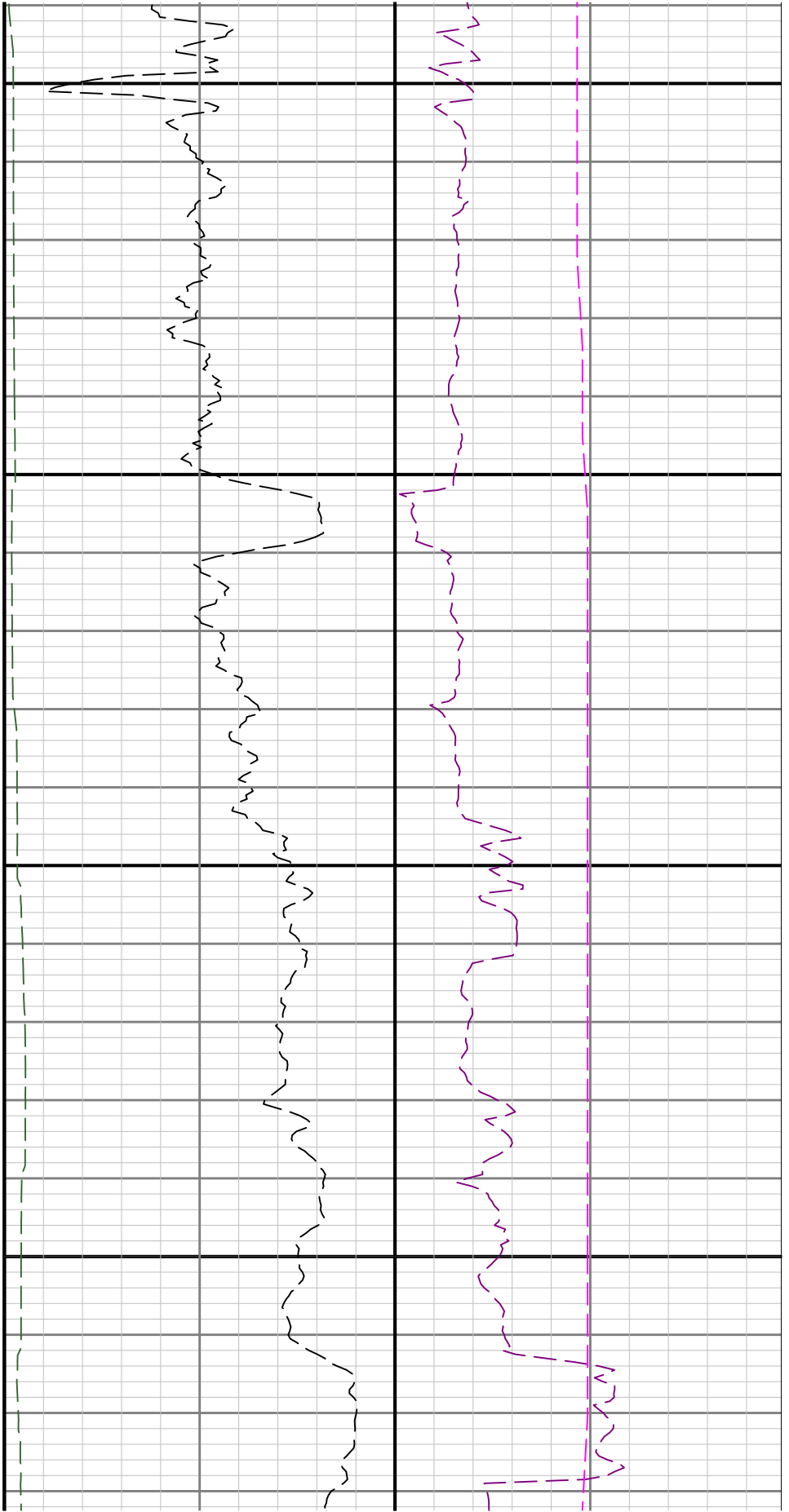
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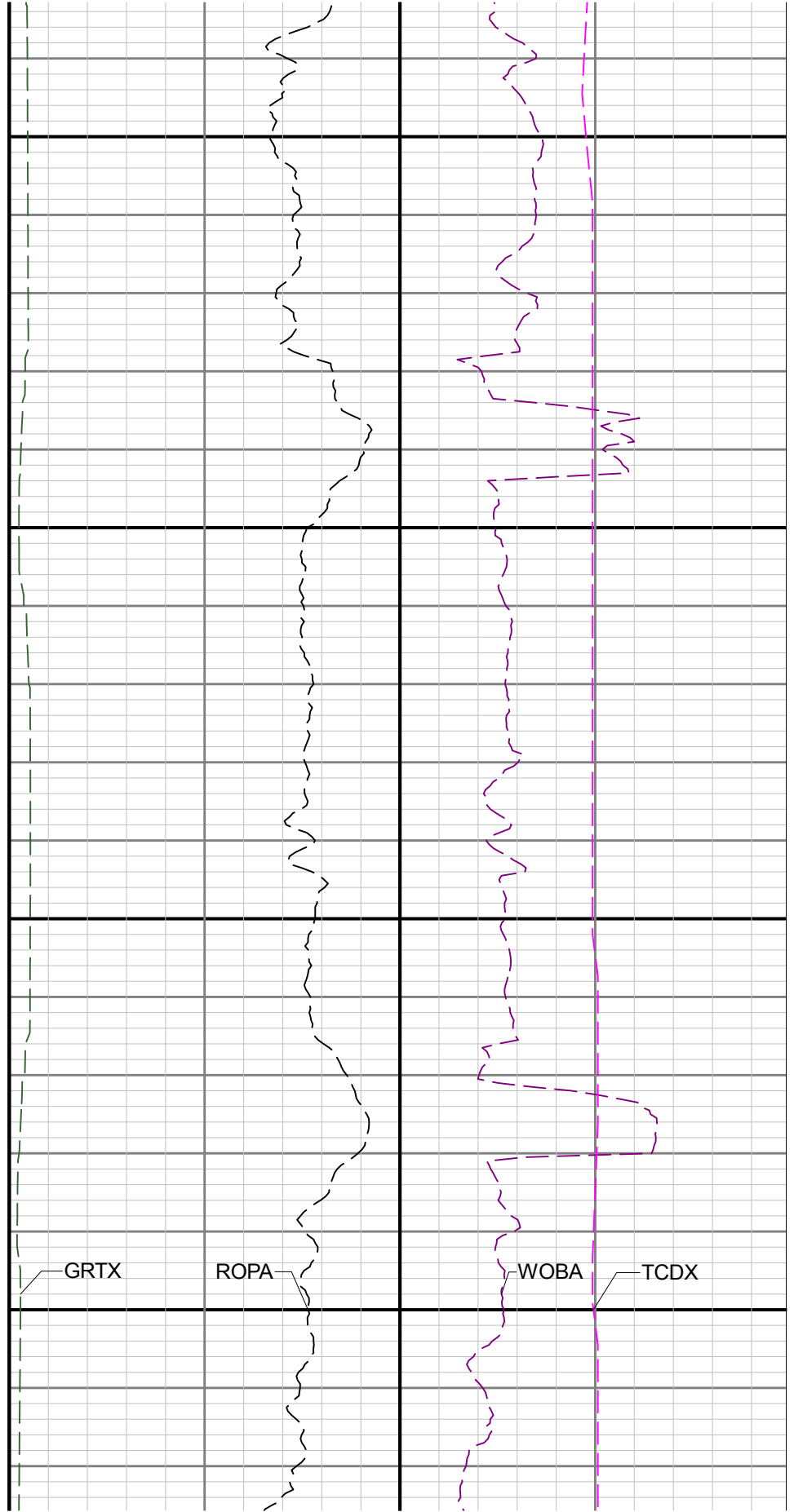
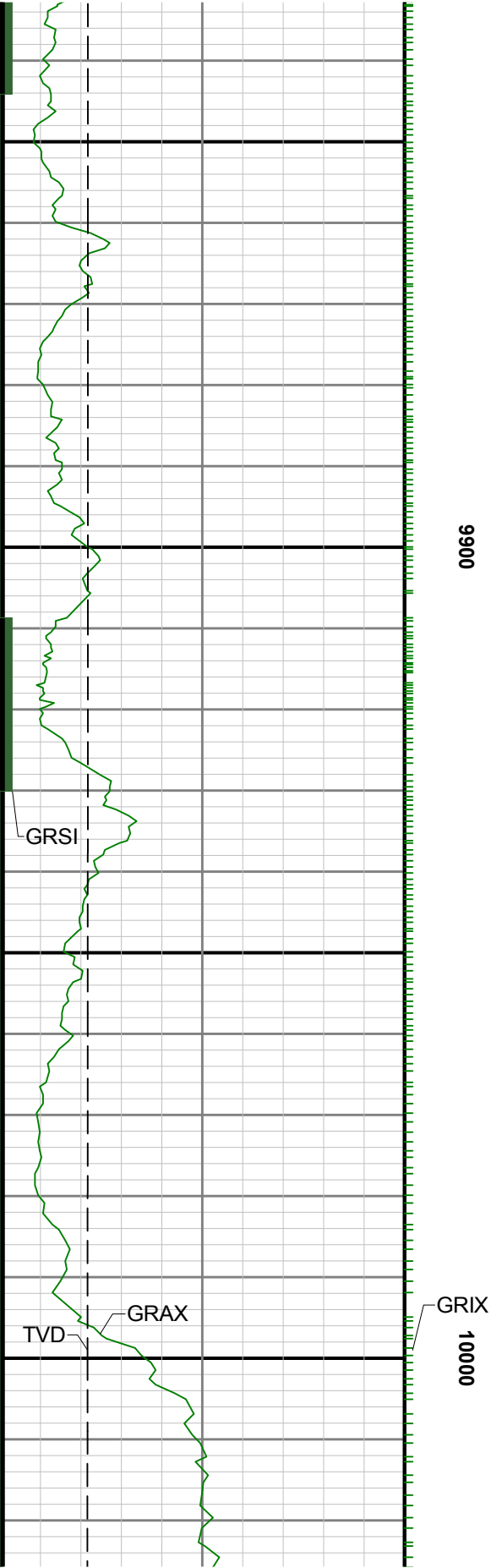


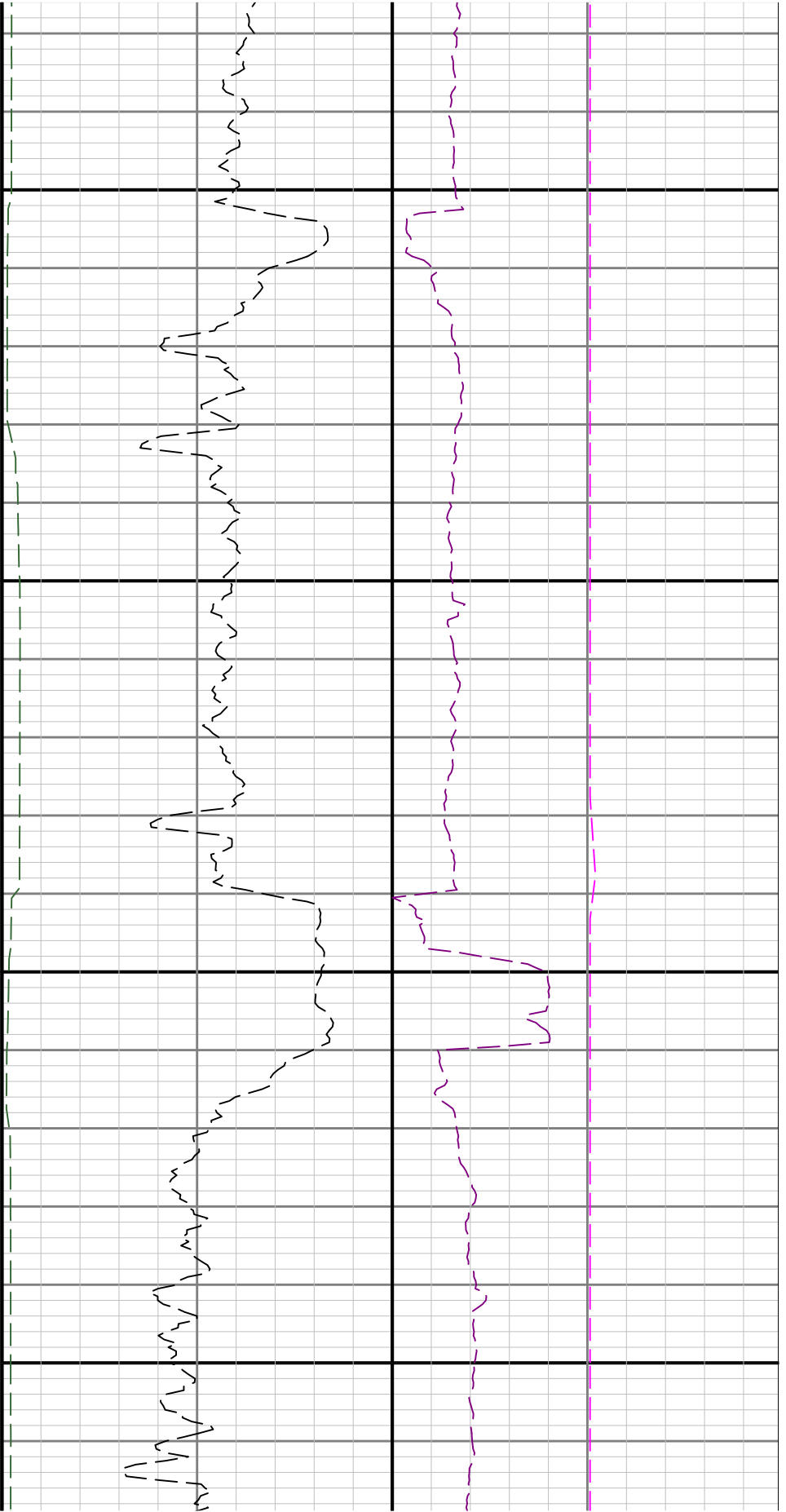


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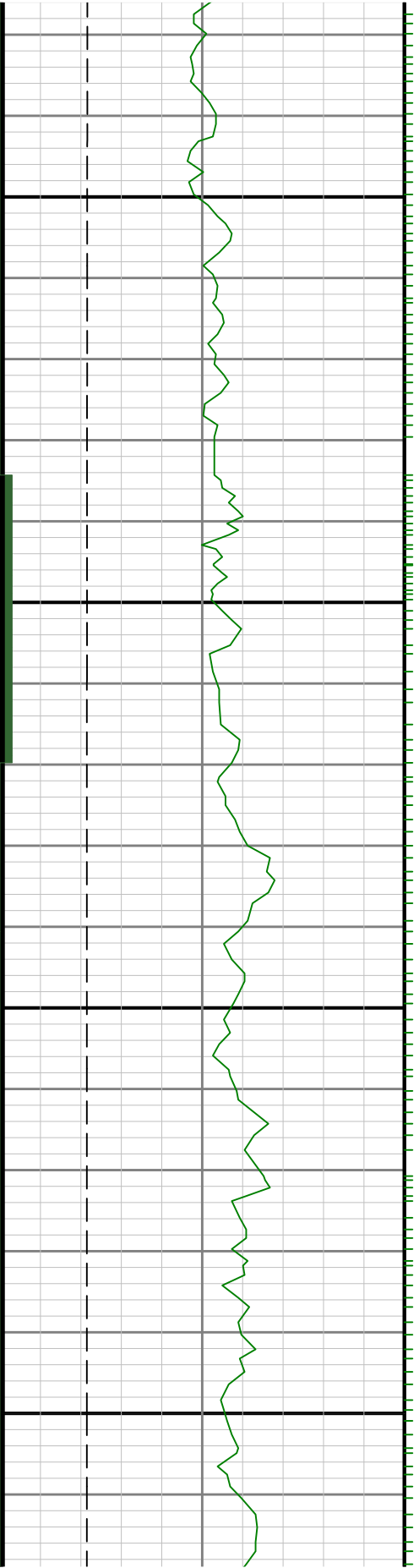


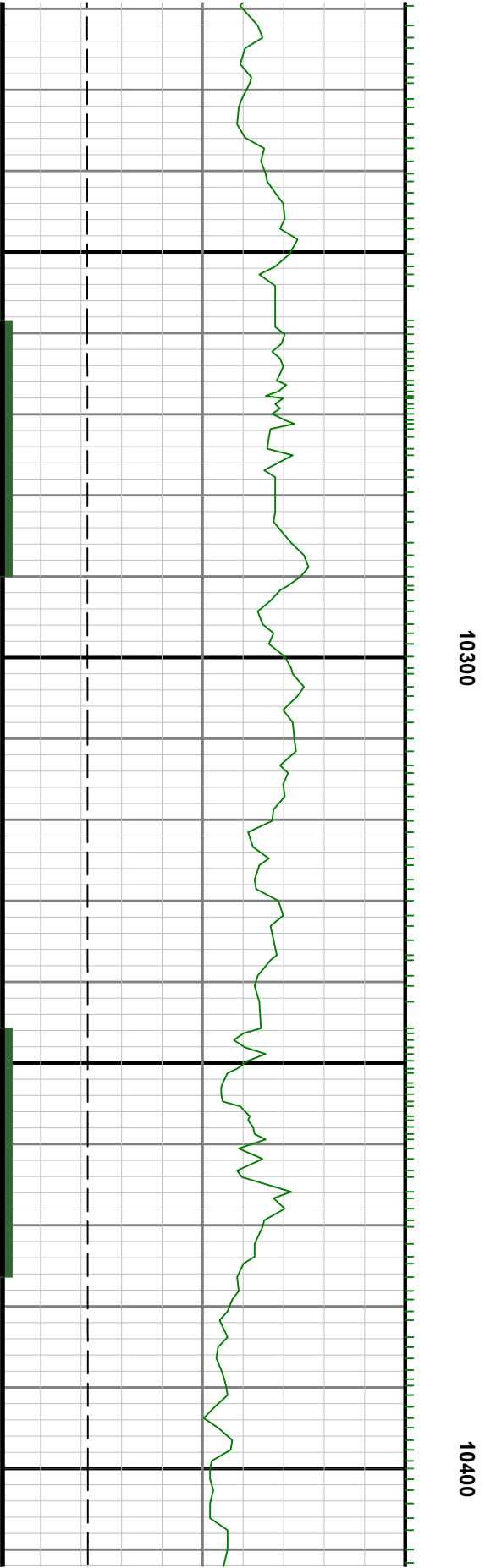
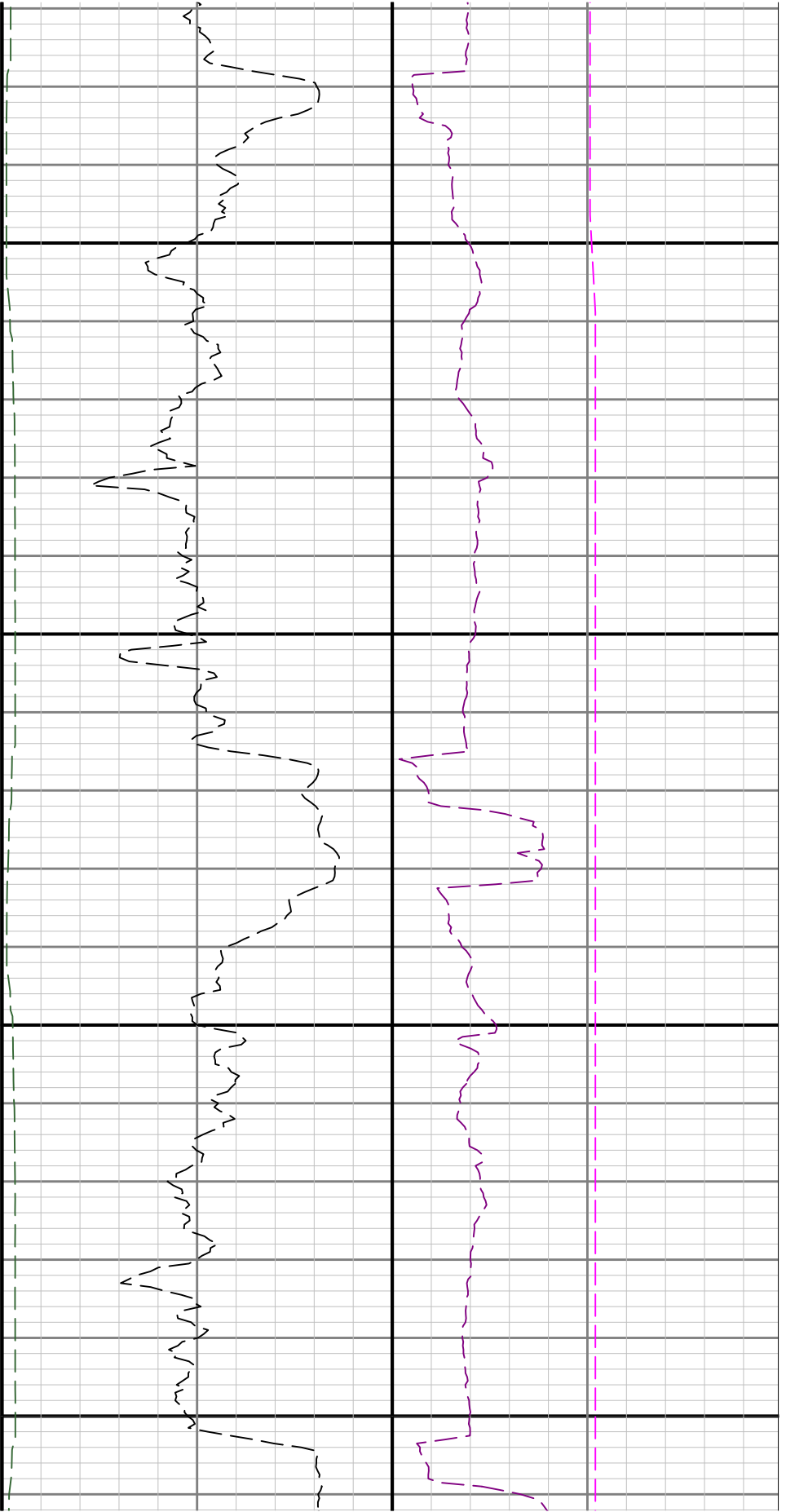


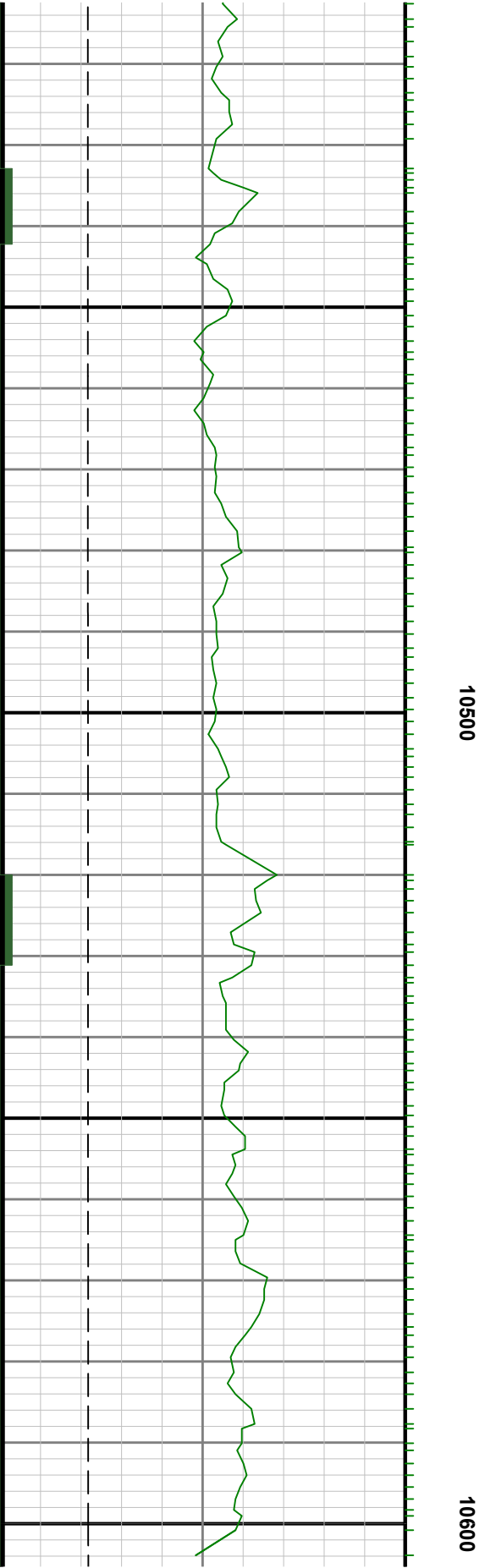
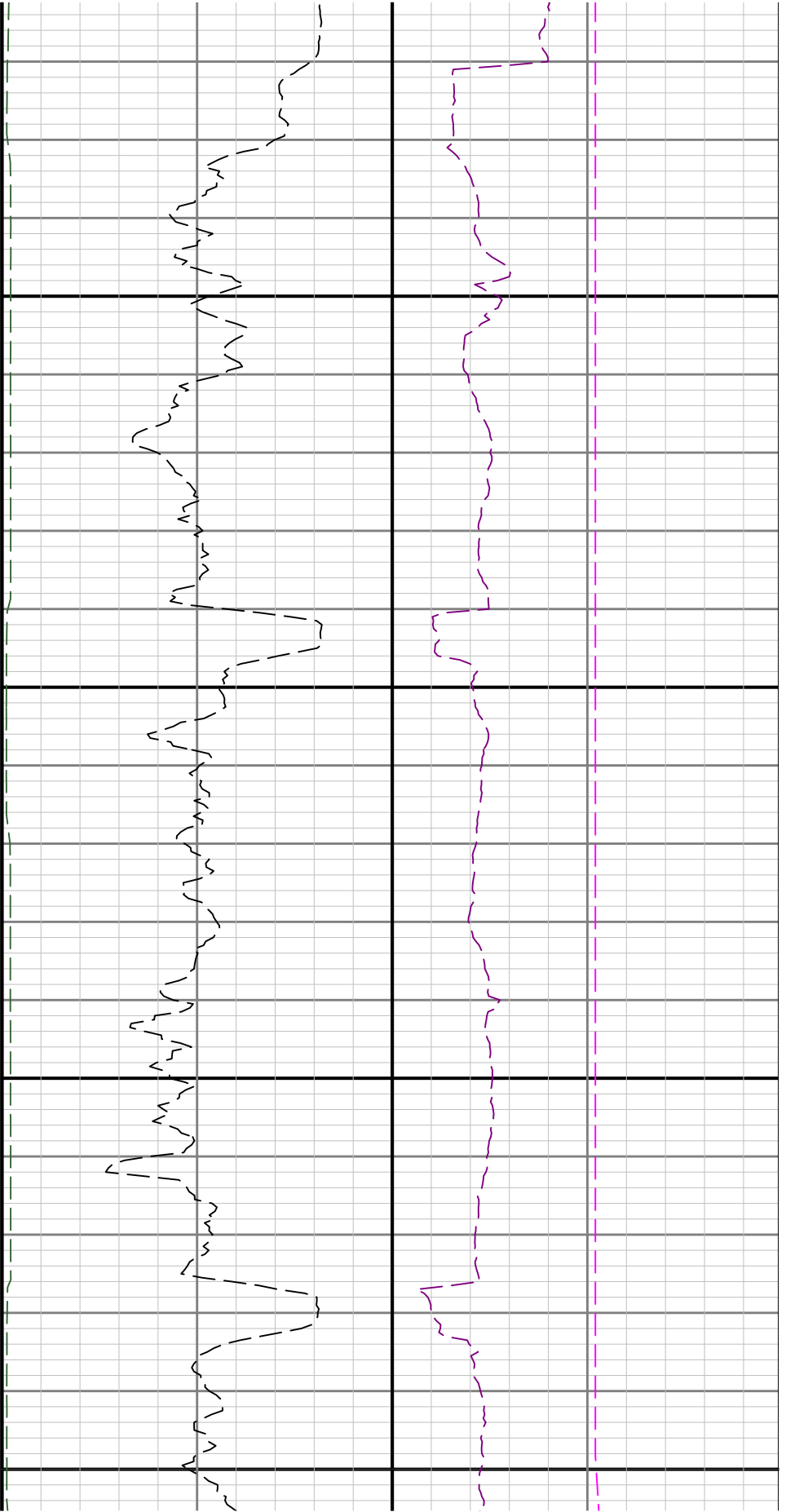


