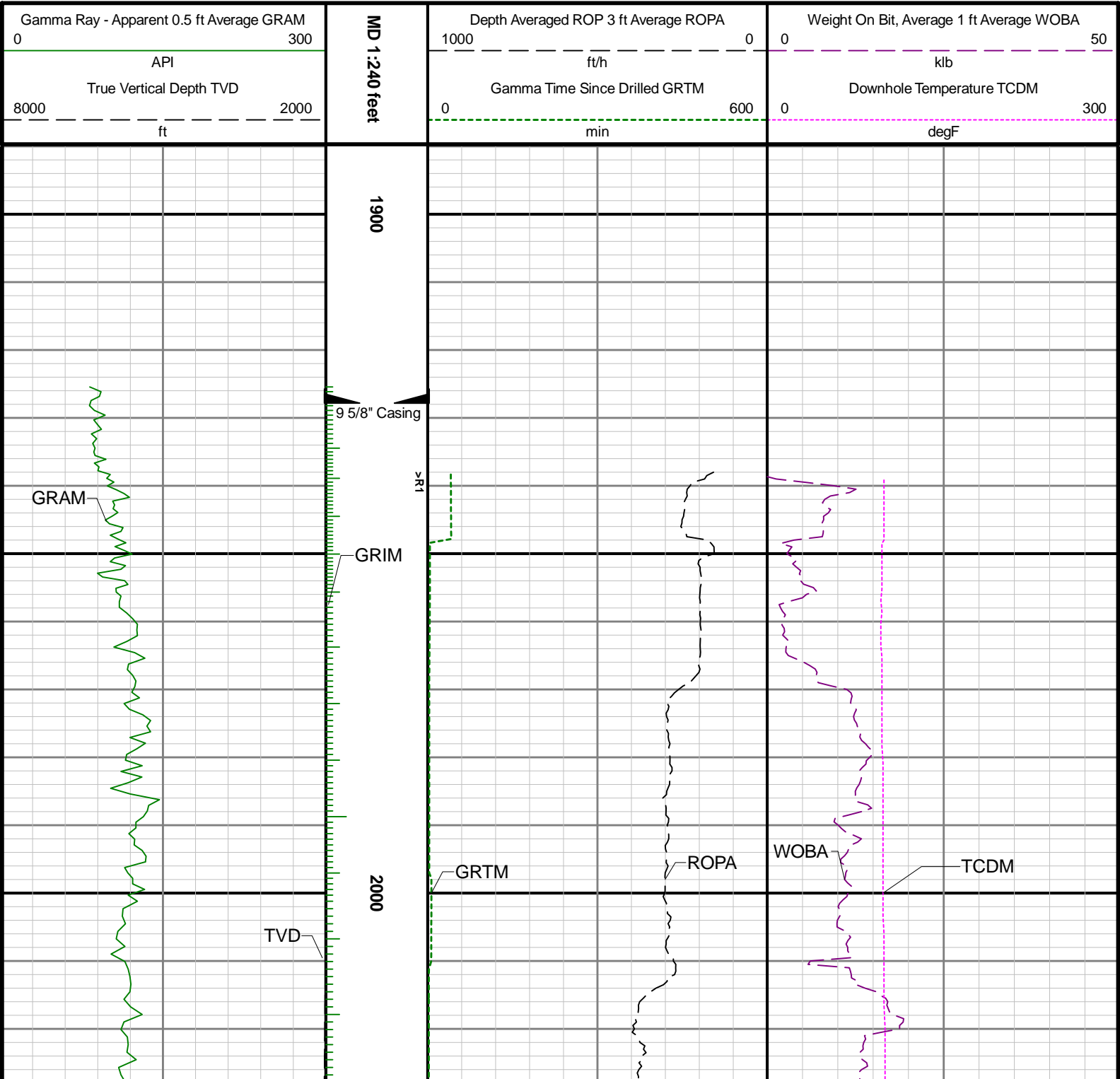


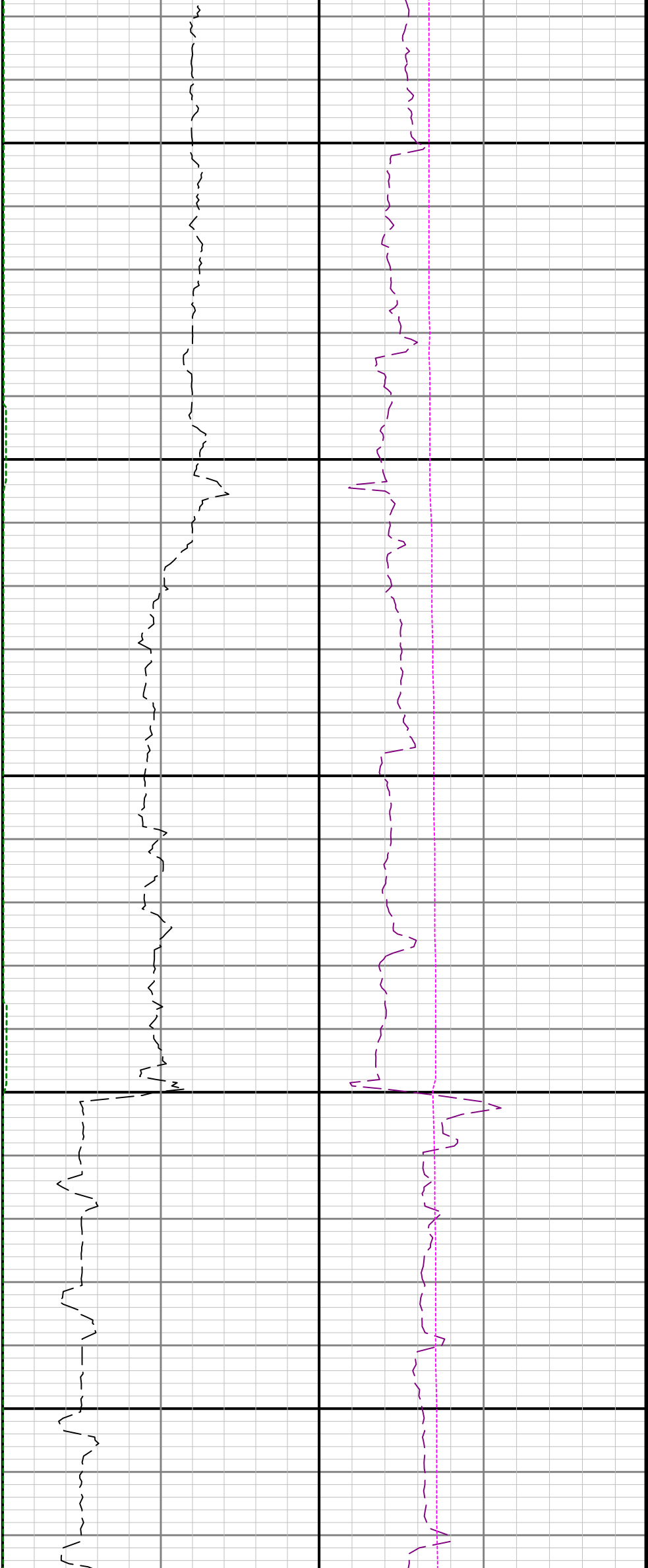
Mnemonic	Name	Description
ATC SU	AutoTrak Curve SU	Auto Trak Curve Steering Unit
ATC MWD	AutoTrak Curve MWD	Auto Trak Curve MWD
ATC LCPM	AutoTrak Curve LCPM	Auto Trak Curve LCPM

Comments	
<div>1 Baker Hughes Company run 1 utilized 6 ¾ inch NaviGamma services (Gamma Ray and Directional) behind an 8 ½ inch PDC bit and rotary steerable assembly from 1938 to 17315 feet MD (1938 to 6734 feet TVD).</div> <div>2 The Gamma Ray Apparent (GRAM) data is presented 0 to 300 API, per the customer's request.</div> <div>3 Depth measurements were obtained from a depth control system not supplied or operated by Baker Hughes. Due to a lack of control by Baker Hughes logging engineers, depth calibrations and measurements could not be independently verified and the unverified depths as supplied to Baker Hughes are being used to present logging data.</div>	

Remarks				
Number	Depth	Hole Section	Run No.	Remark
	(ft)	(in)		
1	17302.00	8.500	1	The interval from 17302 to 17315 feet MD (6734 to 6734 feet TVD) was not logged due to sensor to bit offset at well TD.

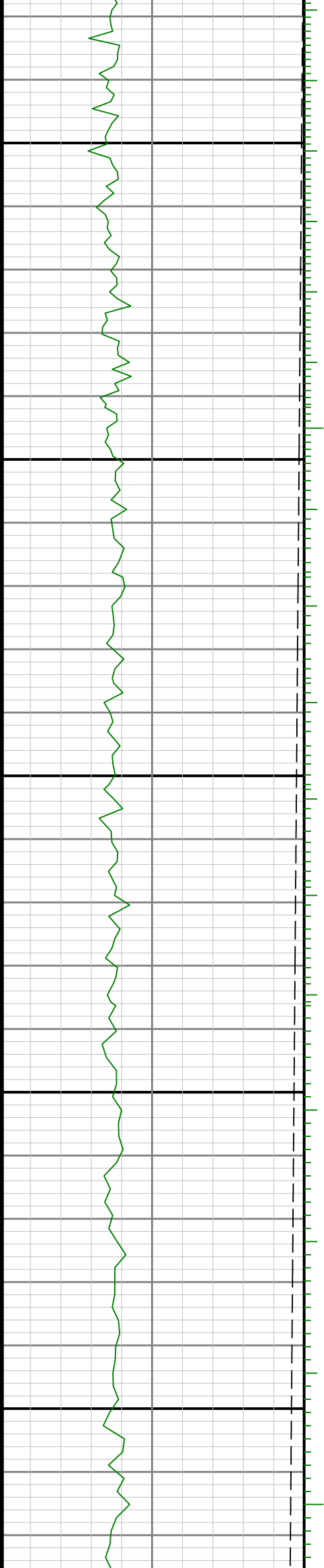
Curve Mnemonics		
Presented Curves	Description	Units
ROPA	Depth Averaged ROP 3 ft Average	ft/h
TVD	True Vertical Depth	ft
WOBA	Weight On Bit, Average 1 ft Average	klb
GRAM	Gamma Ray - Apparent - Memory 0.5 ft Average	API
GRIM	Gamma Ray - Data Point Indicator - Memory	unitless
GRTM	Gamma Ray - Time Since Drilled - Memory	min
TCDM	Directional Real-Time Survey Temperature	degF

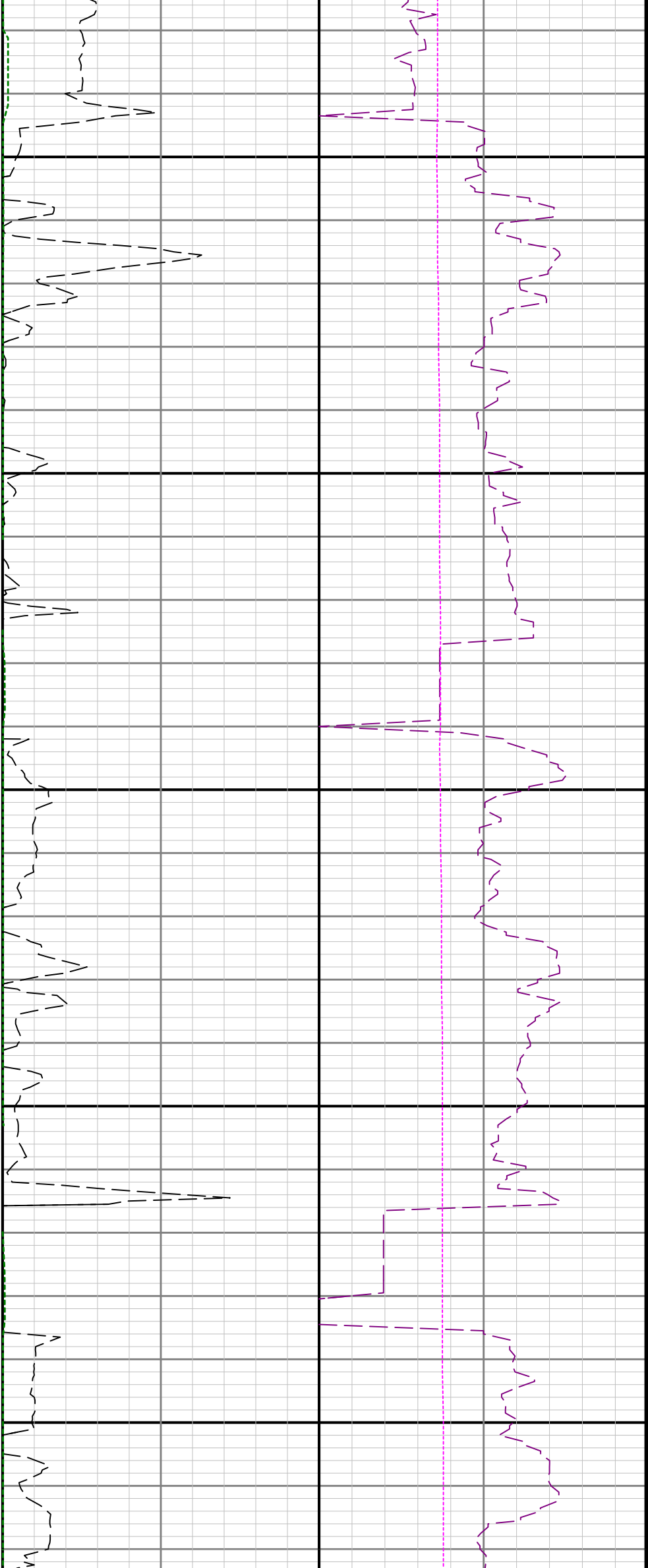




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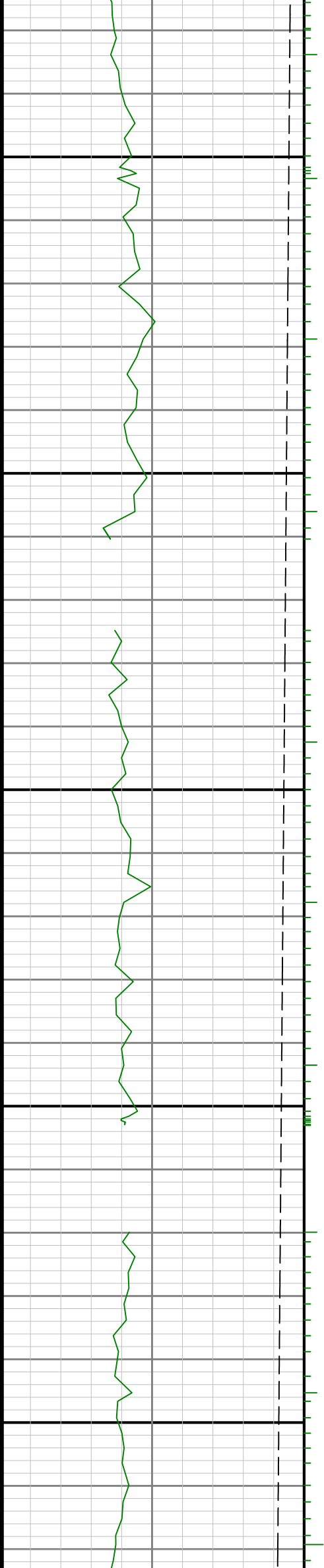


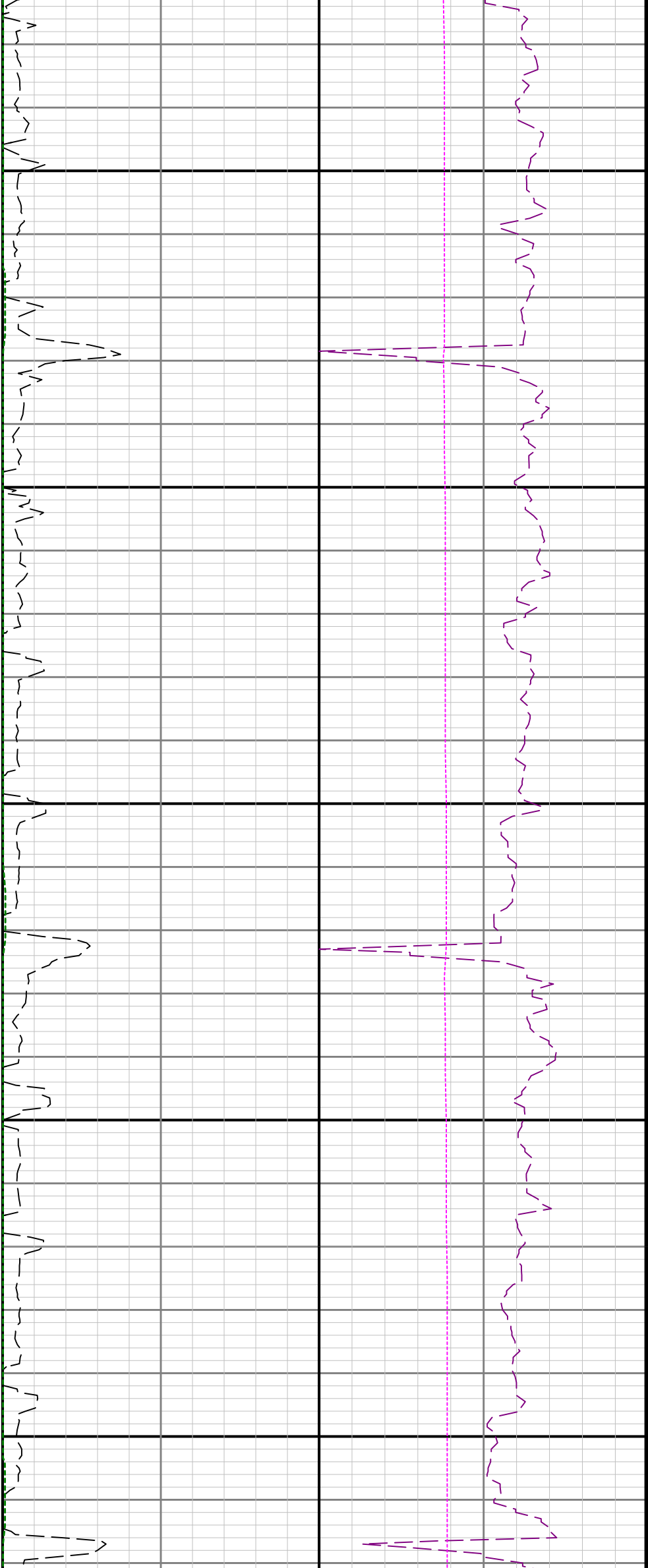


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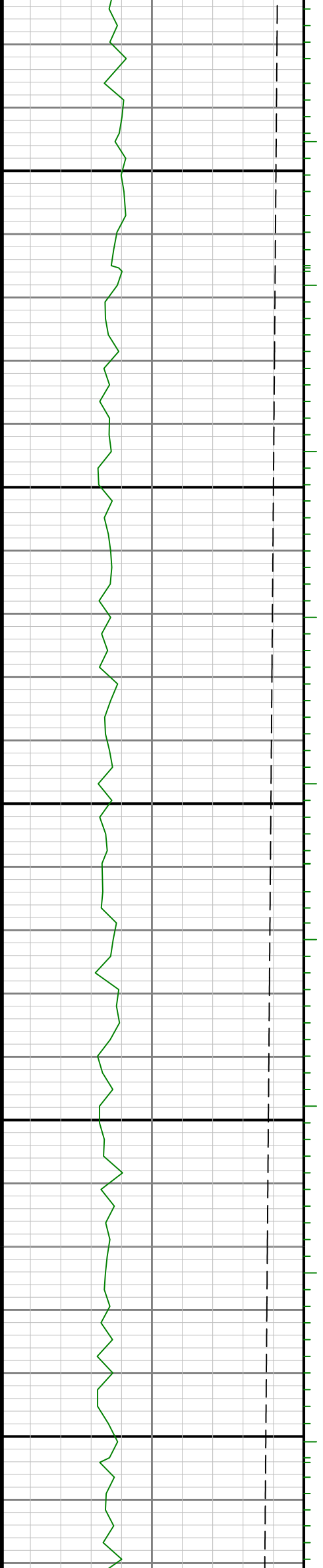
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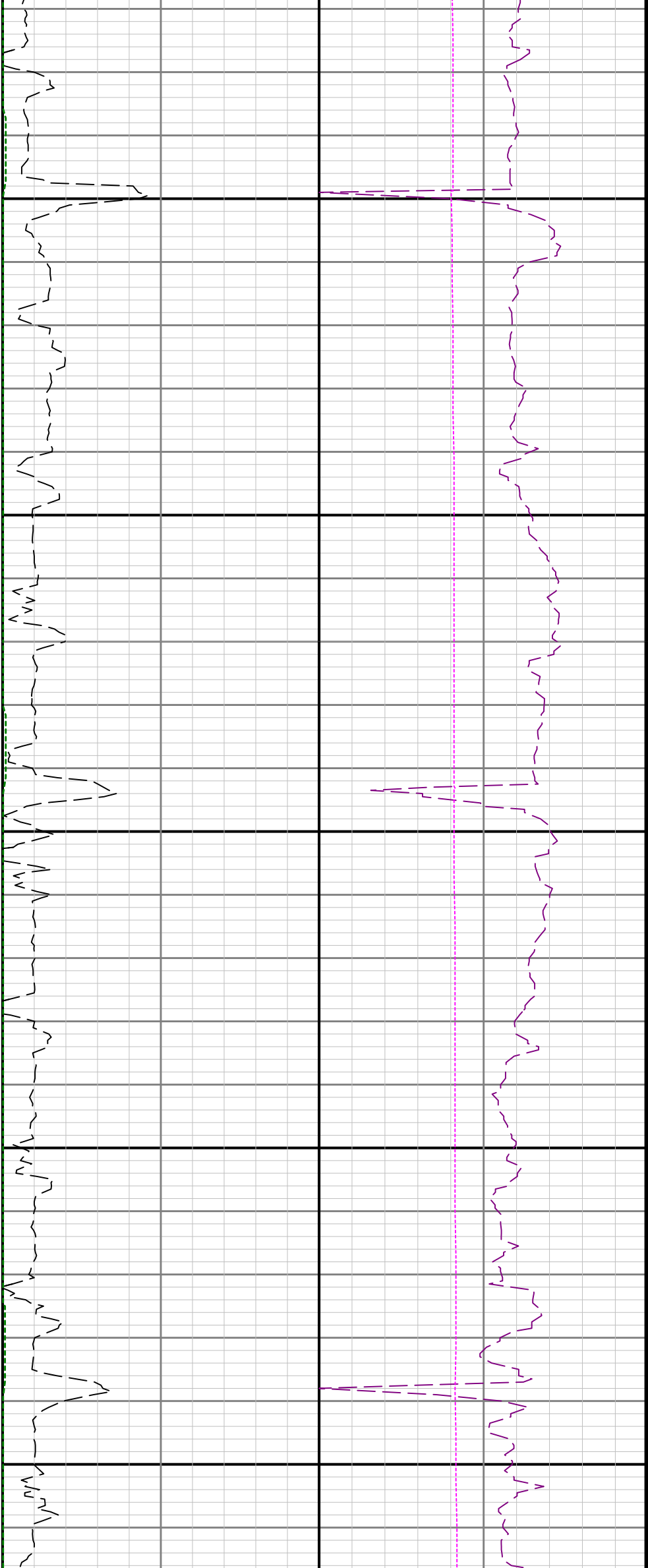


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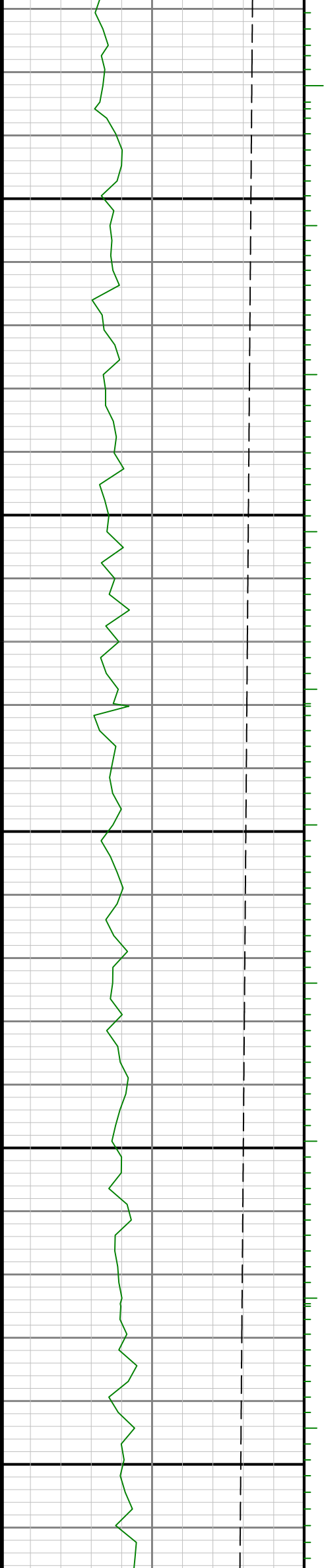


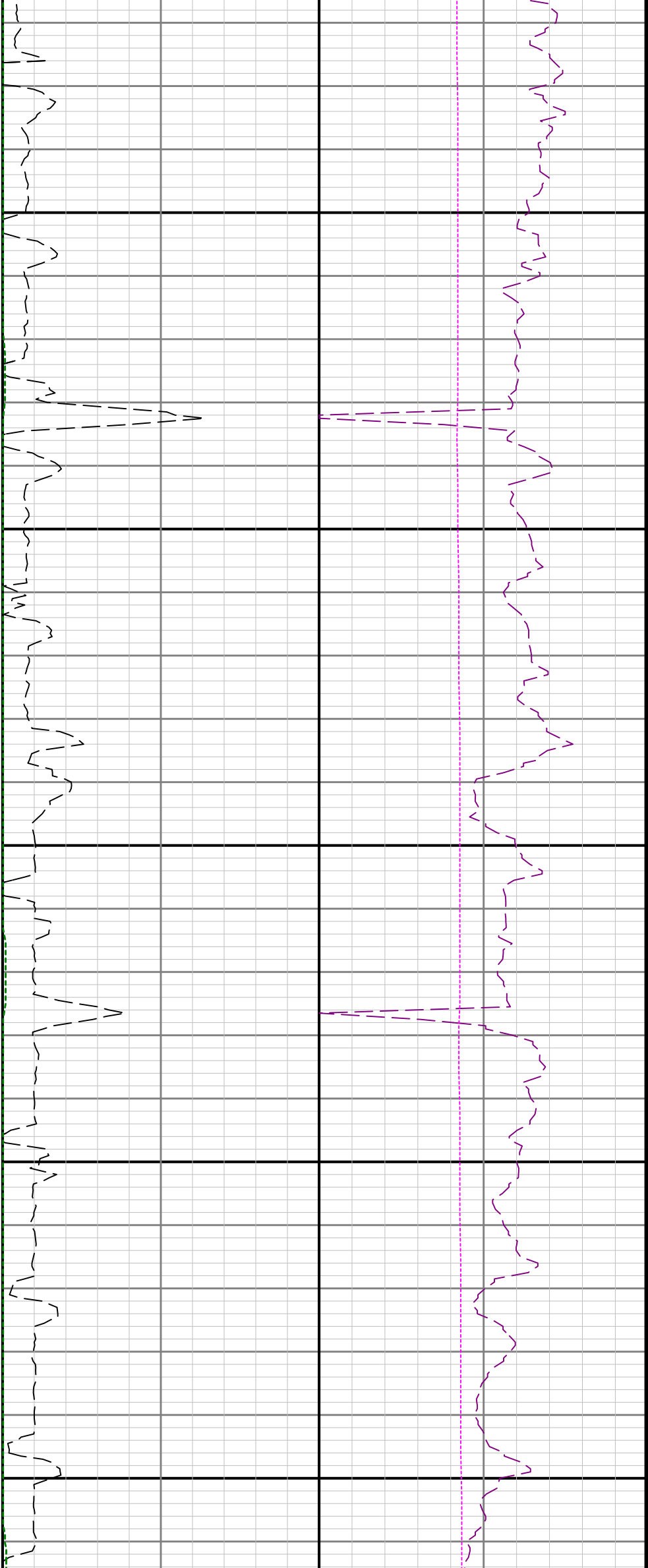




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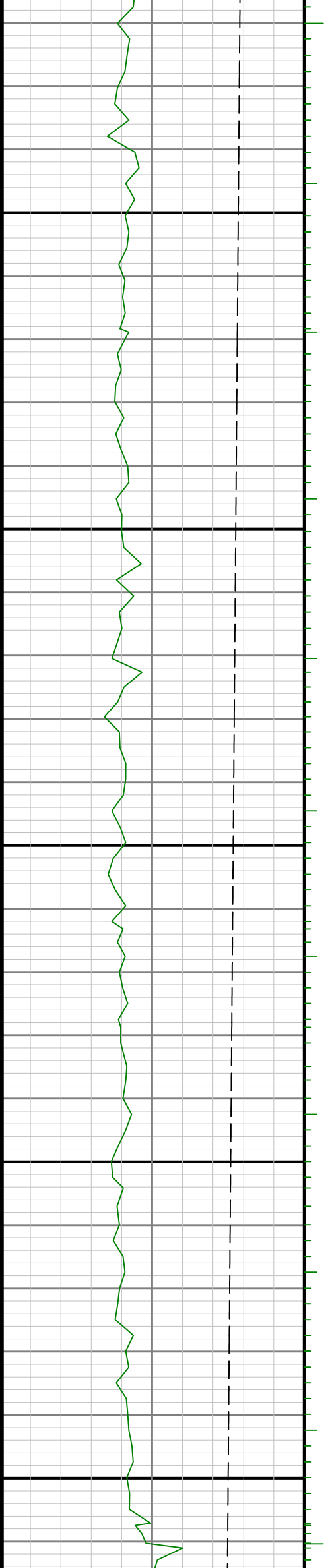