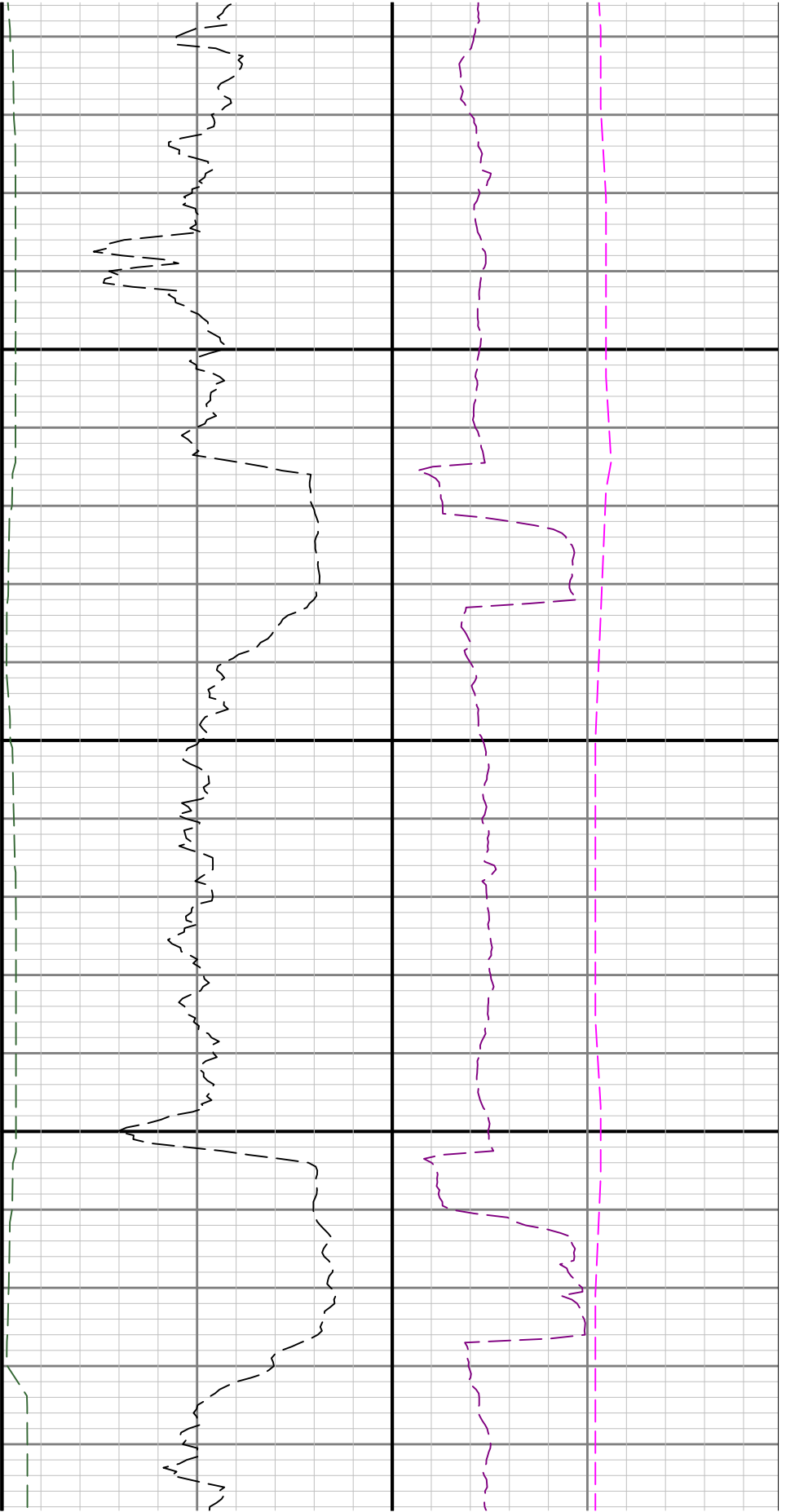
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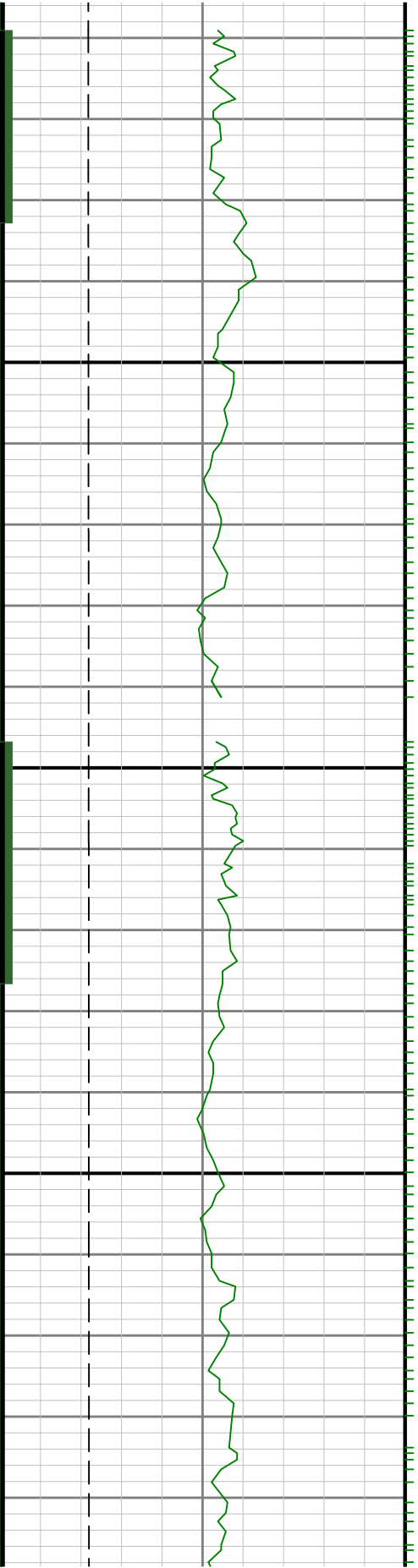


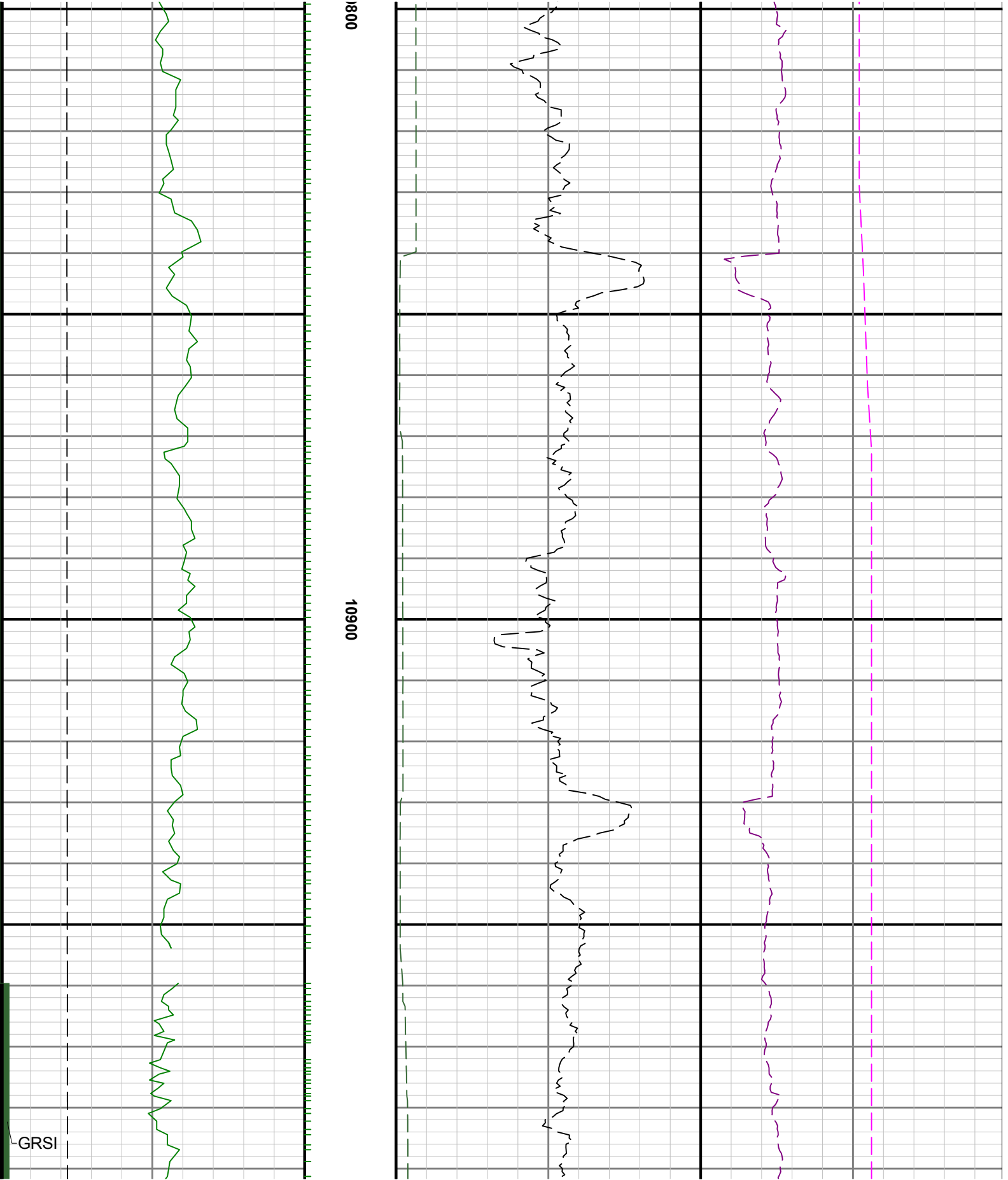


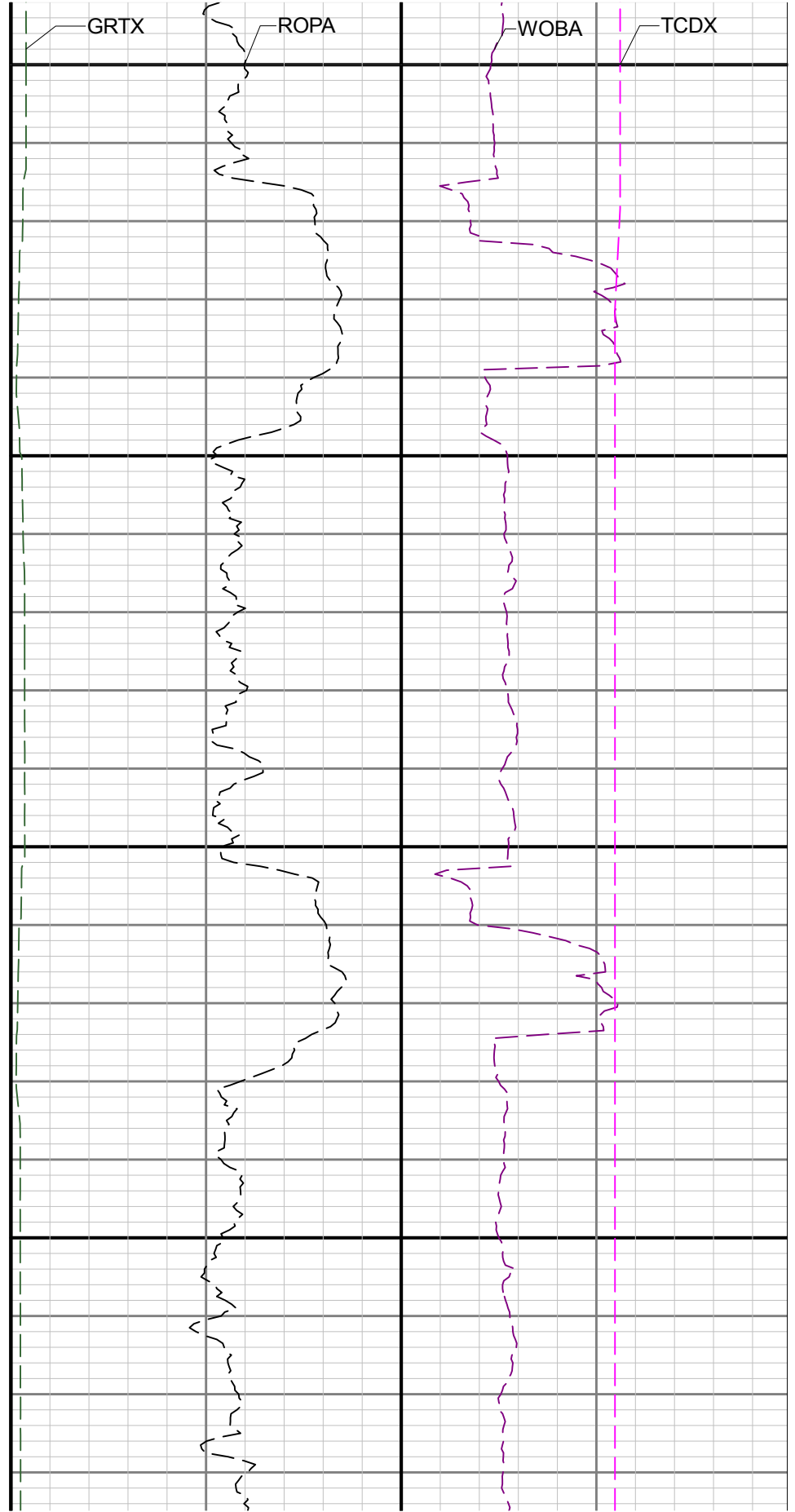
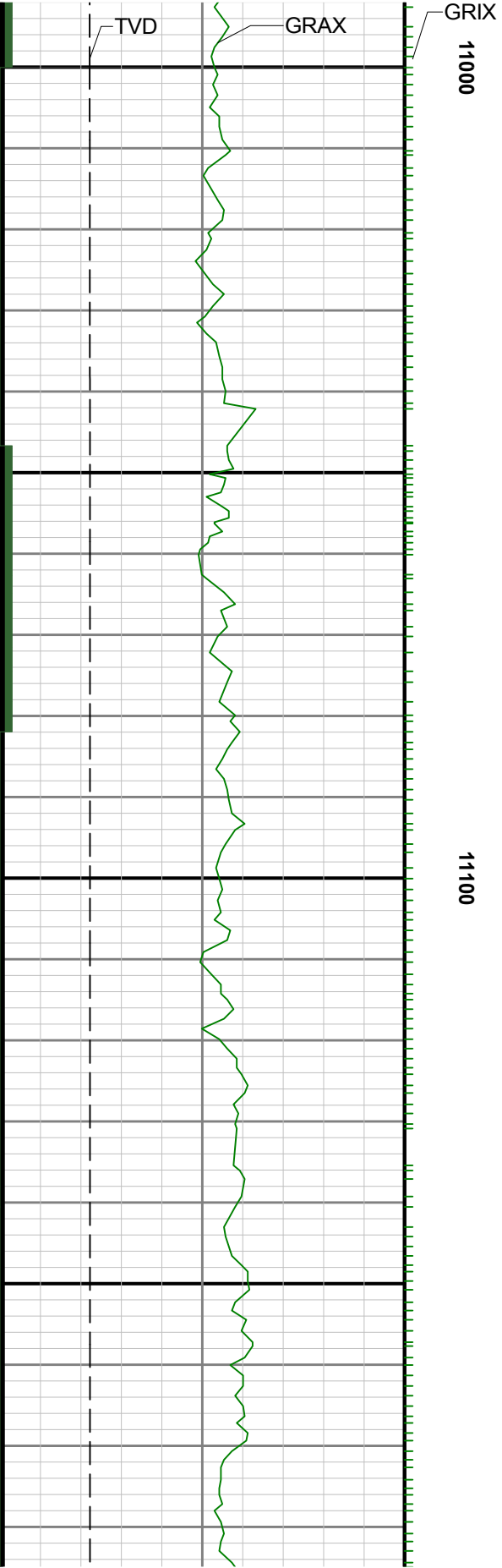


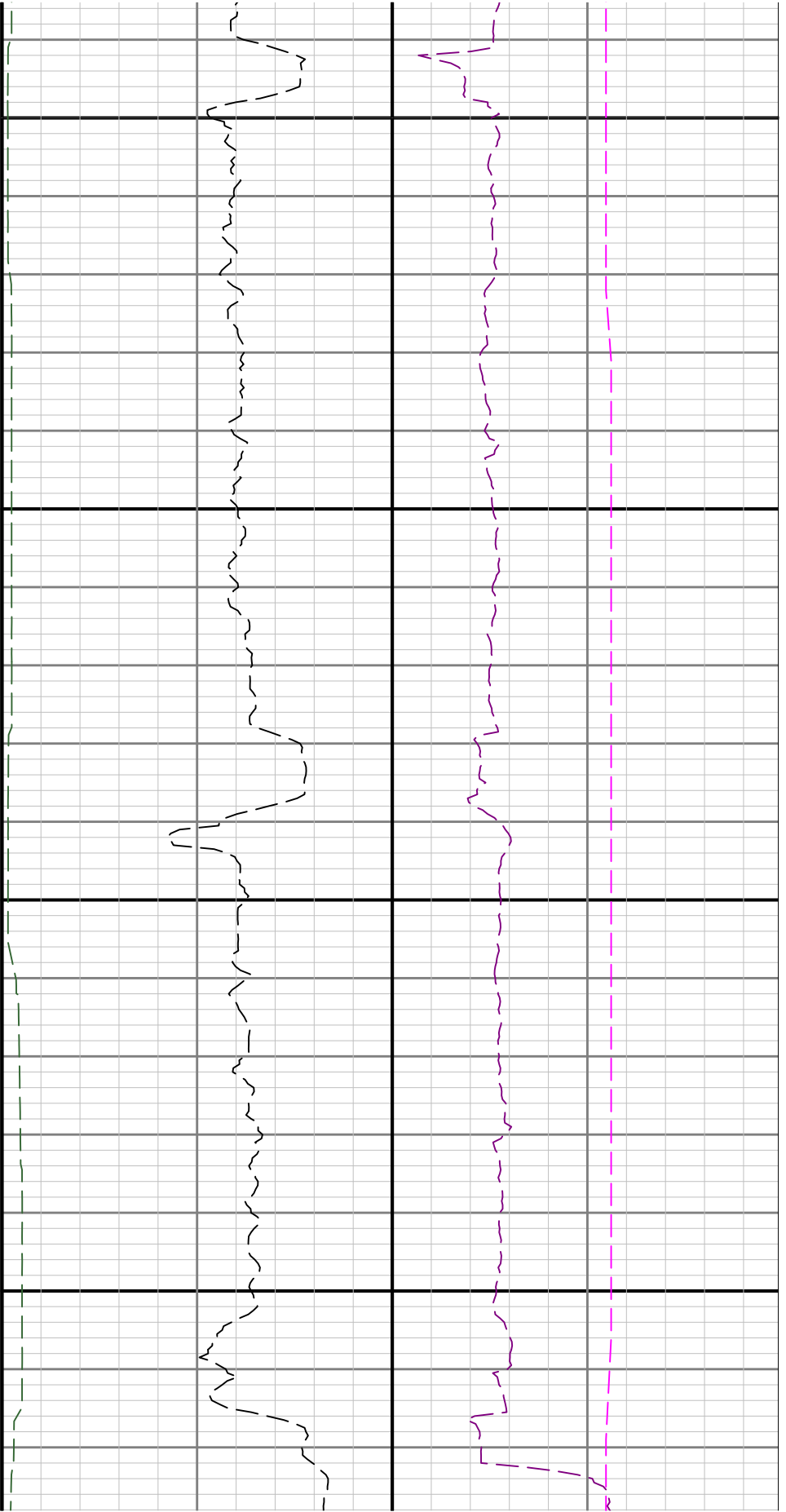
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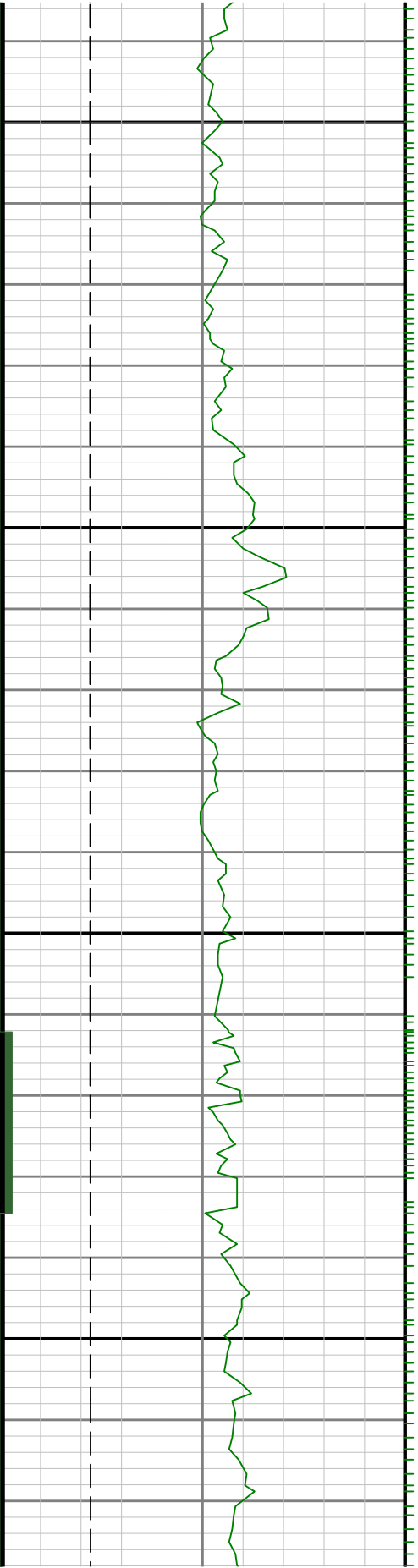


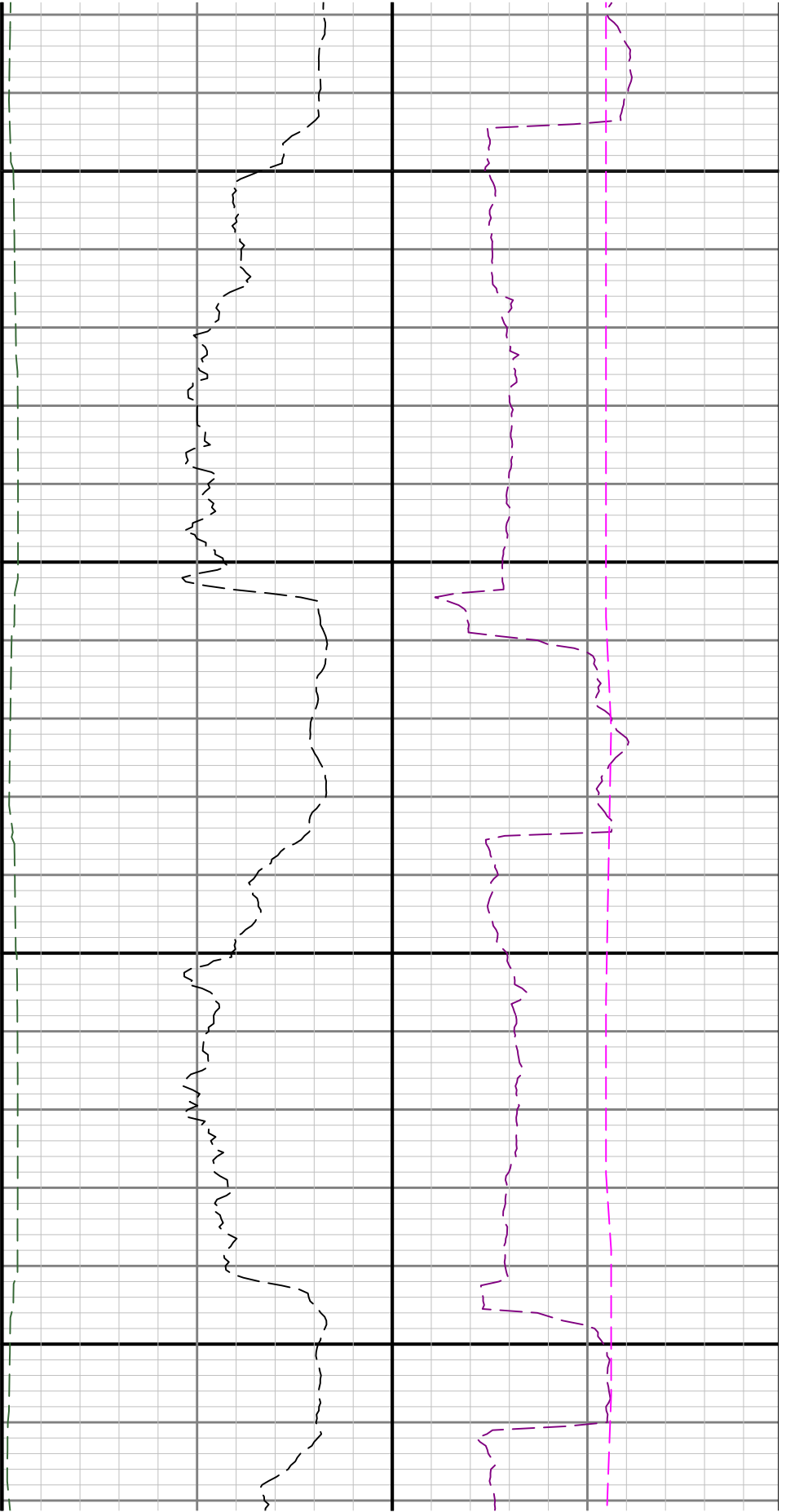




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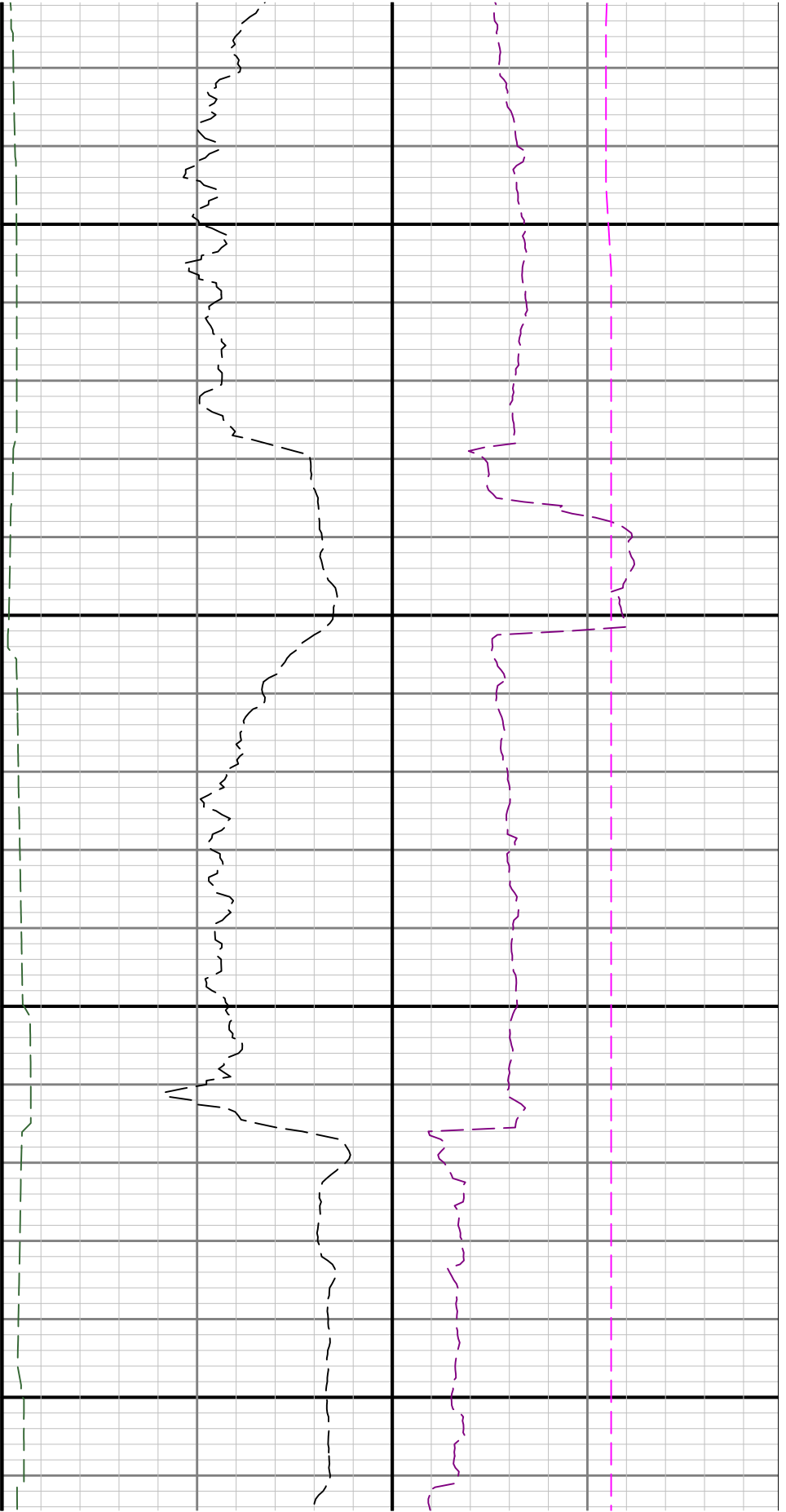
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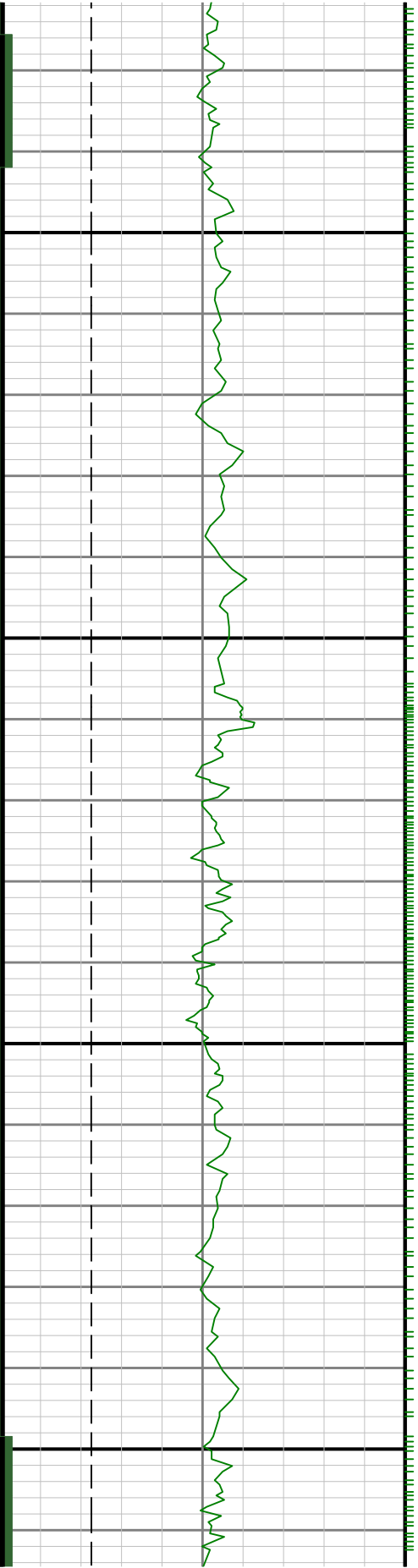
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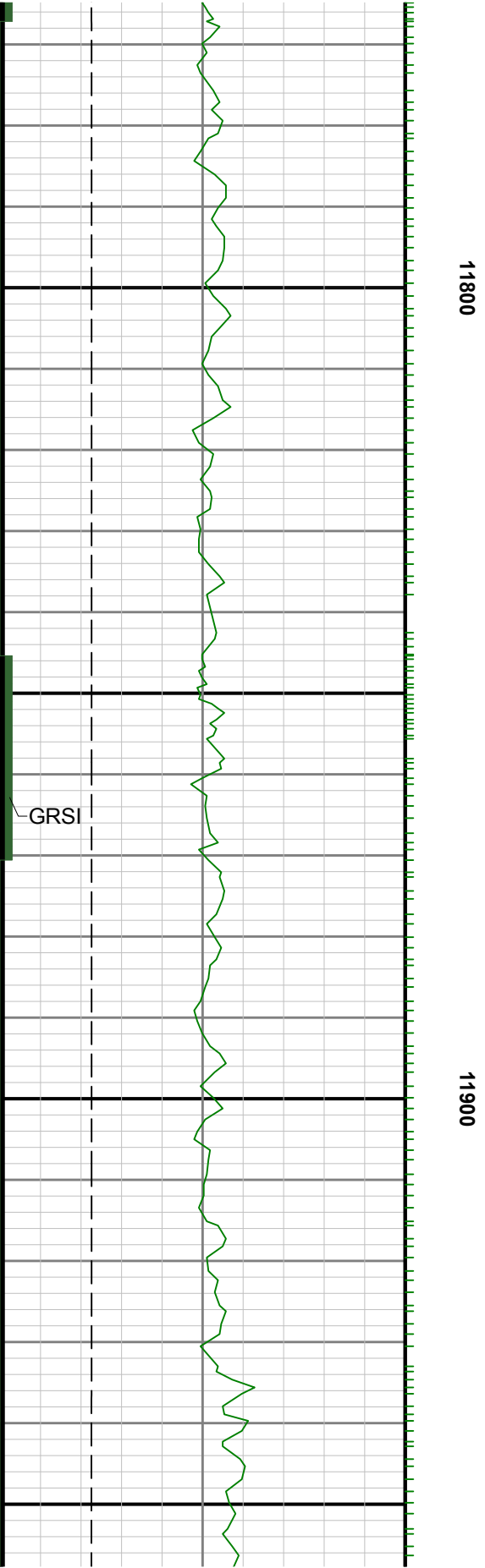
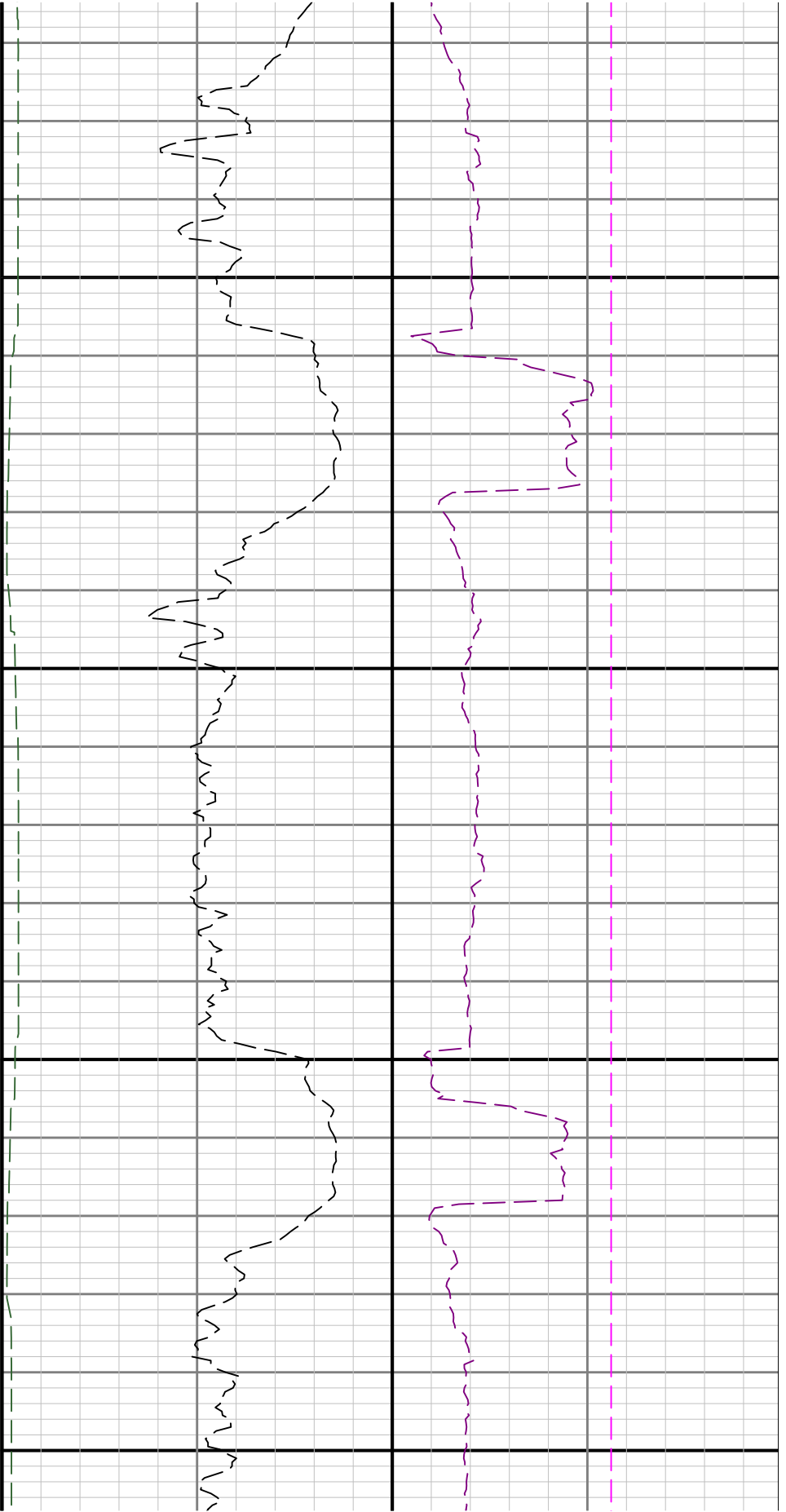
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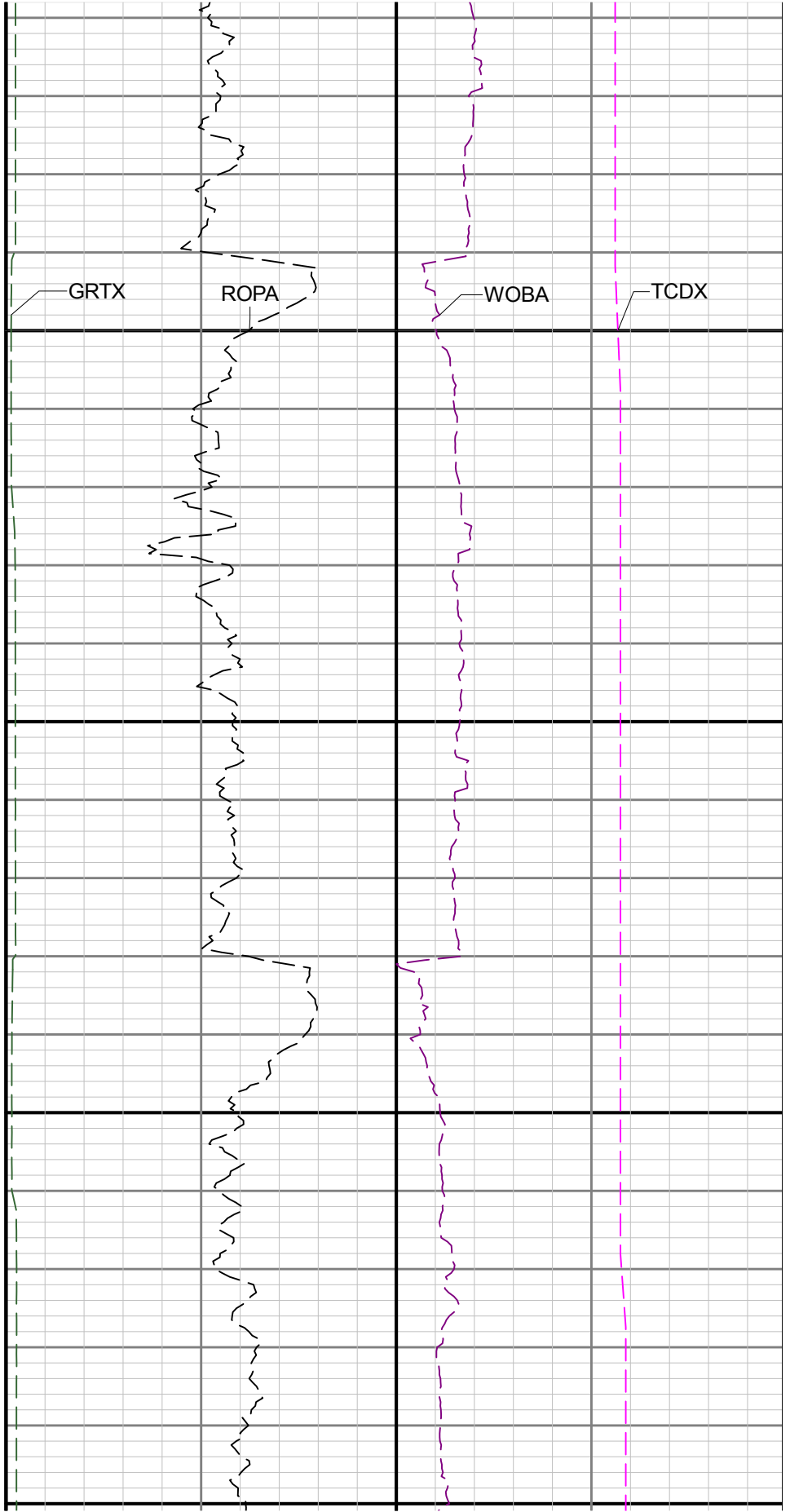
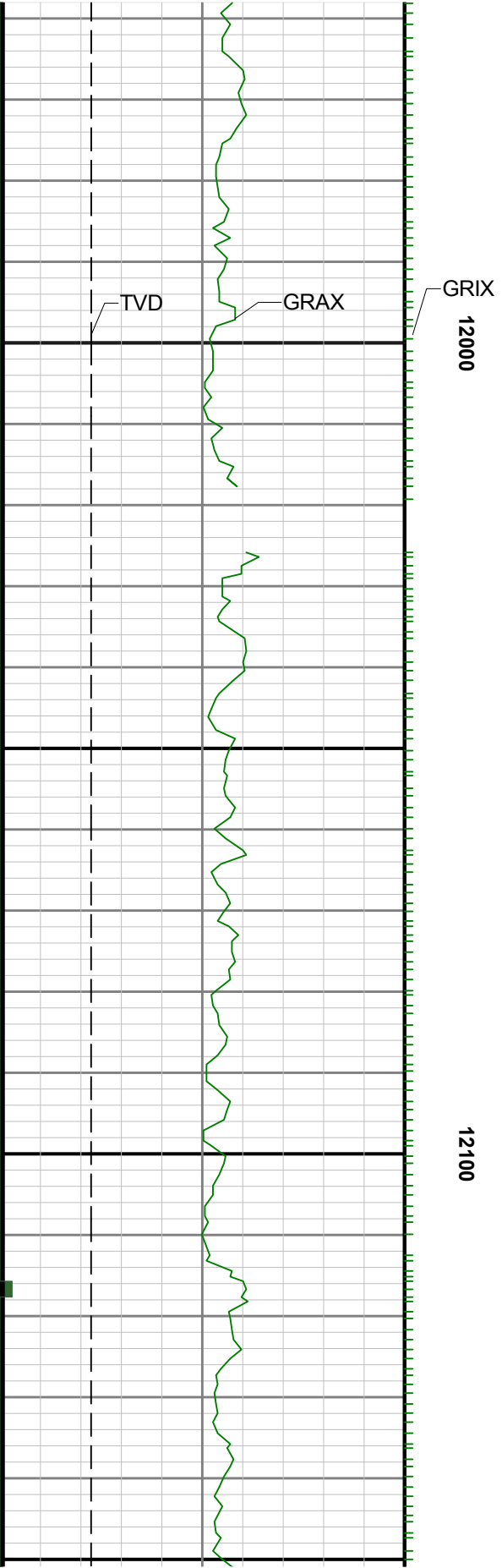


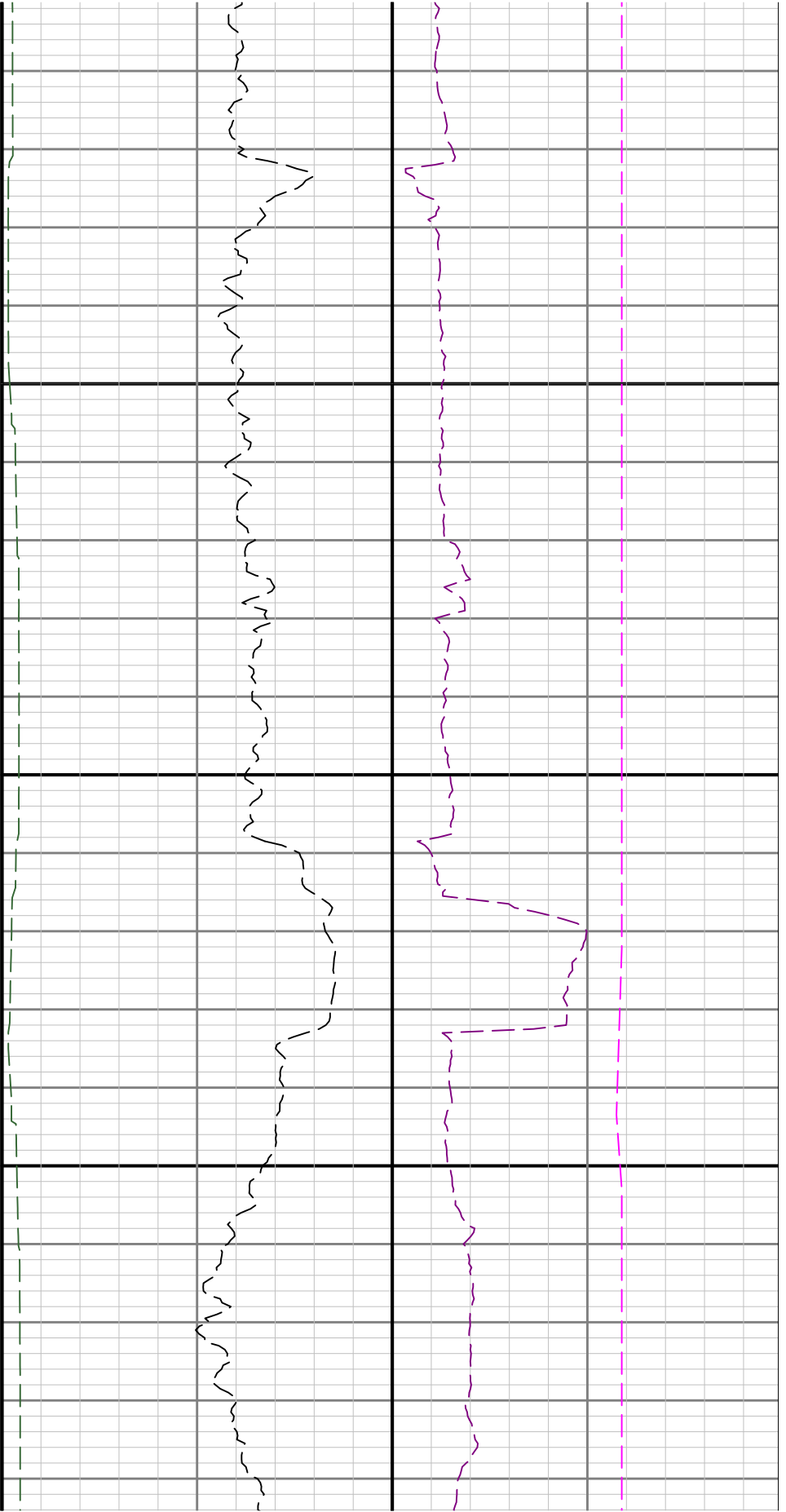
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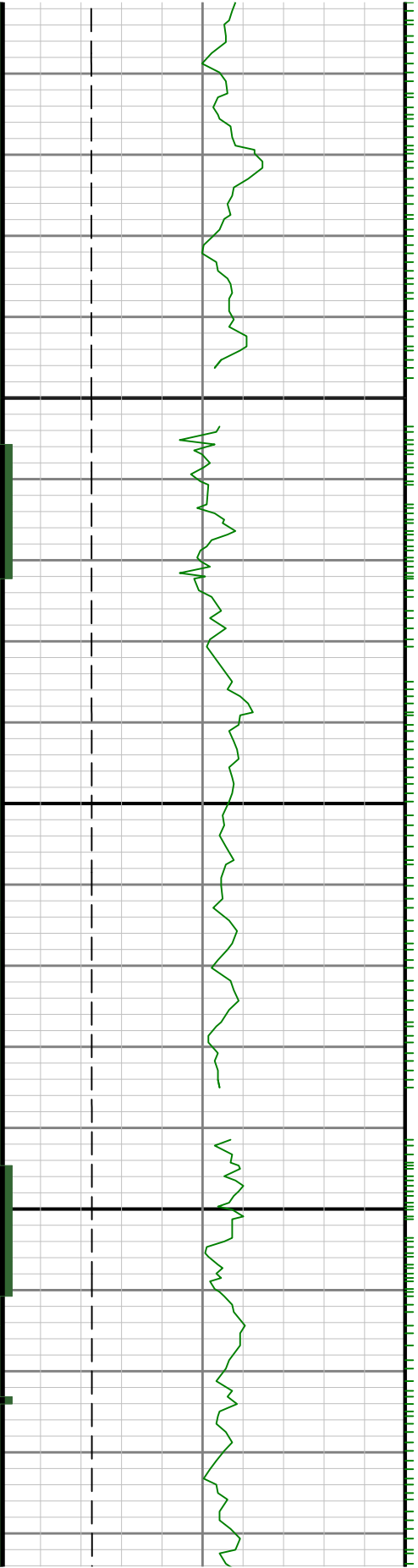


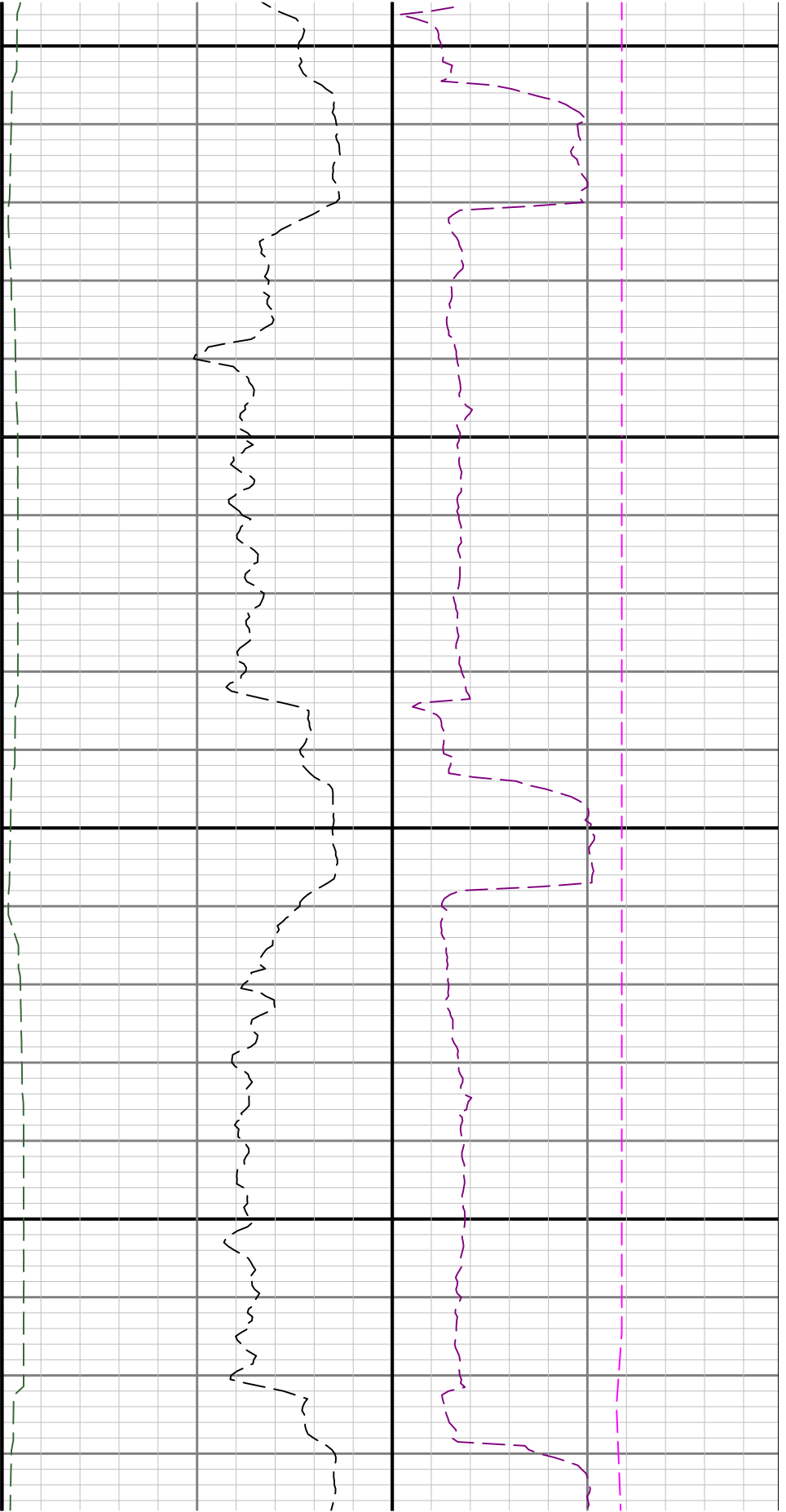




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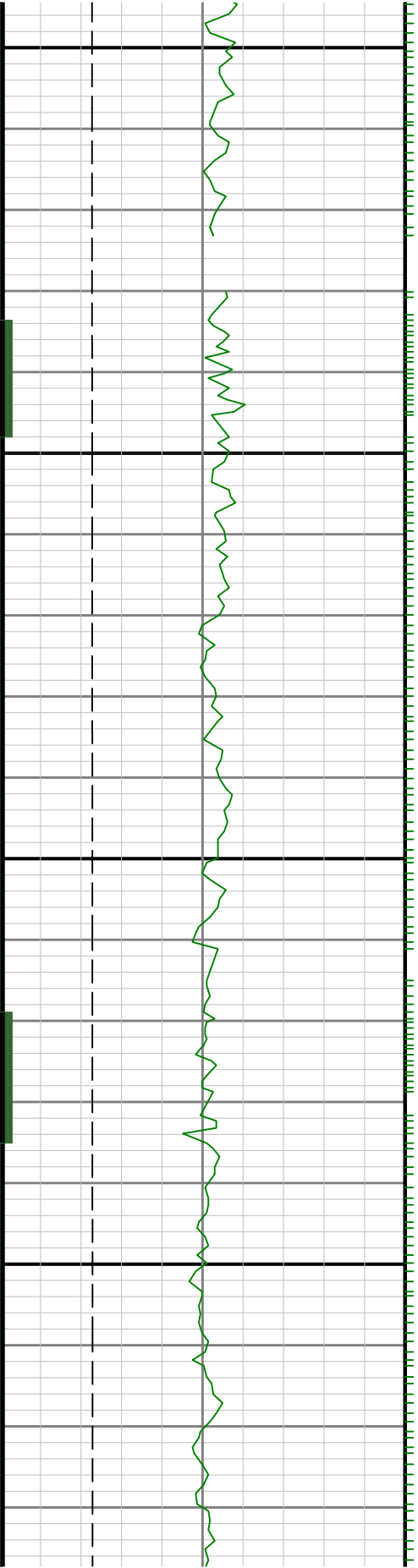
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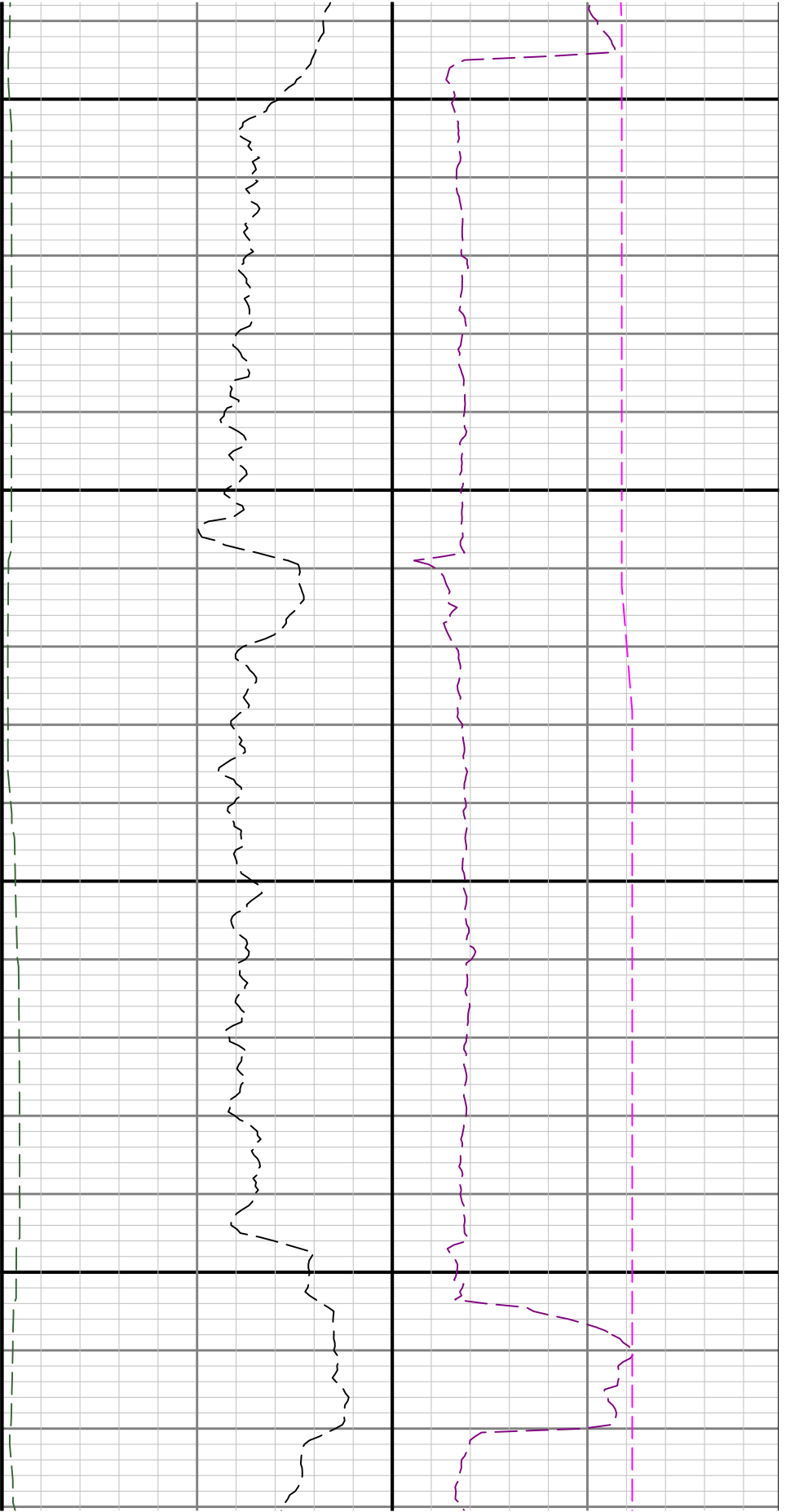