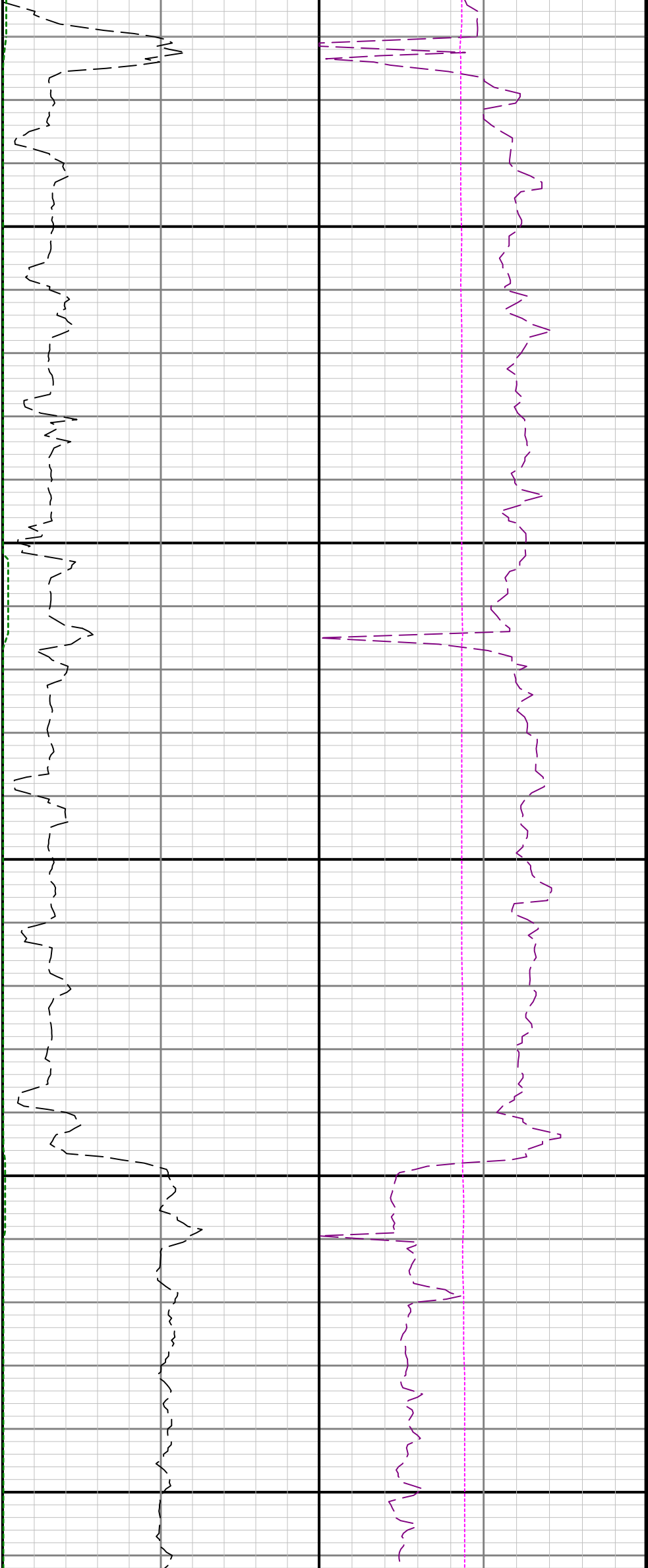


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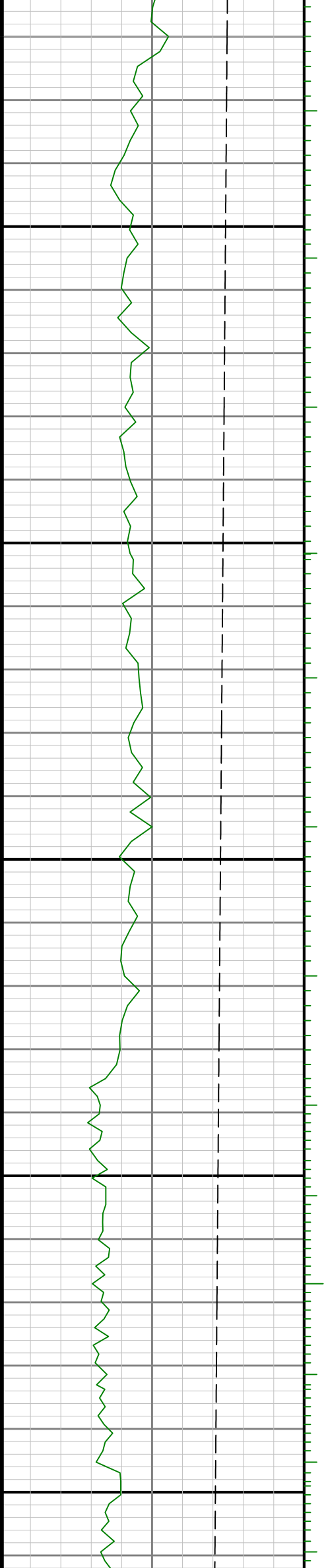
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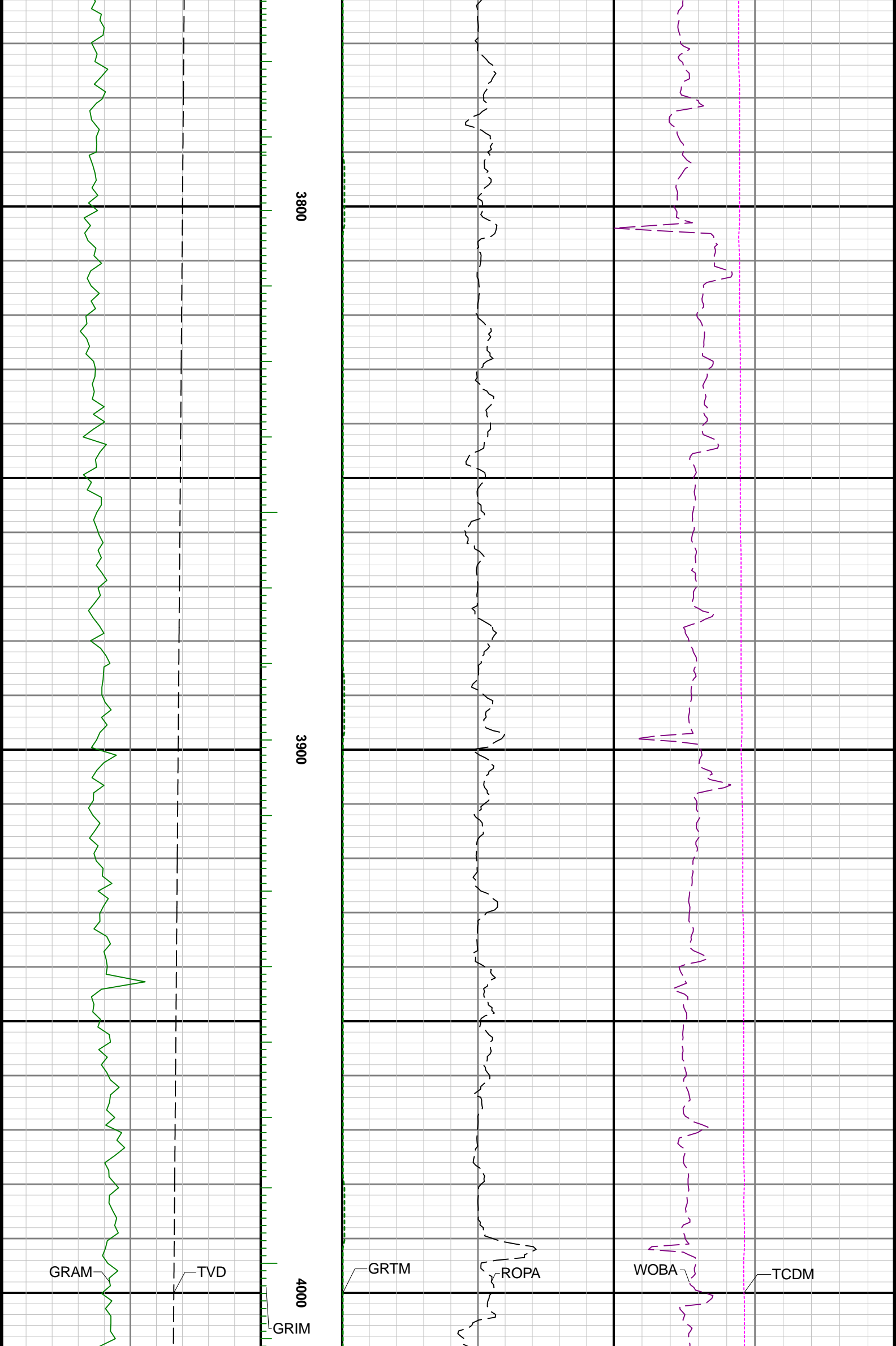


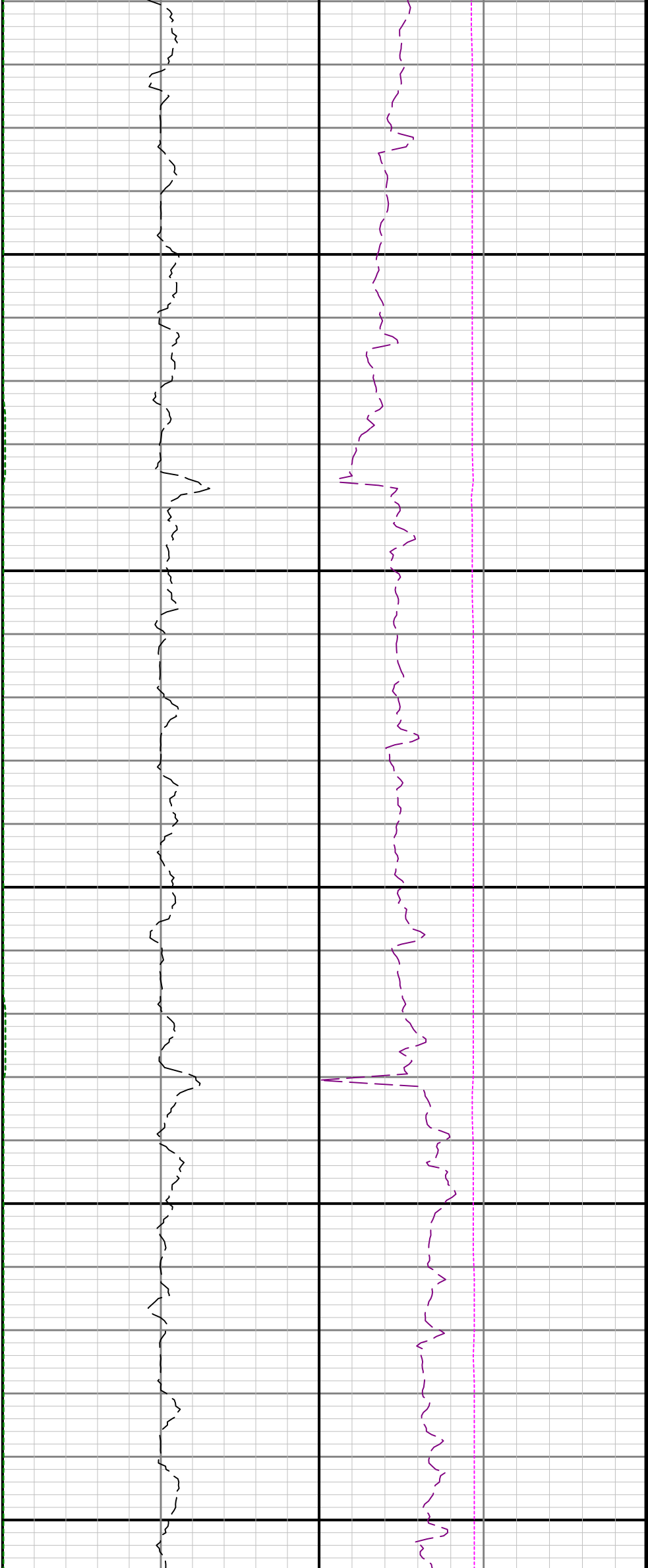


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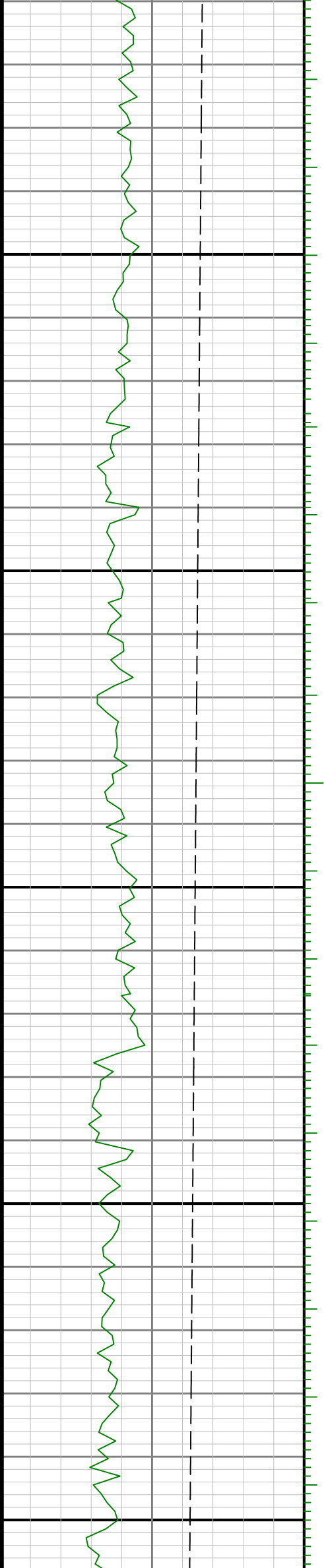


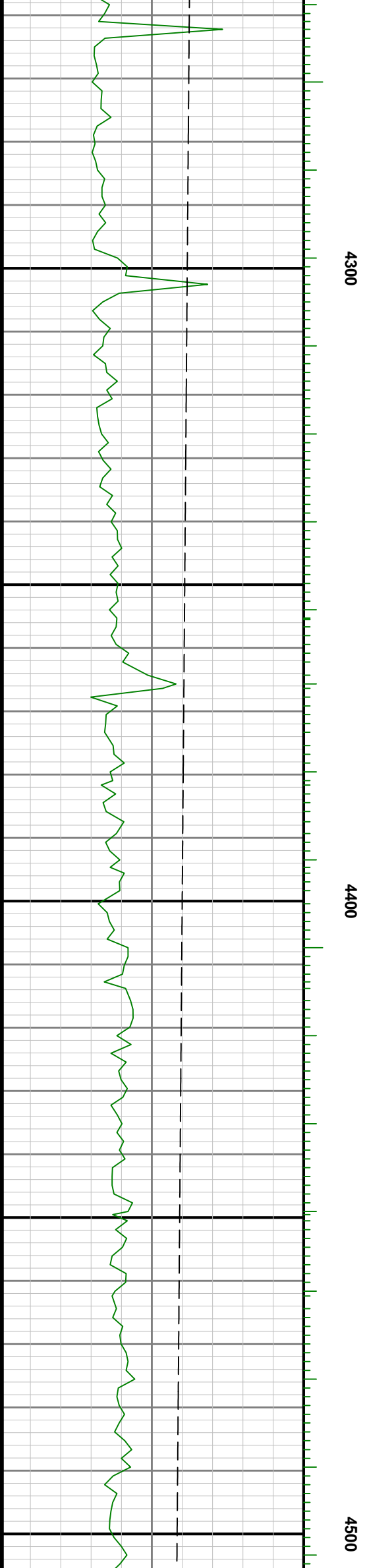
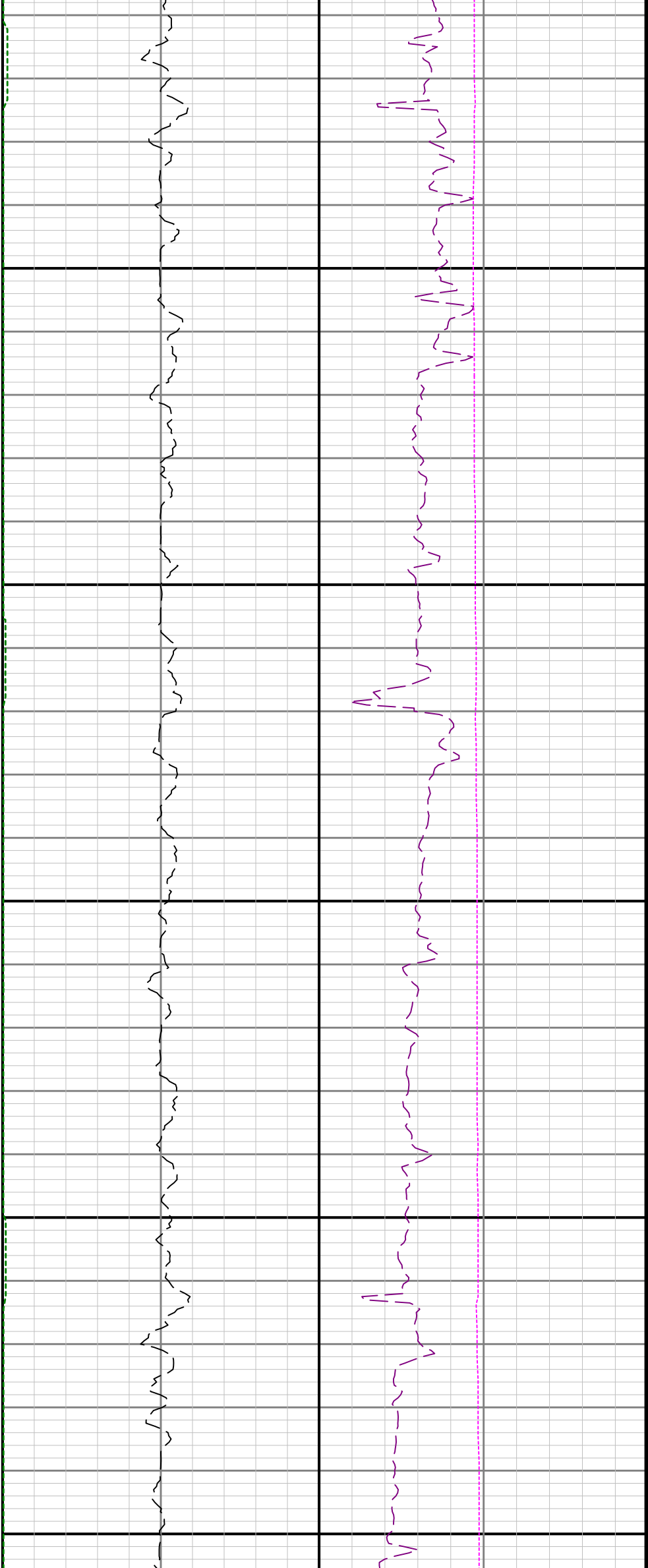


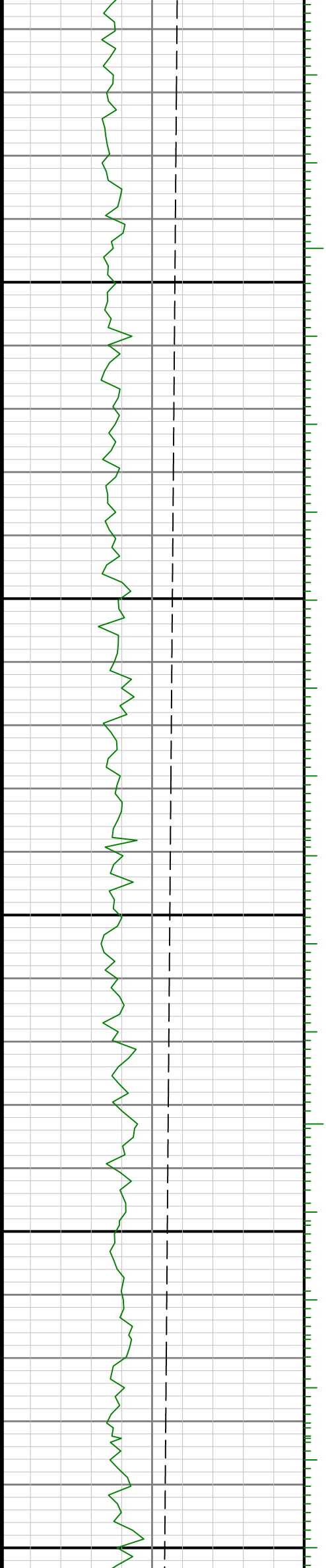
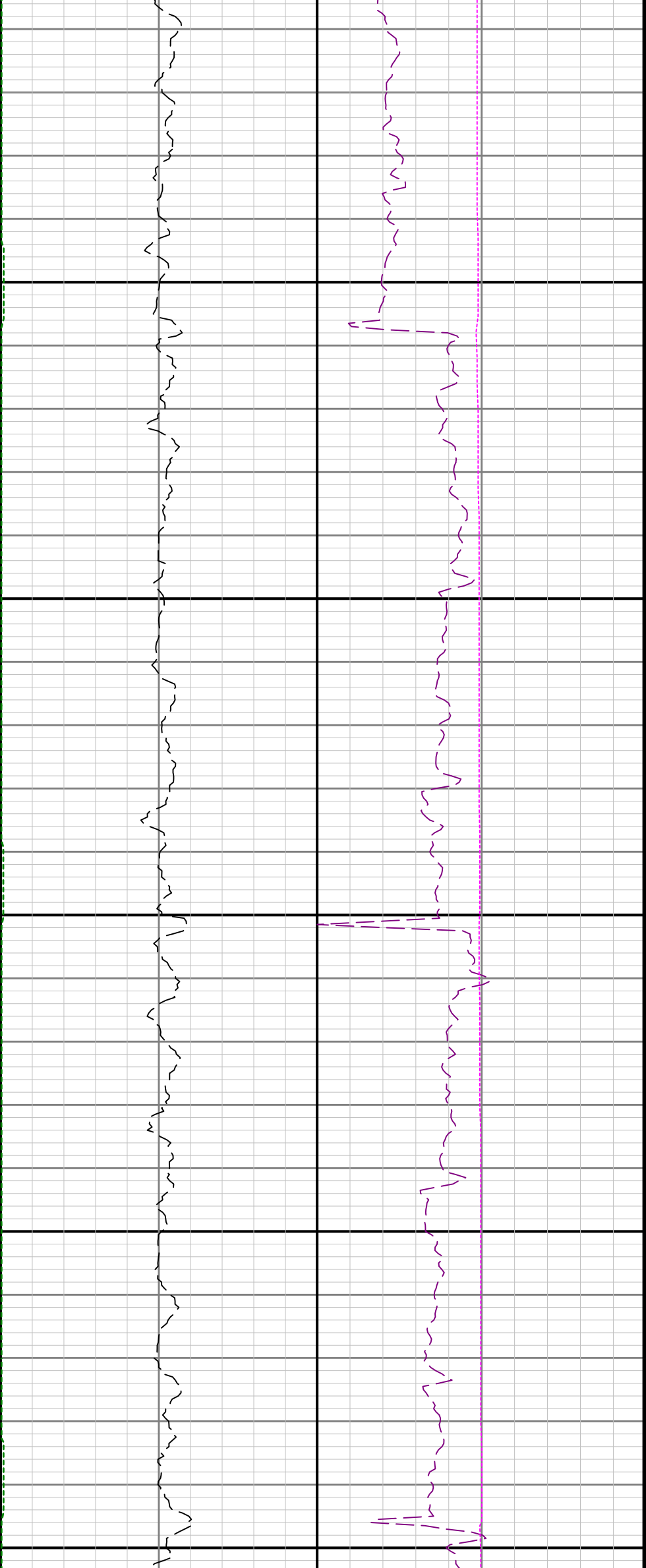