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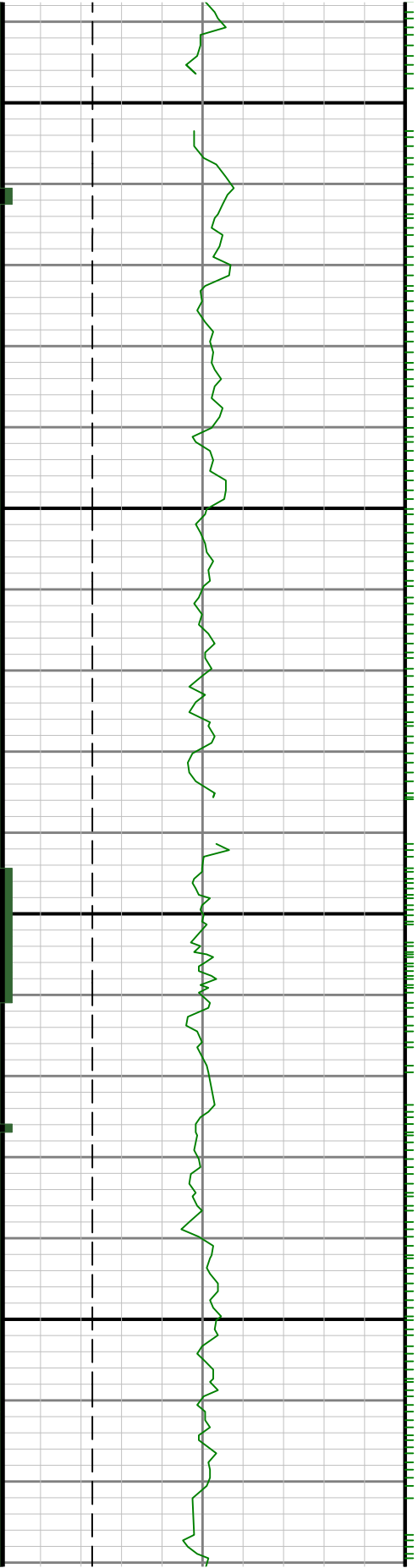
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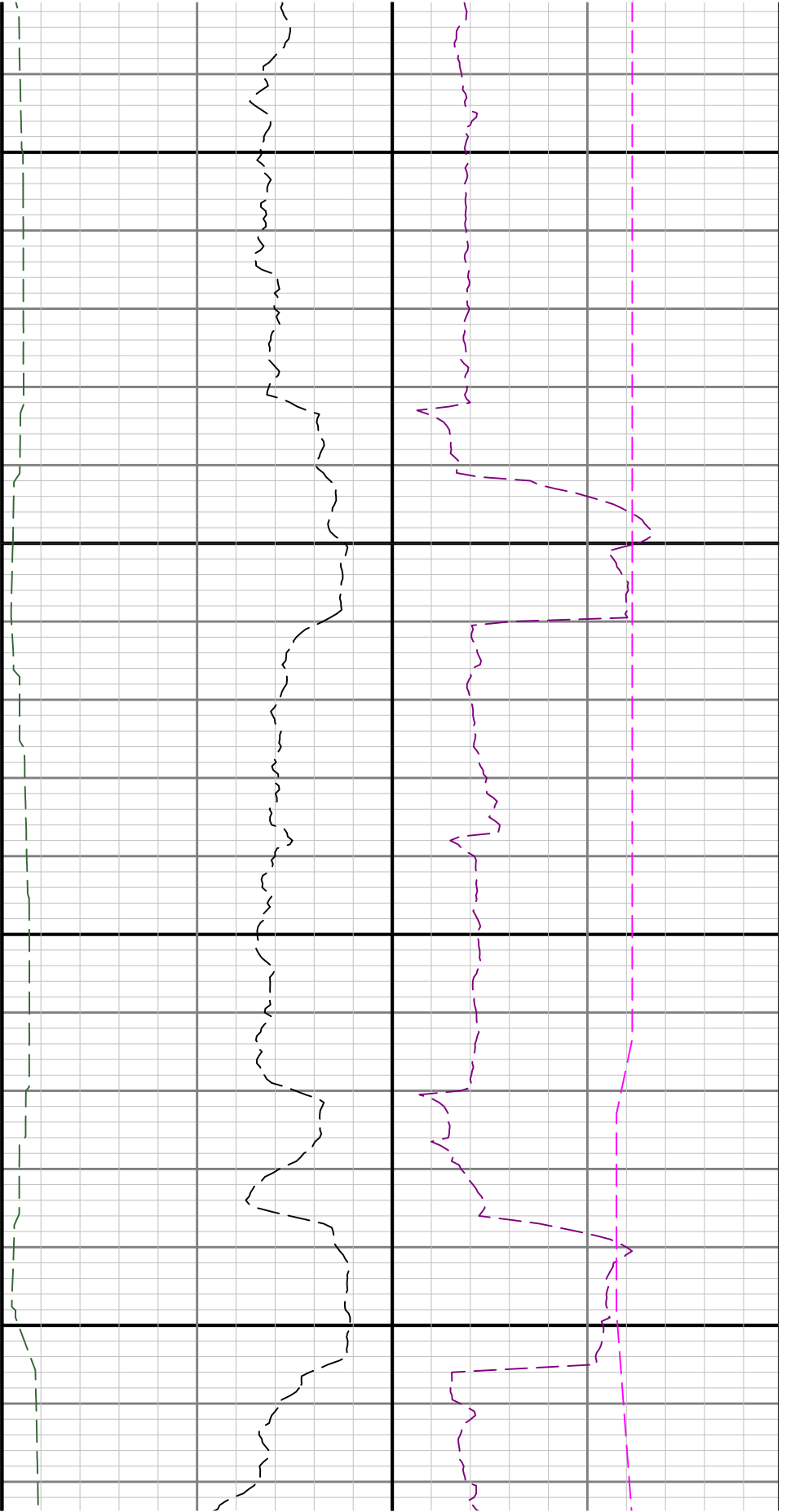




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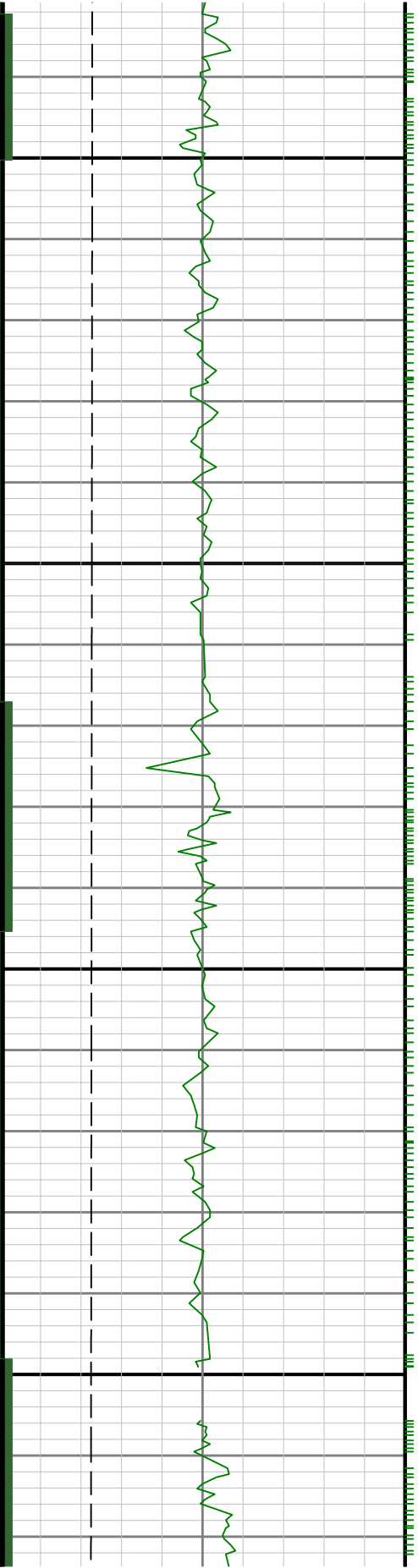
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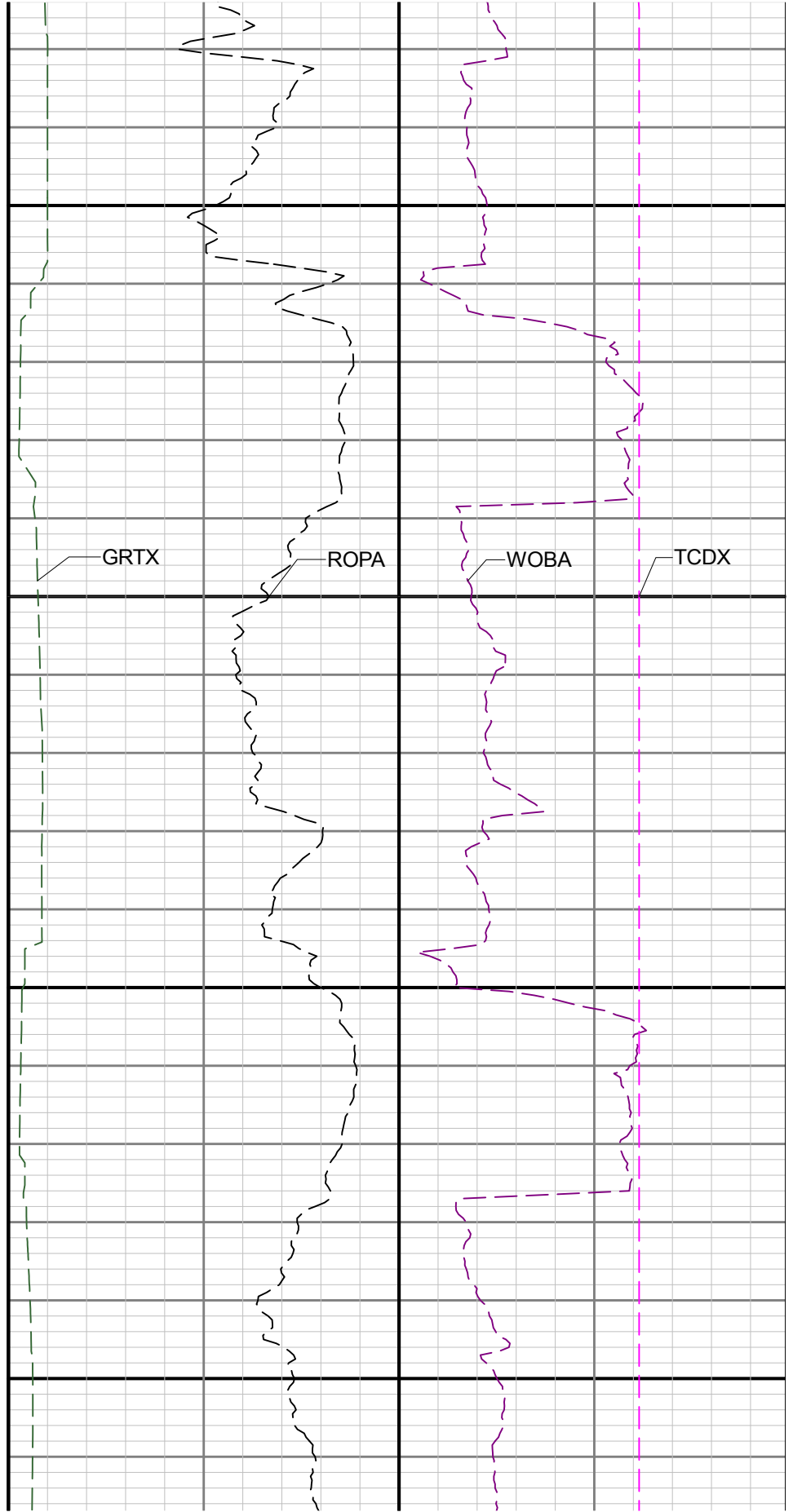
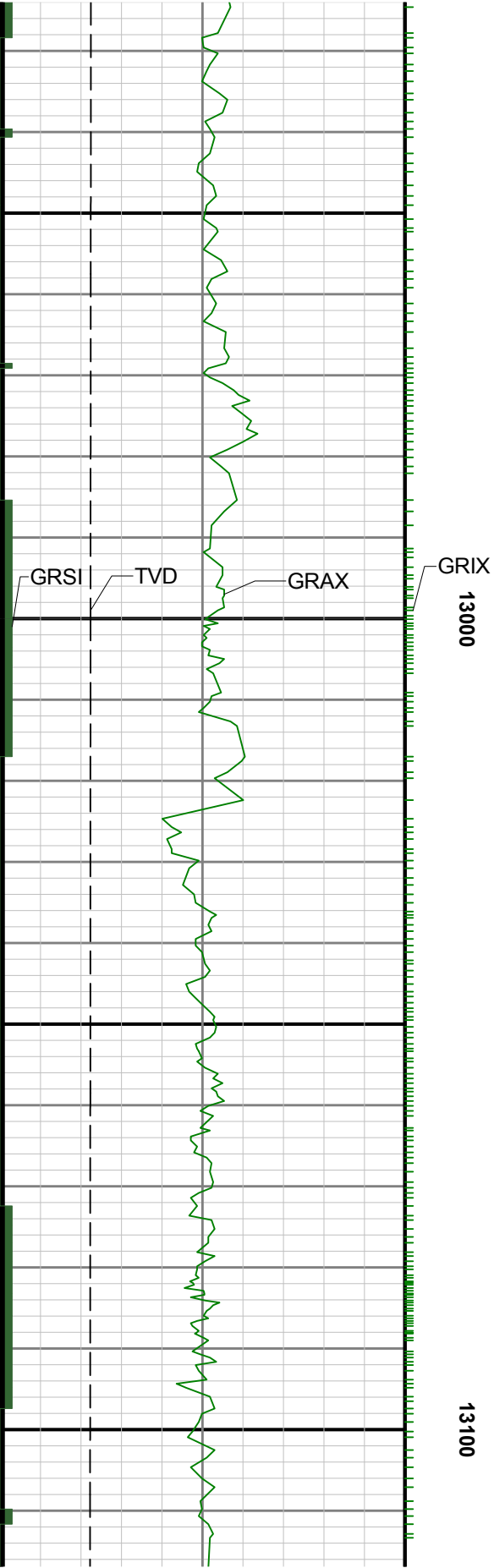


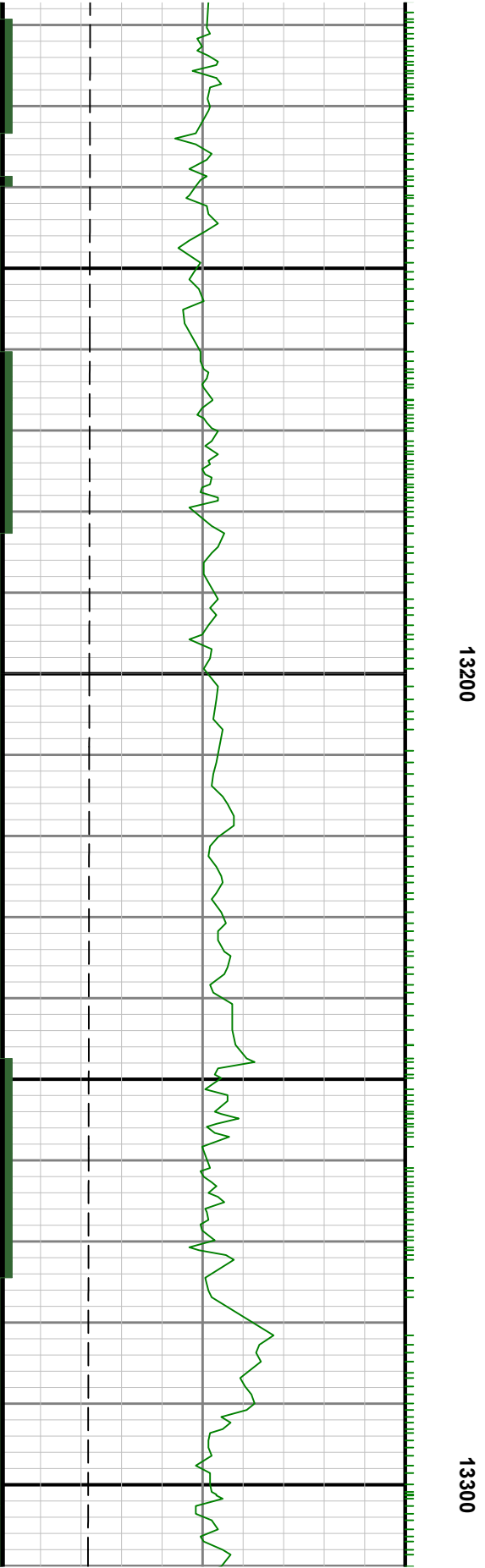
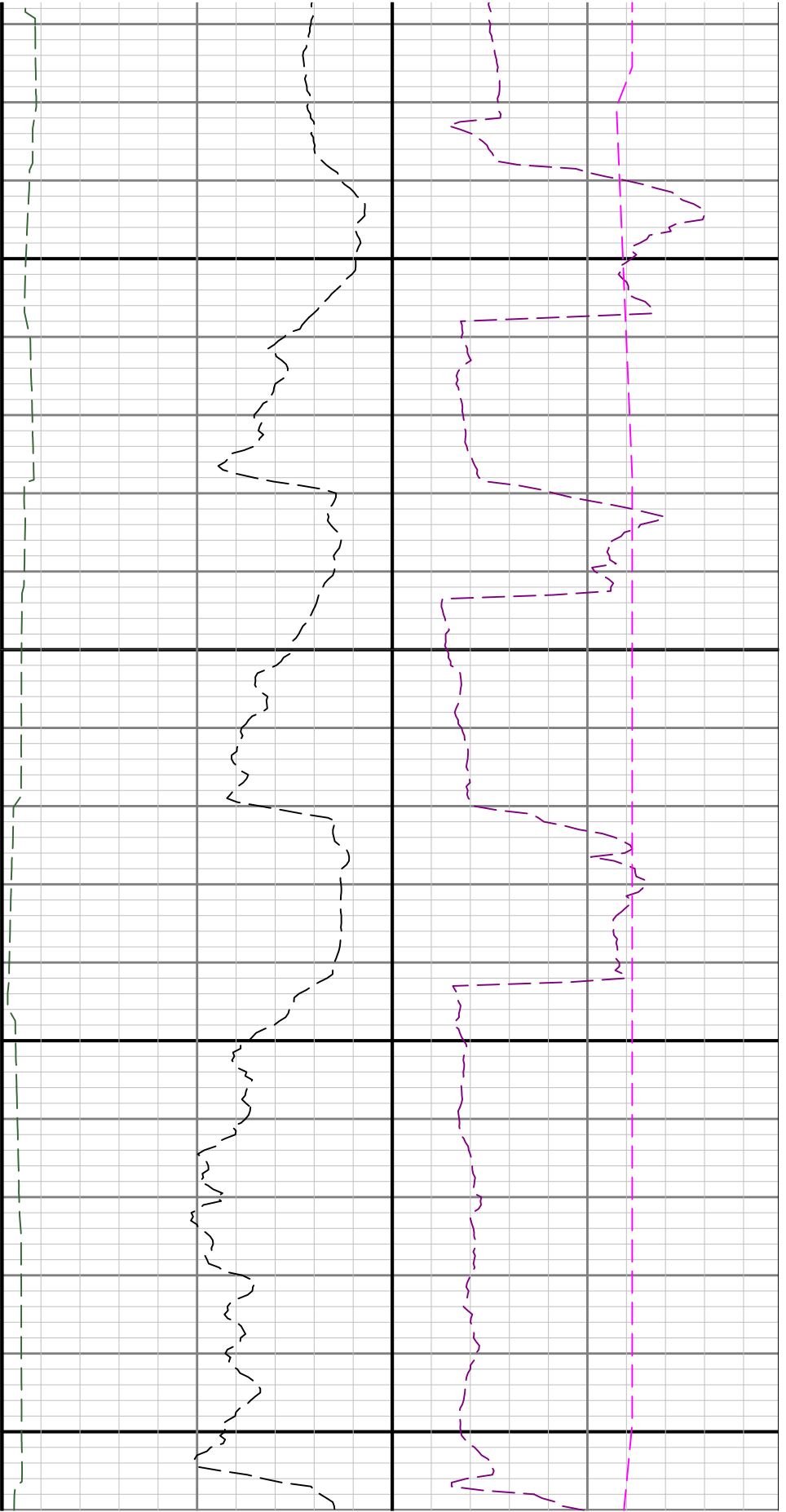


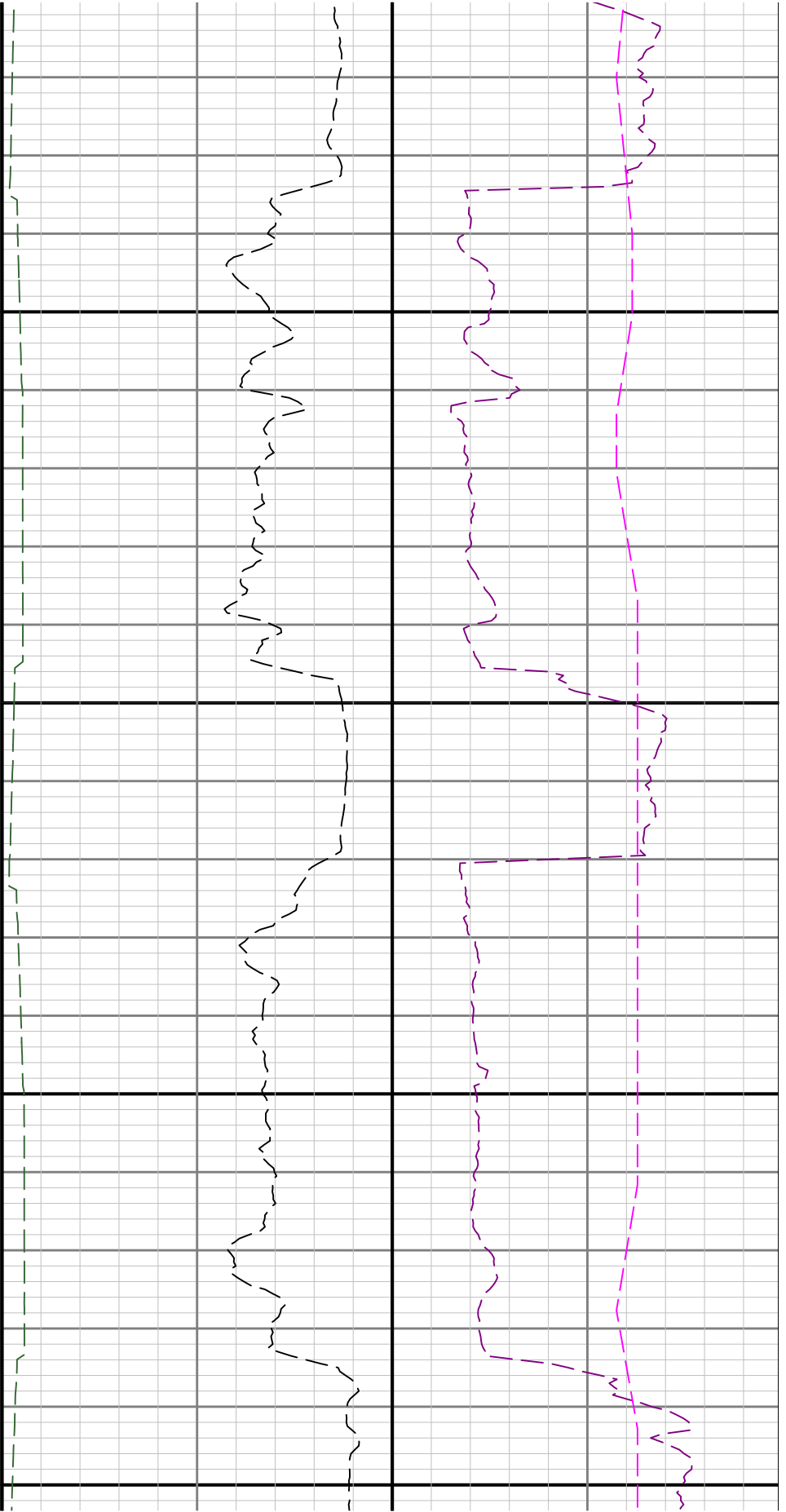
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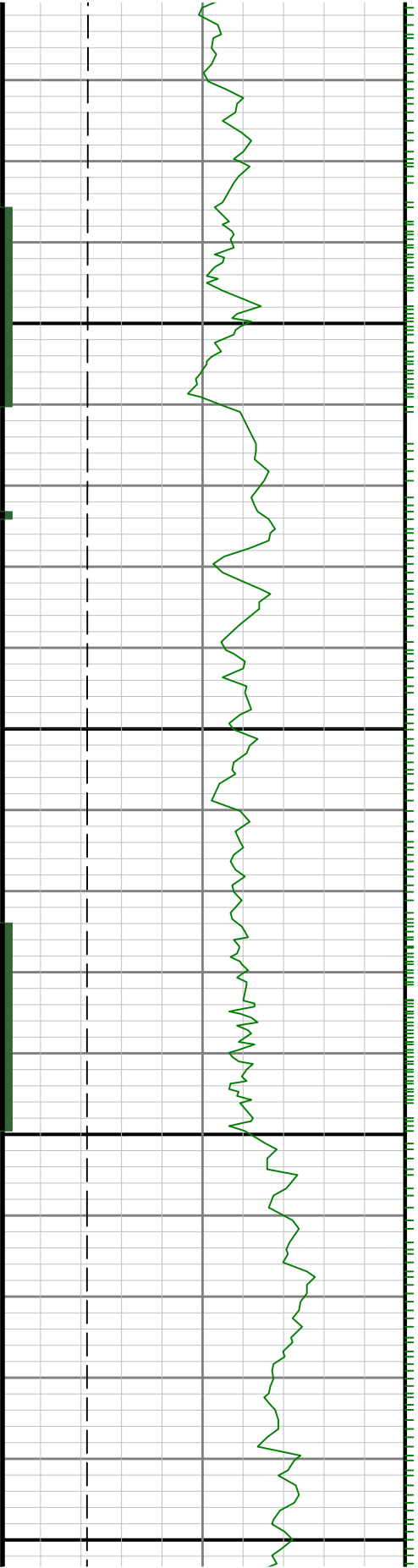