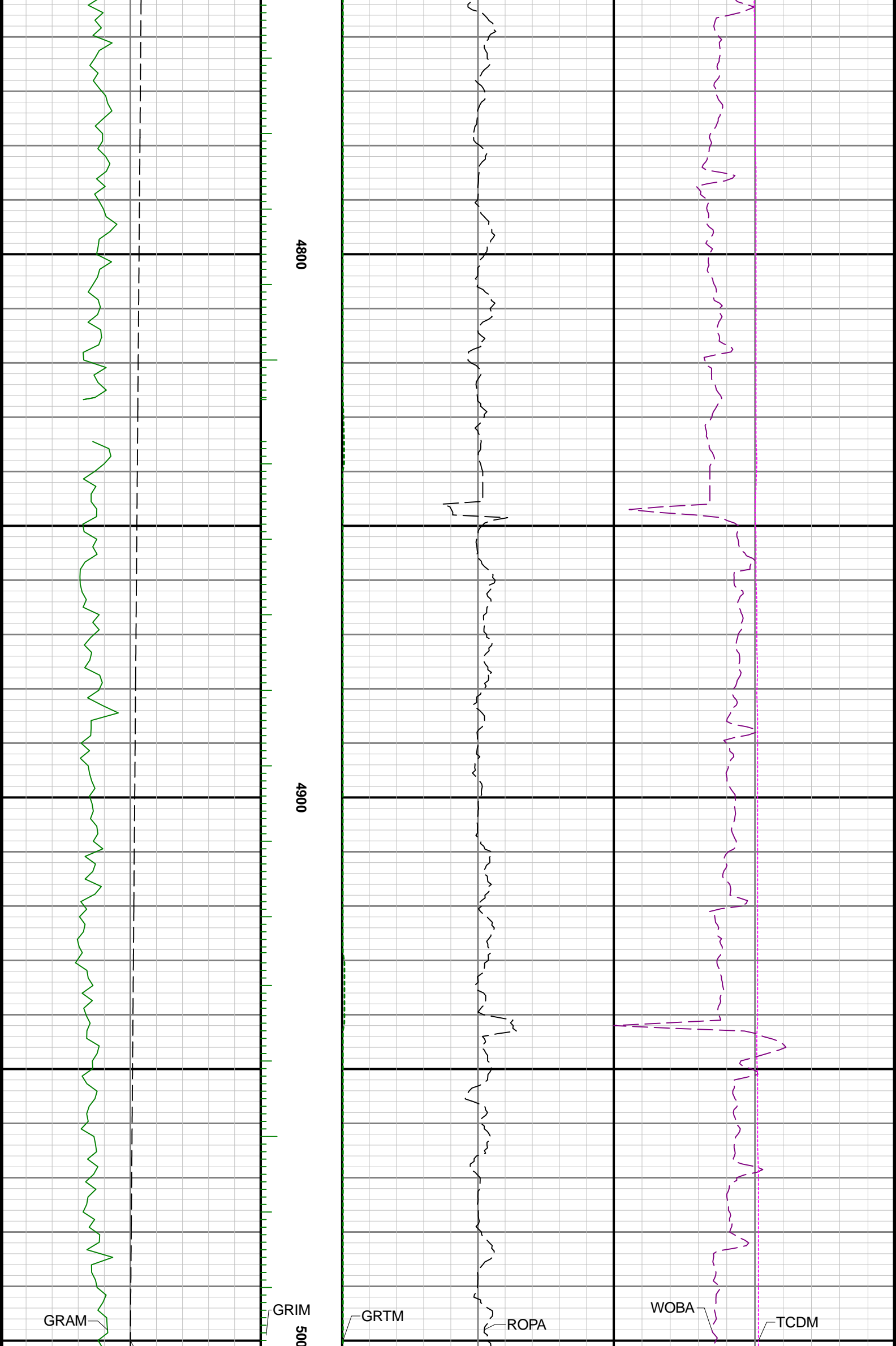
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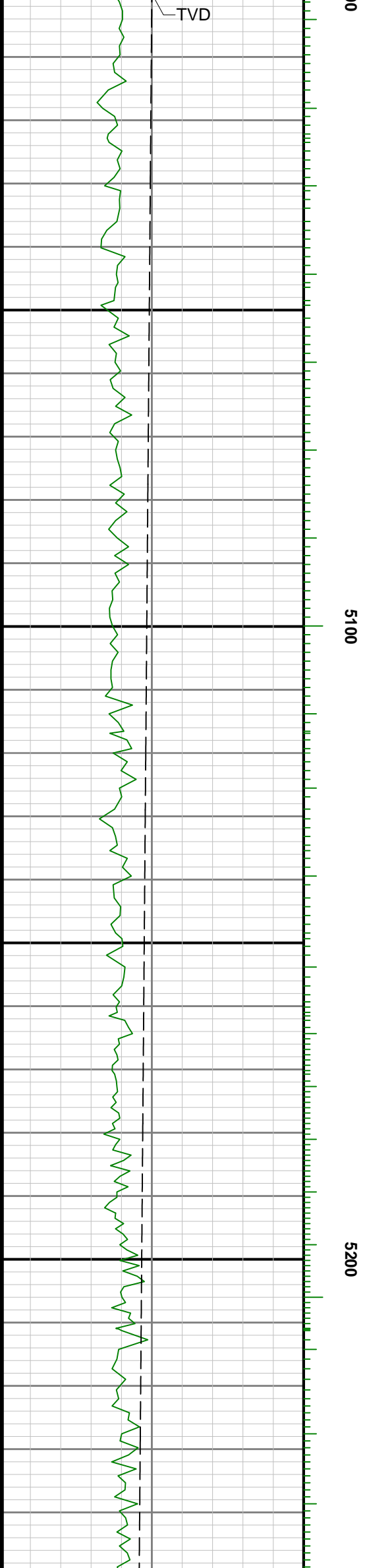
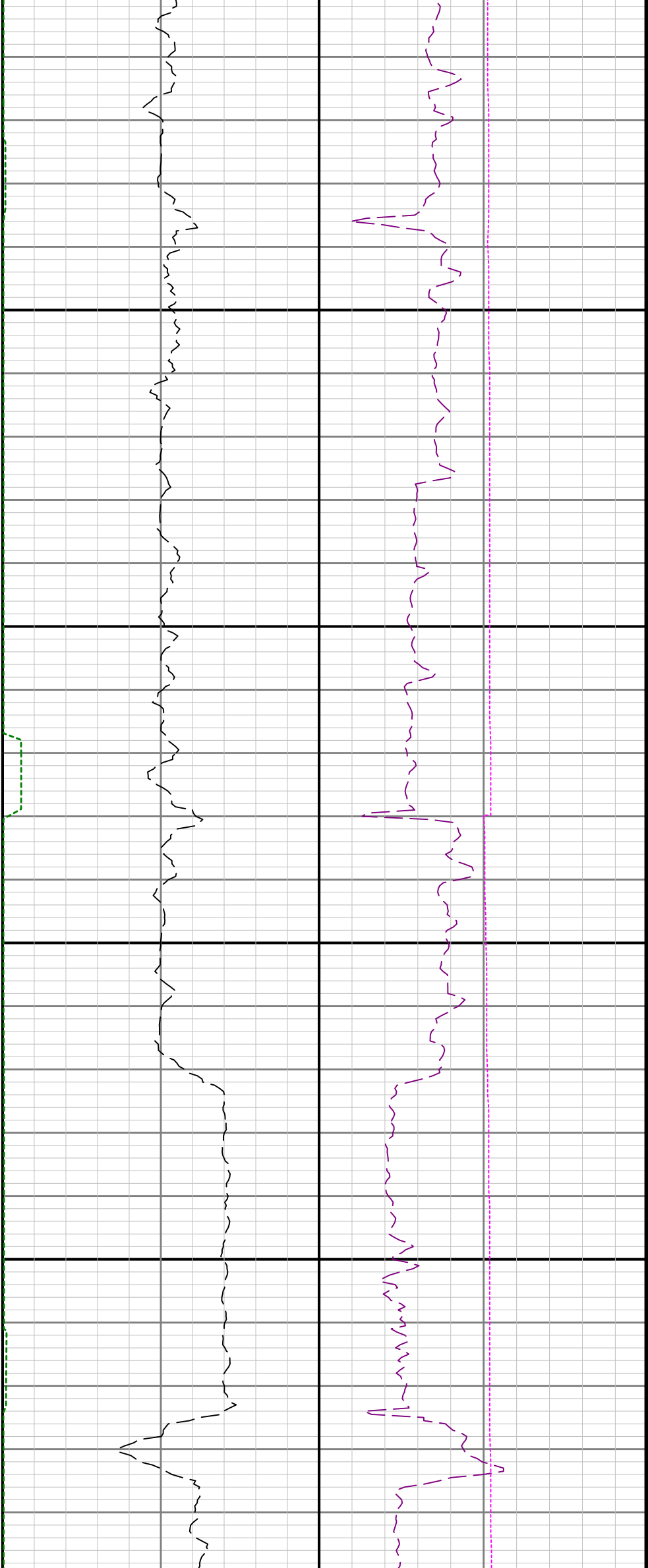
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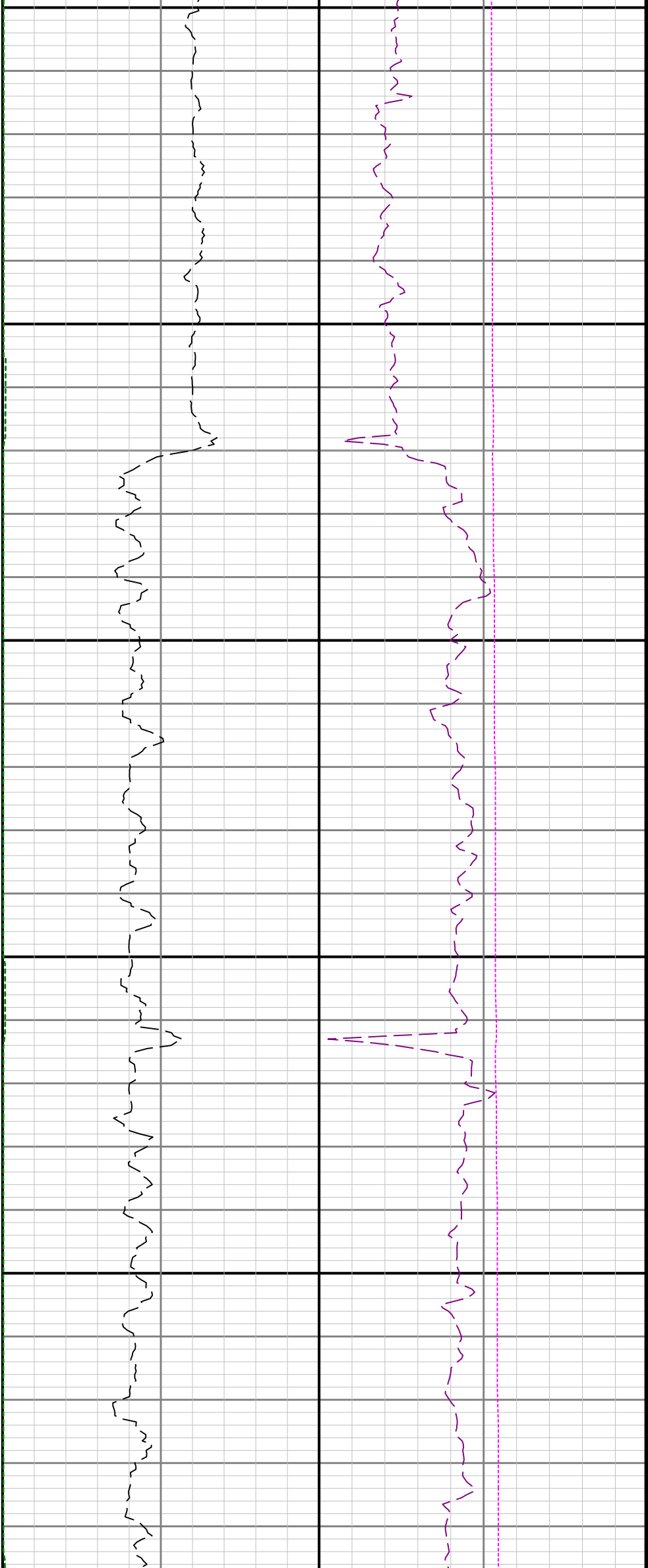






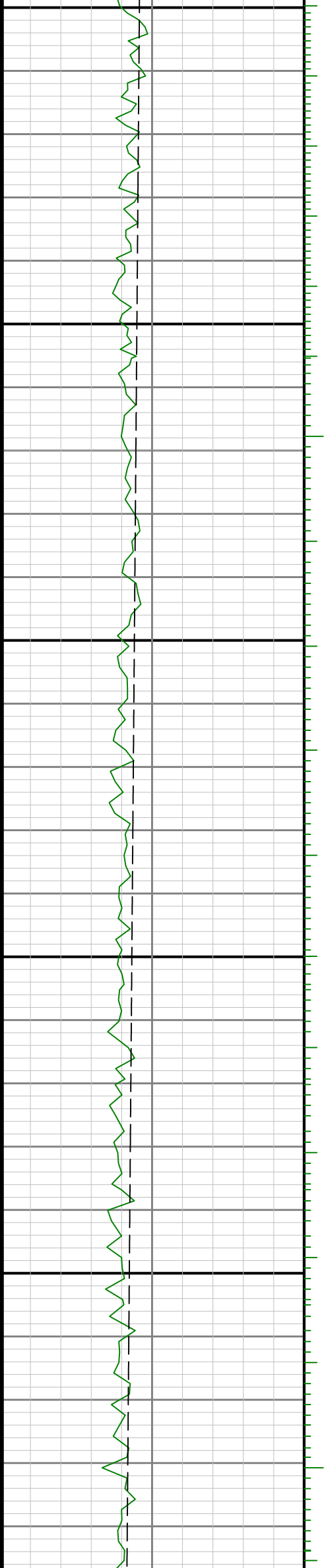


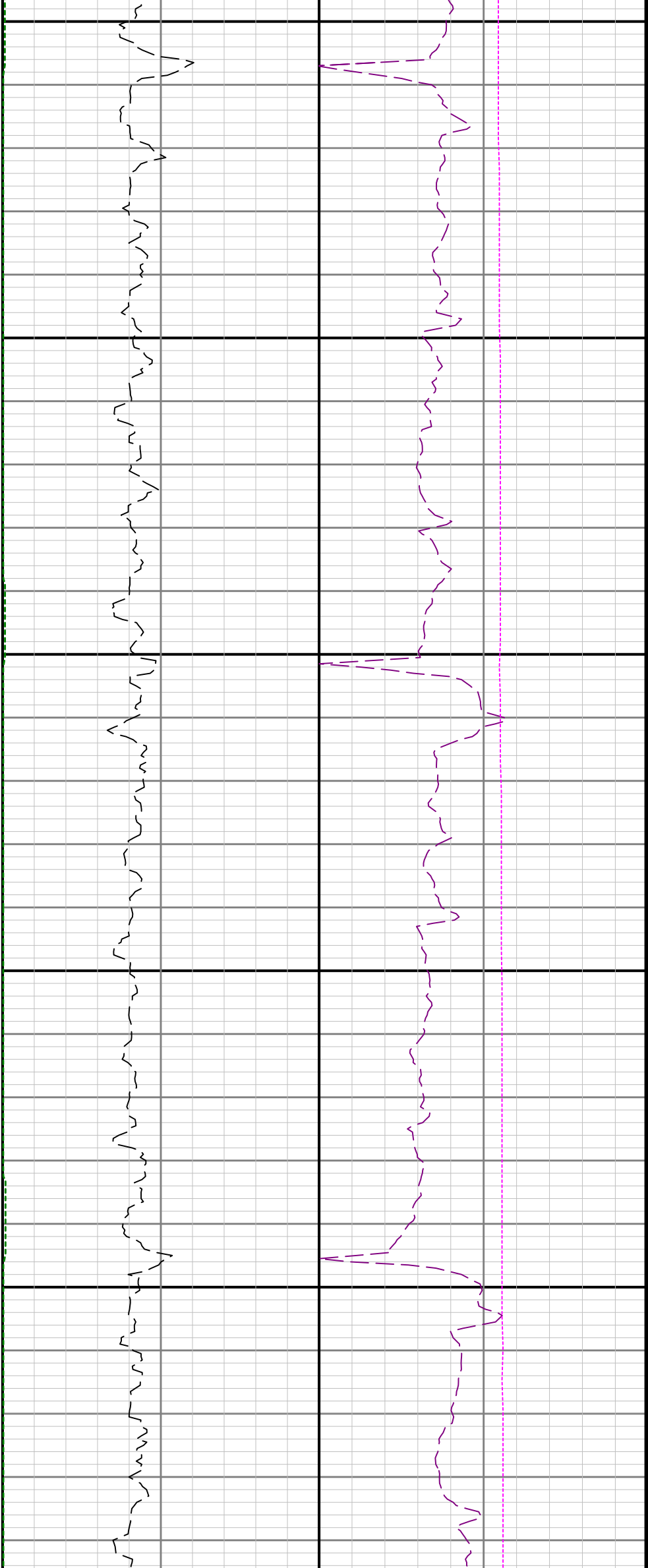




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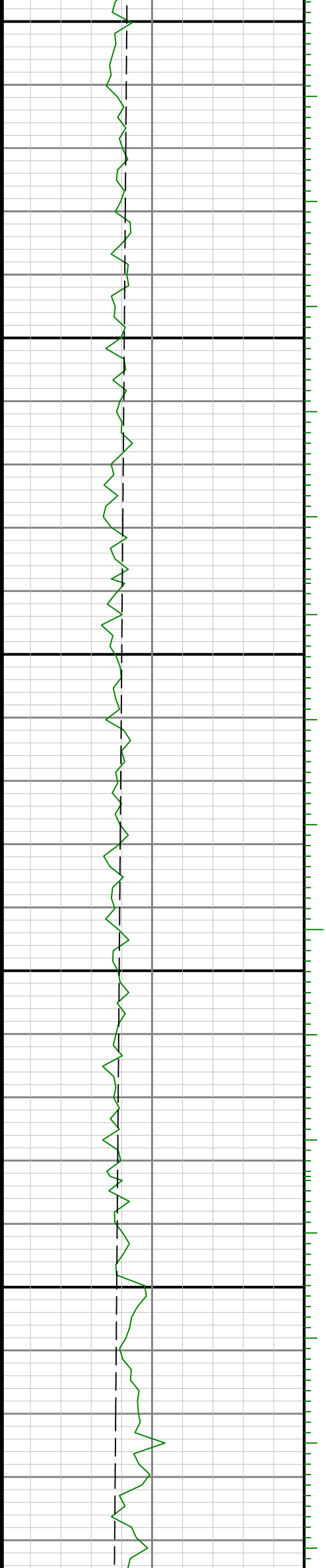


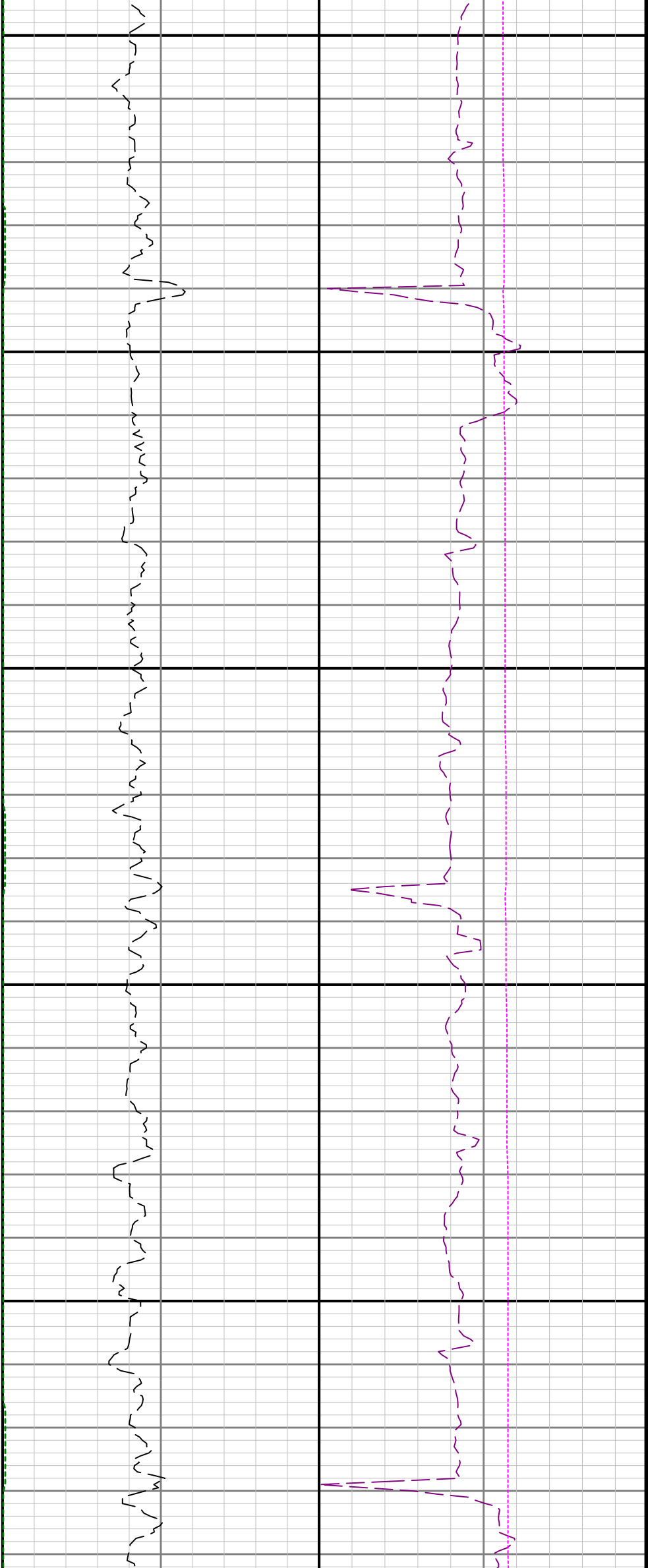


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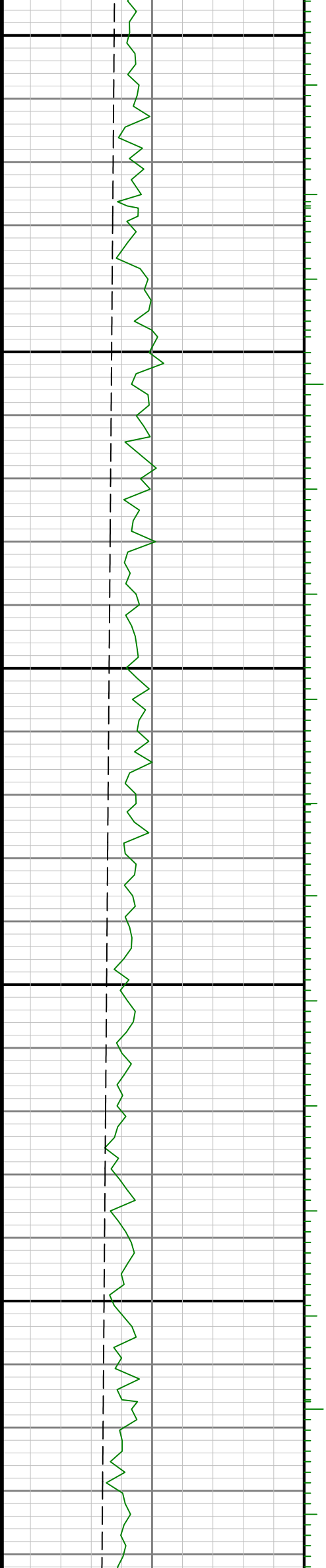
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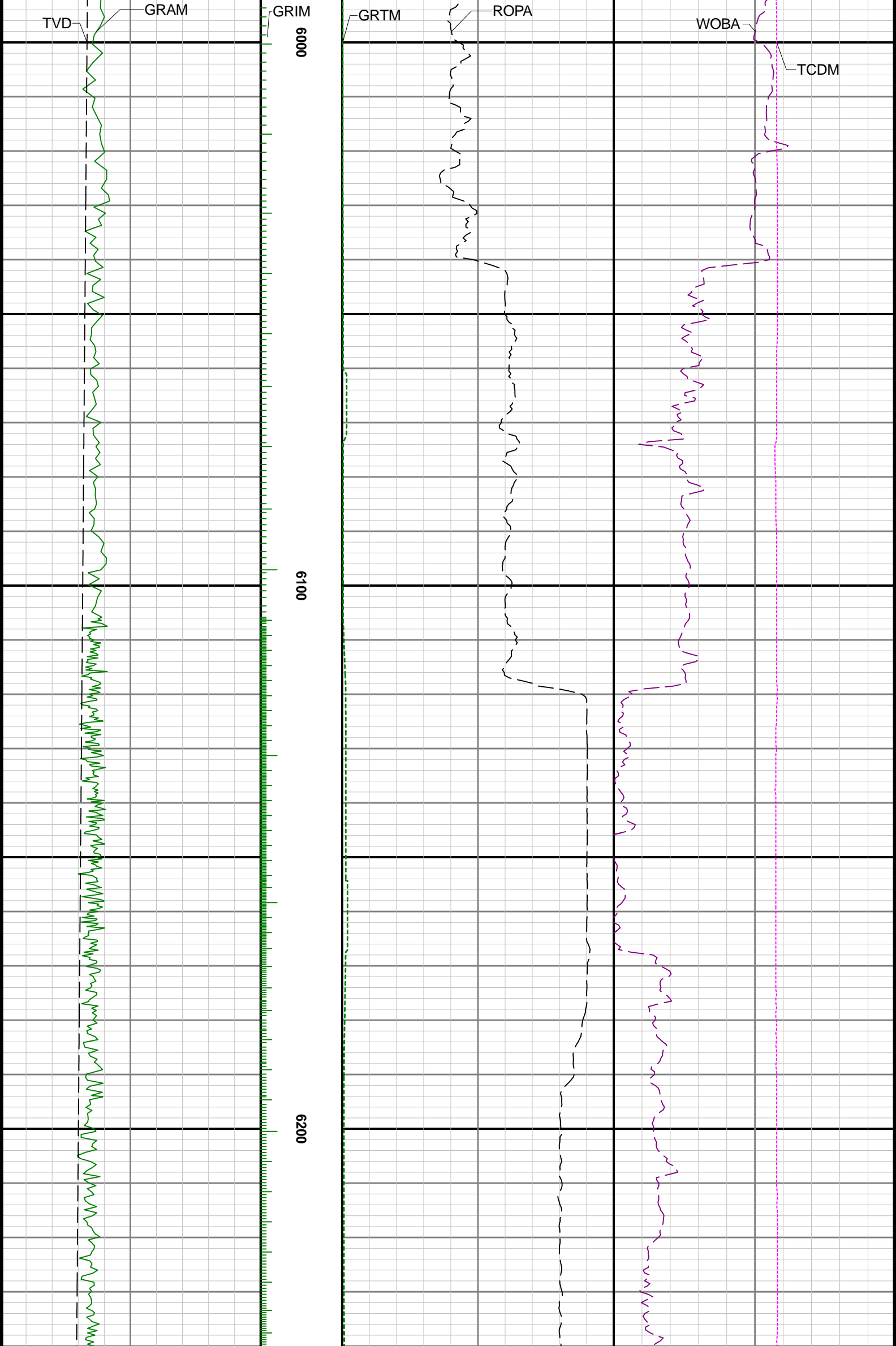


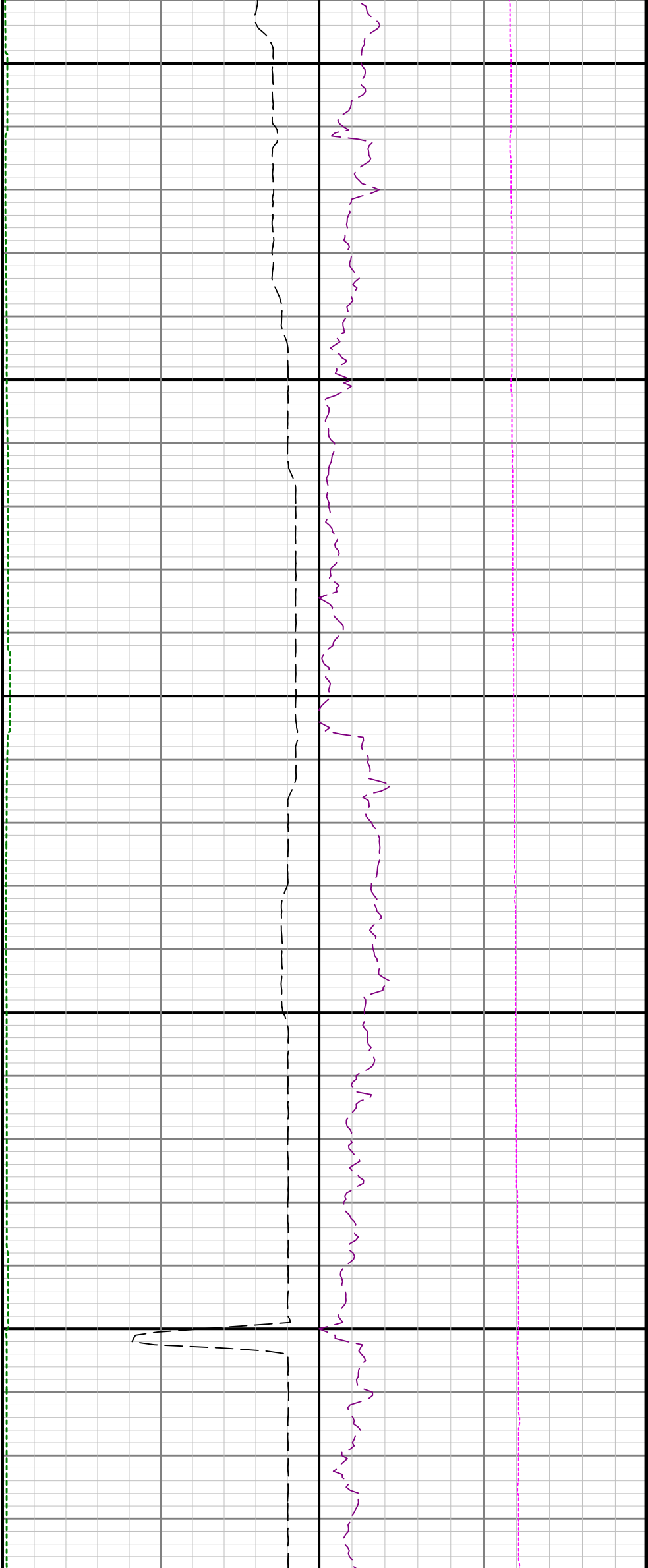


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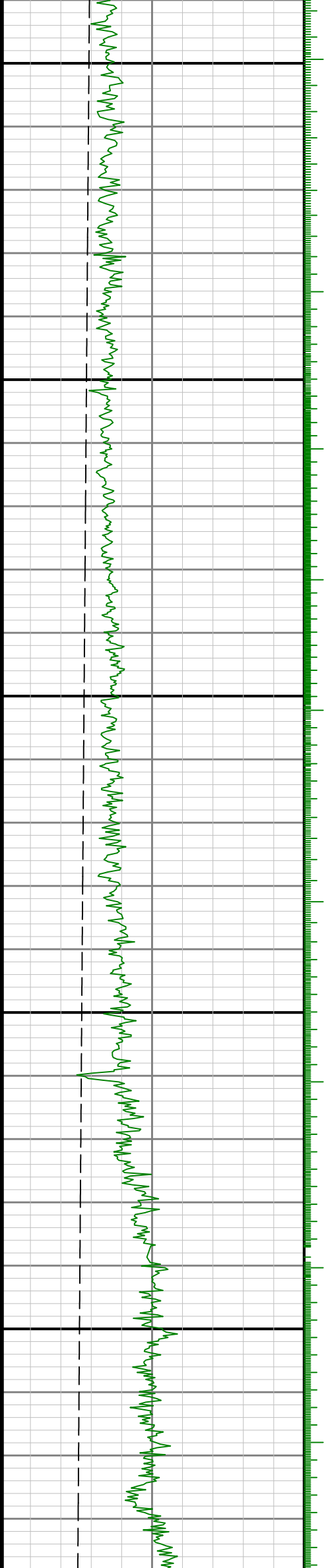


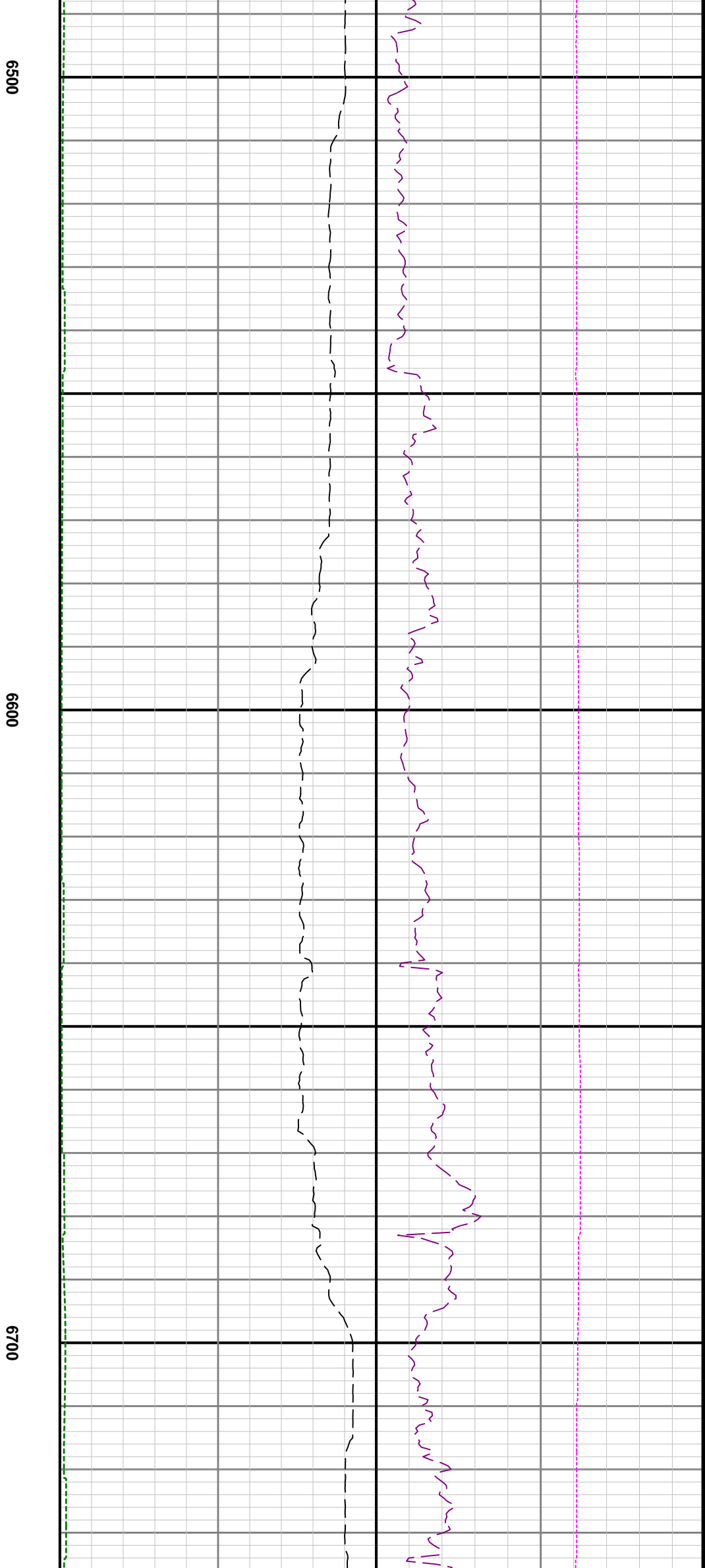
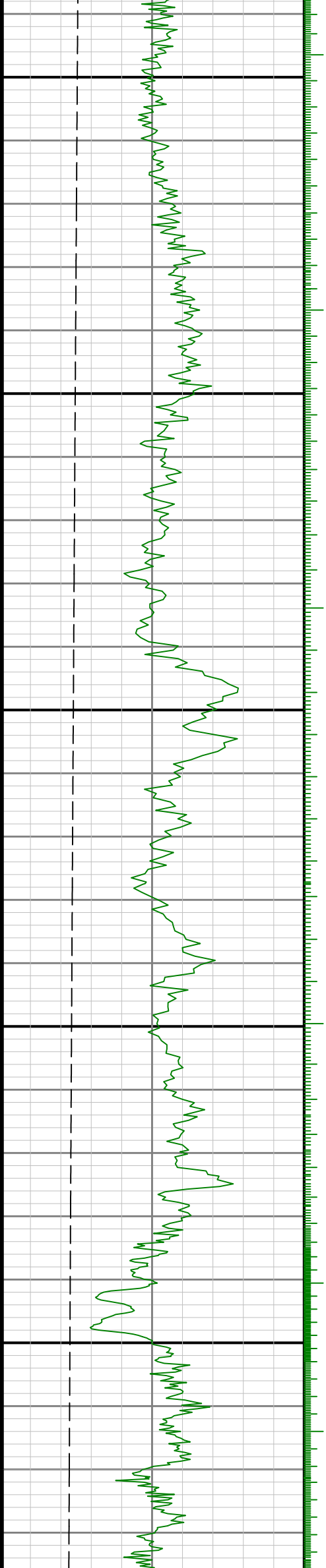