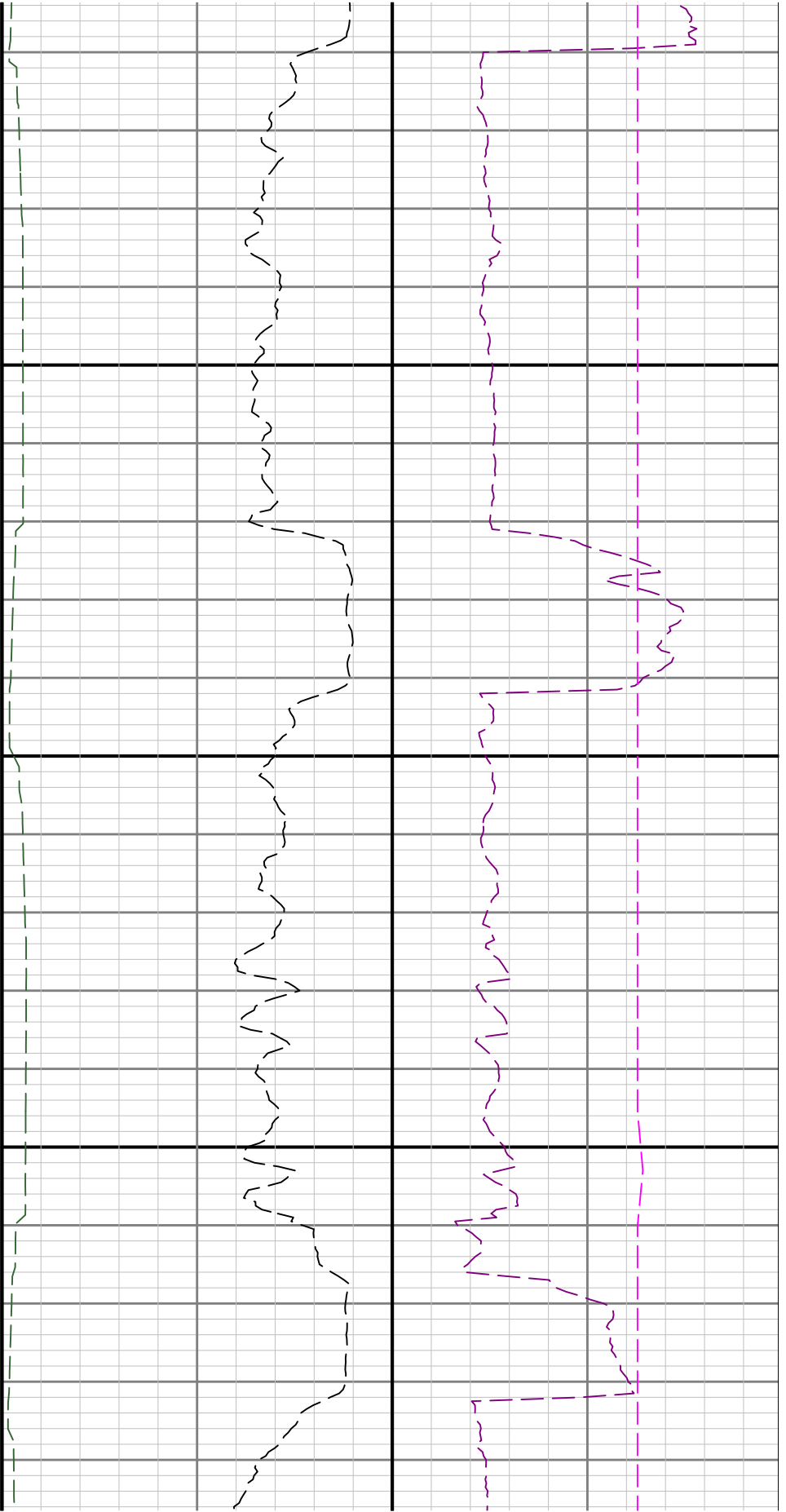




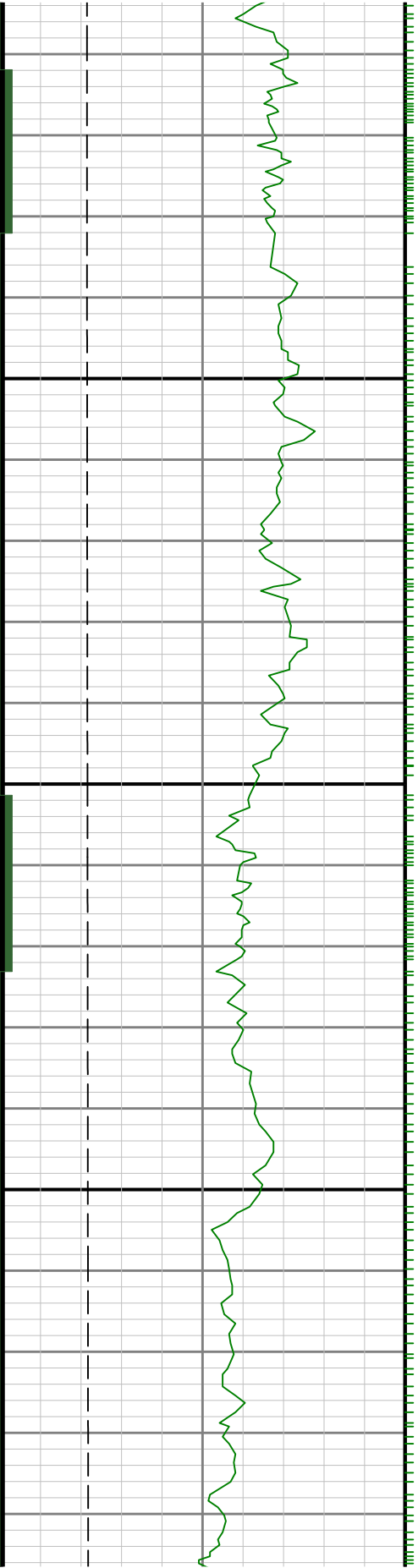
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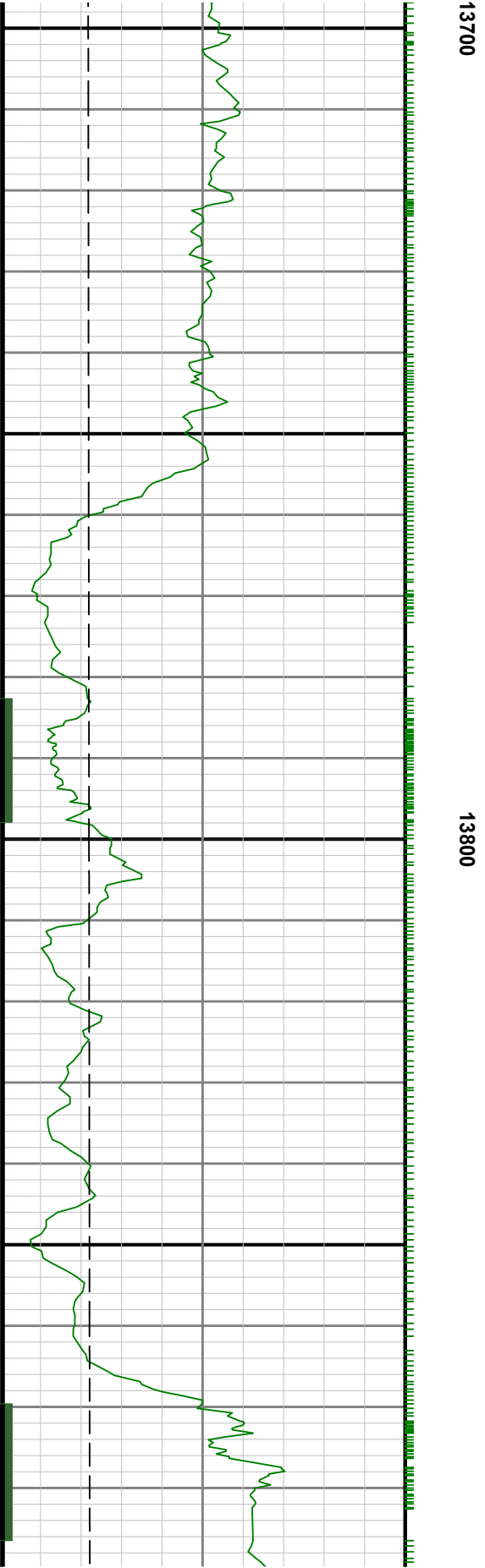
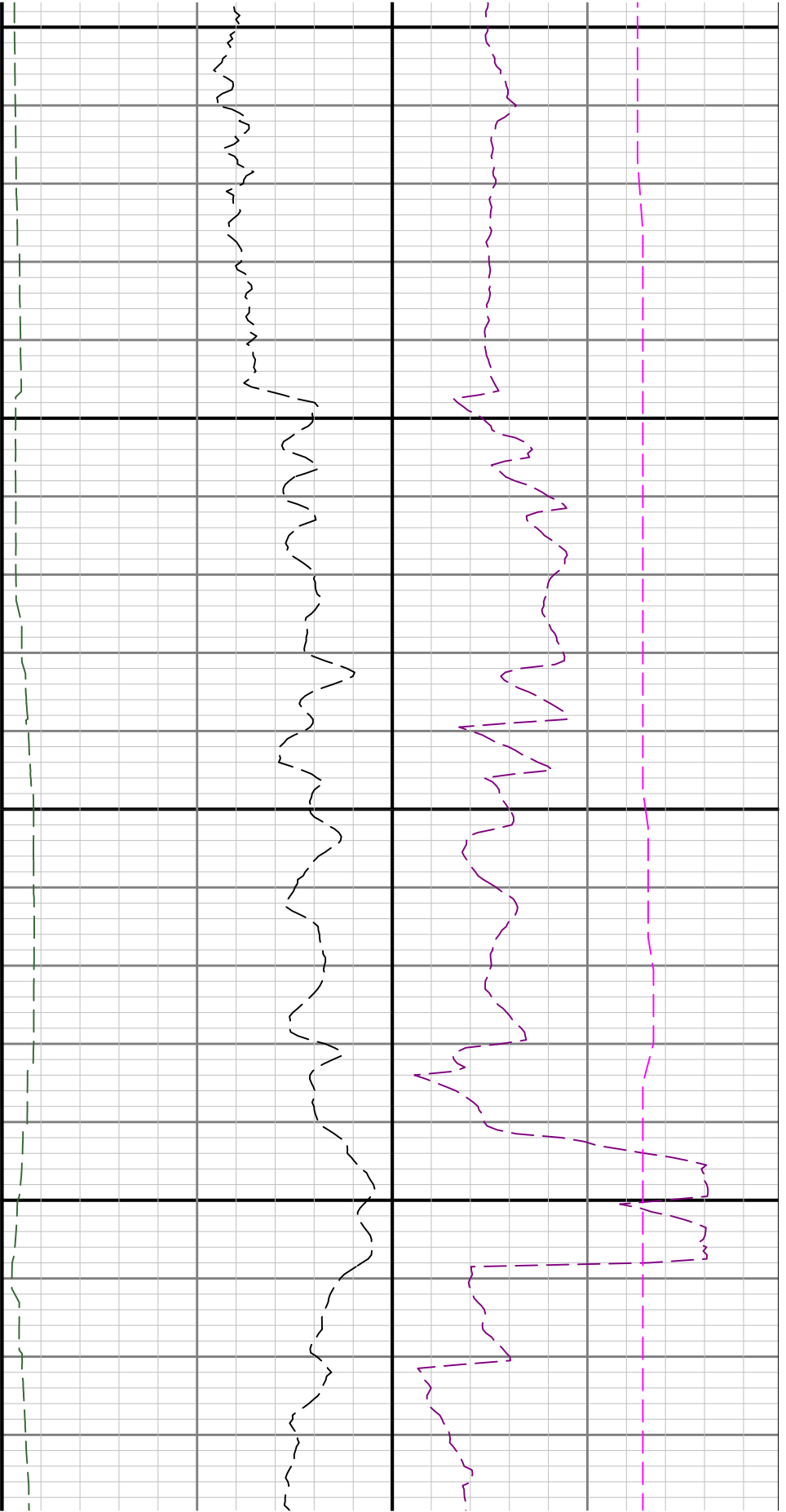
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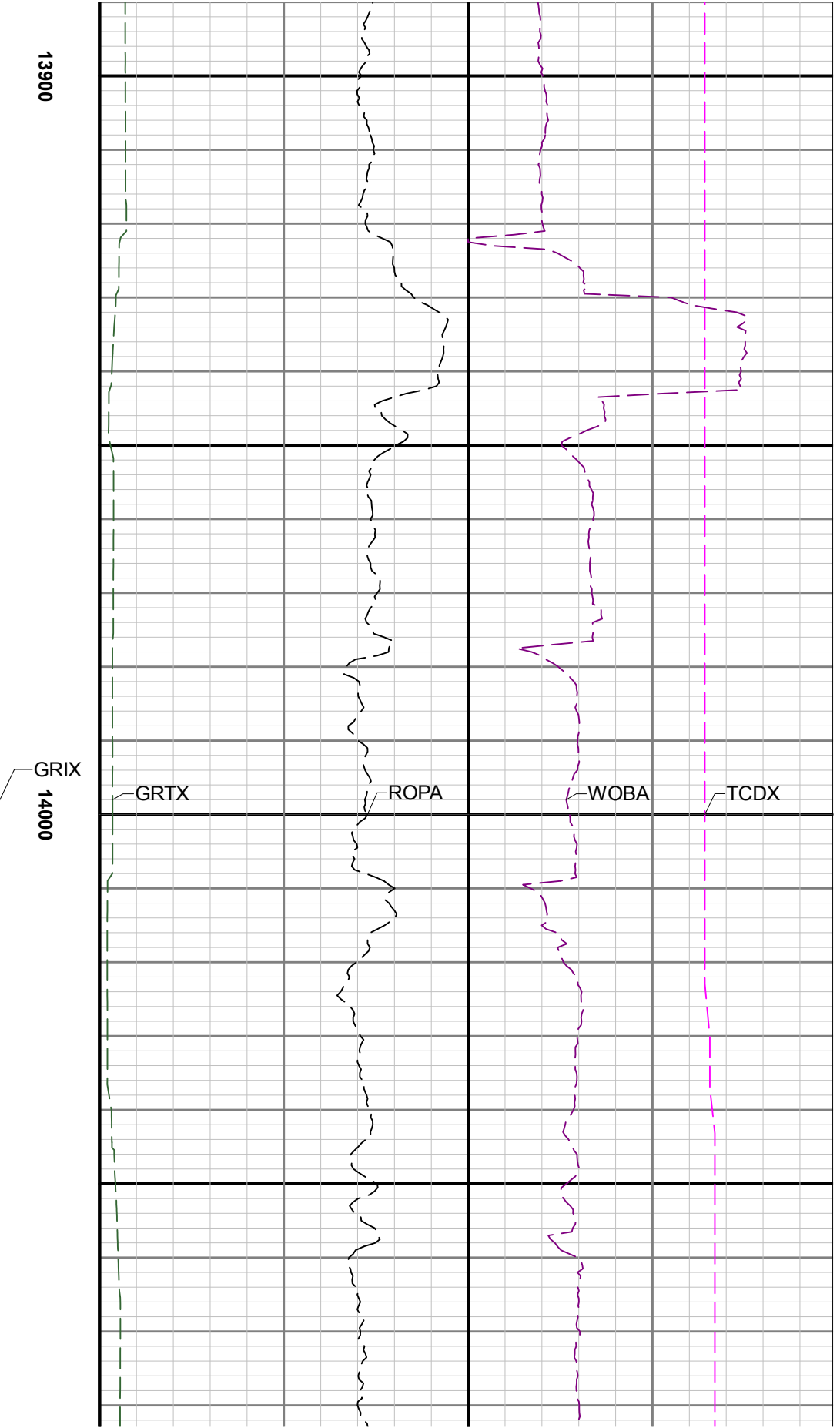
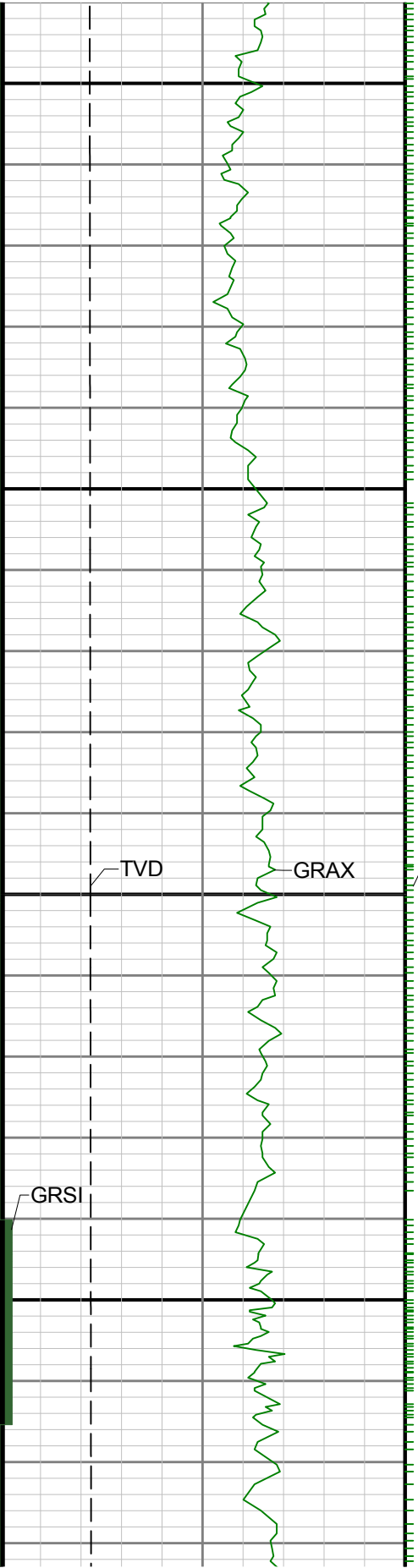




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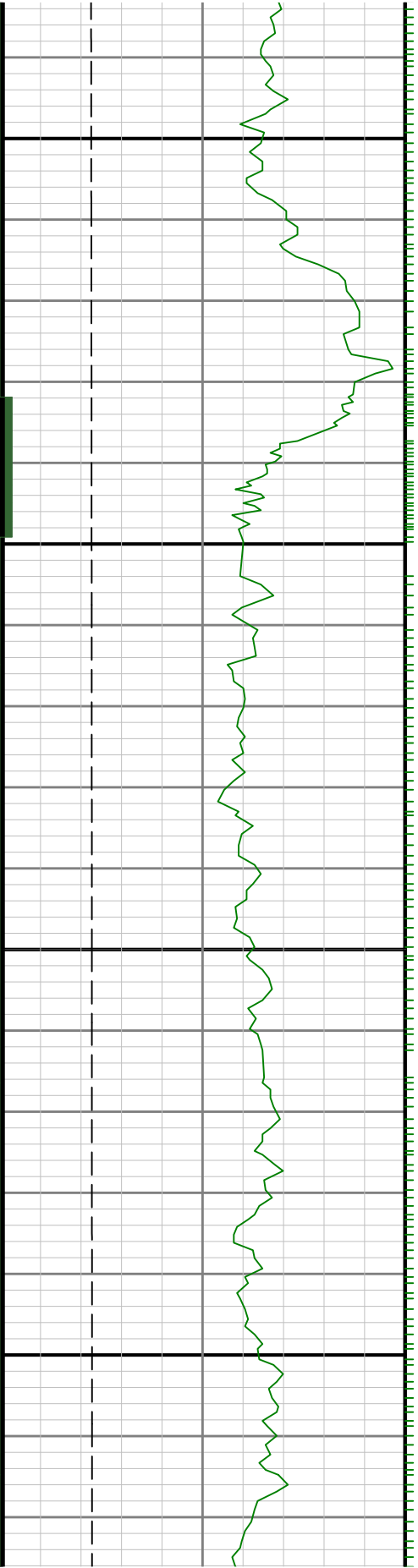


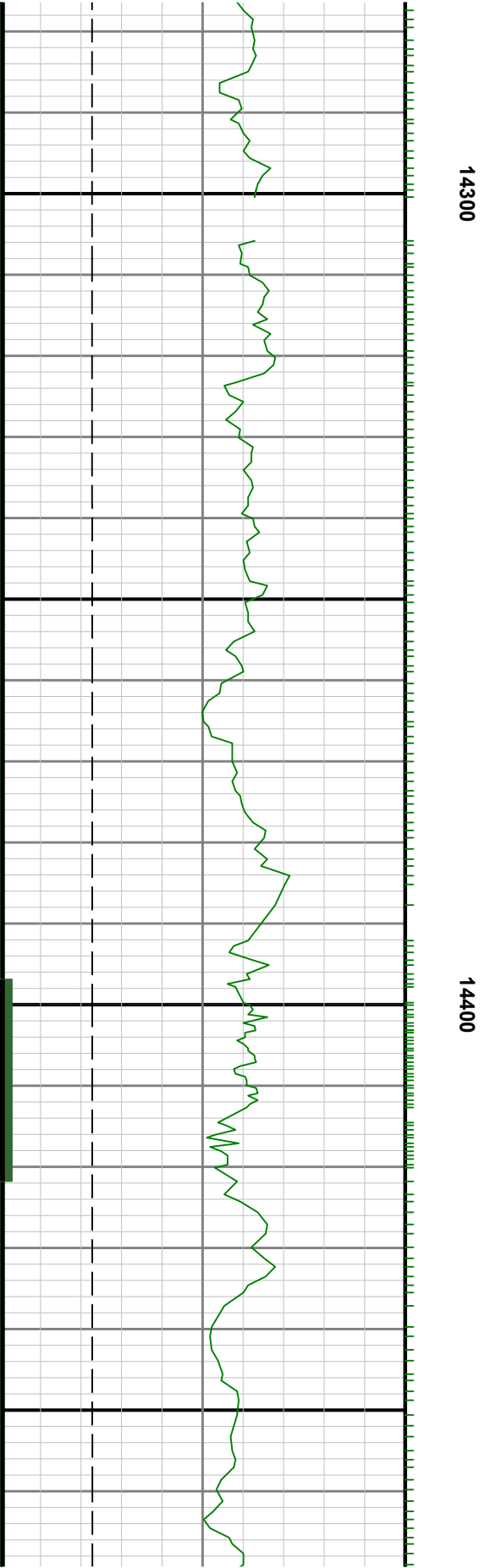
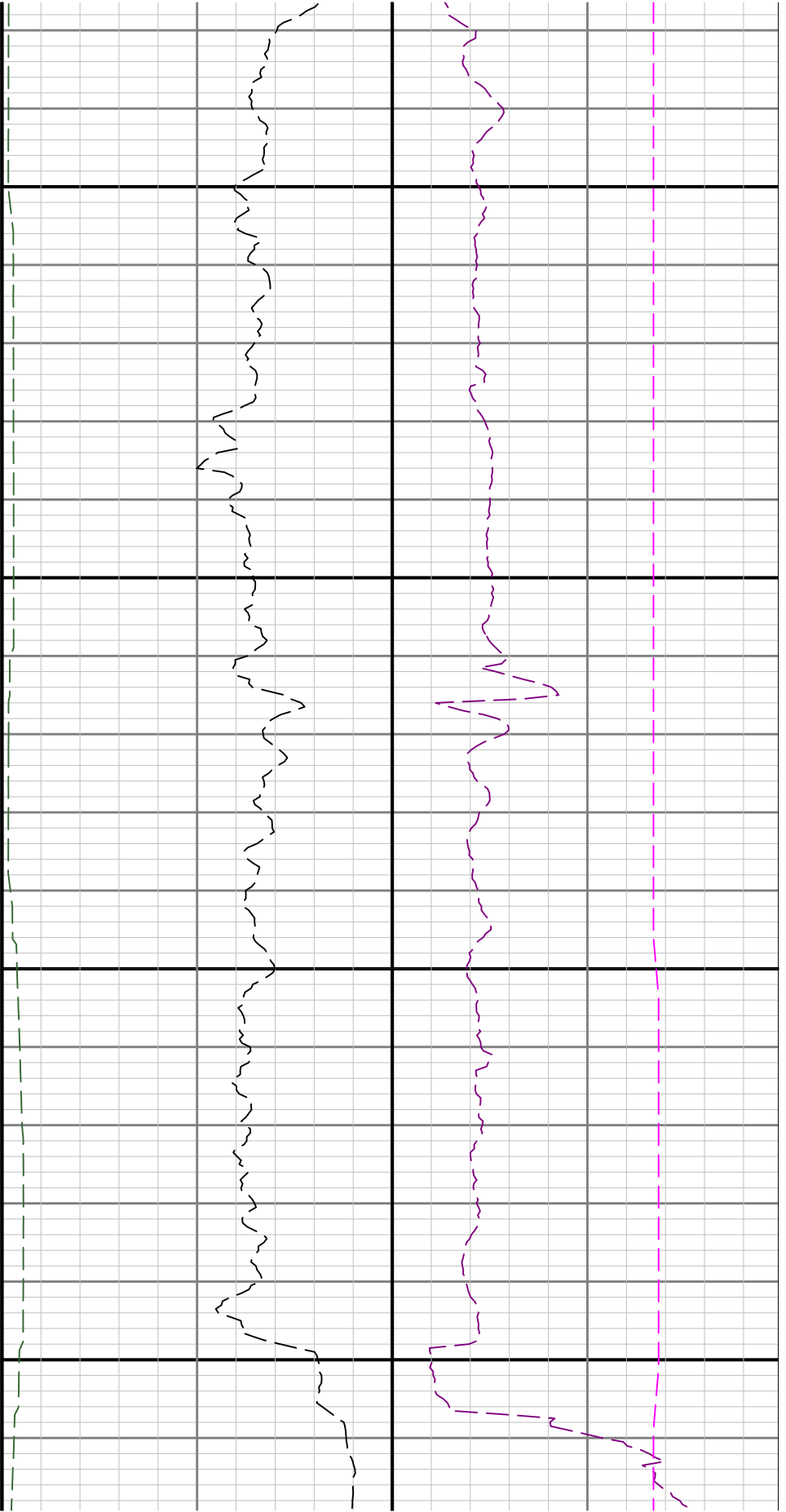


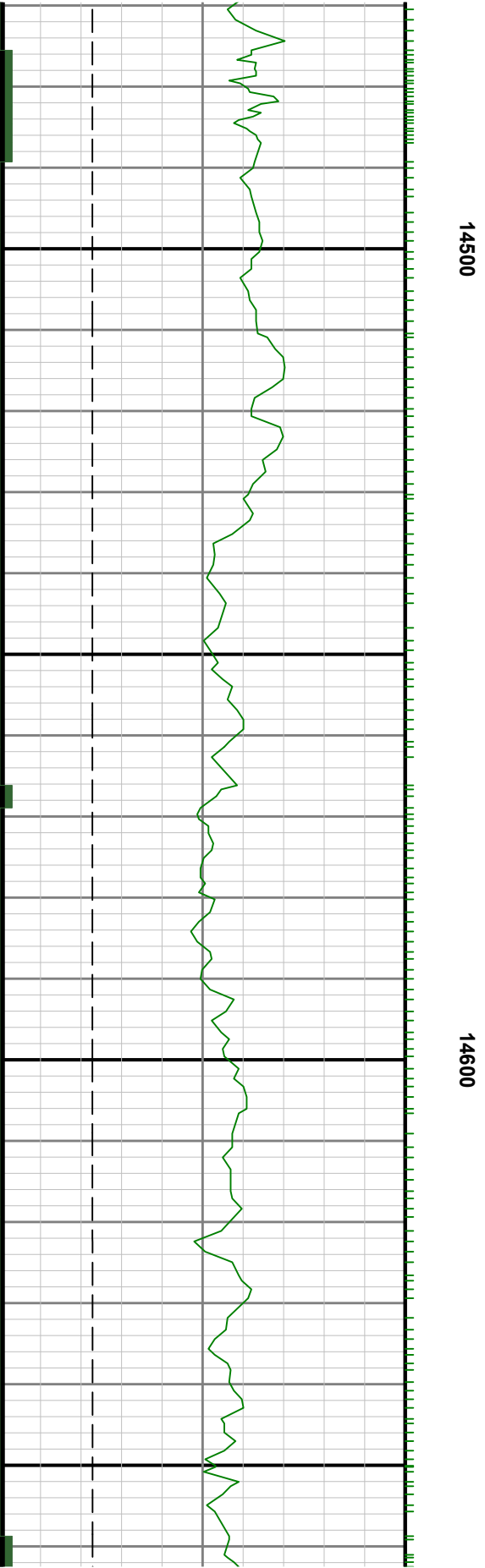
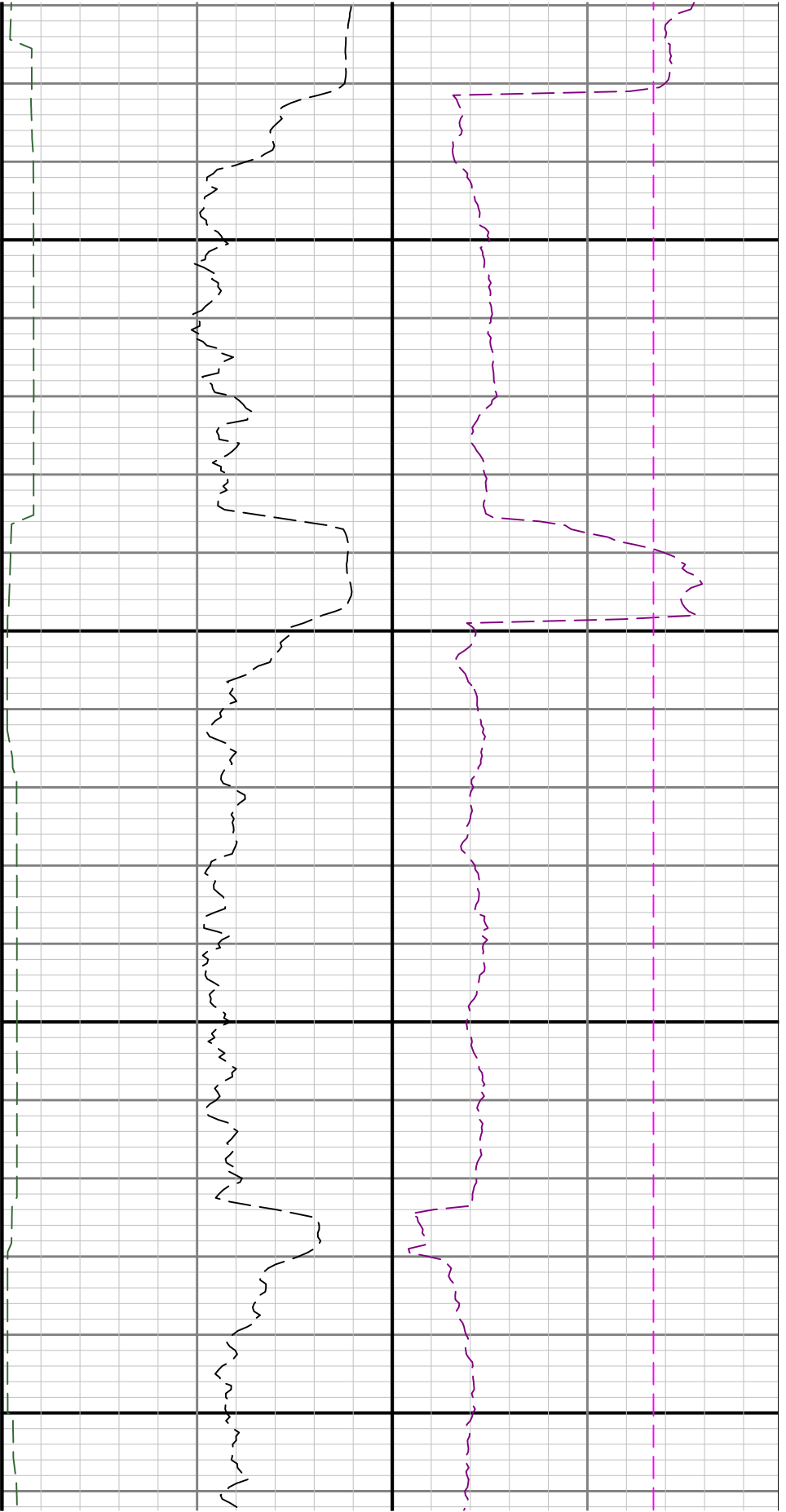


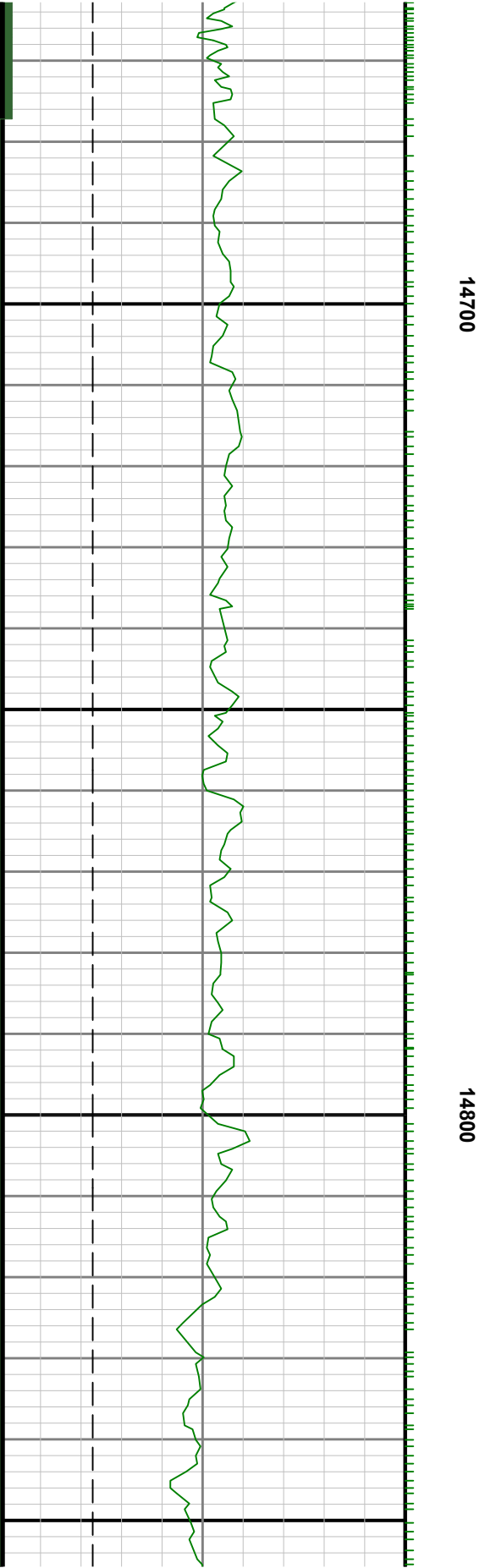
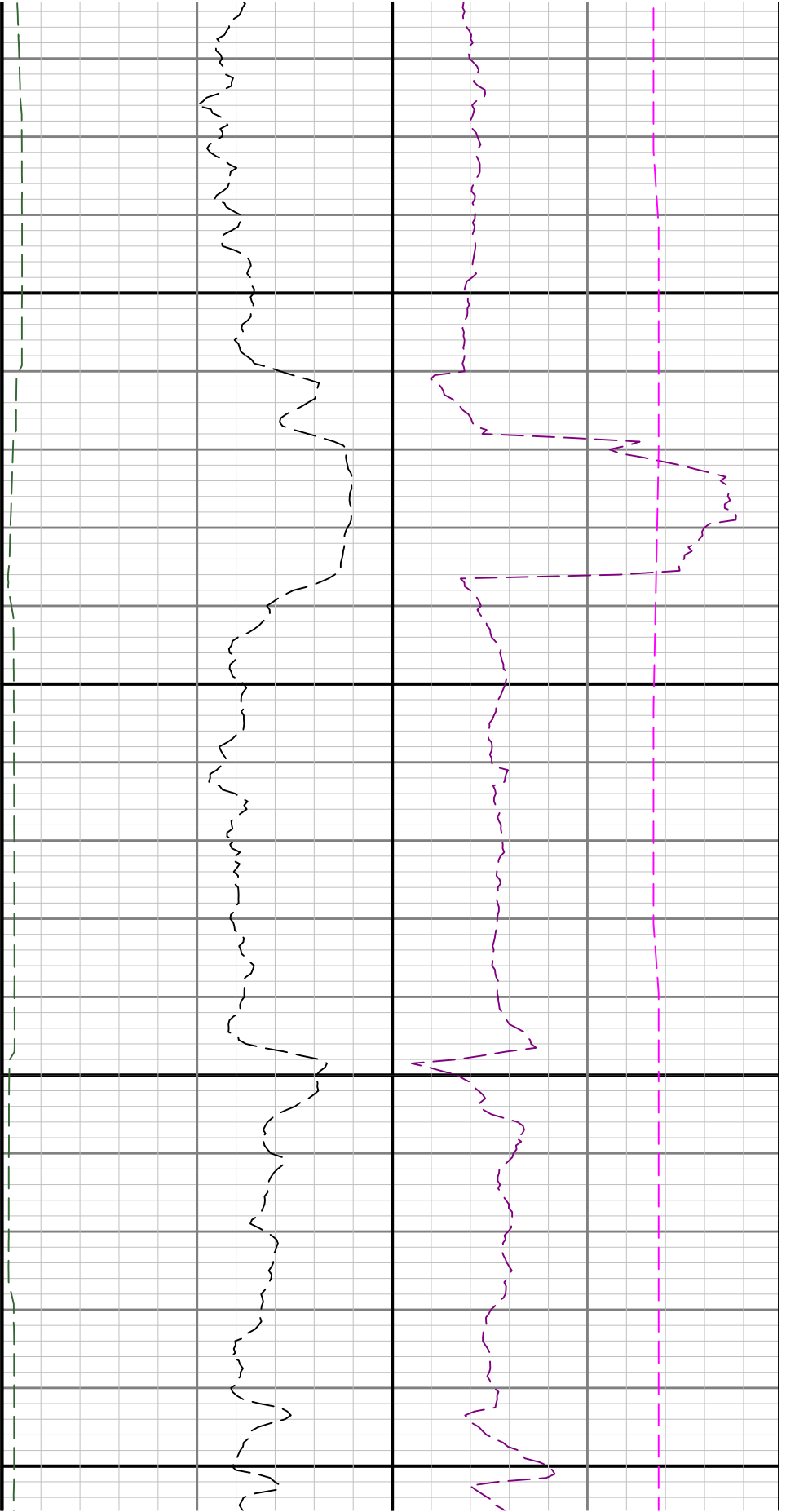
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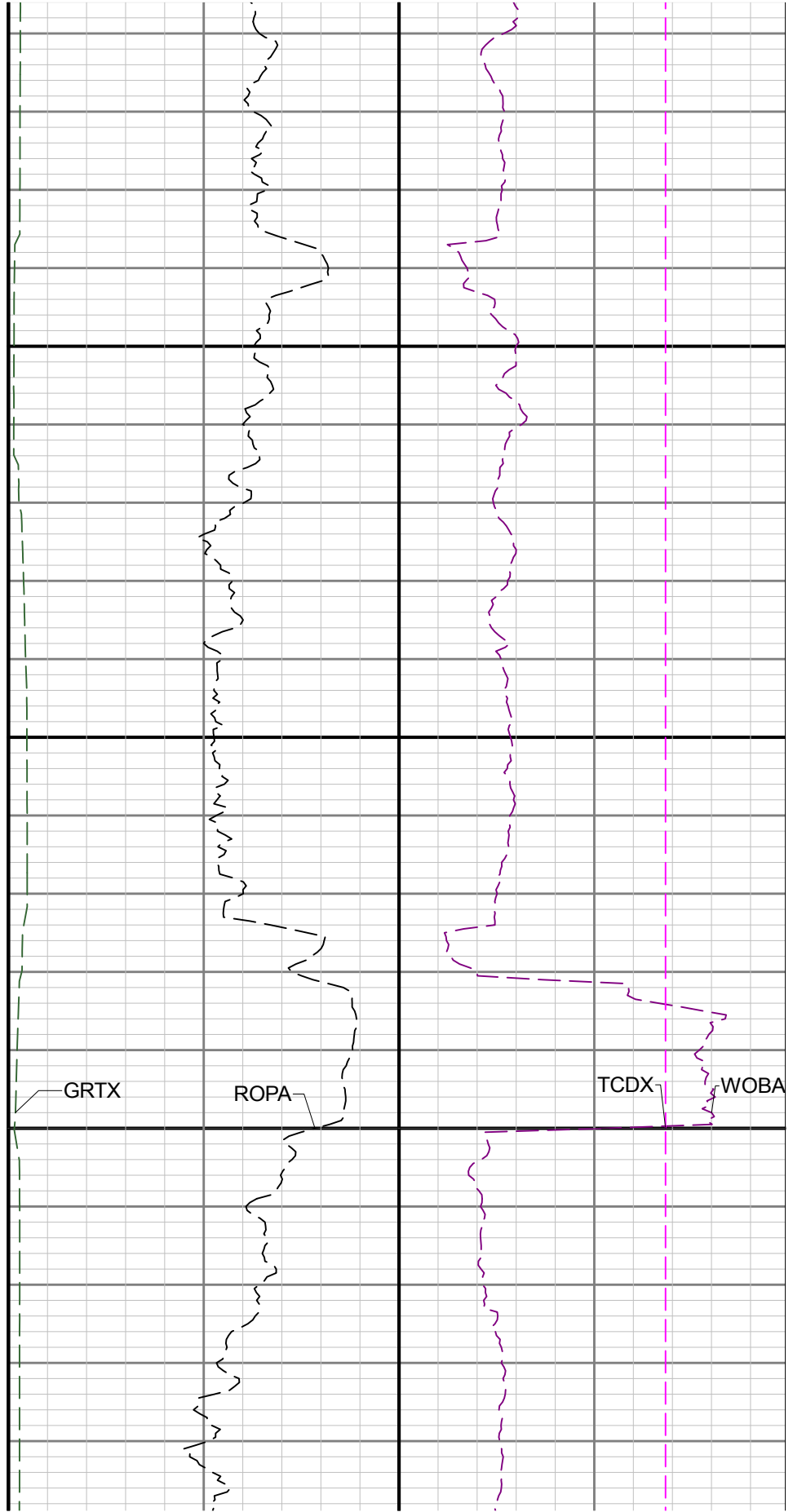
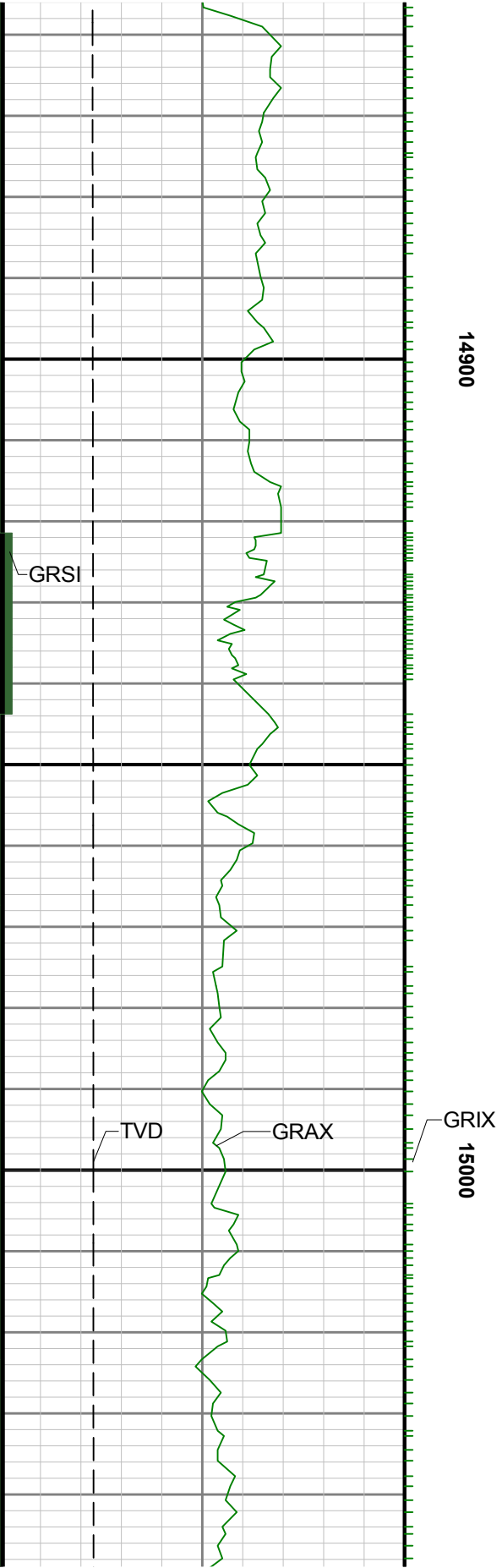
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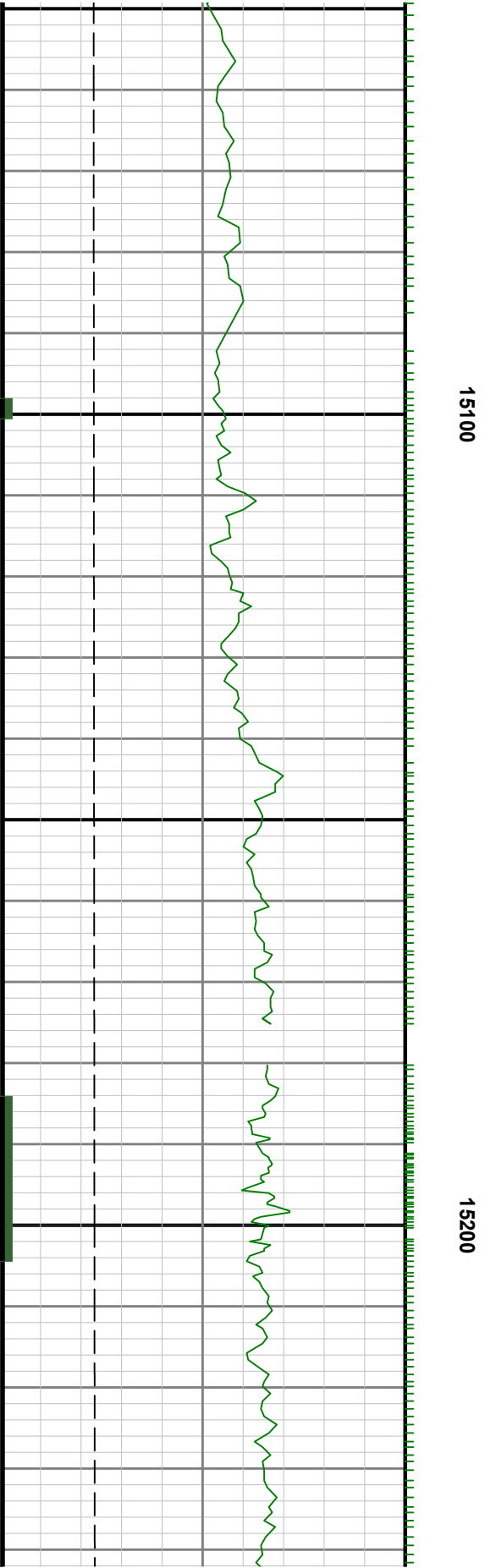
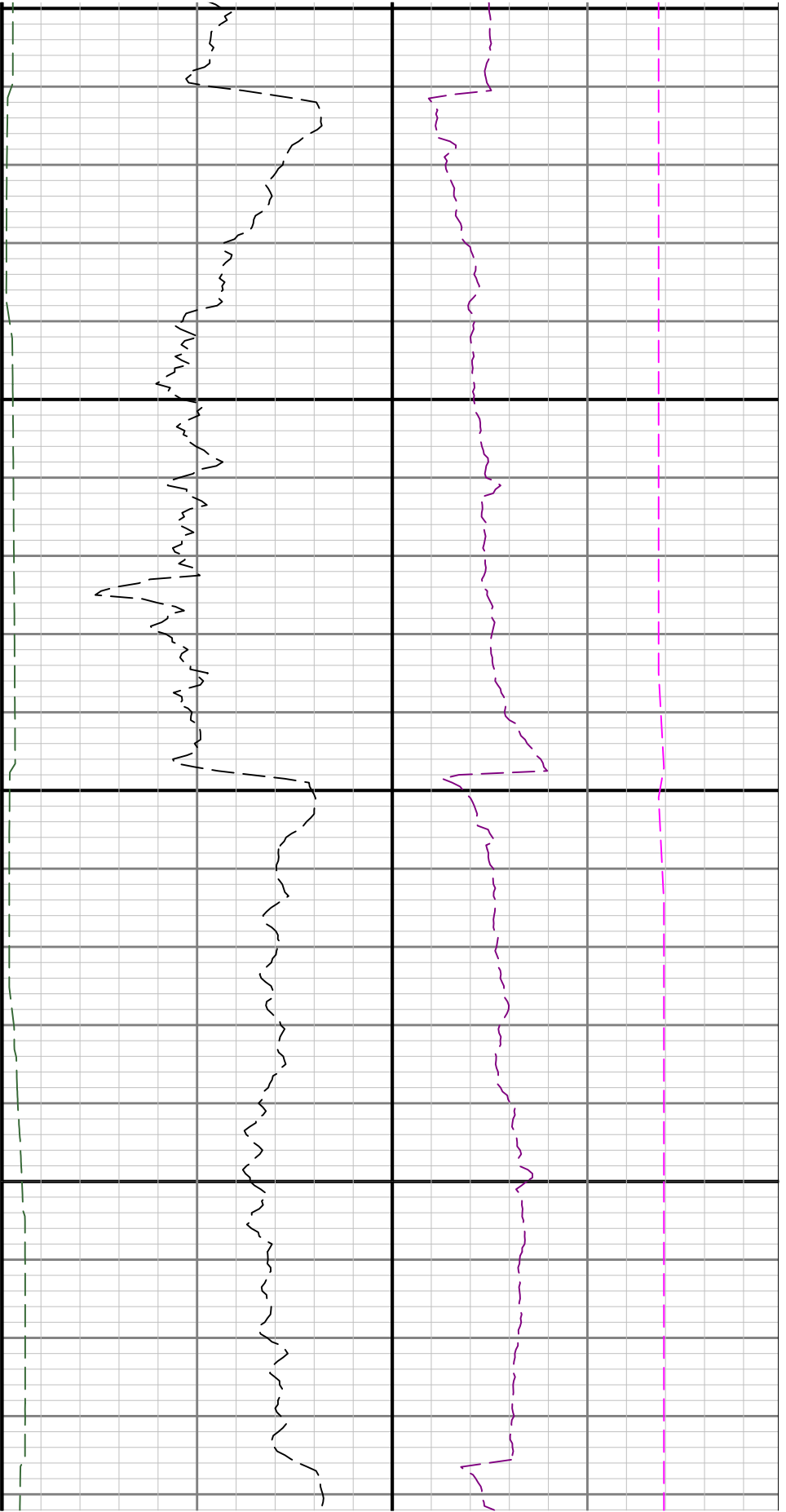