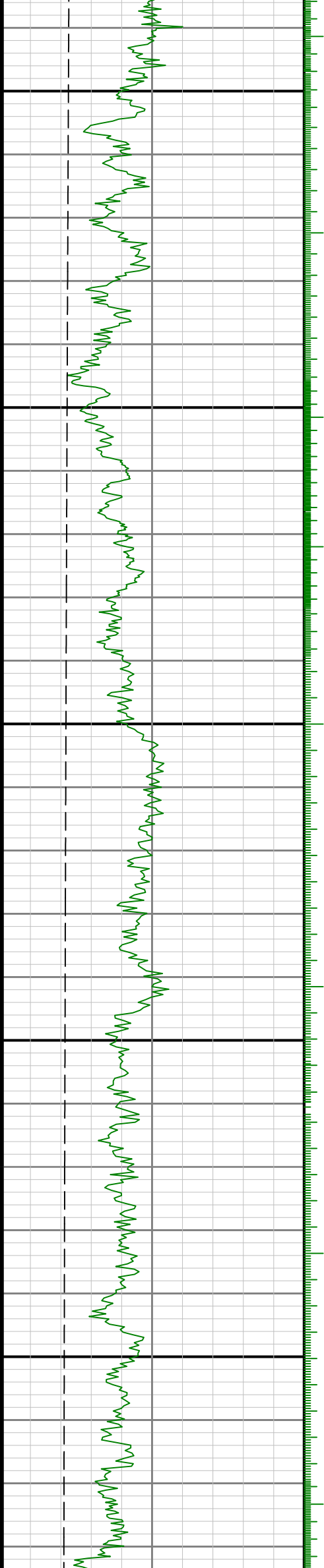


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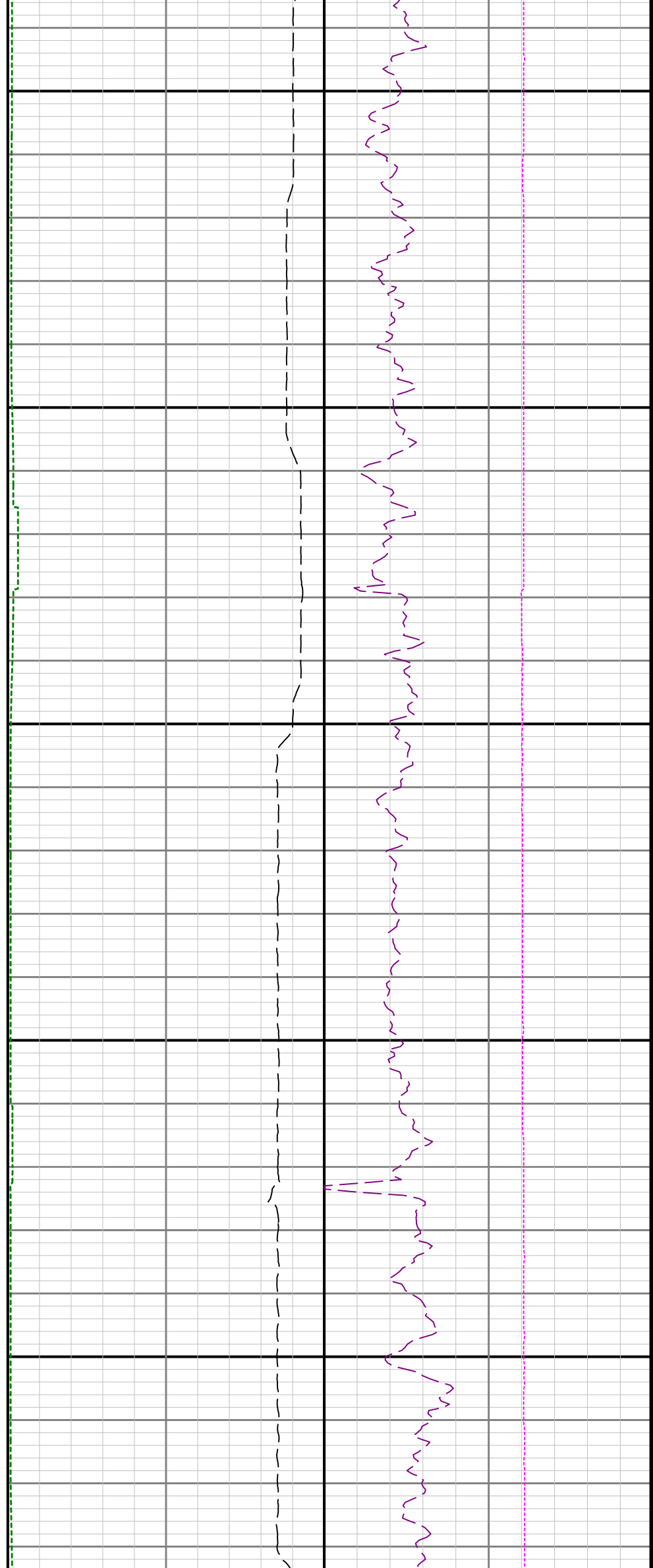


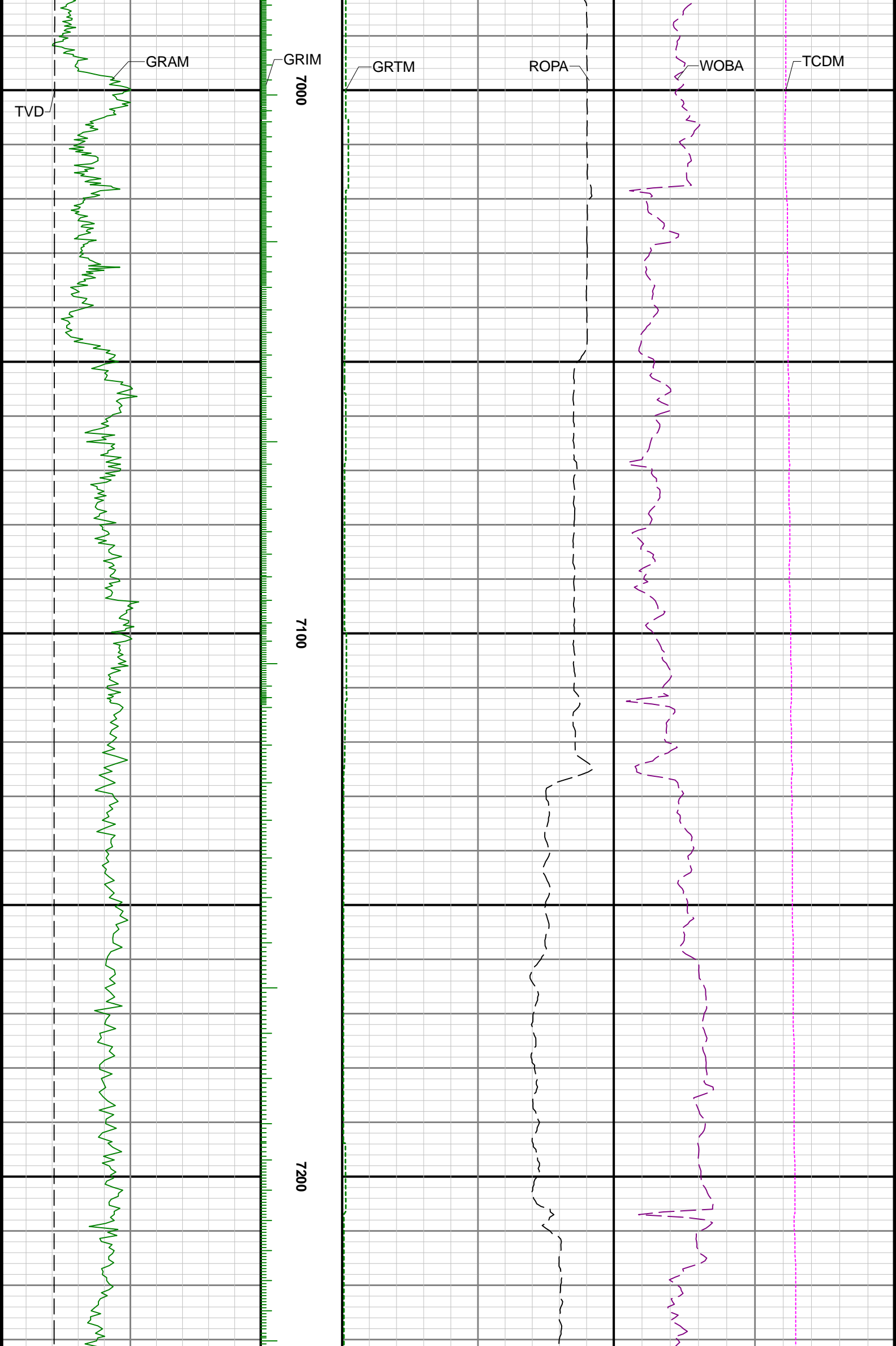


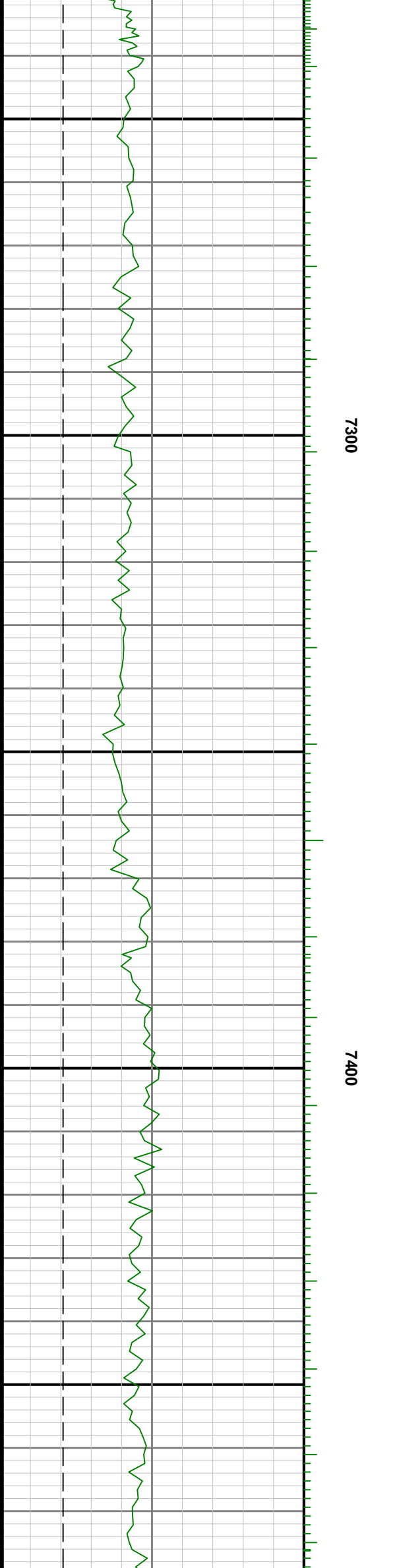
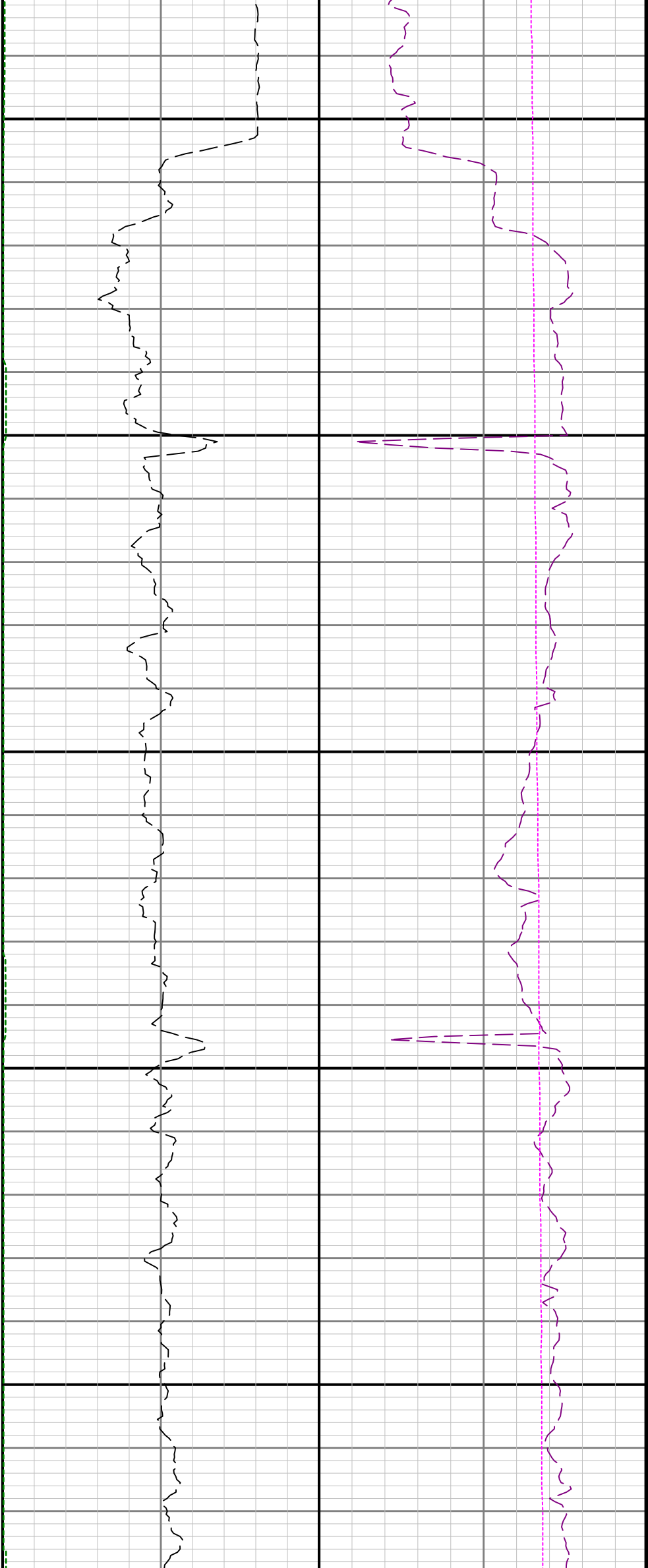


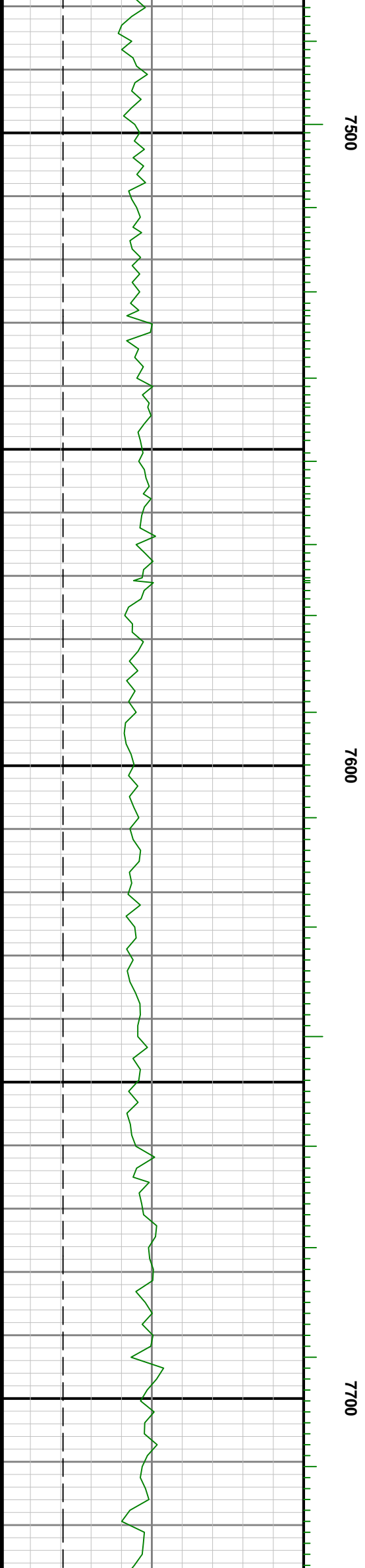
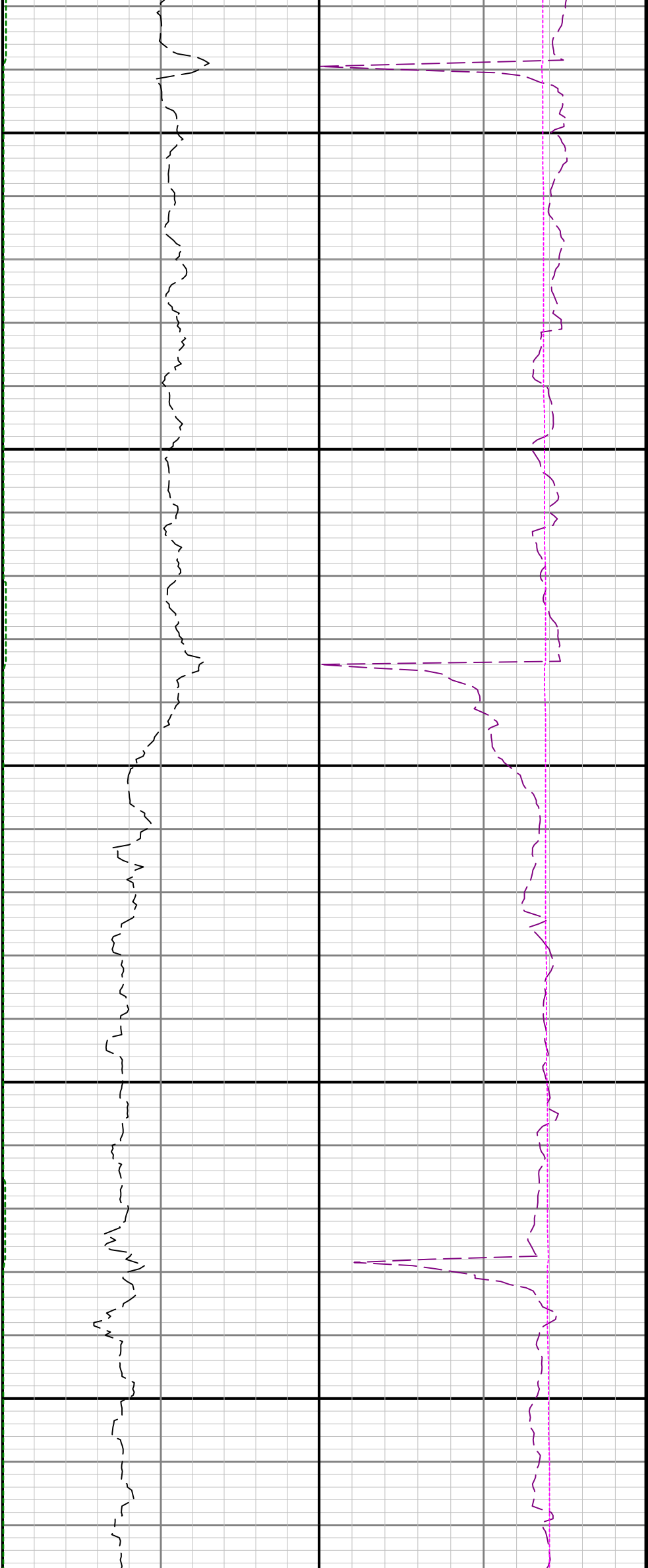
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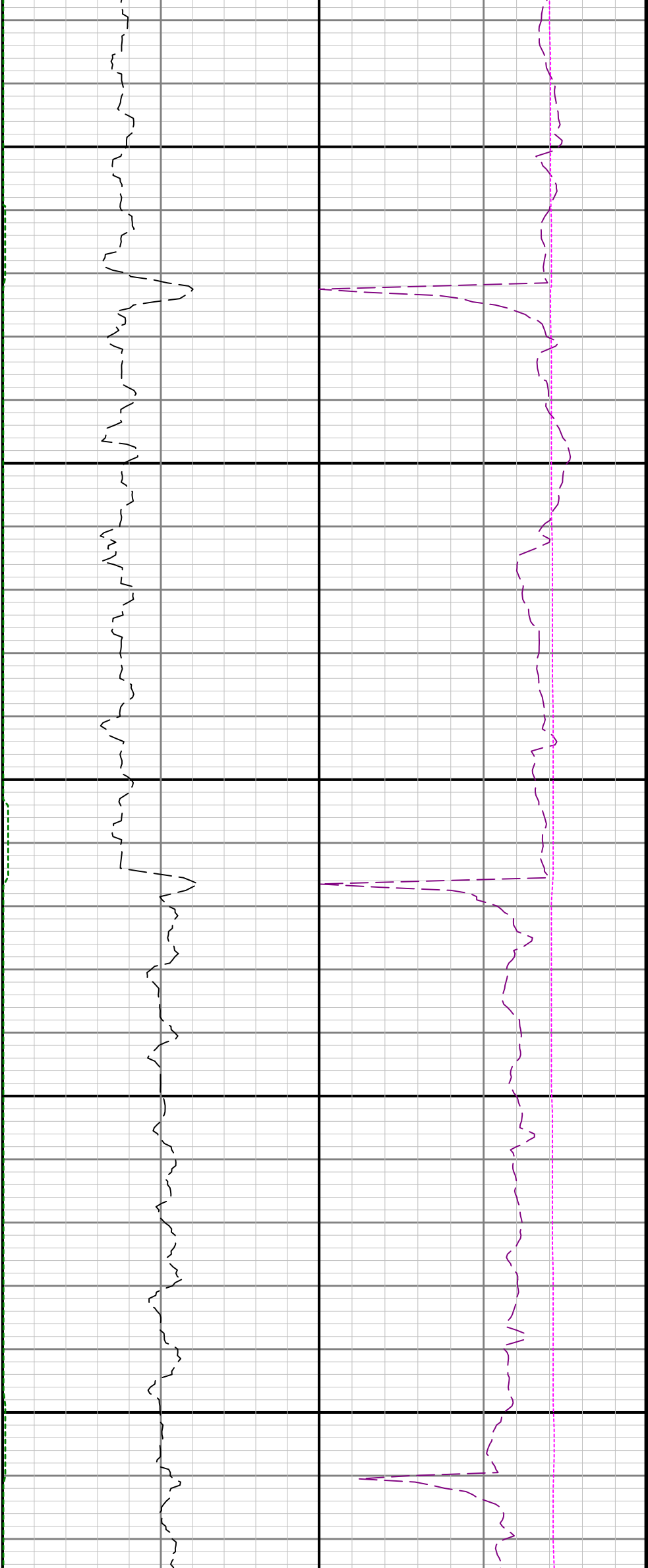
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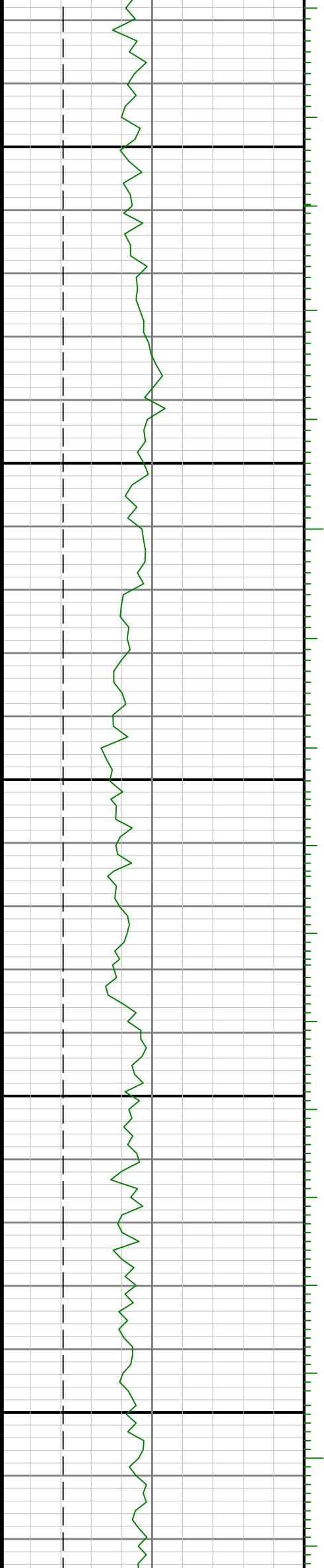


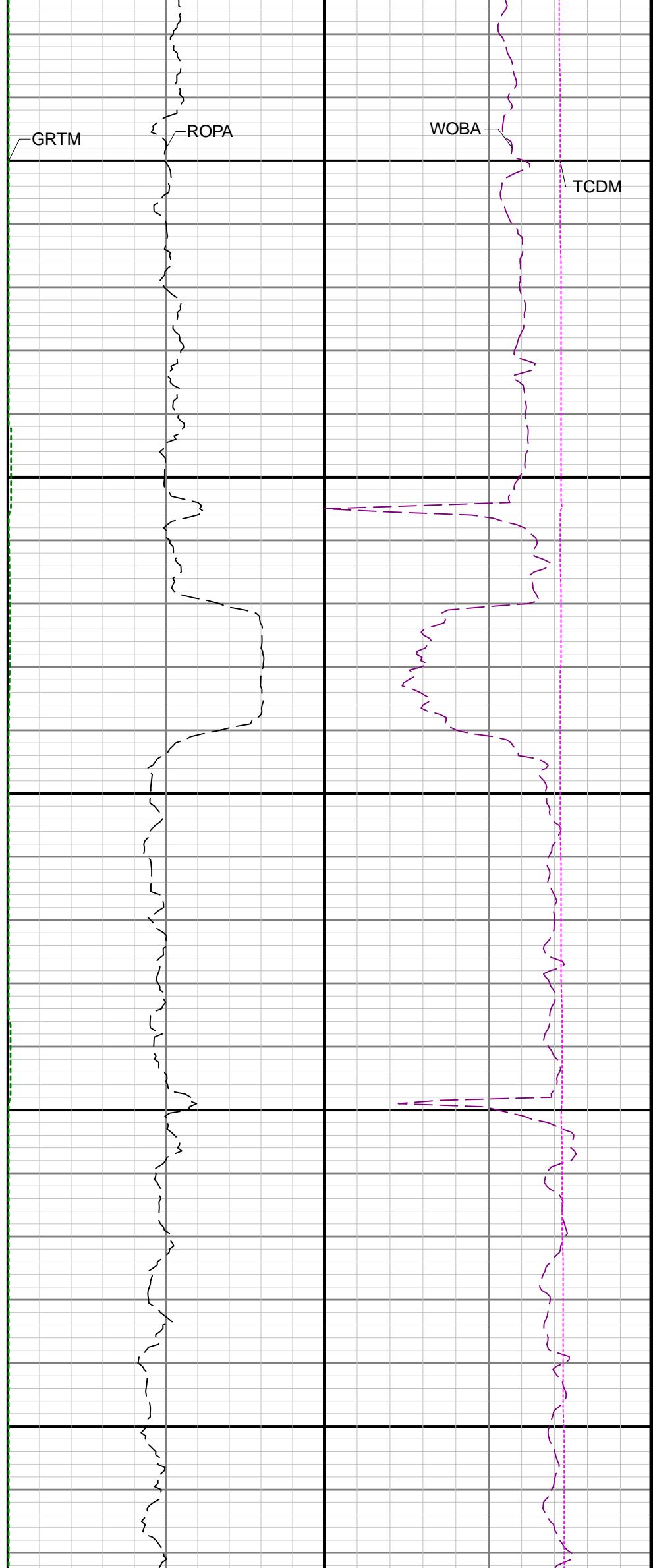
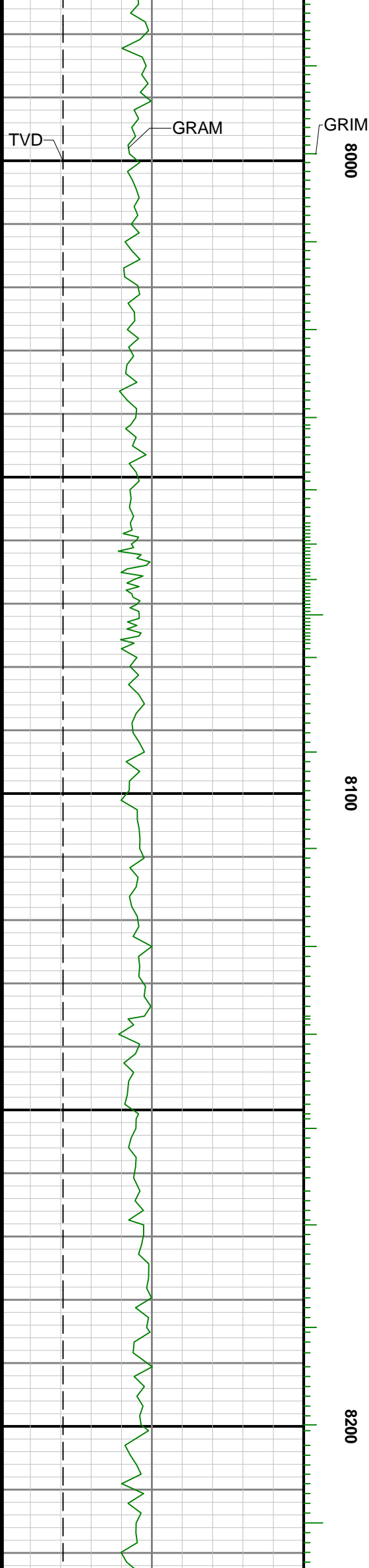