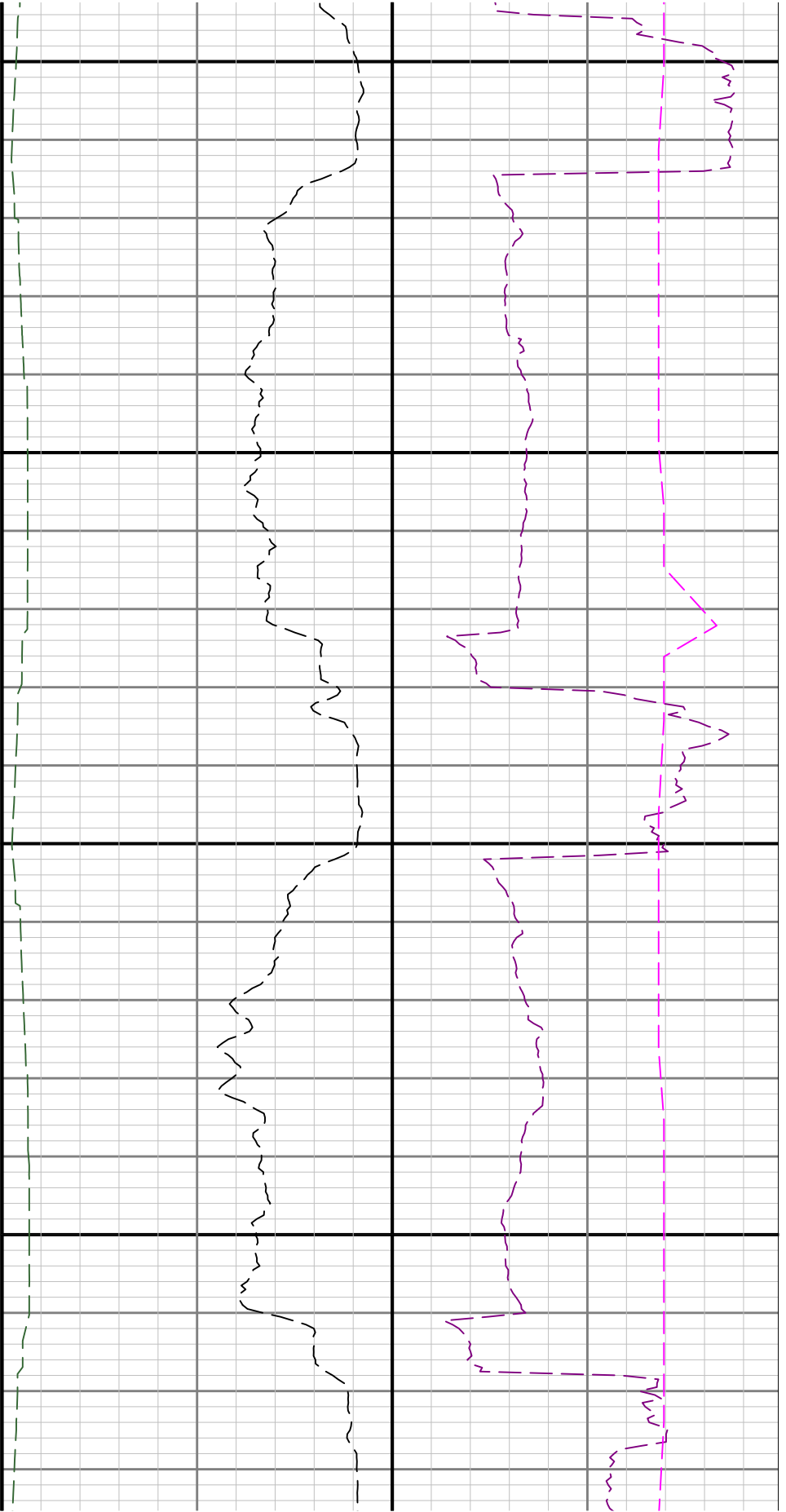






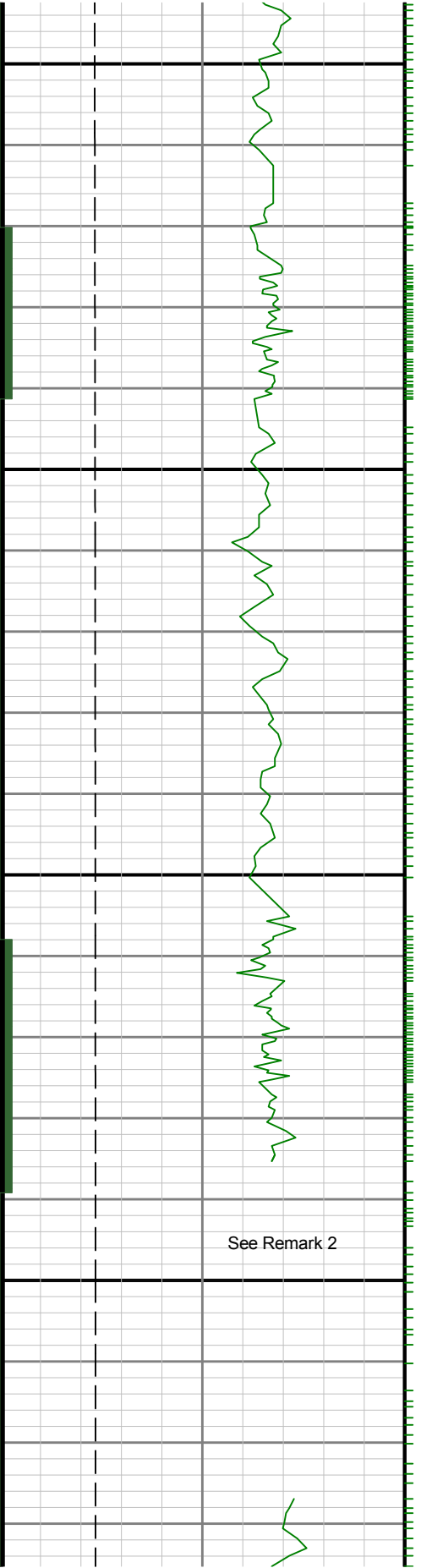


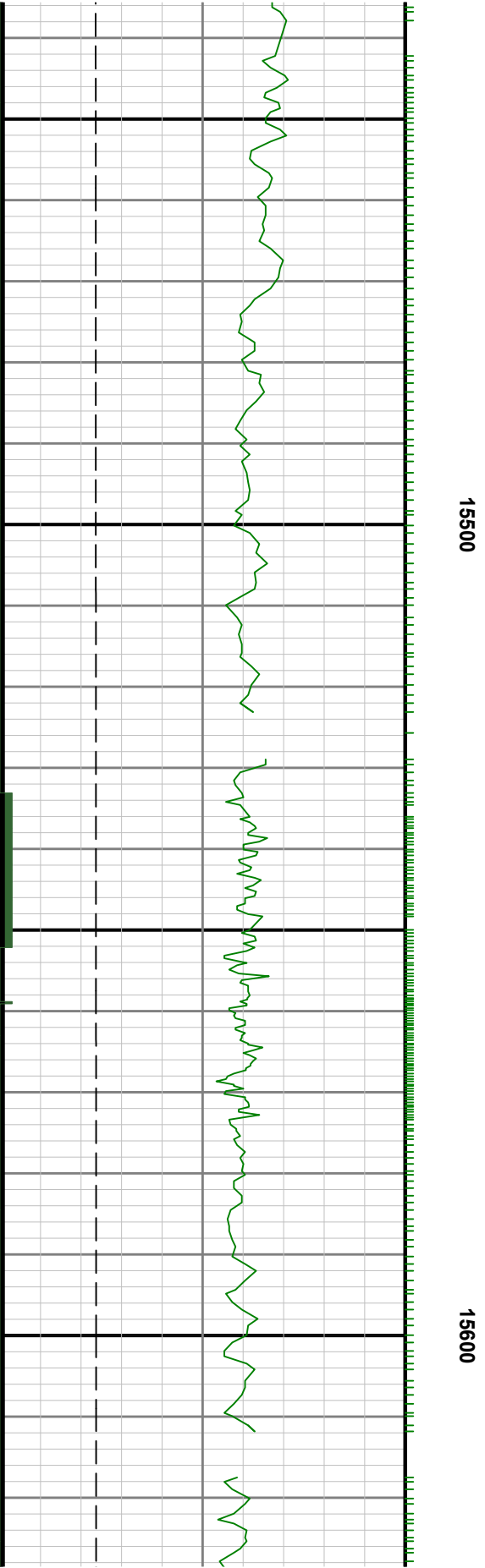
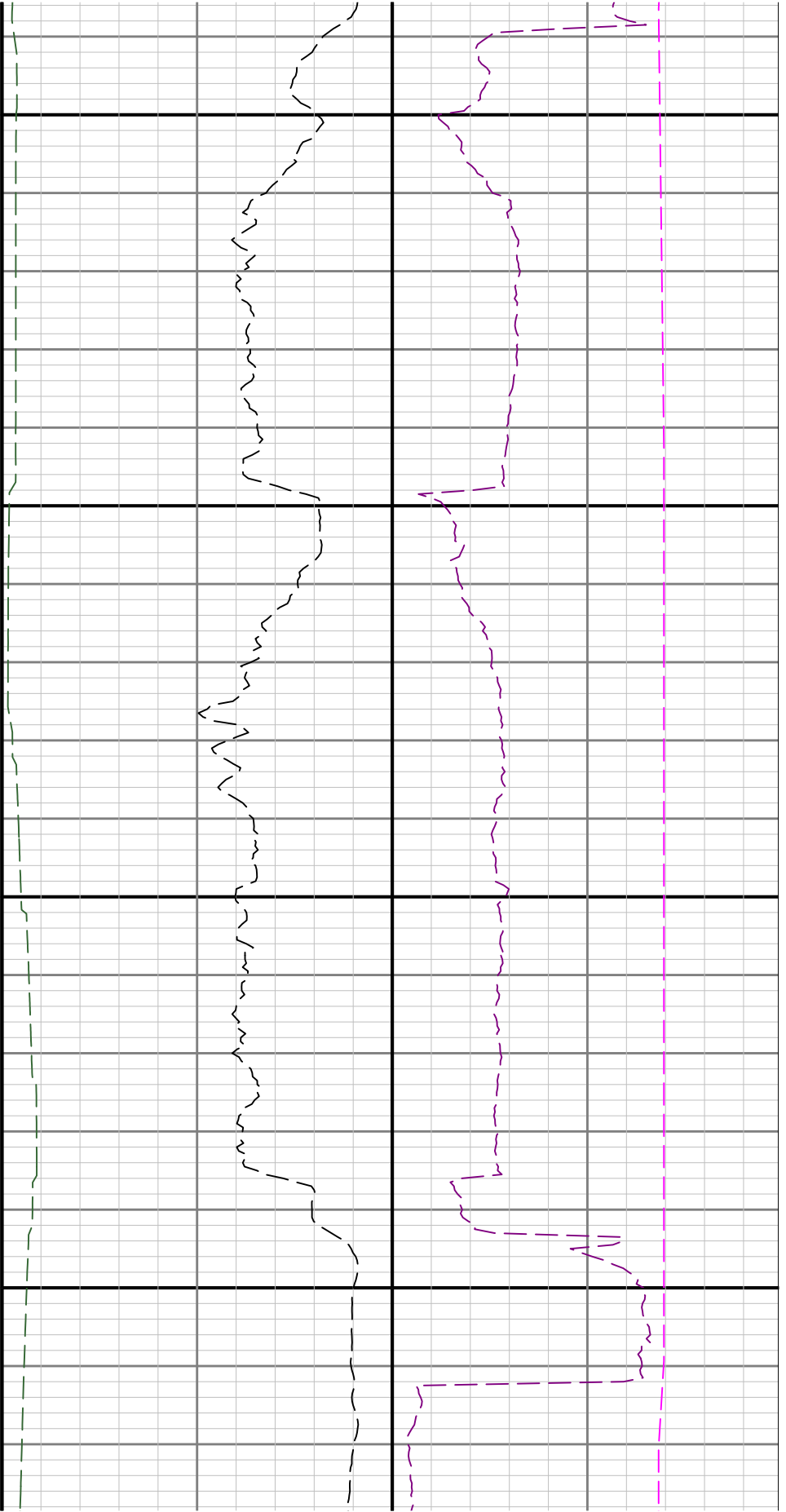


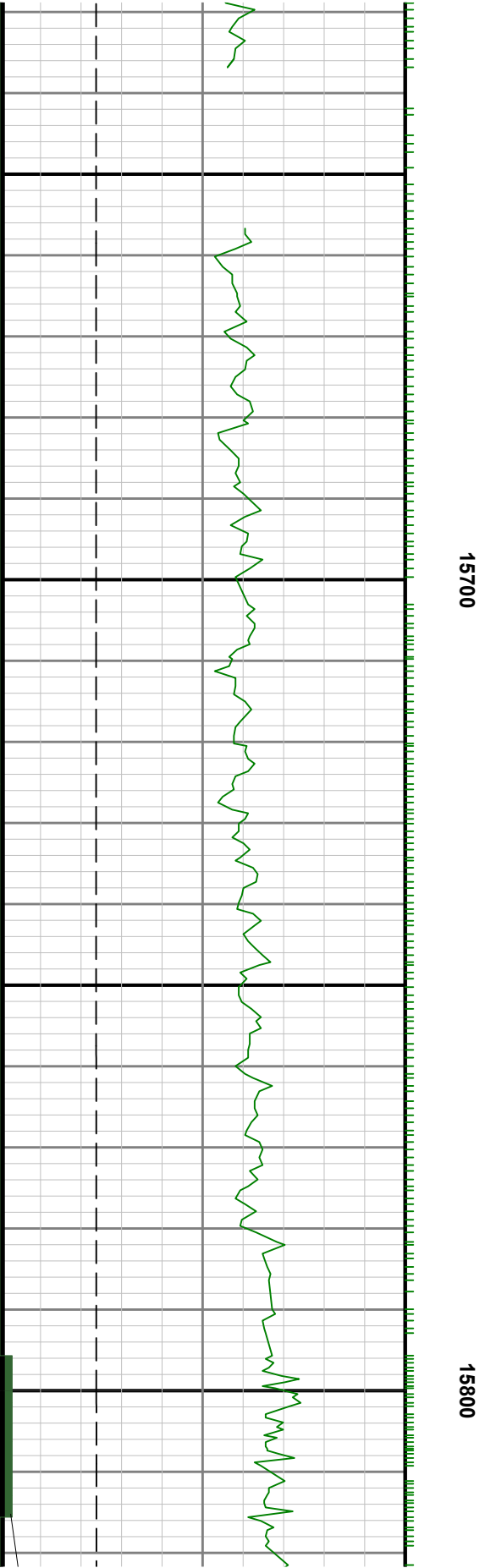
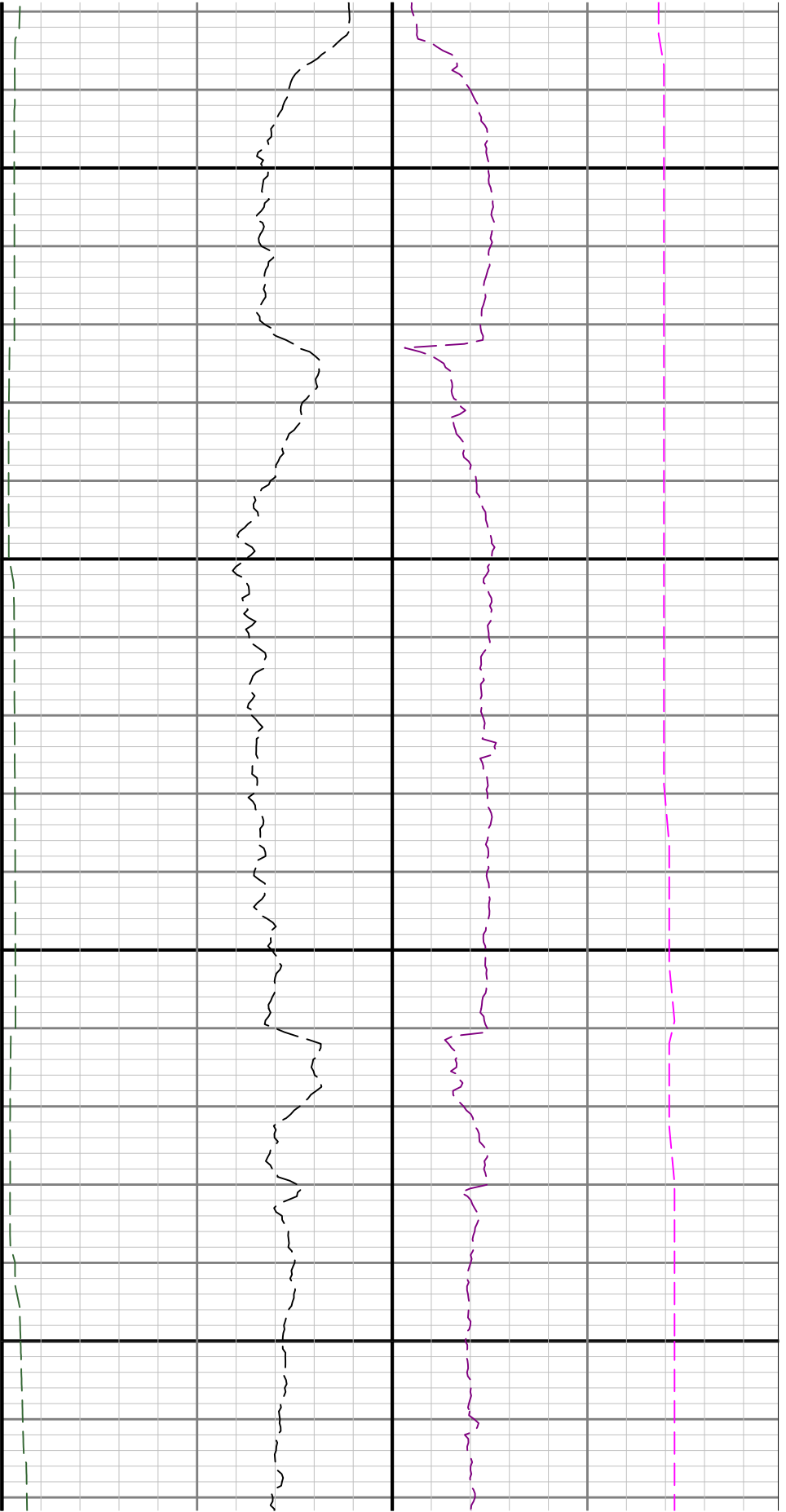


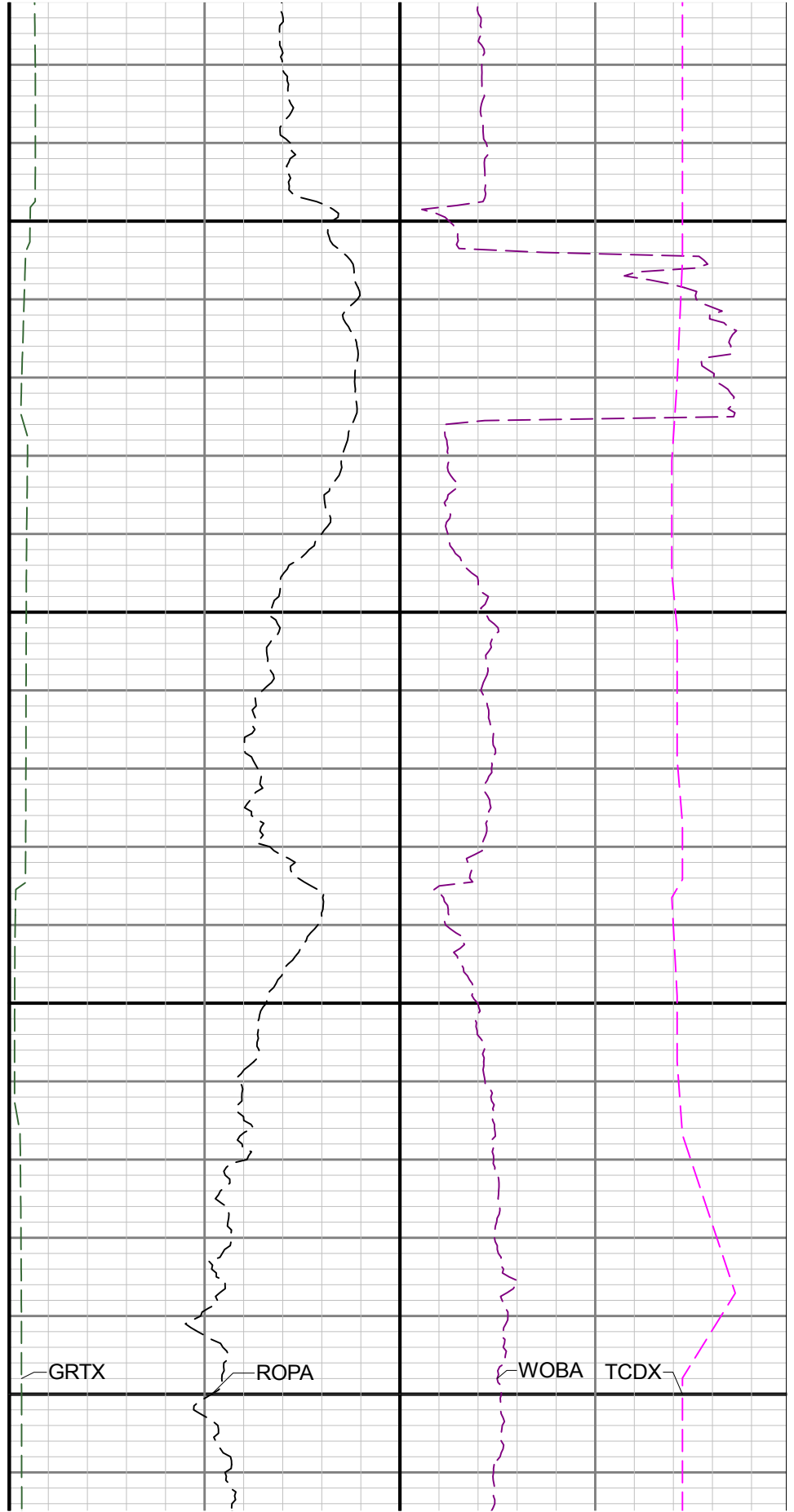
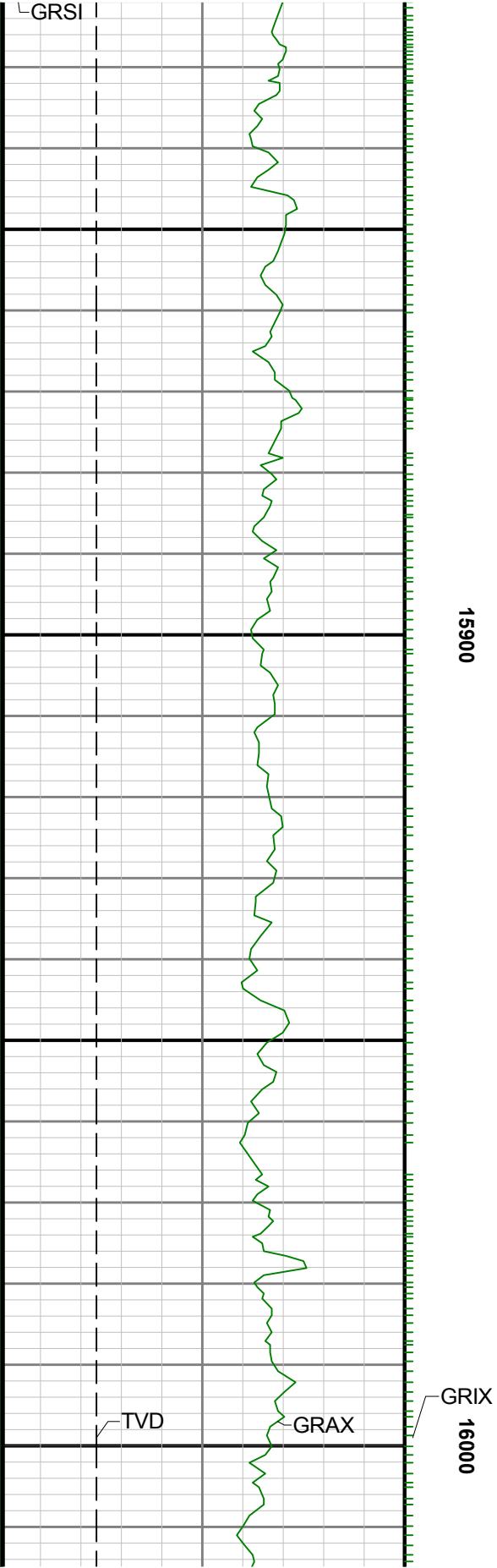
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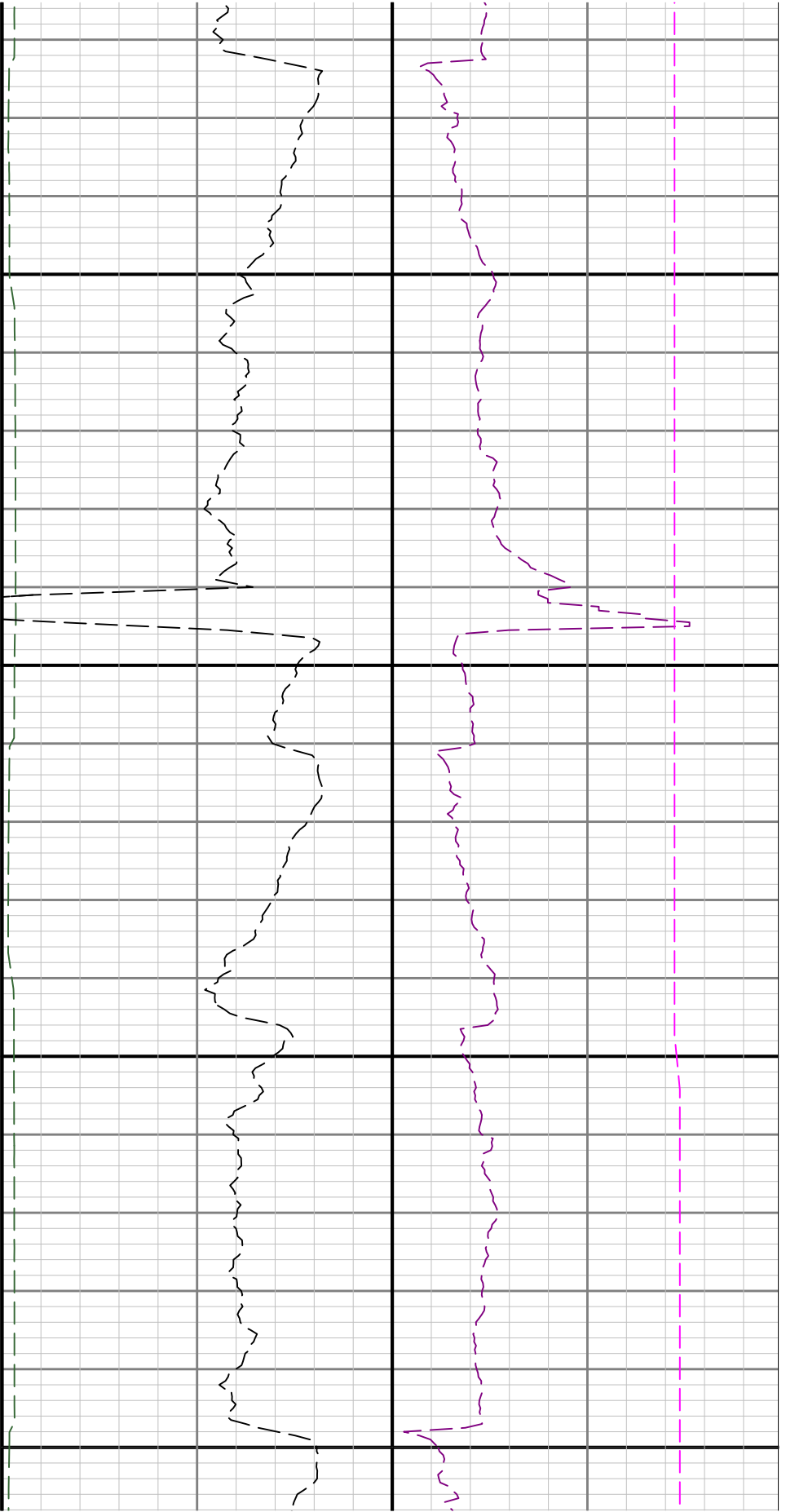
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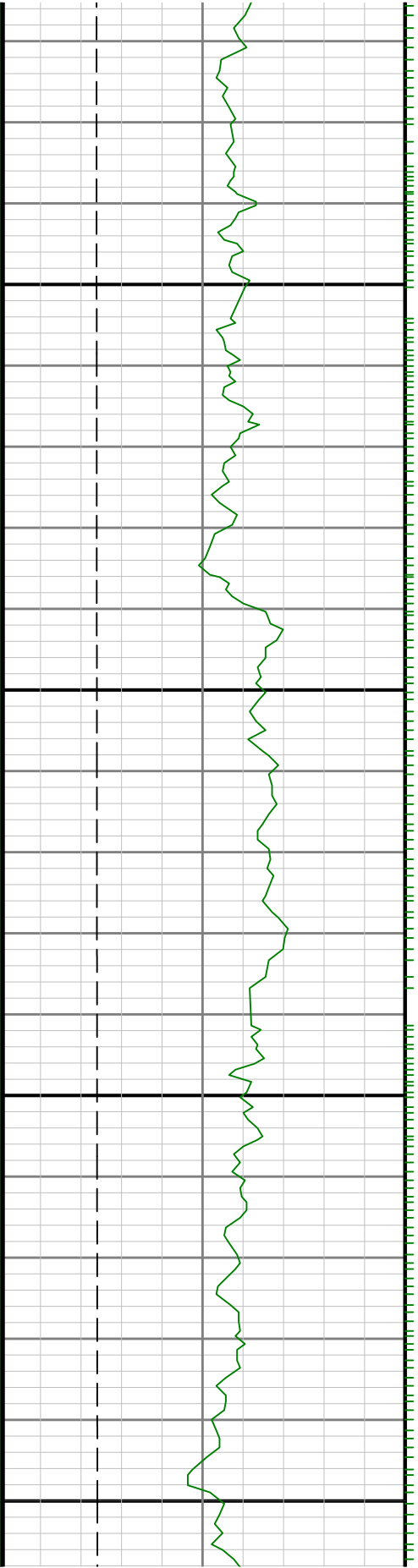


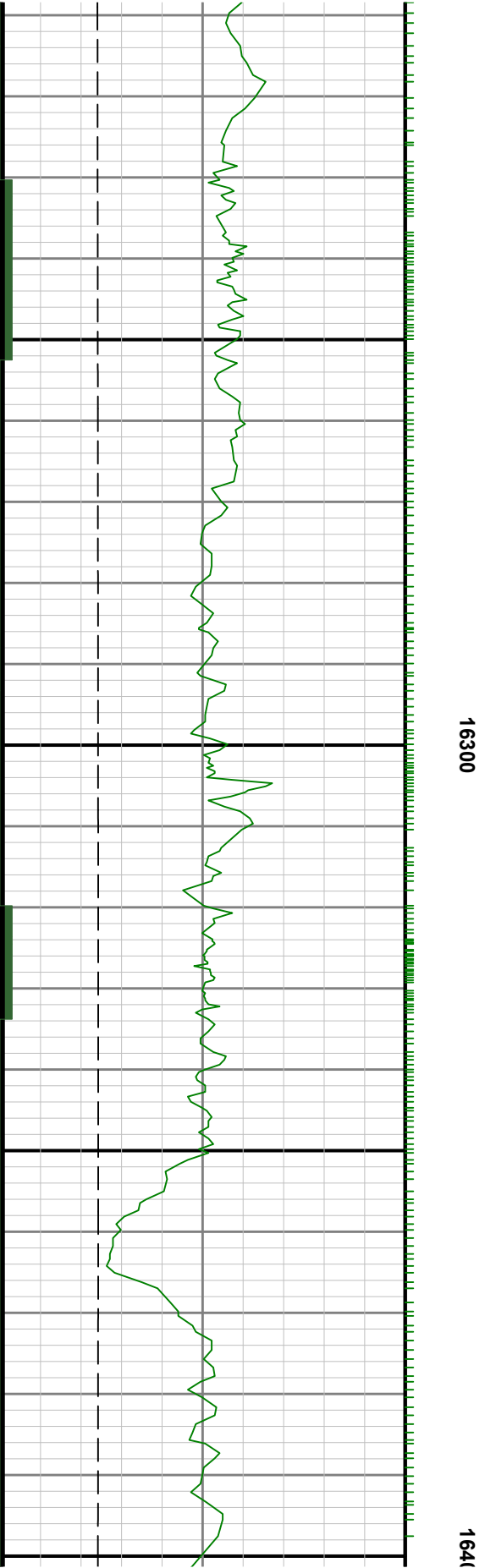
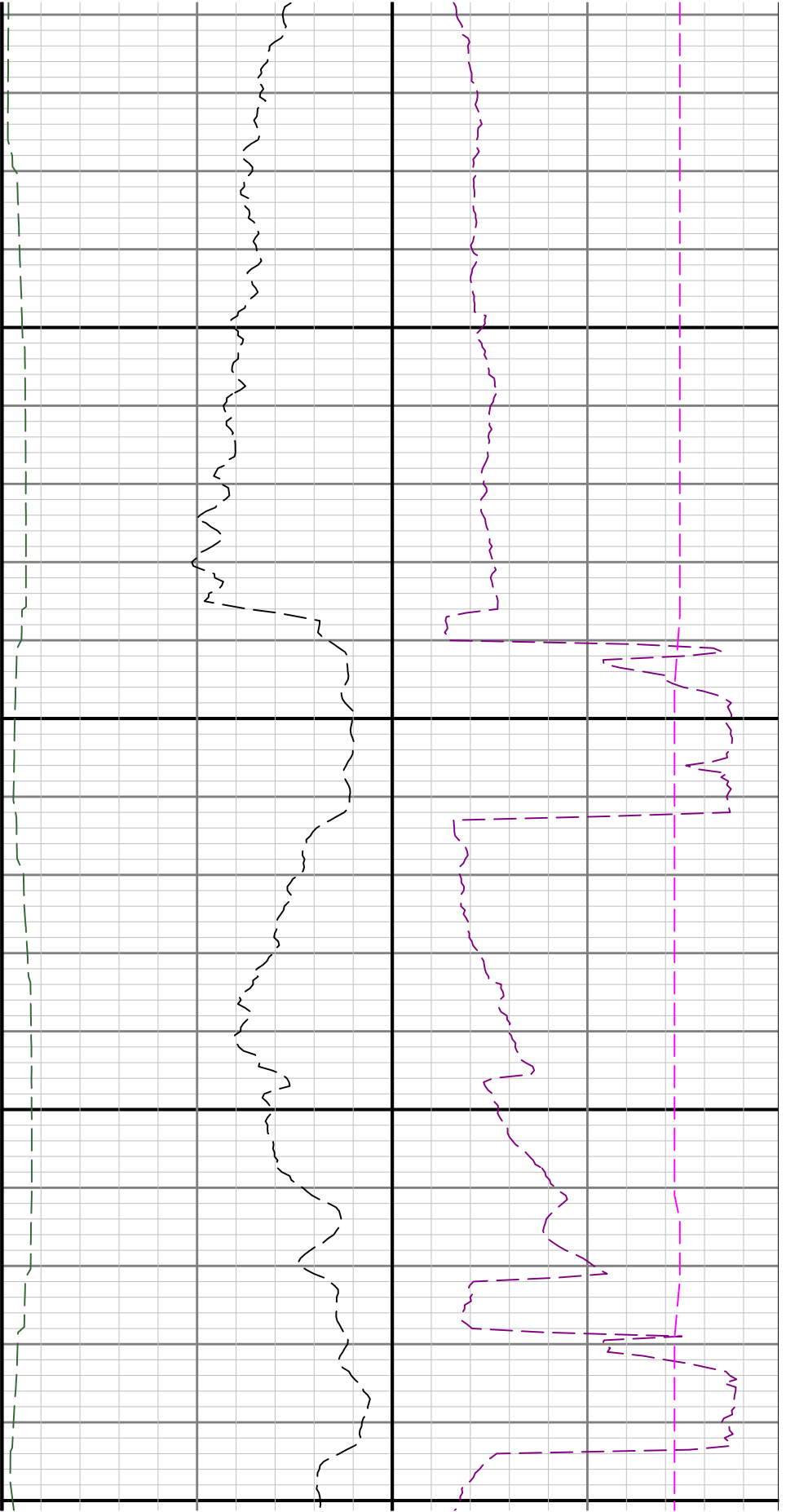


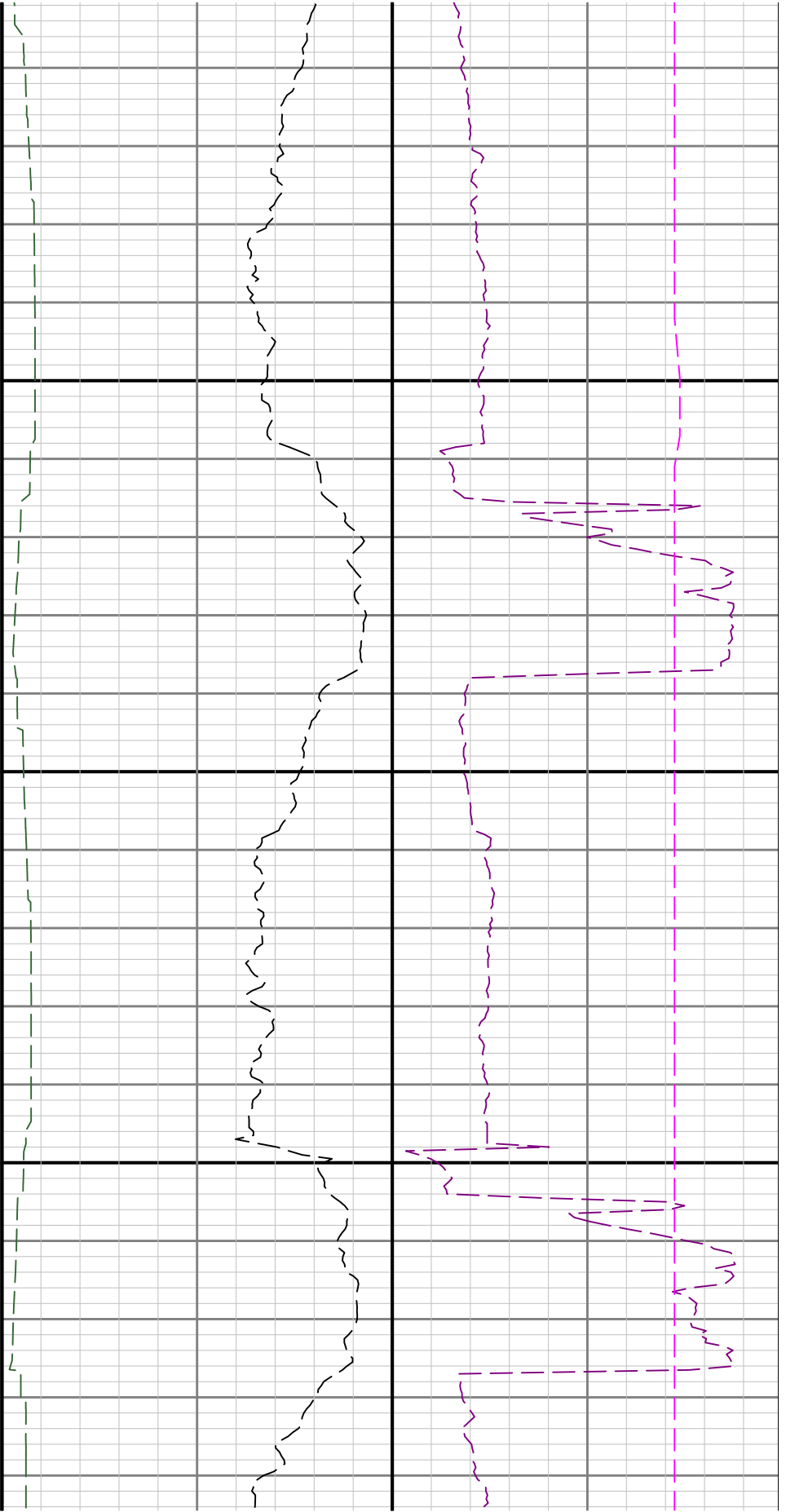


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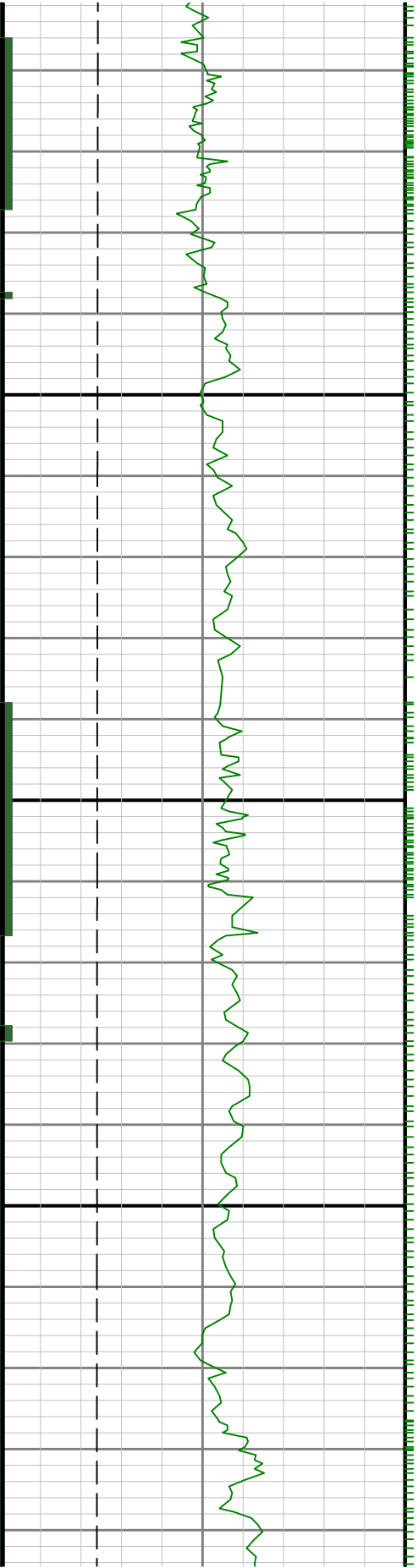
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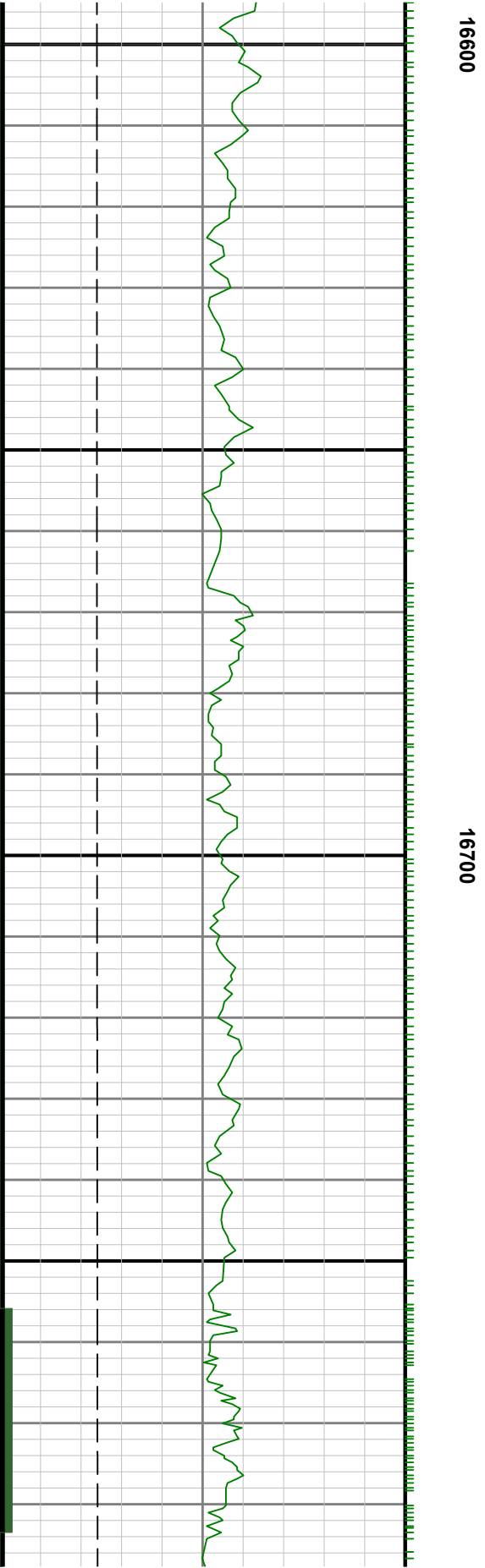
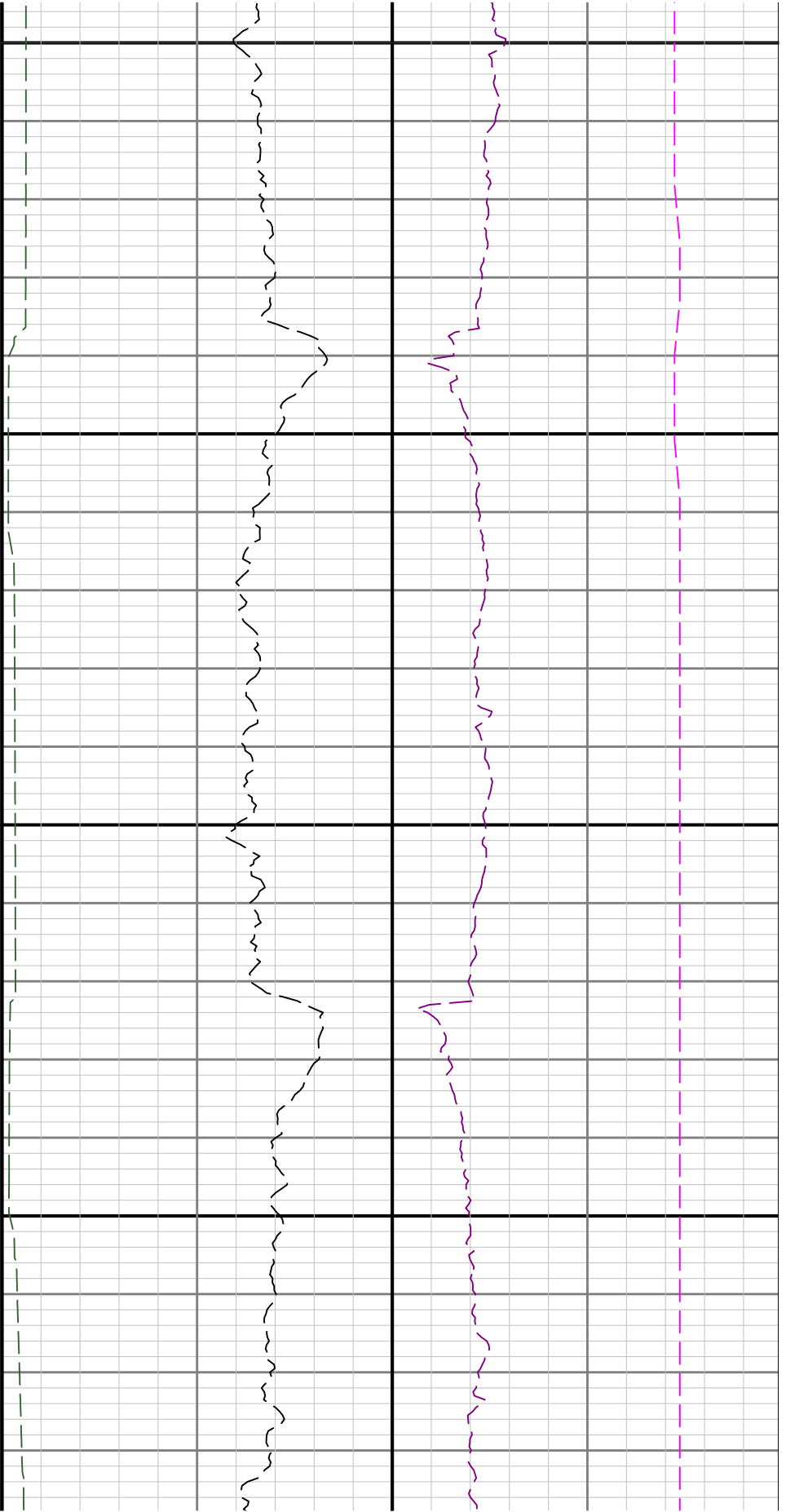


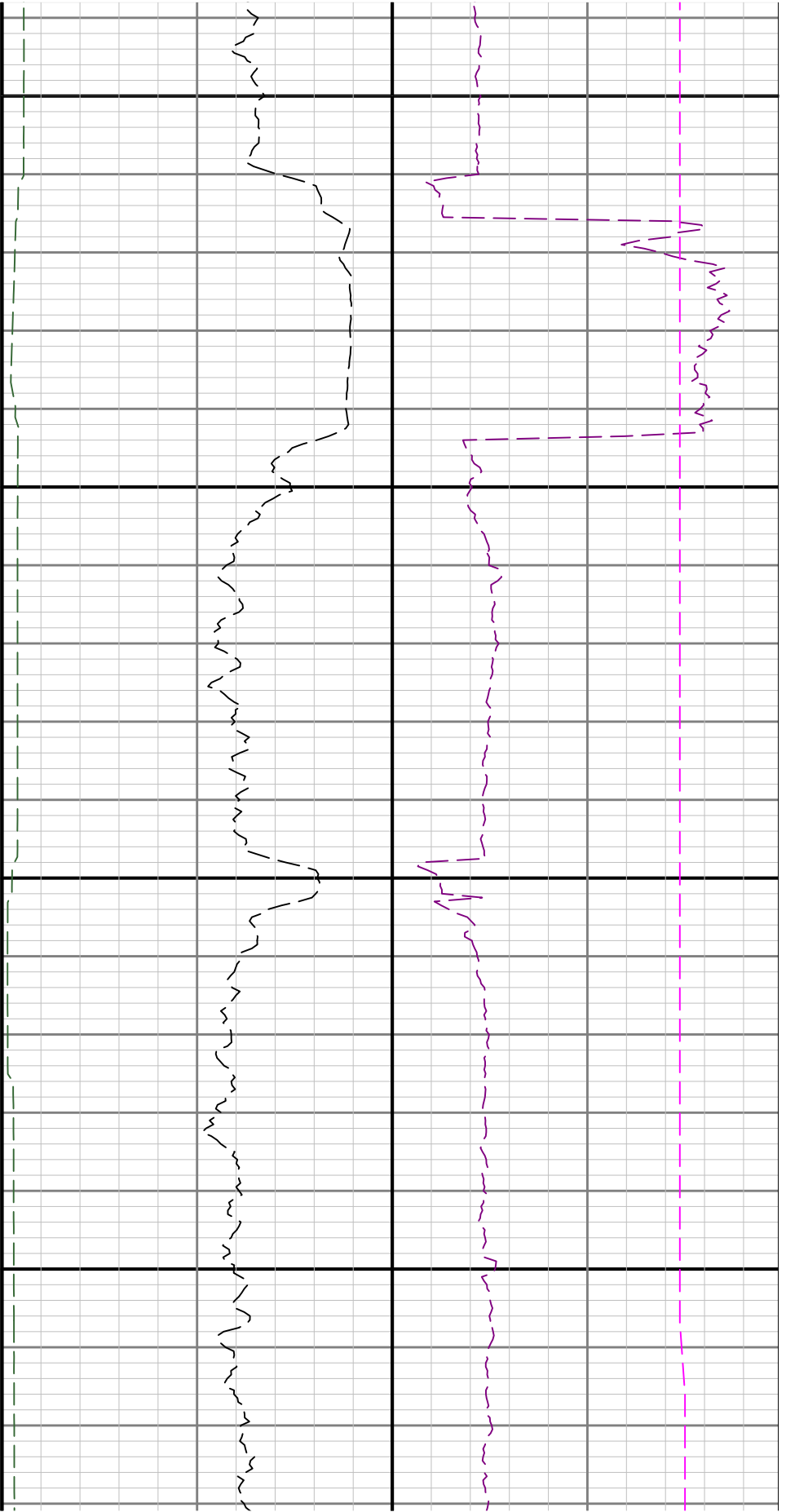




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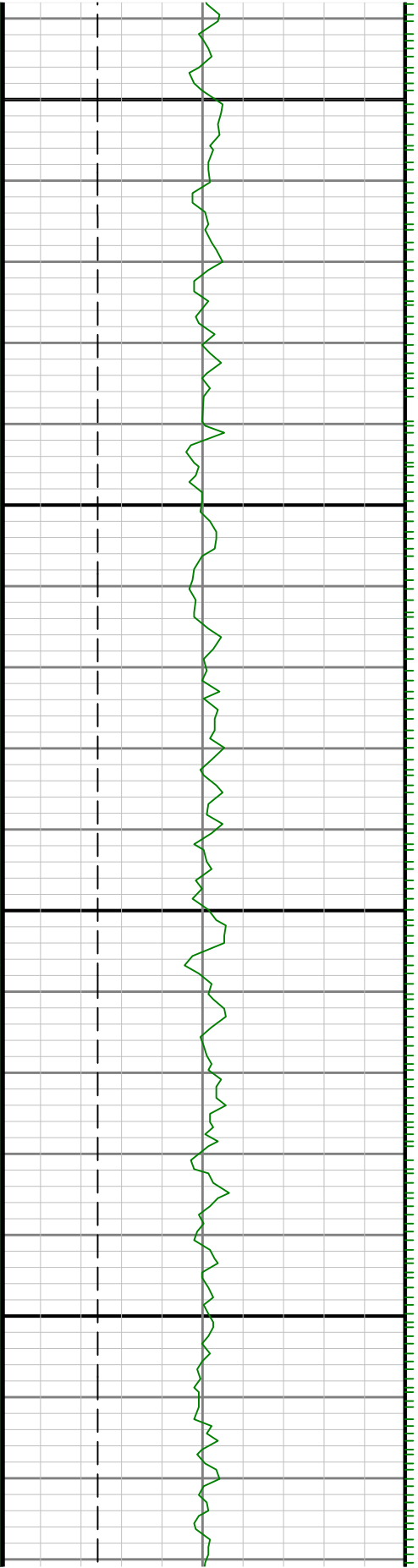


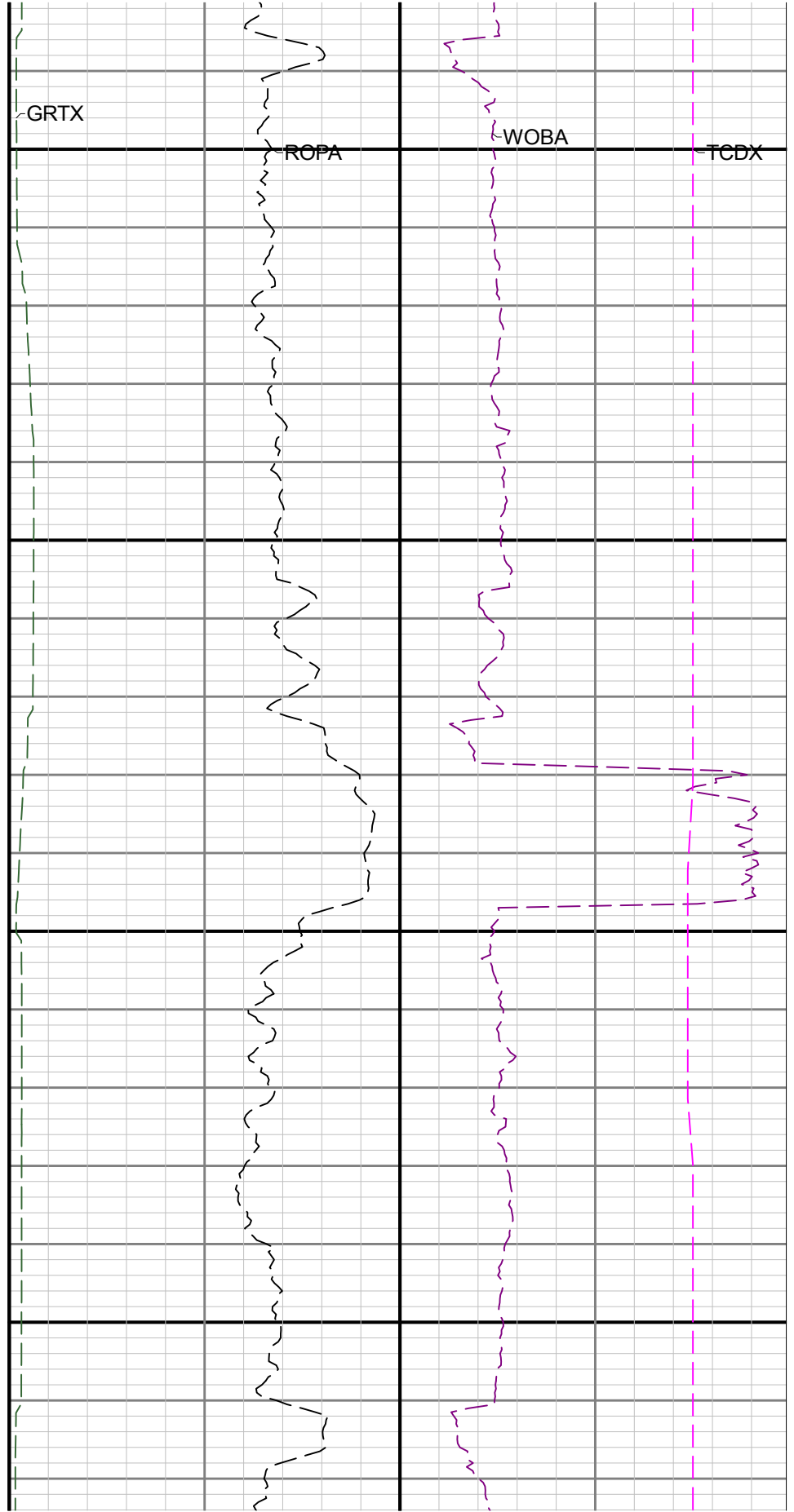
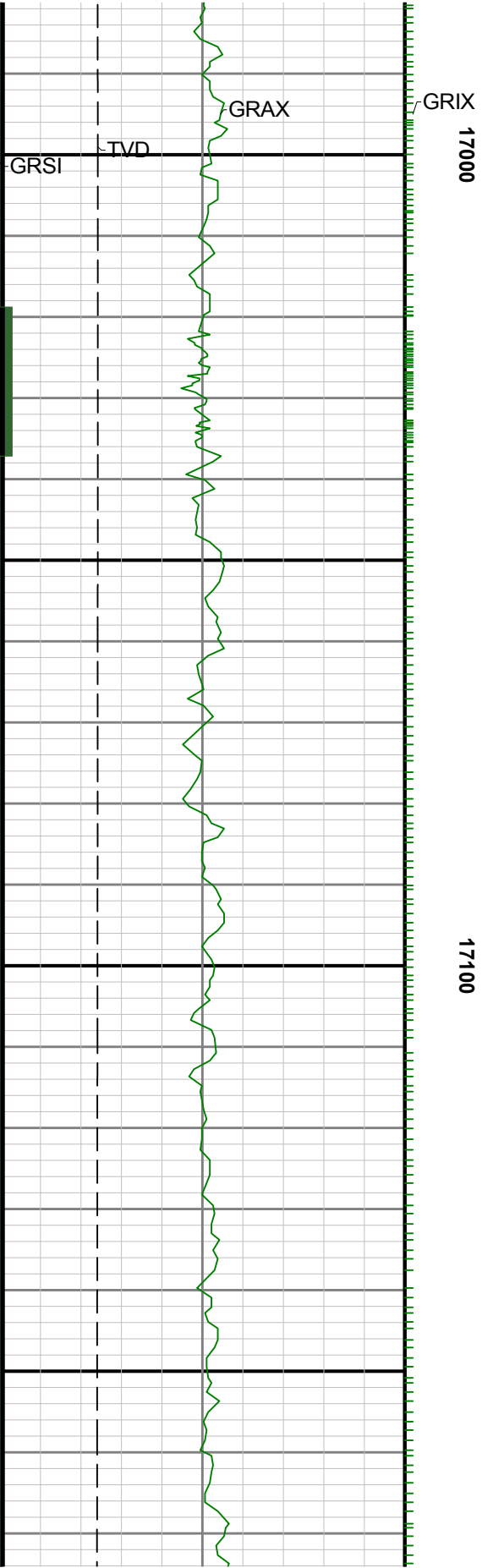


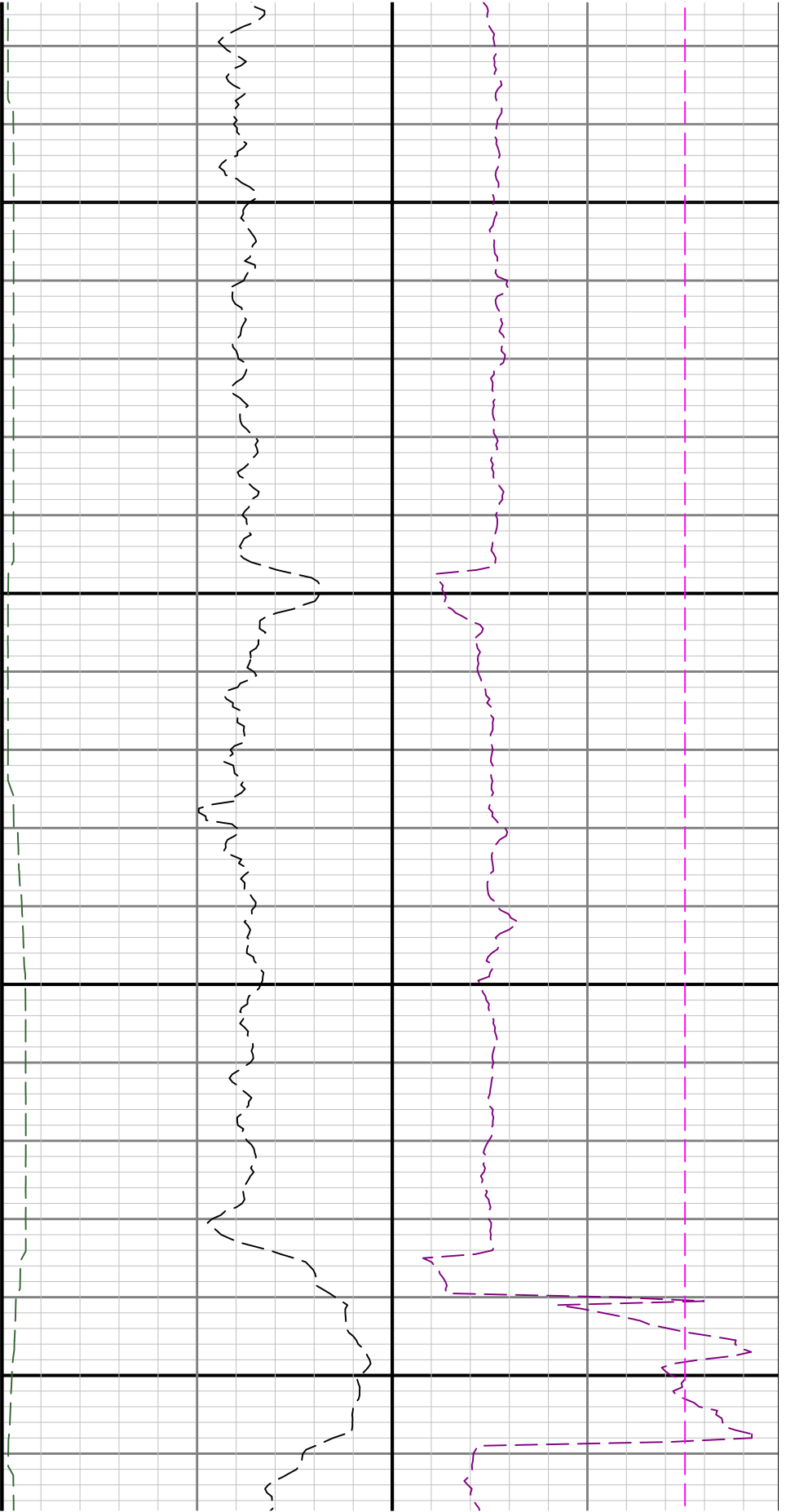


16800

16900







17200

17300