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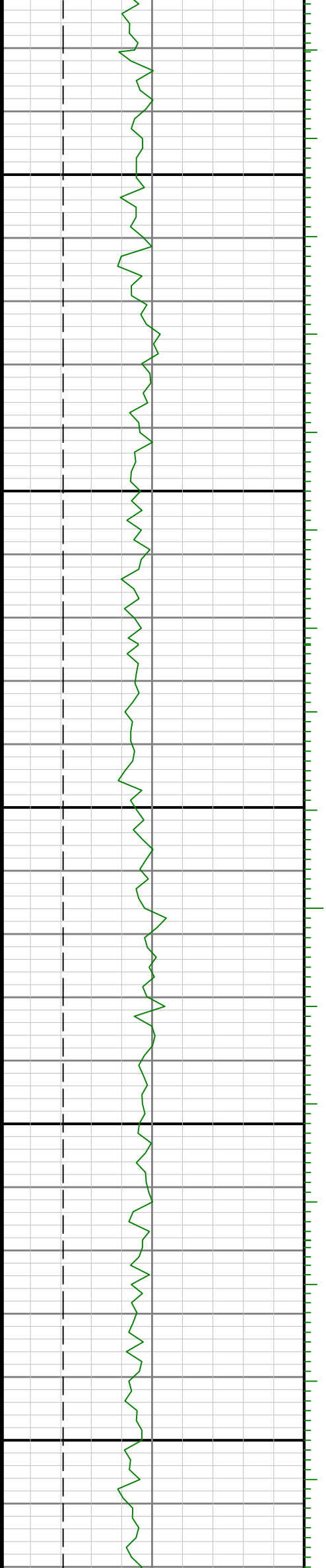


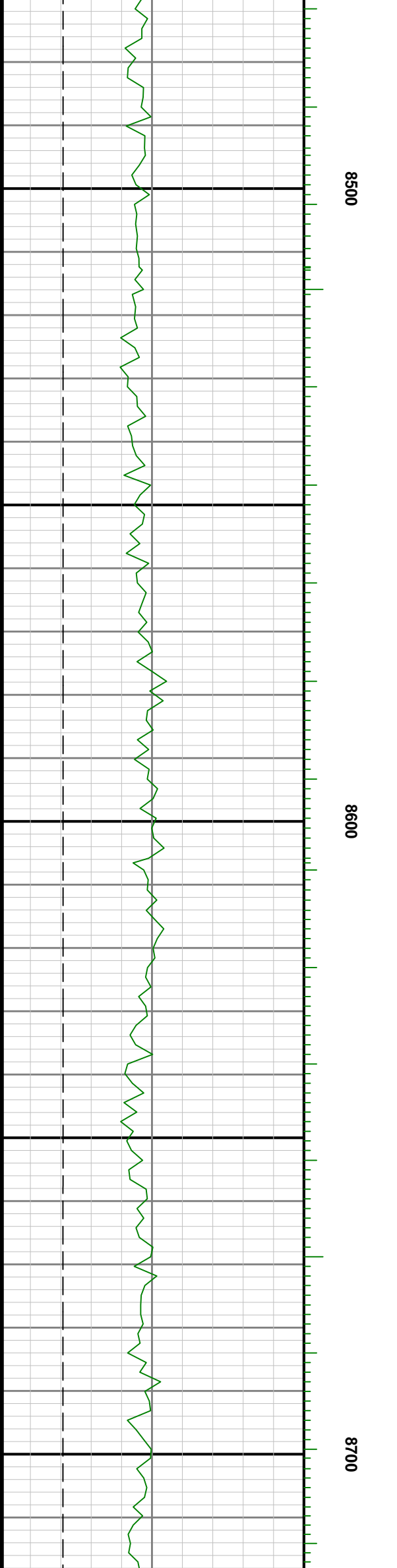
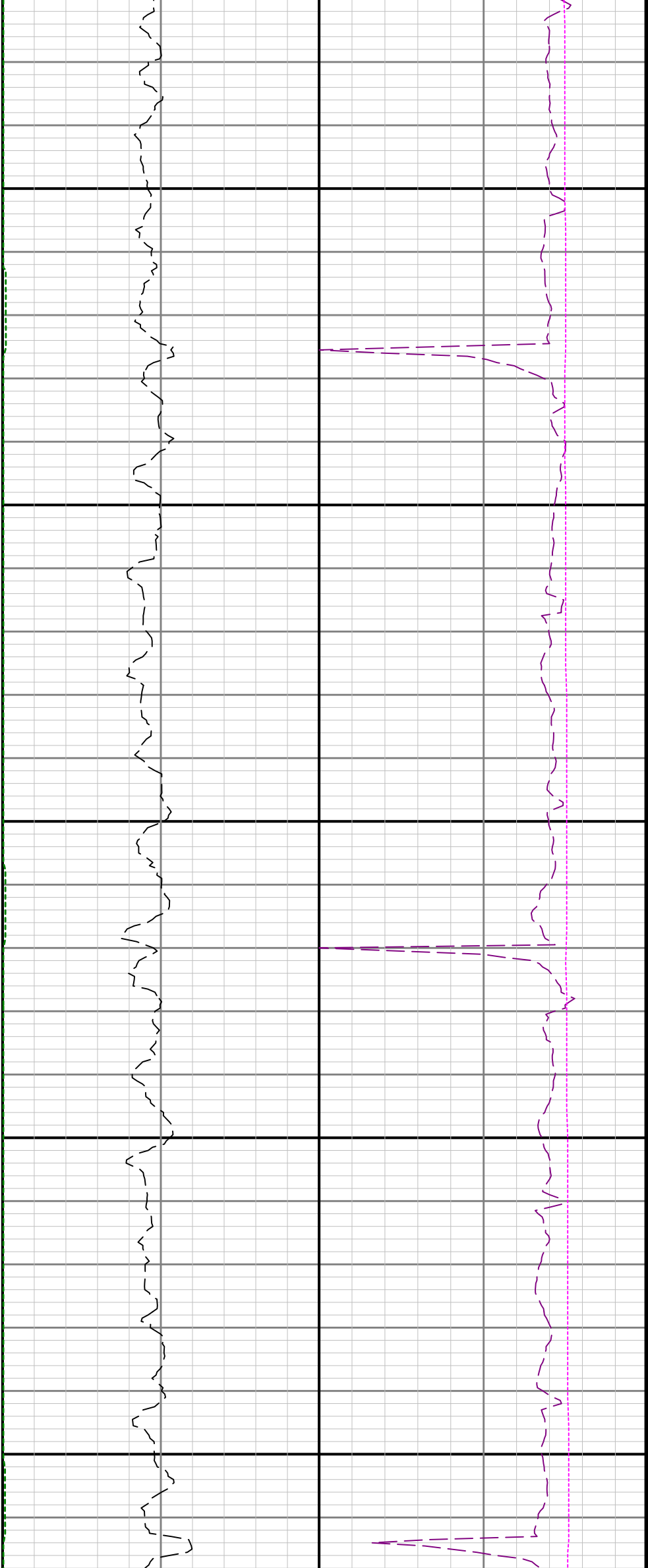


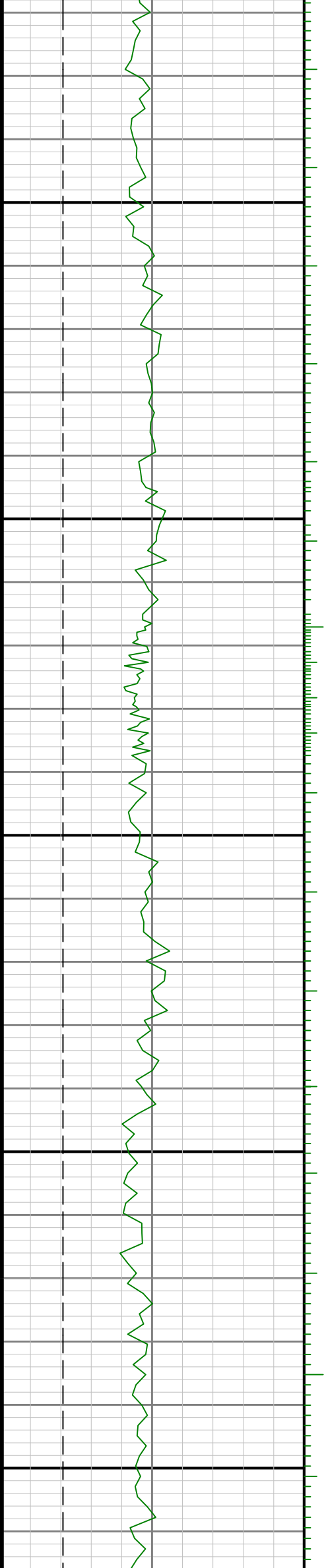


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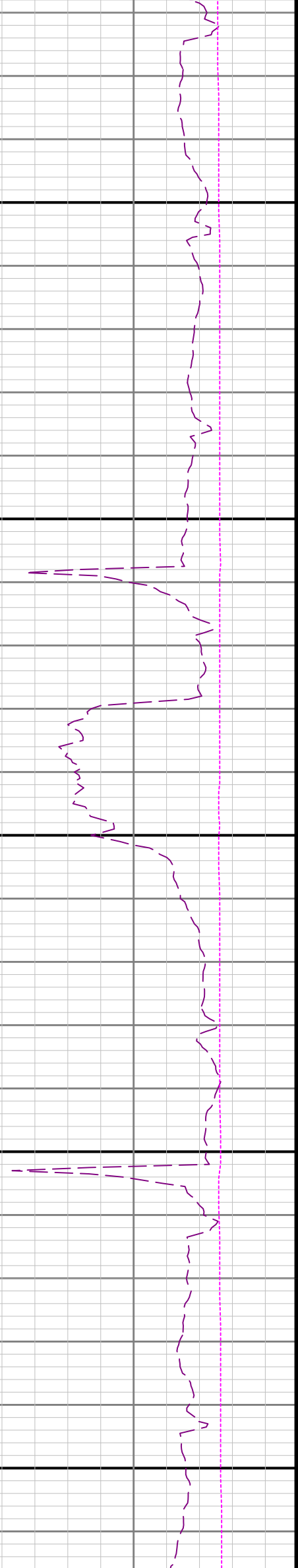
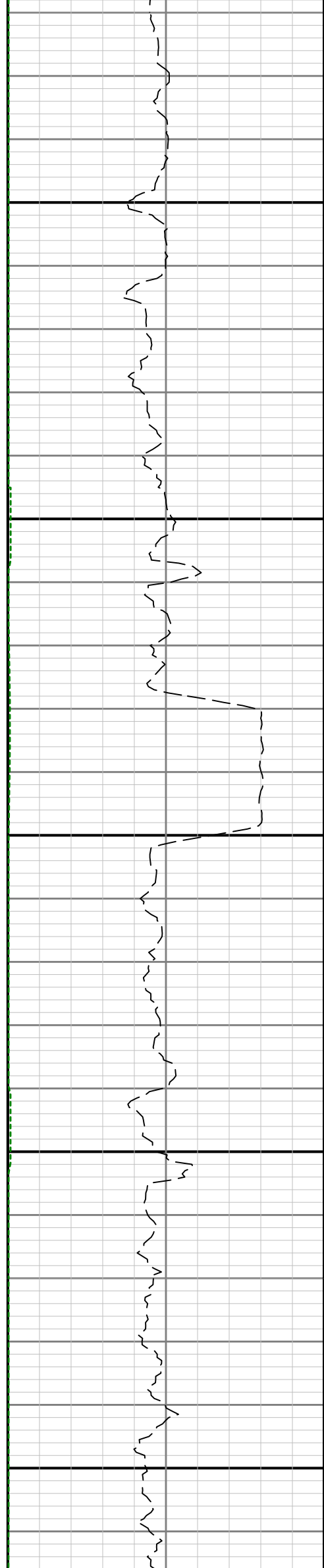


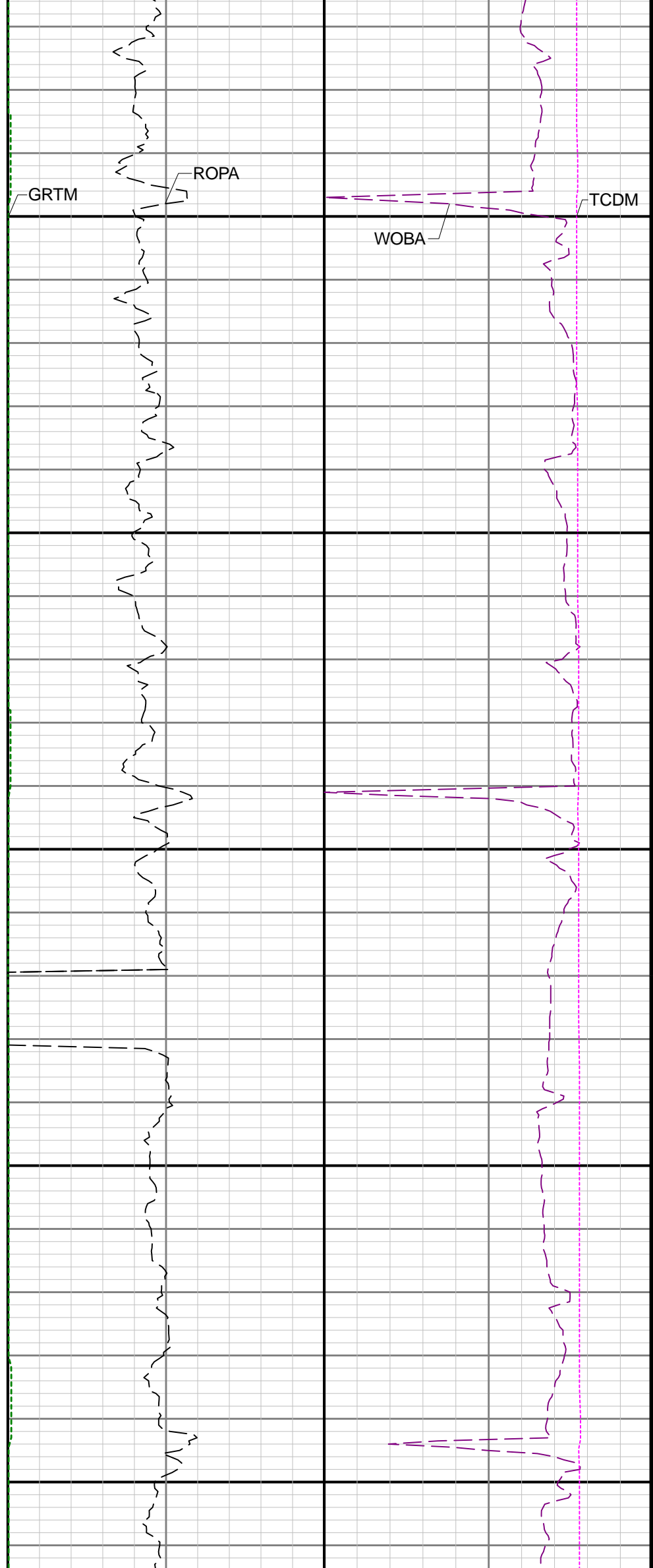
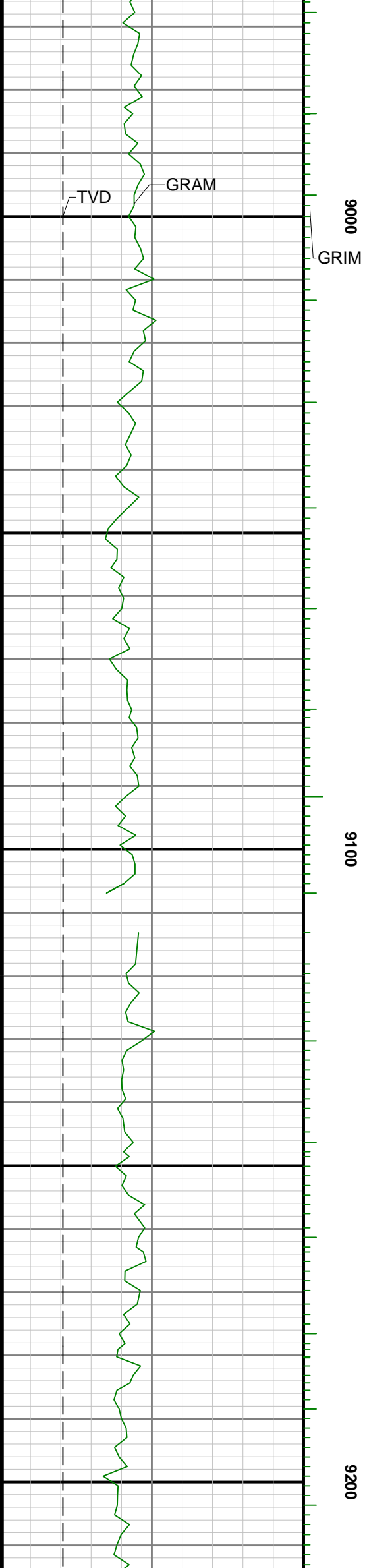


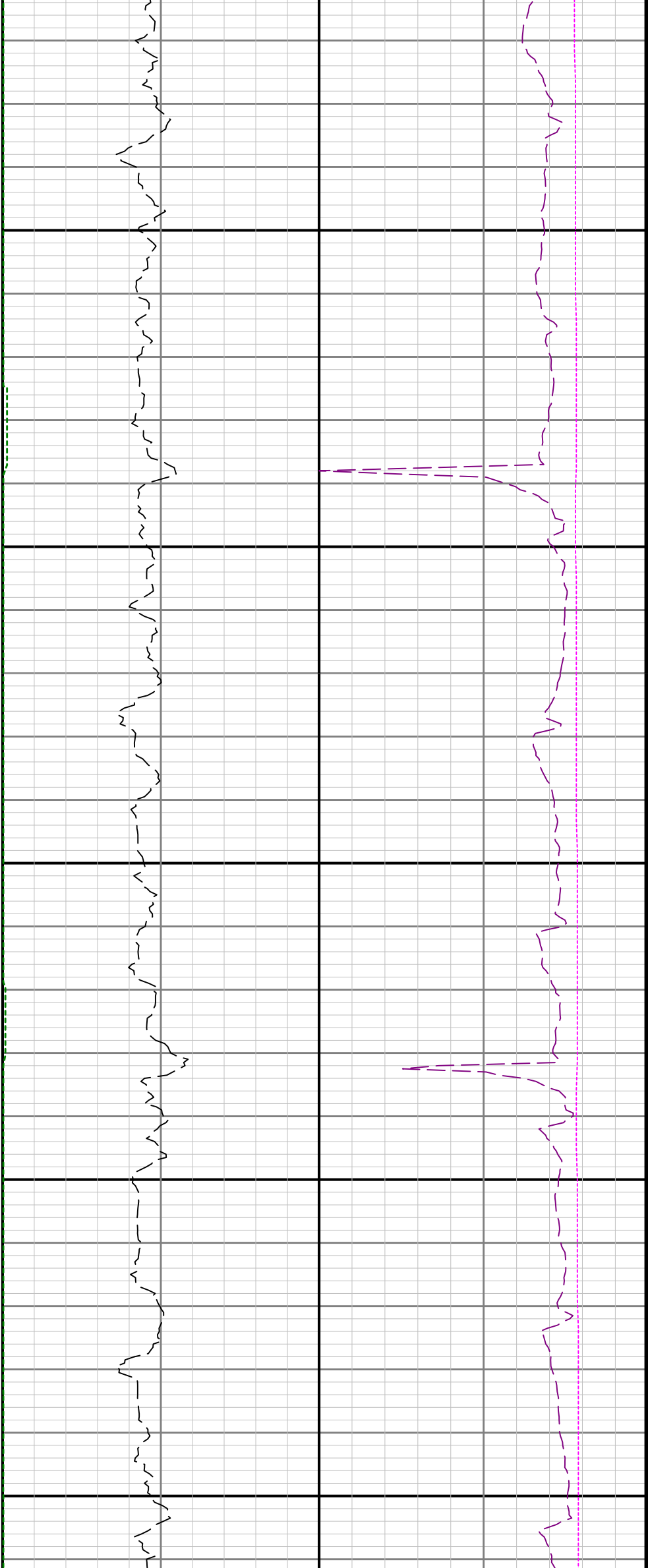


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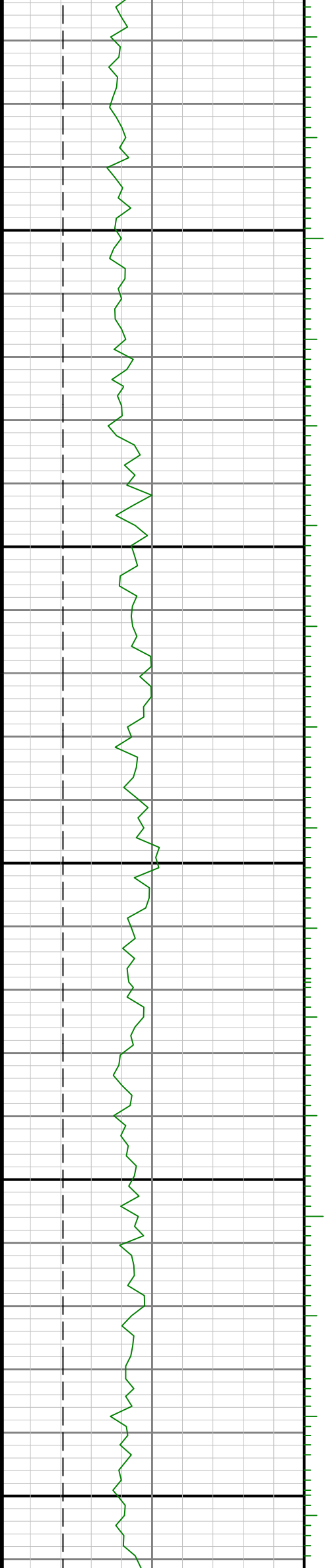


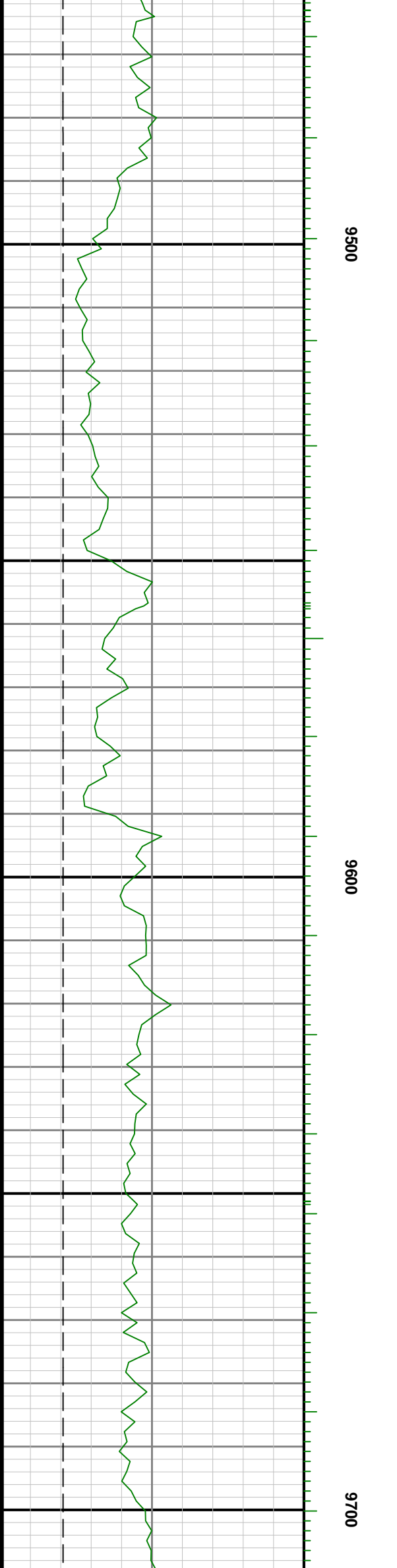


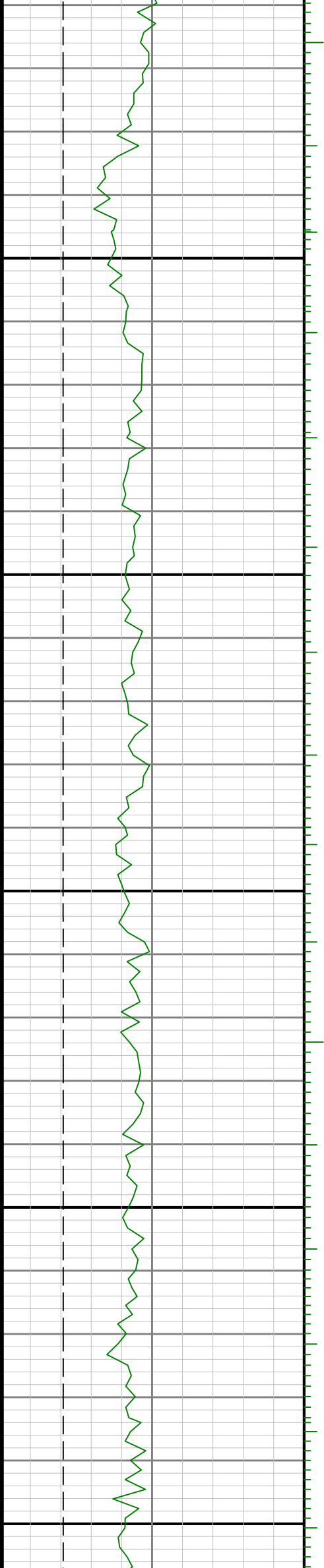


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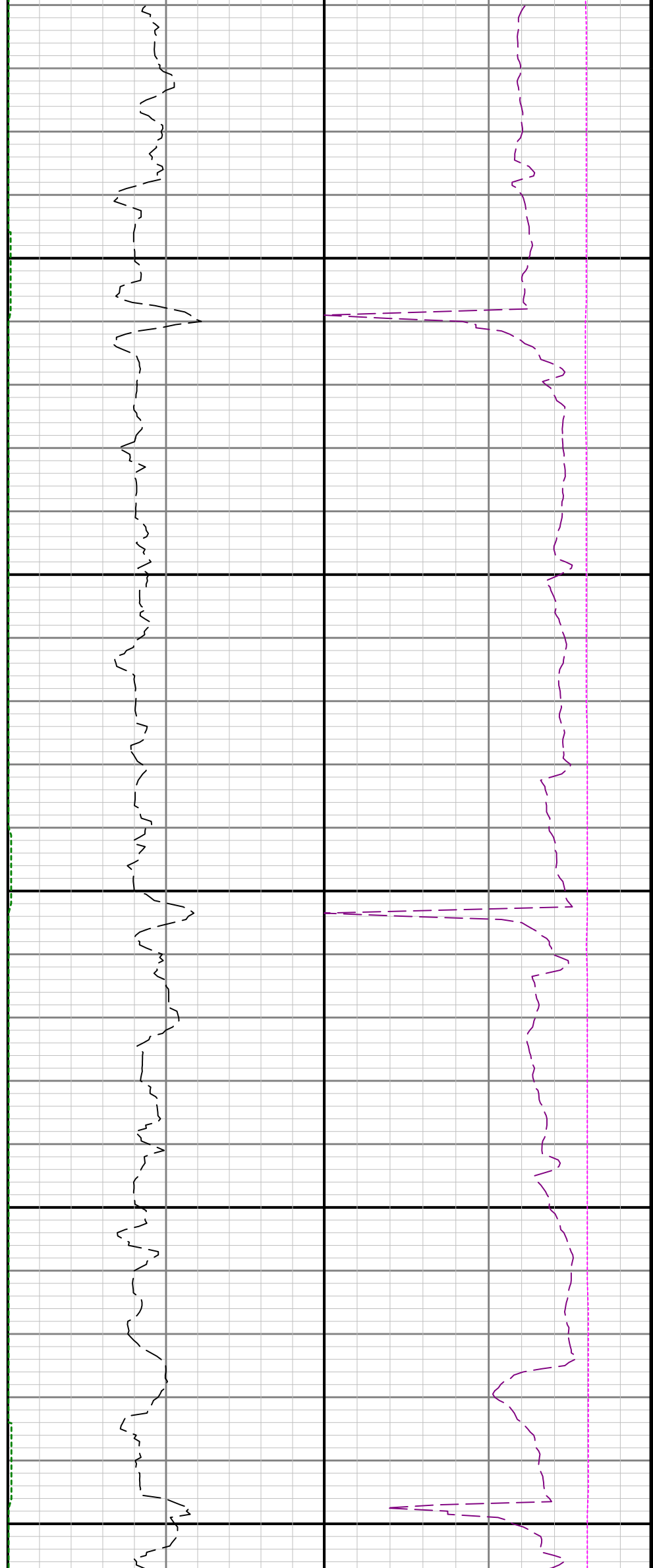


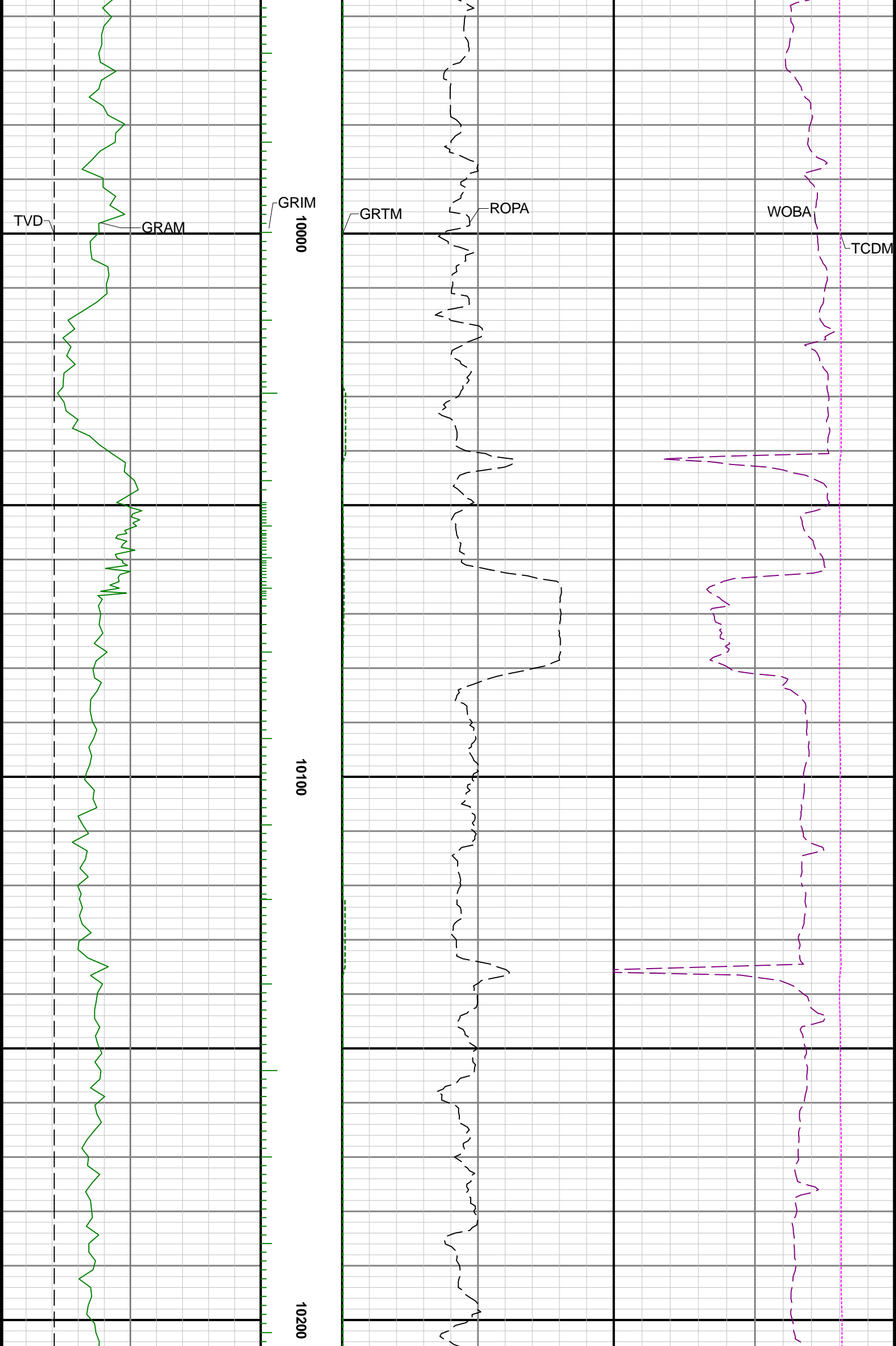


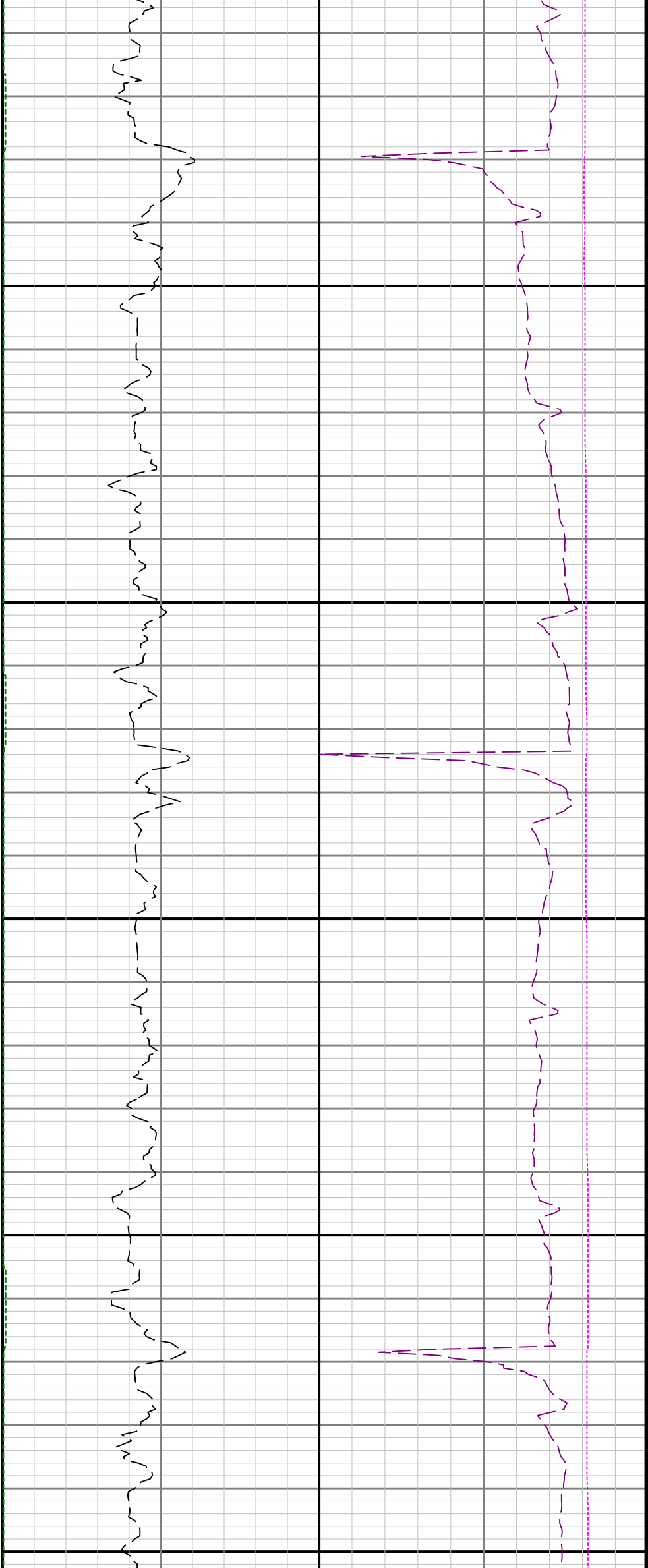


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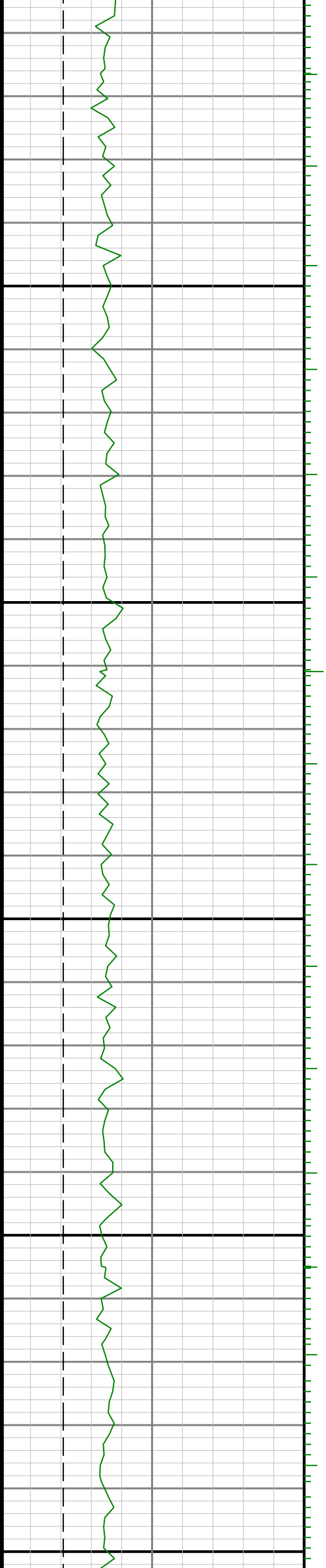


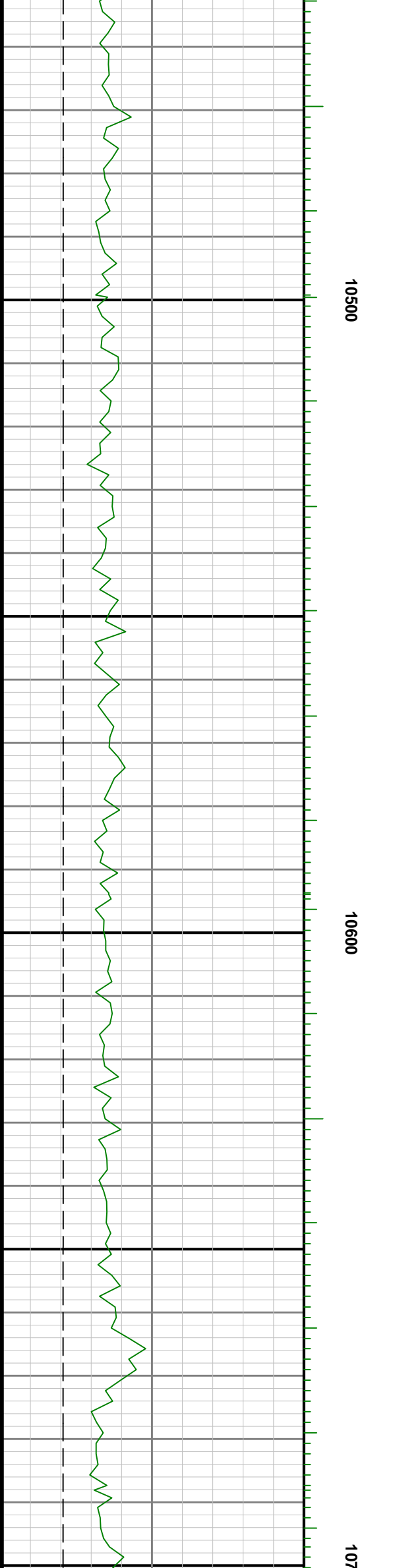
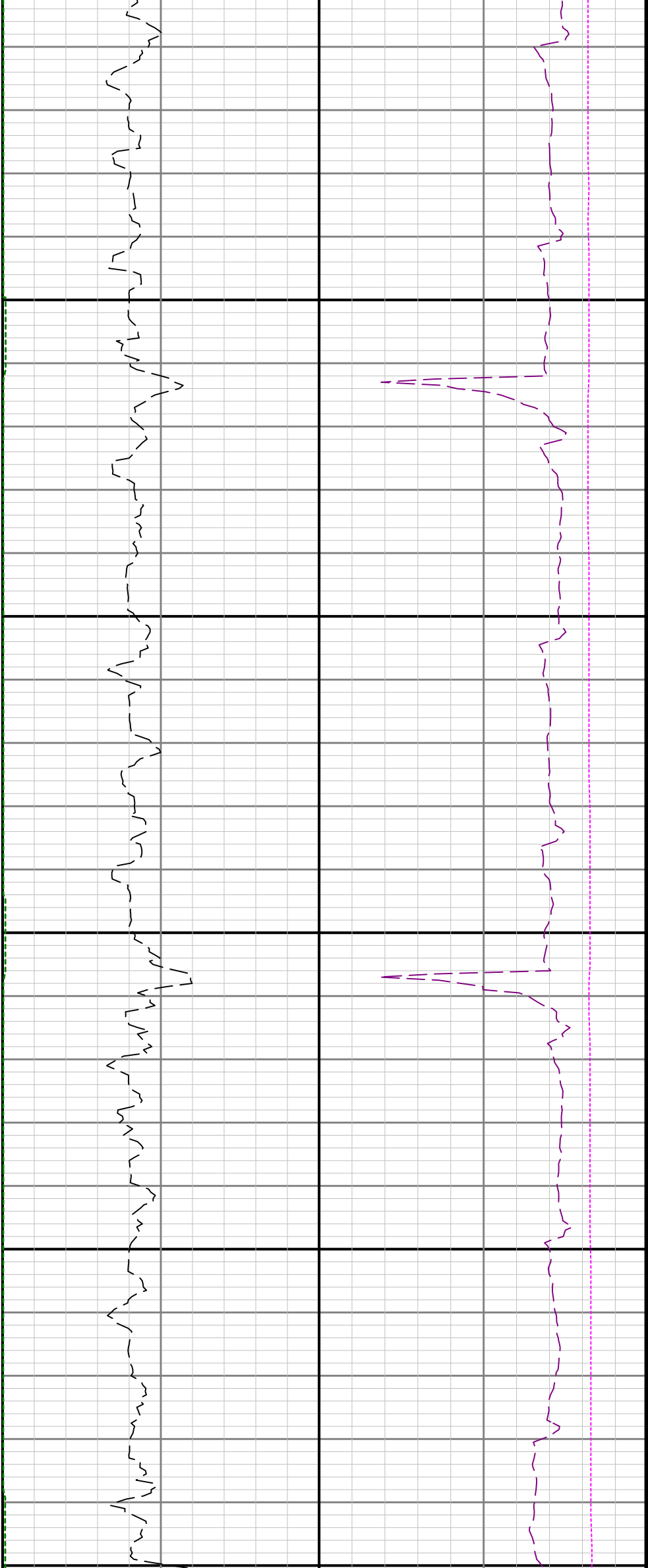


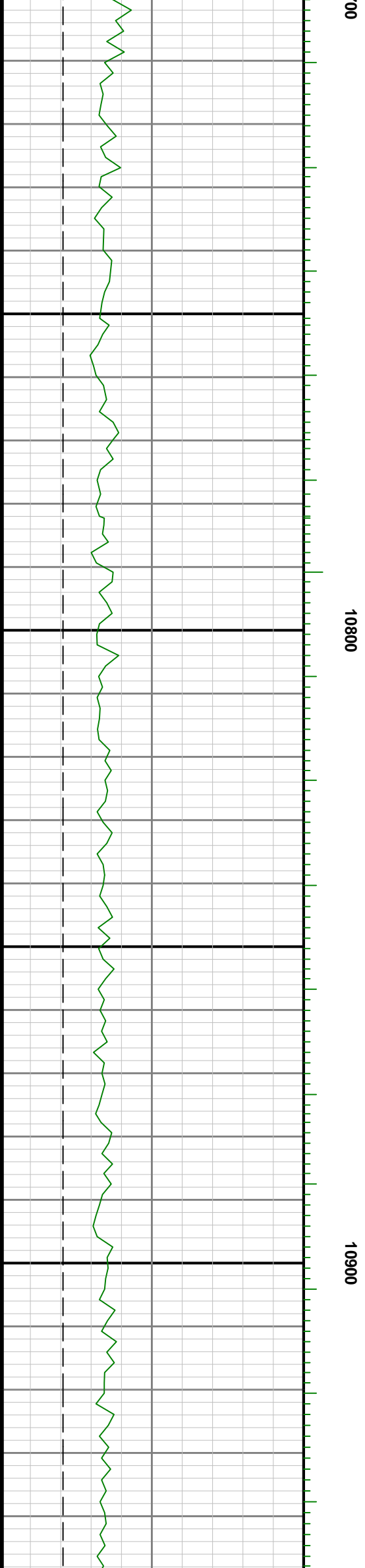
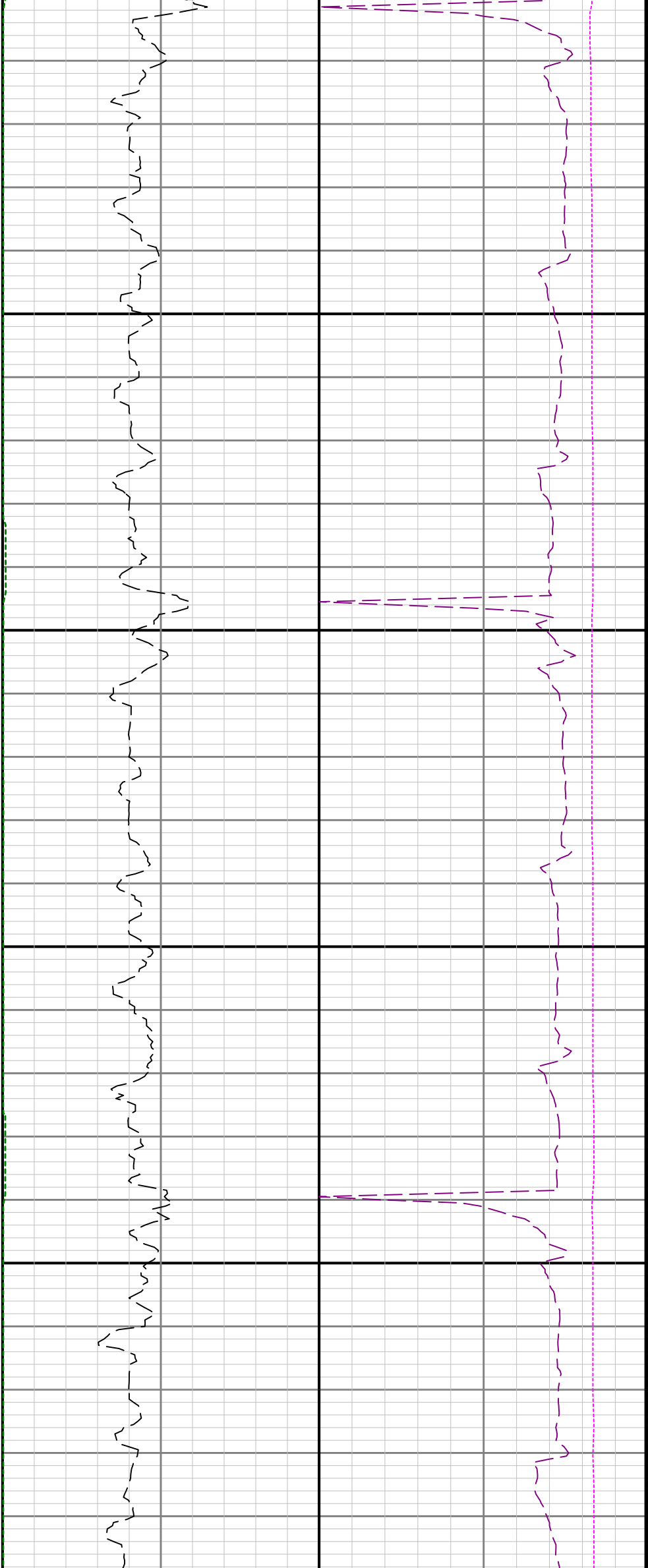


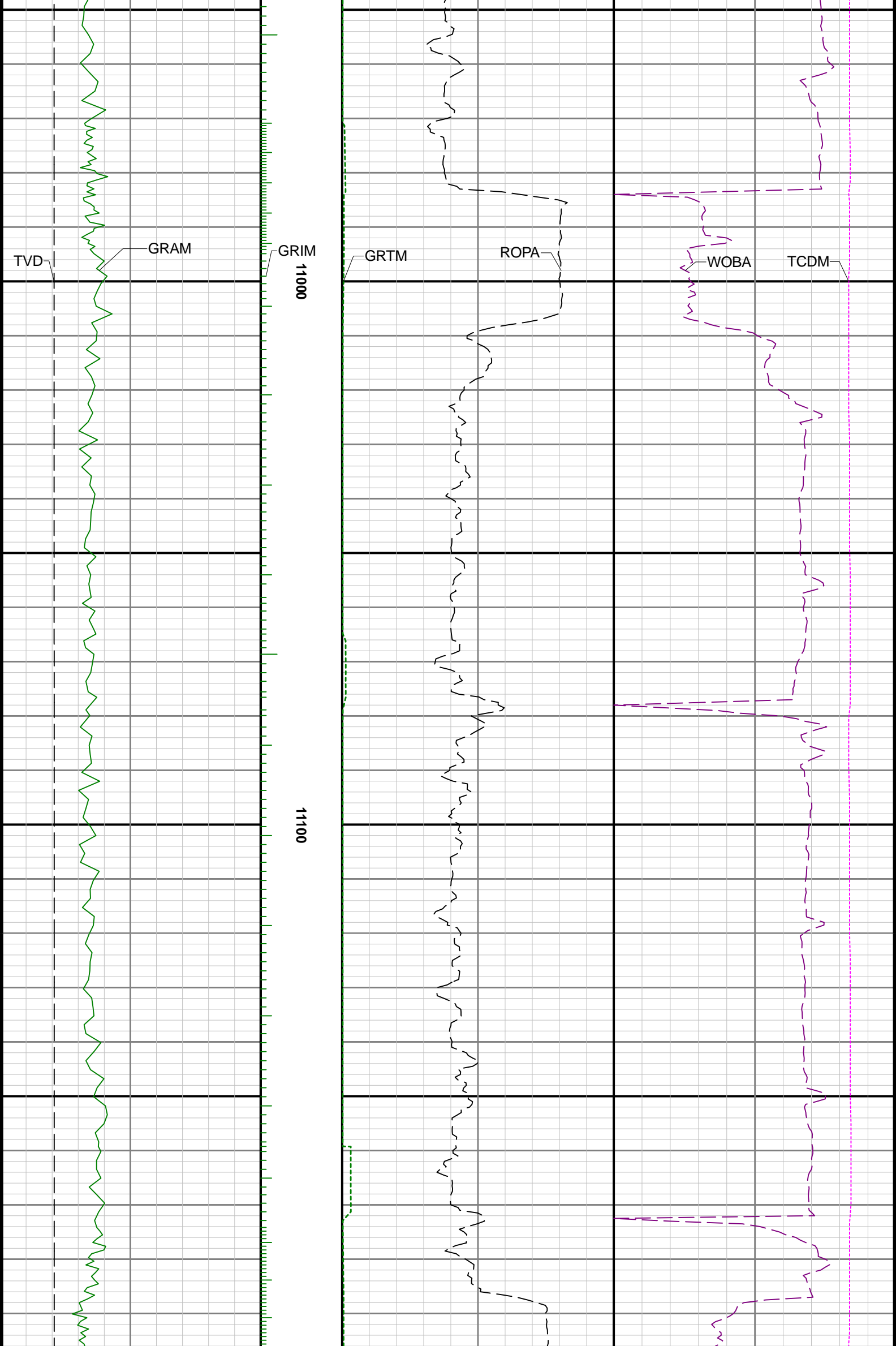
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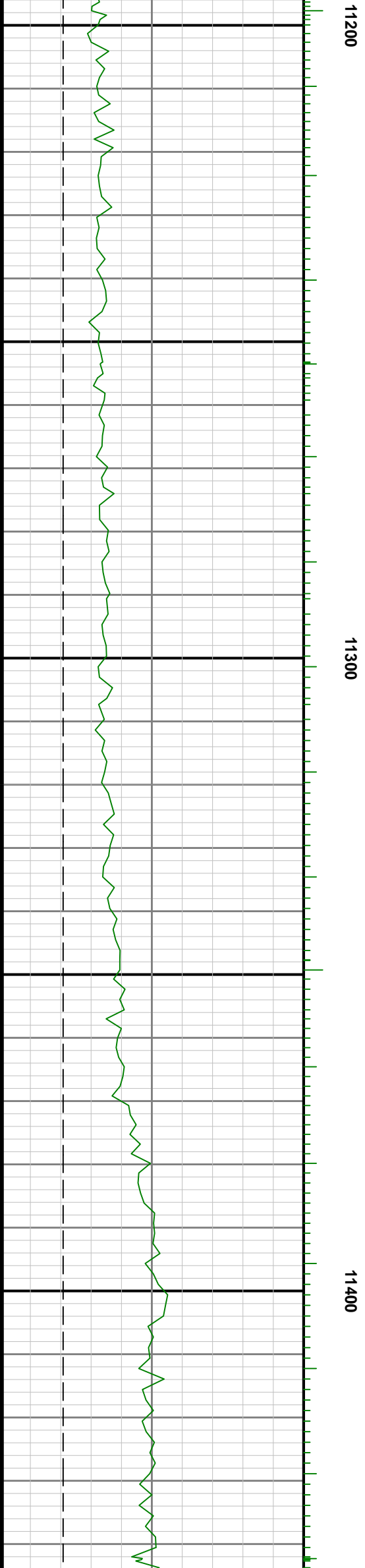
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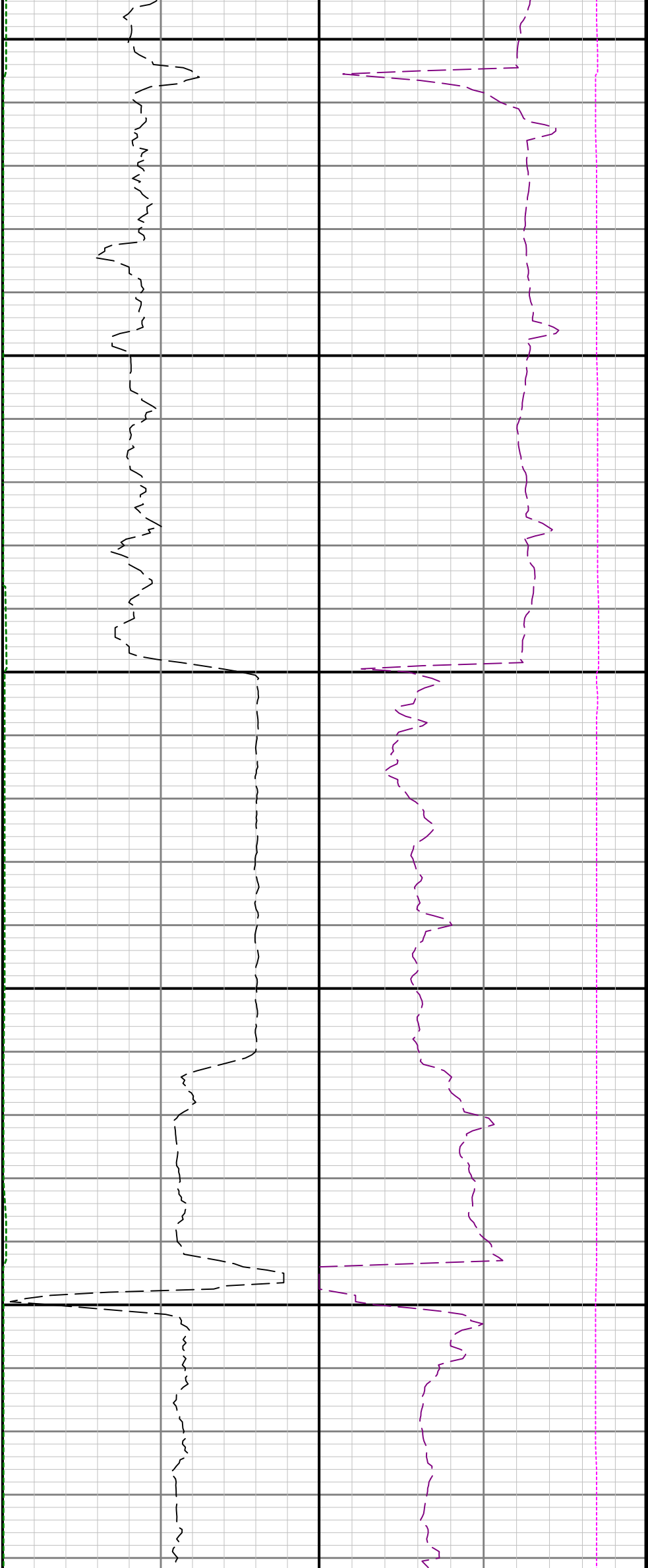






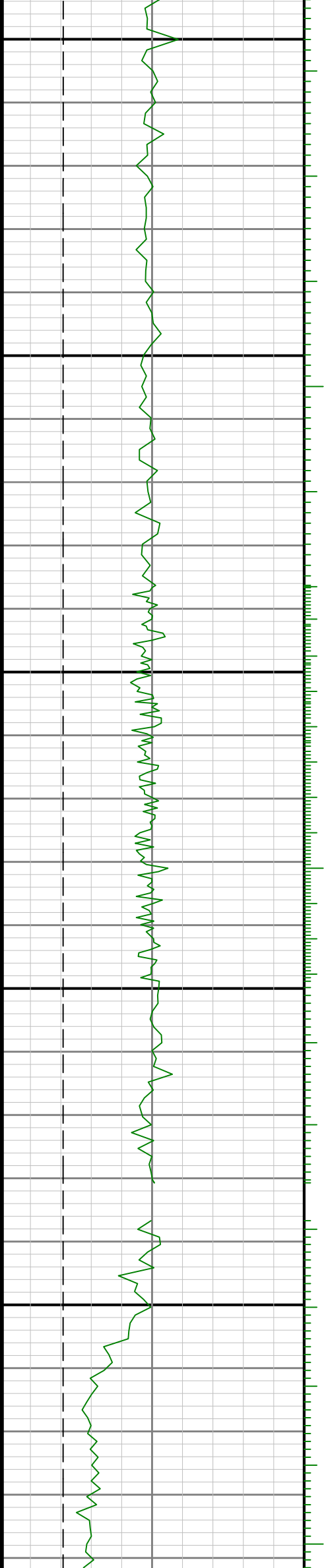


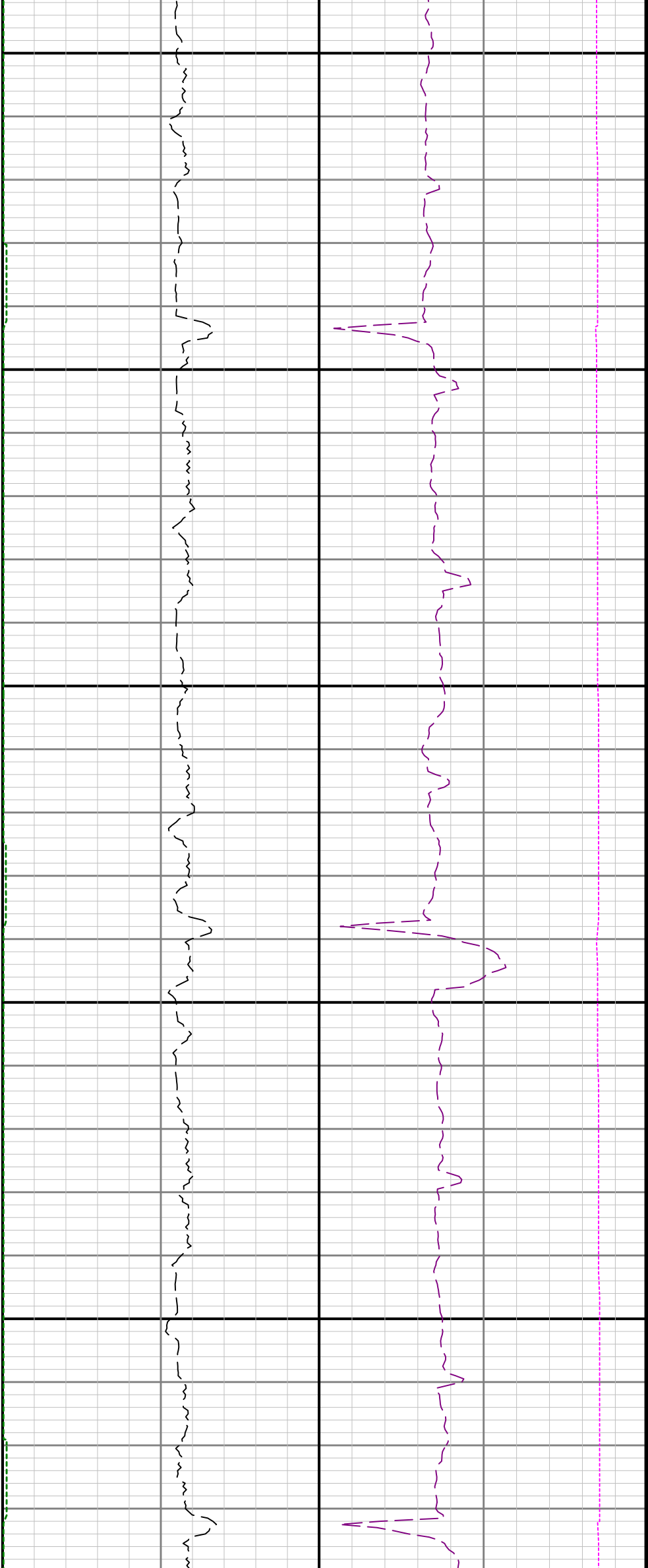




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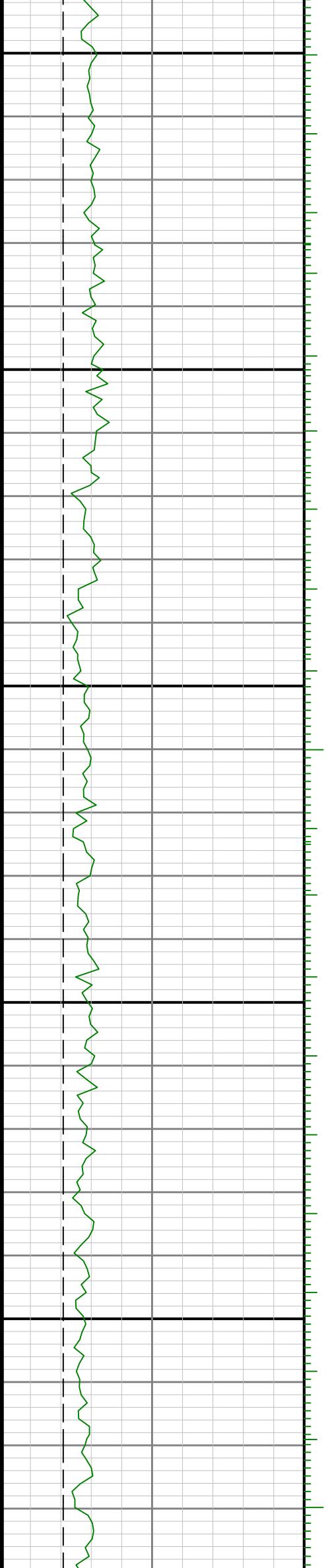


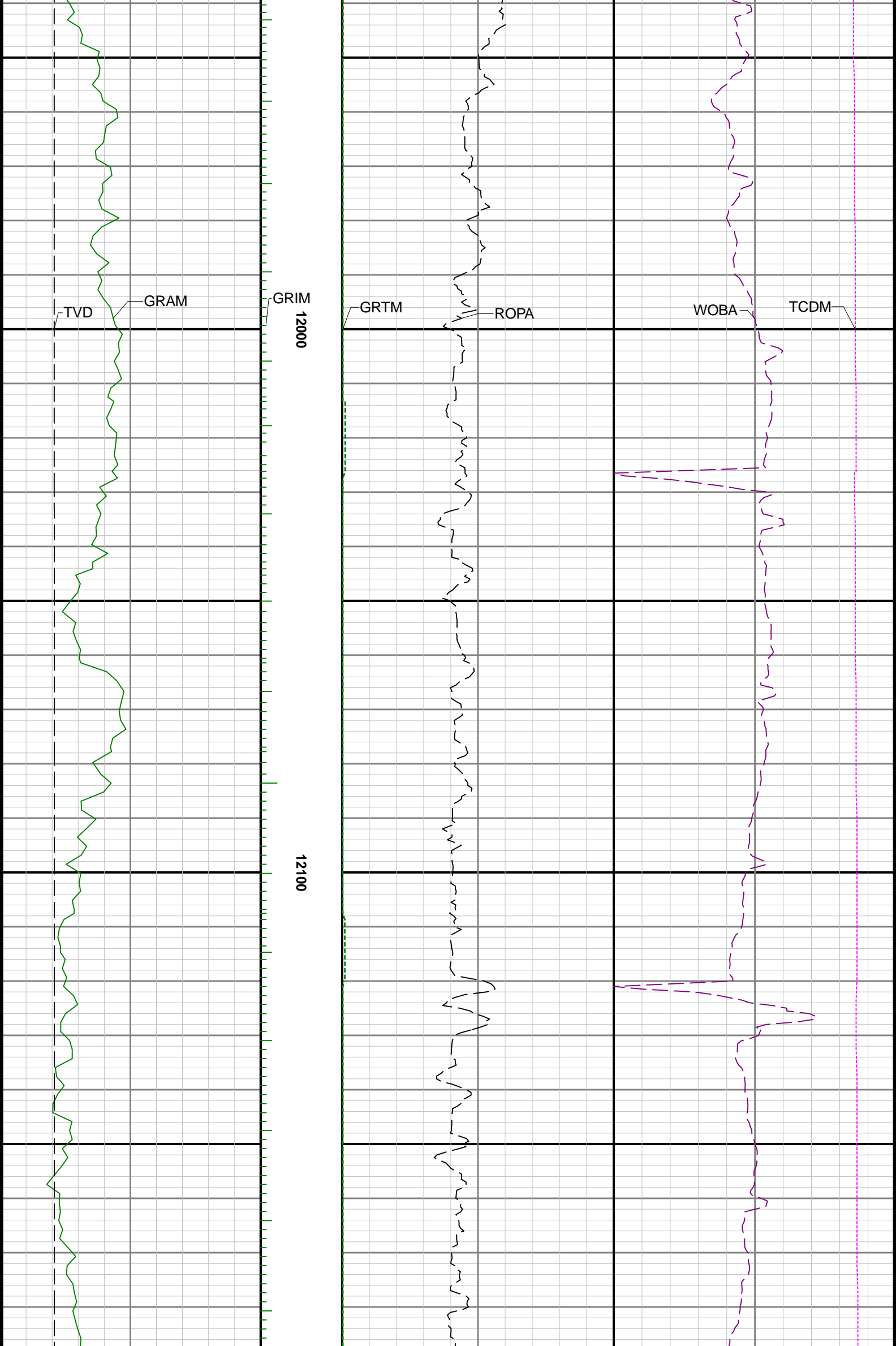


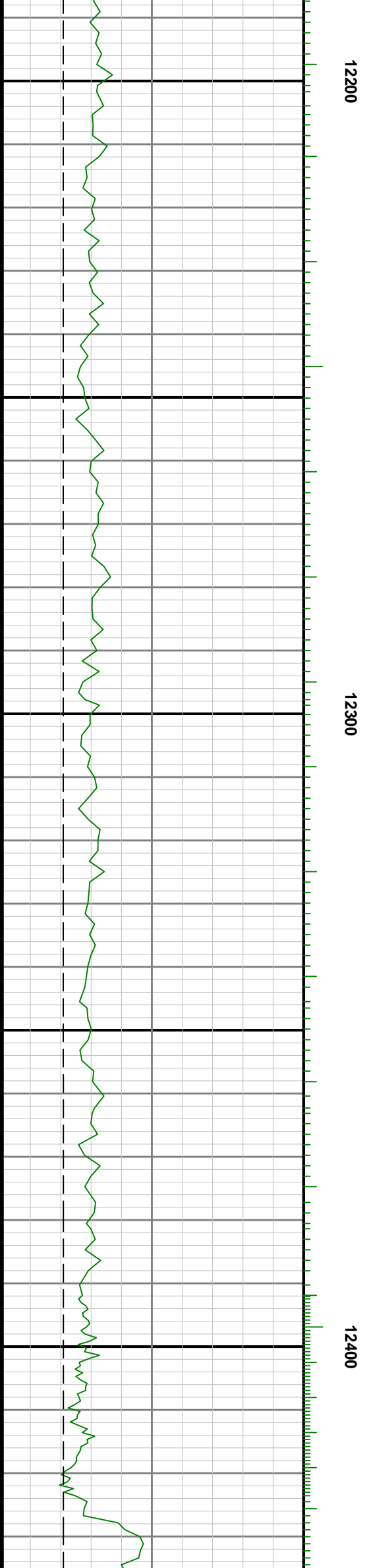
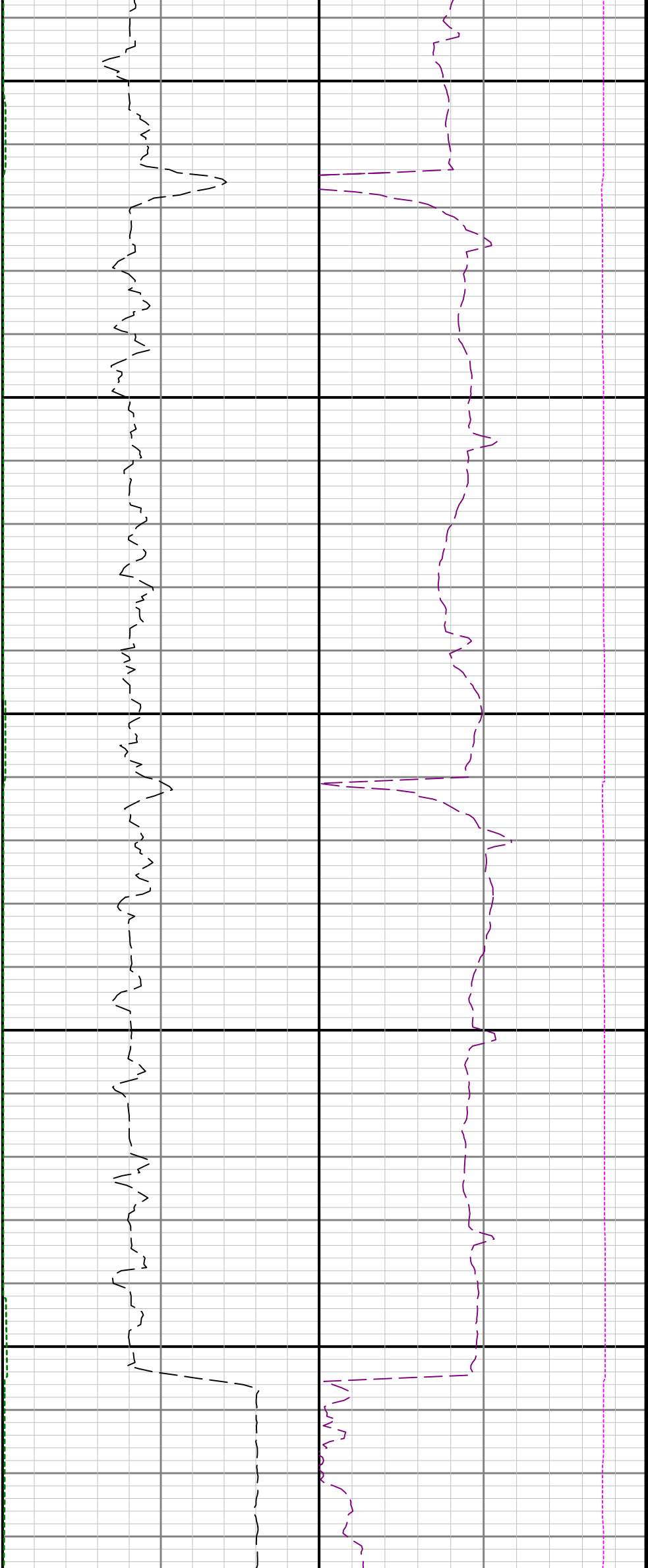
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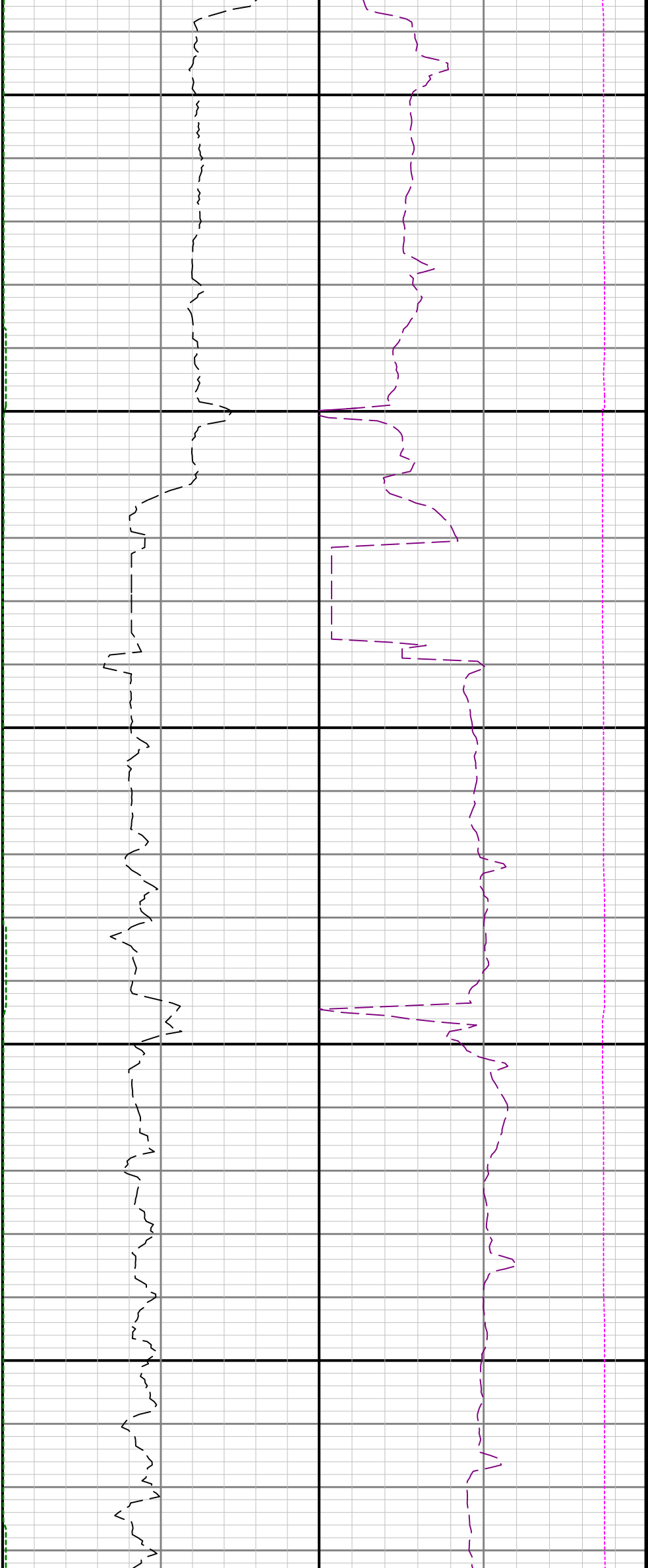
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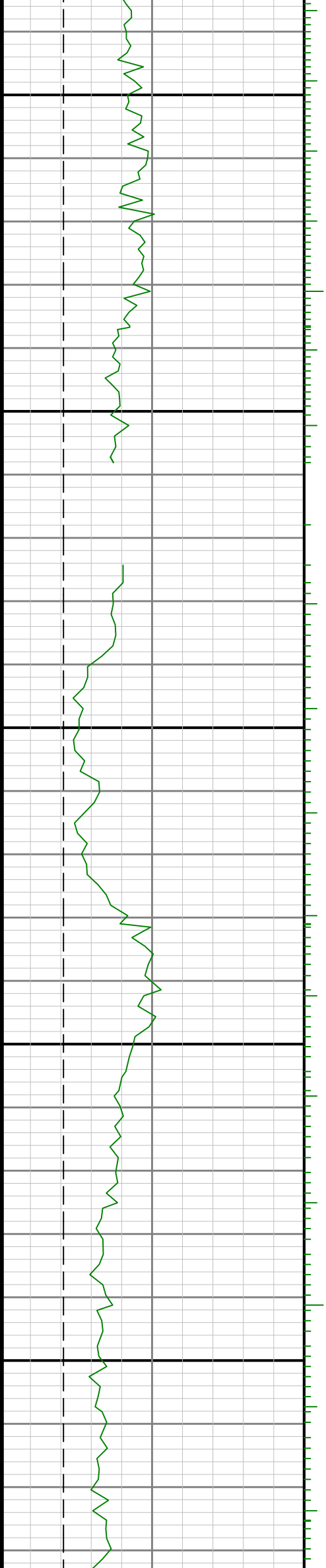


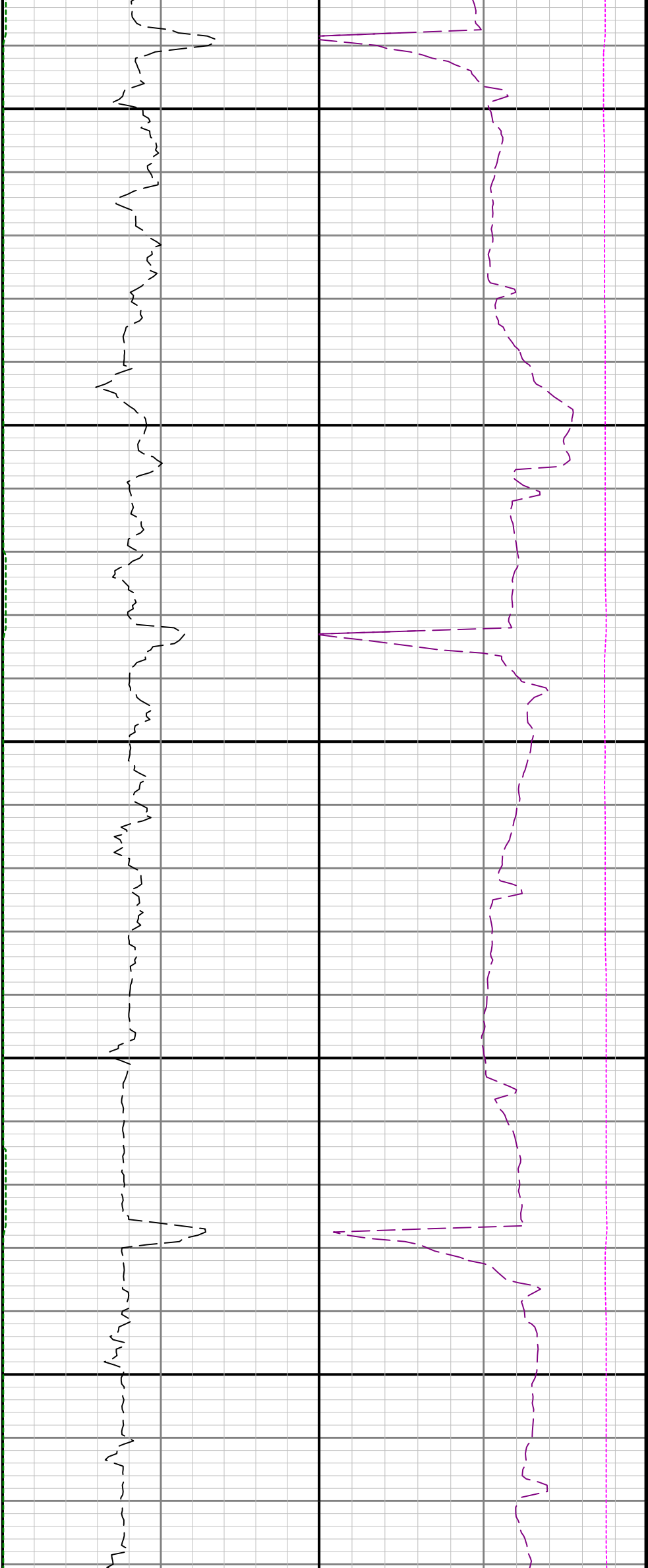




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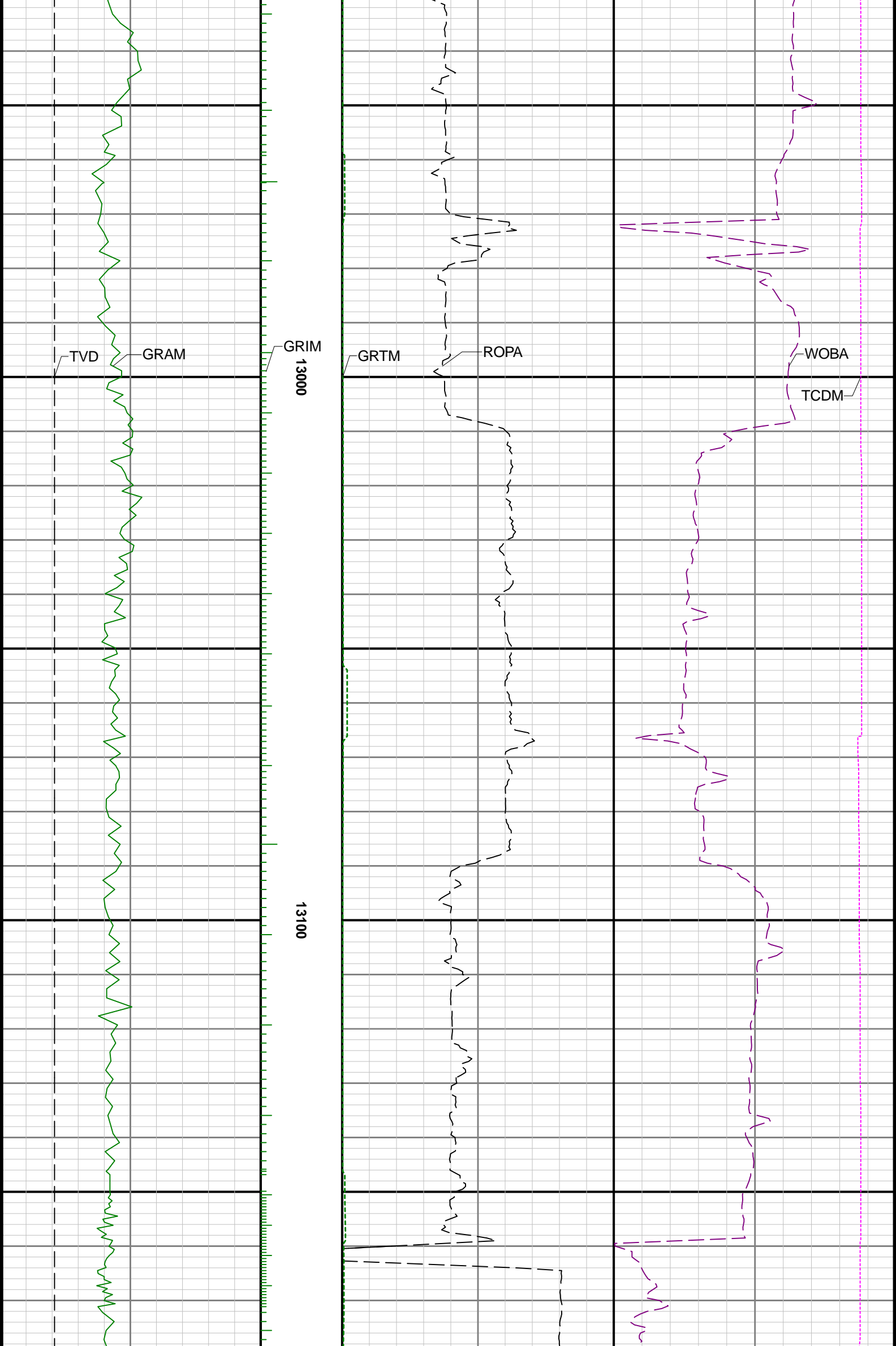


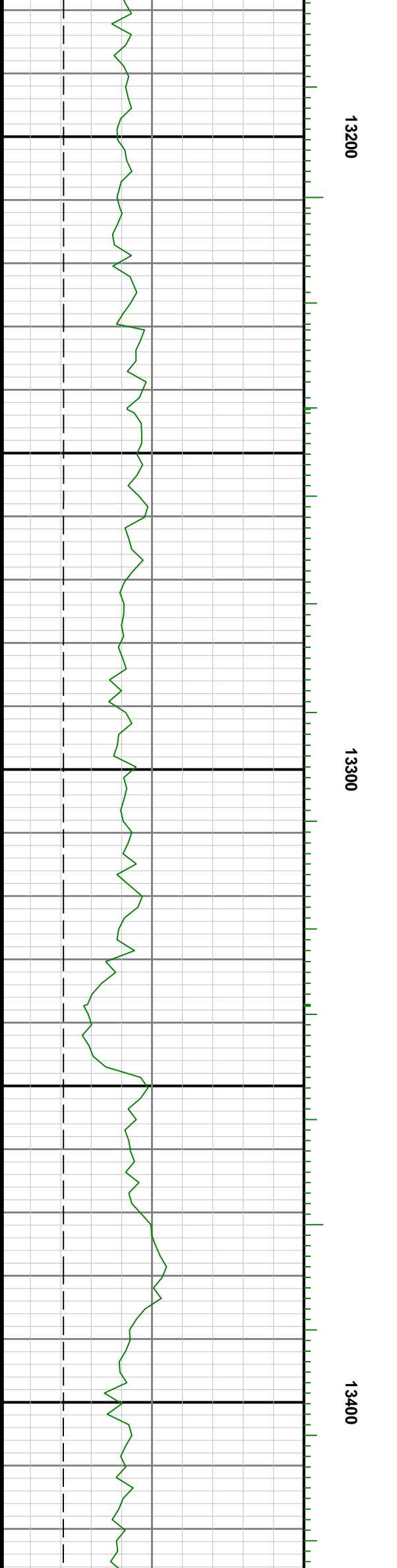
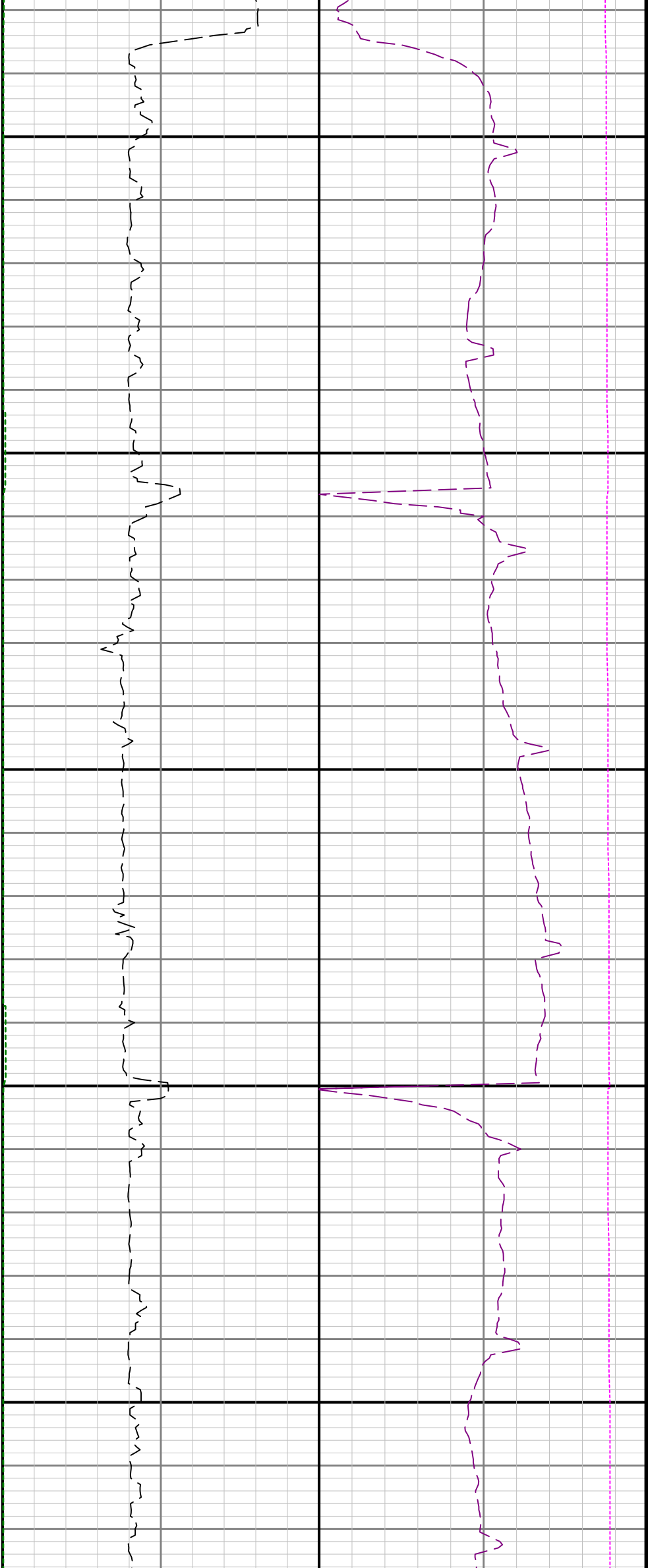


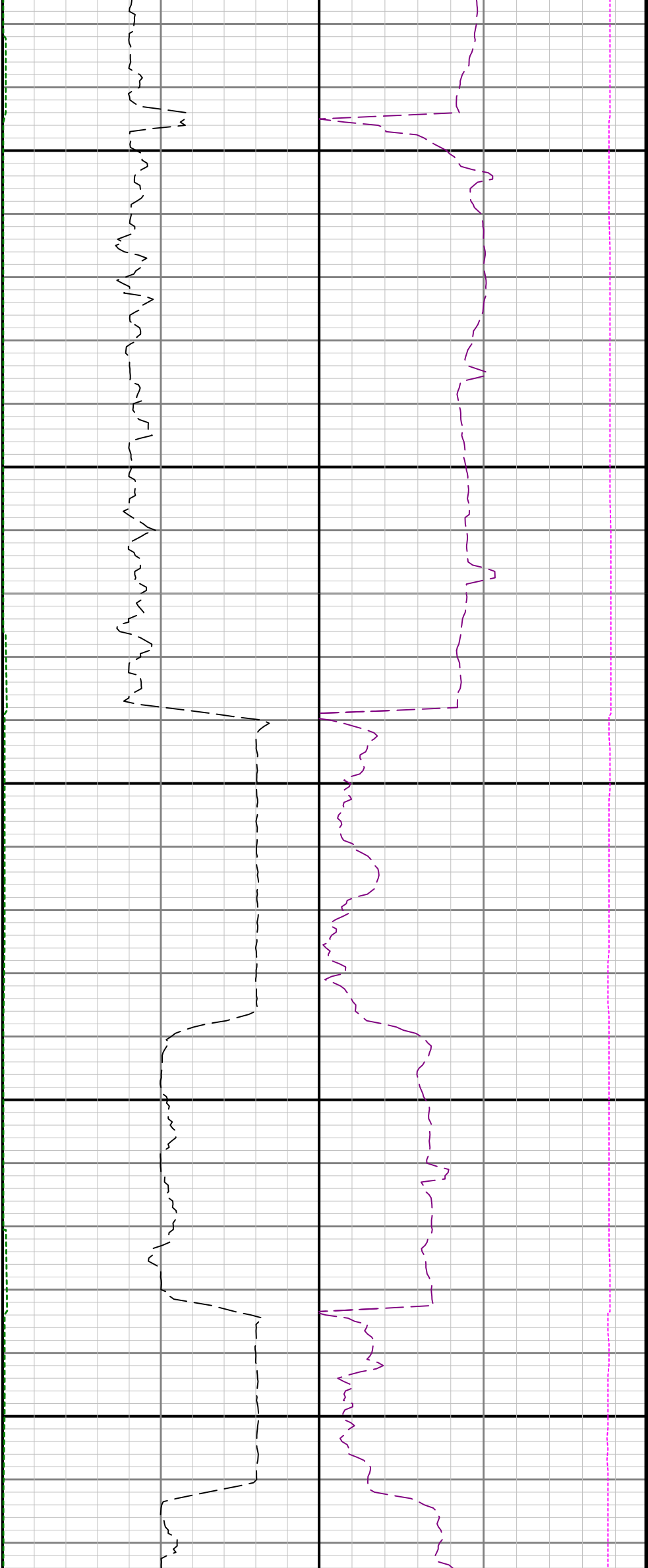
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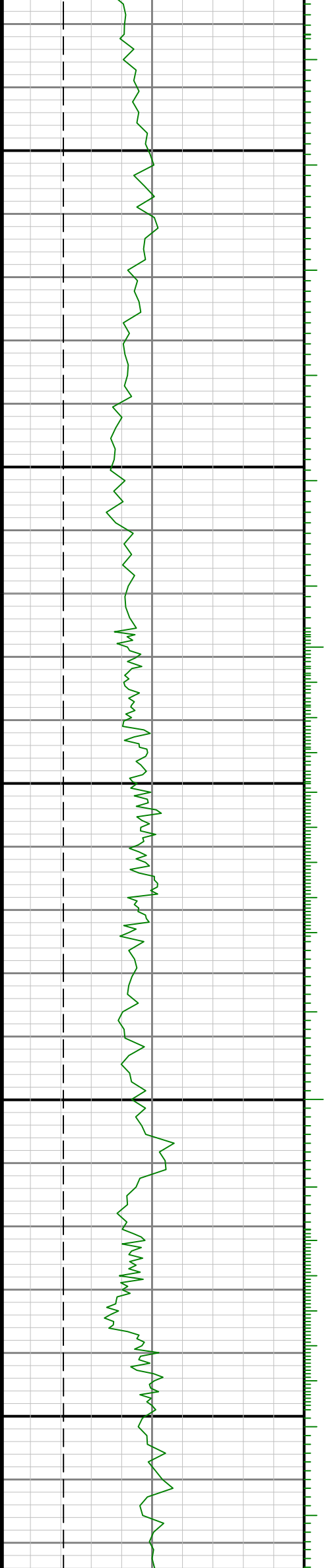


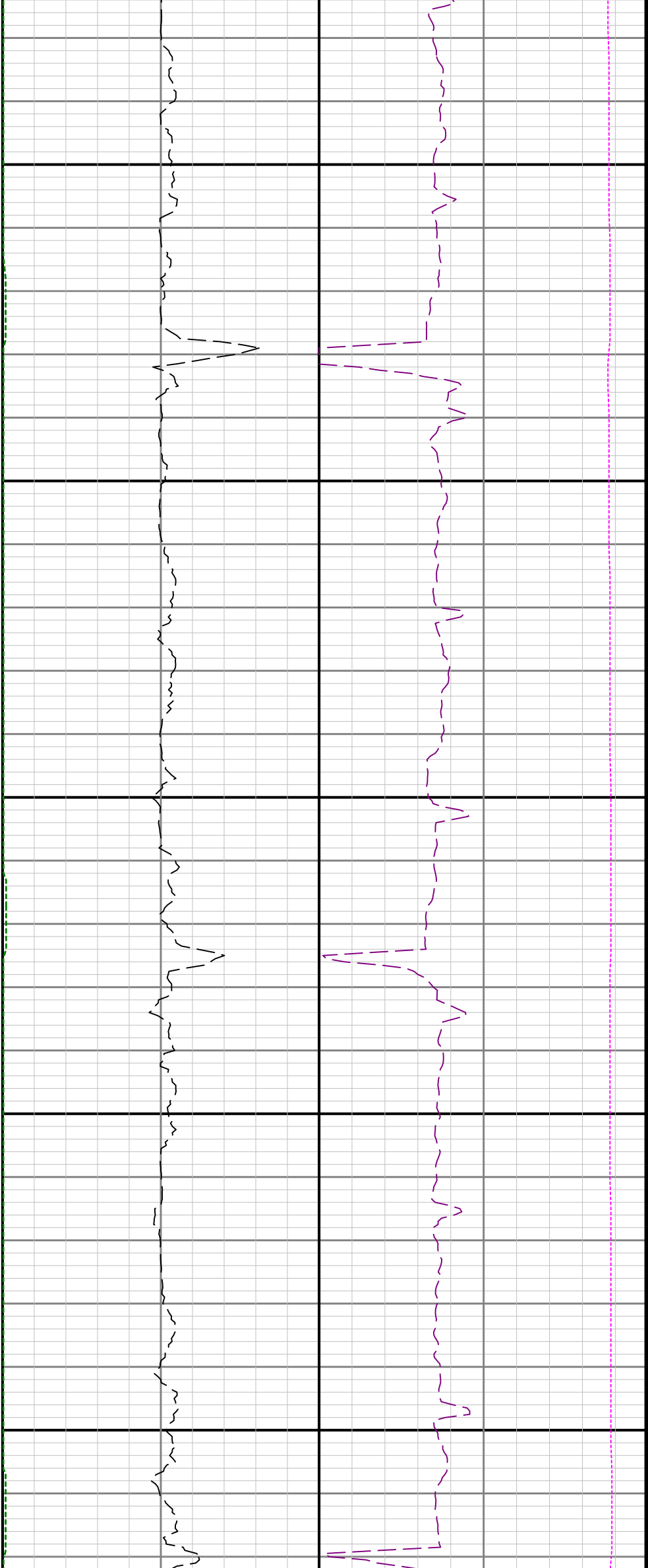




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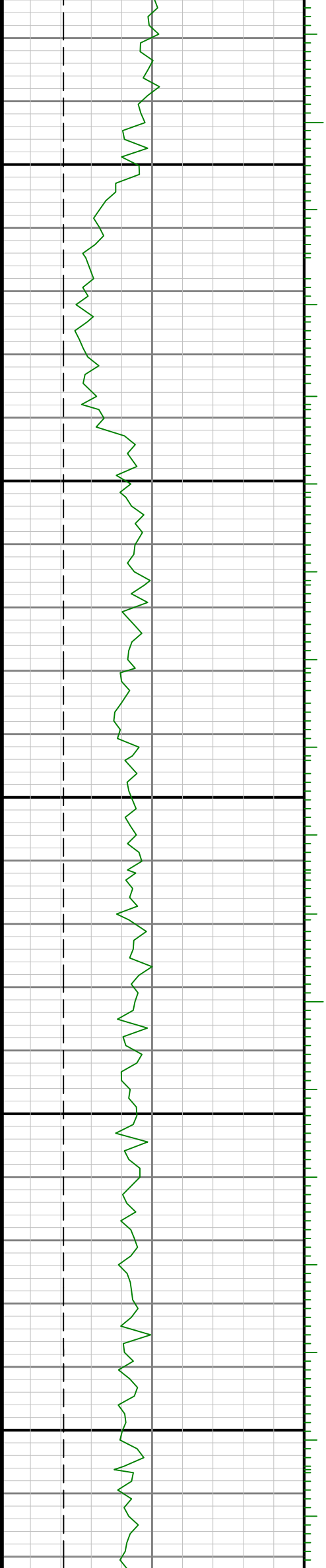


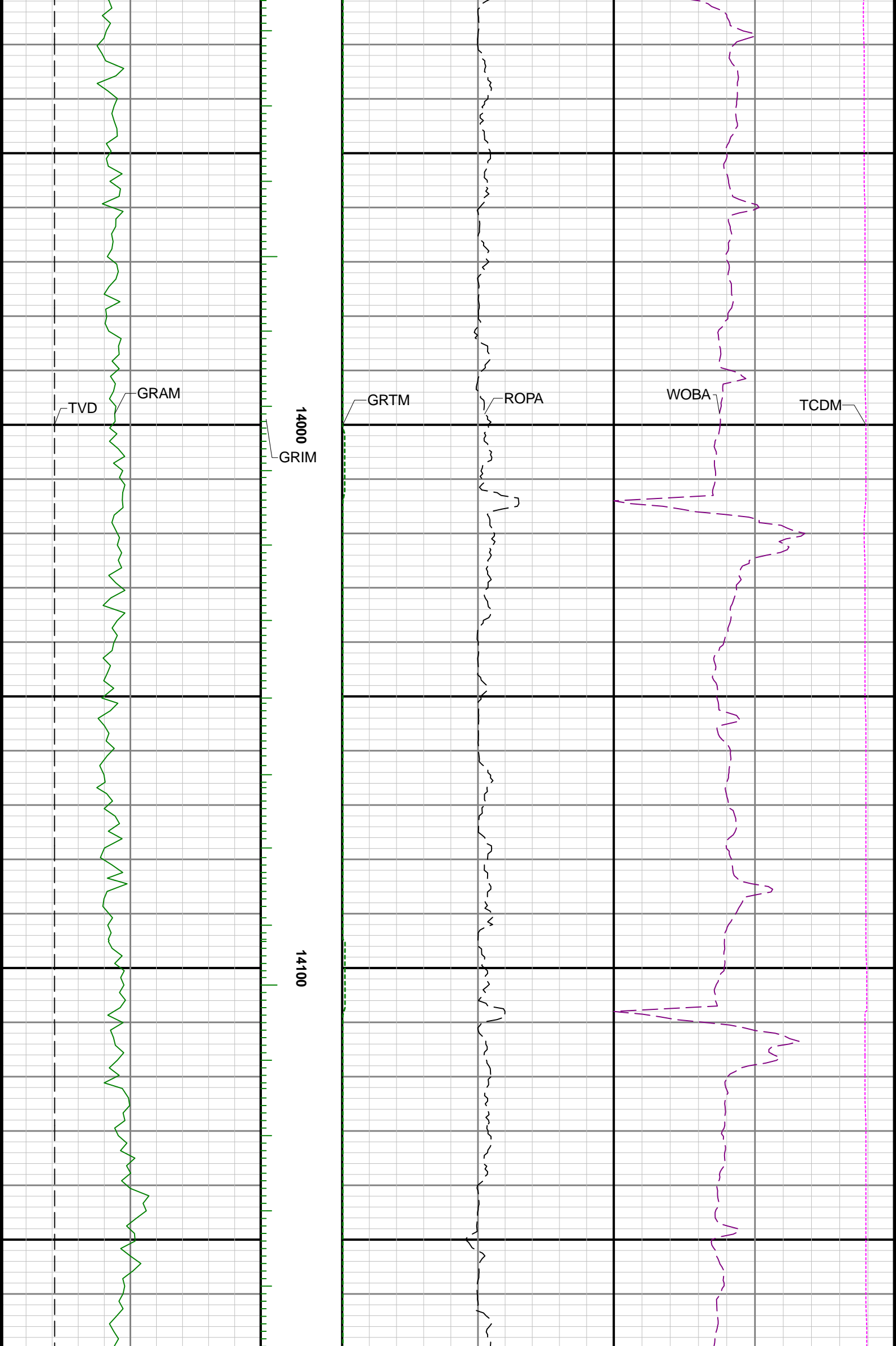


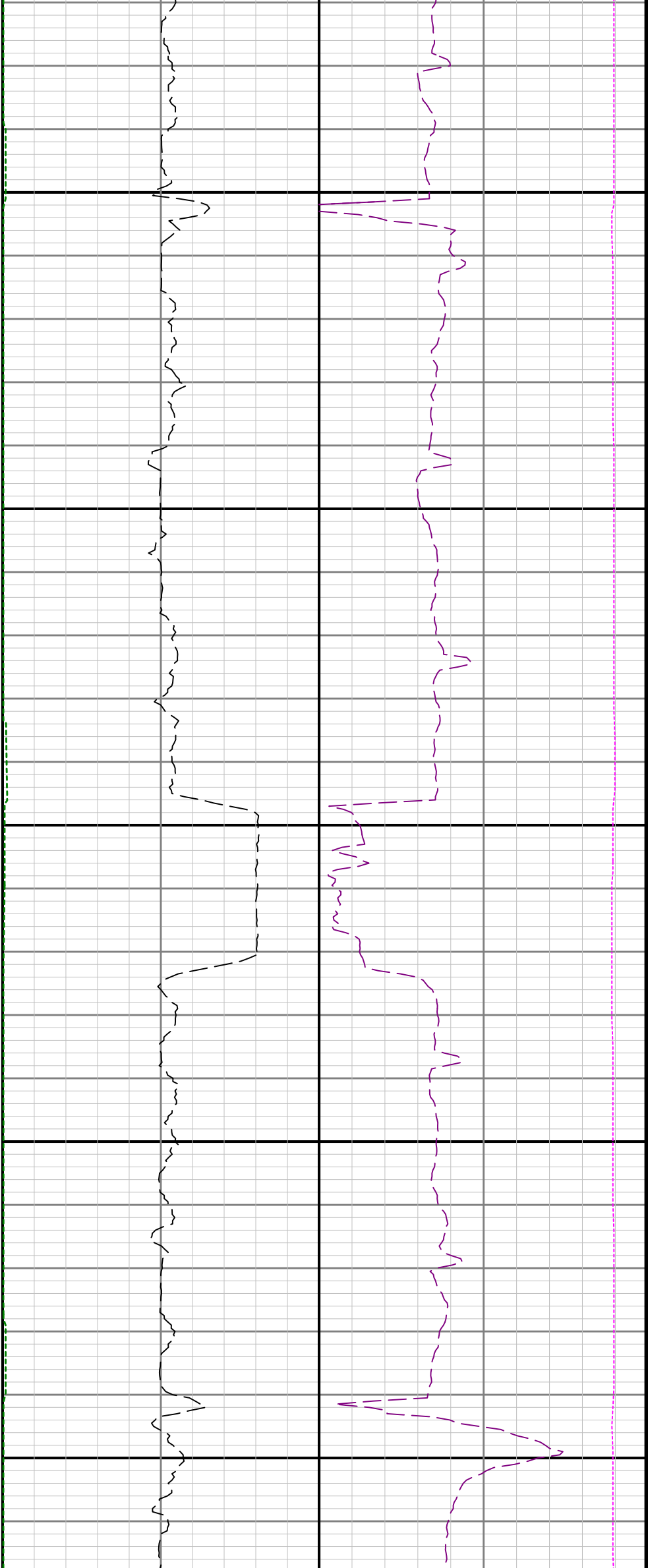
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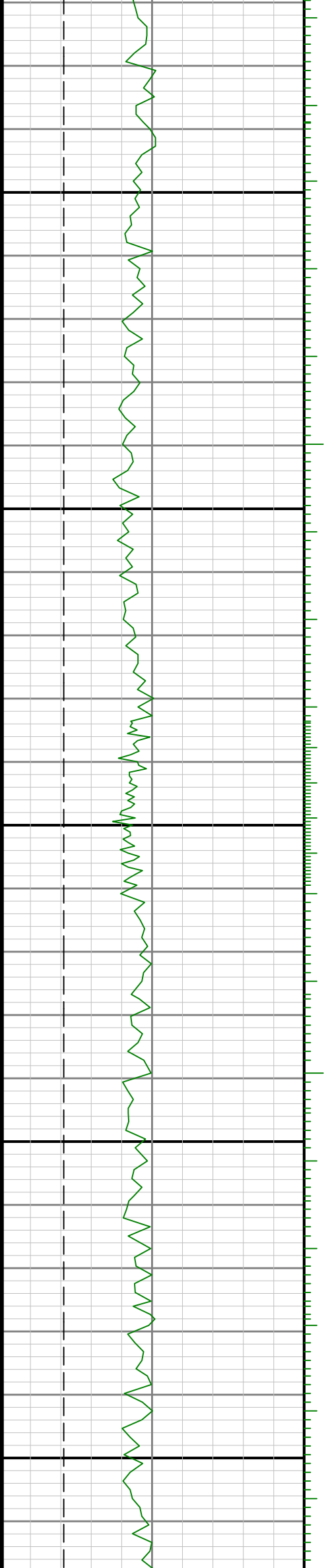


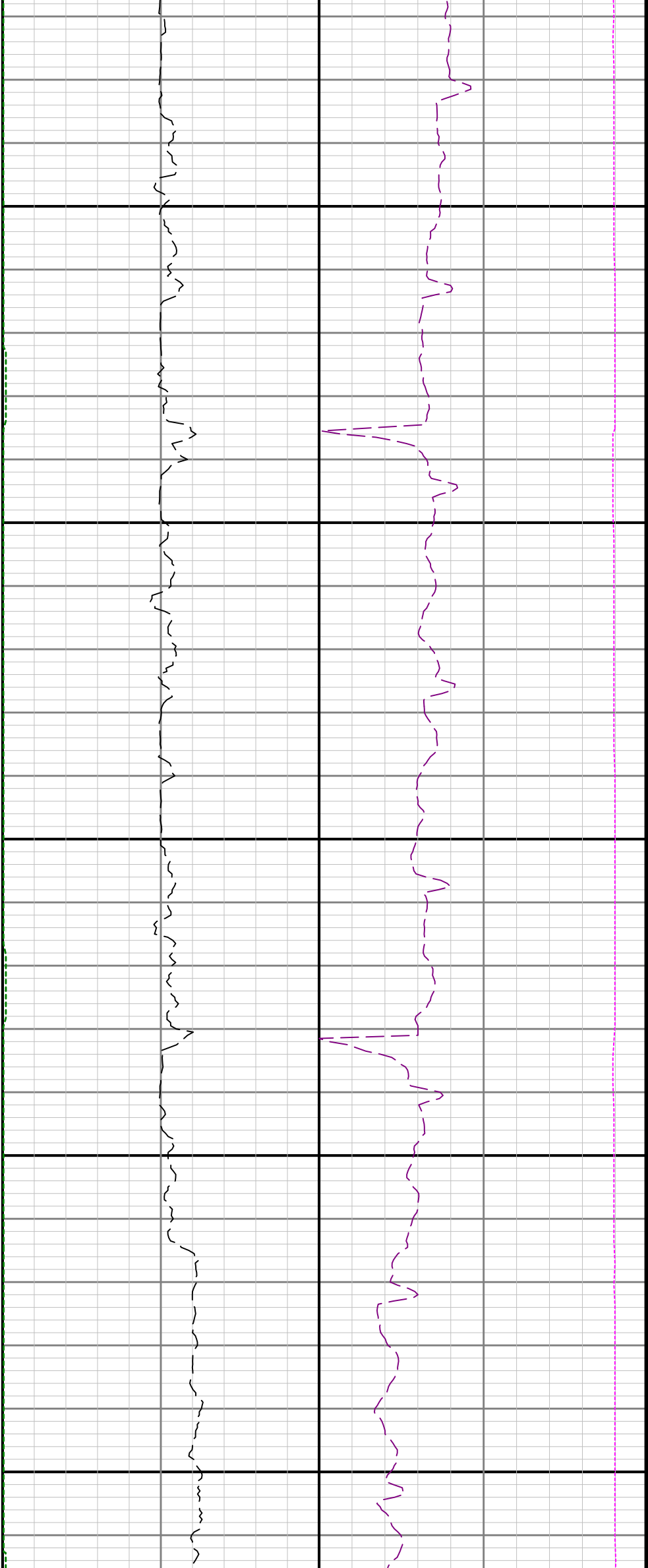


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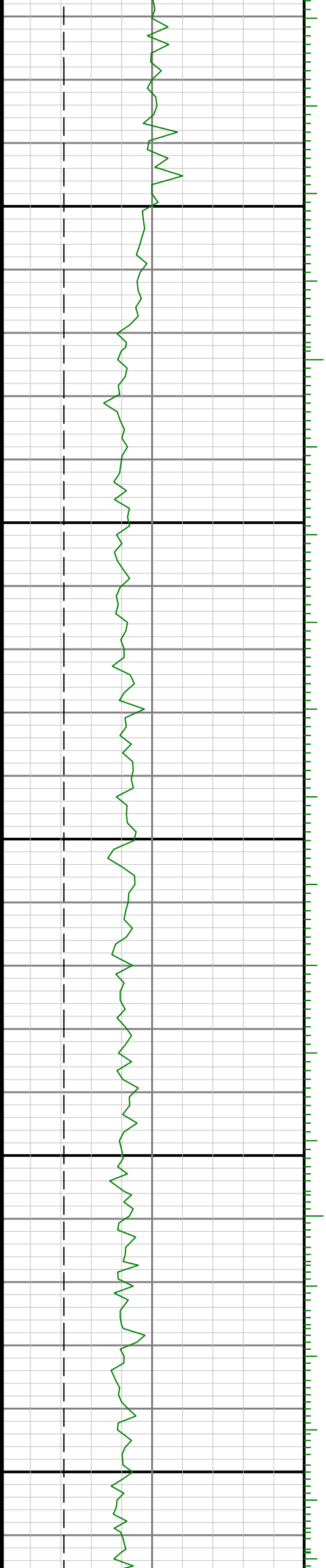
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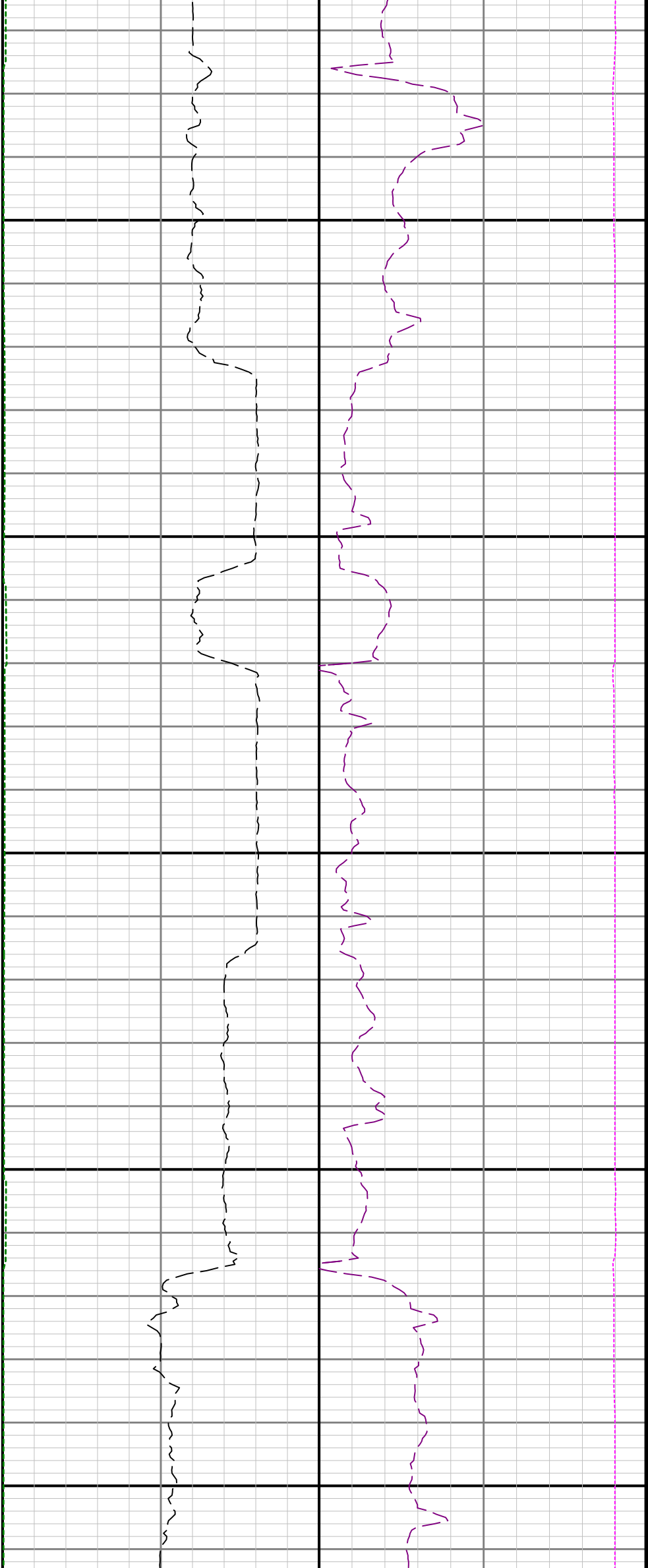




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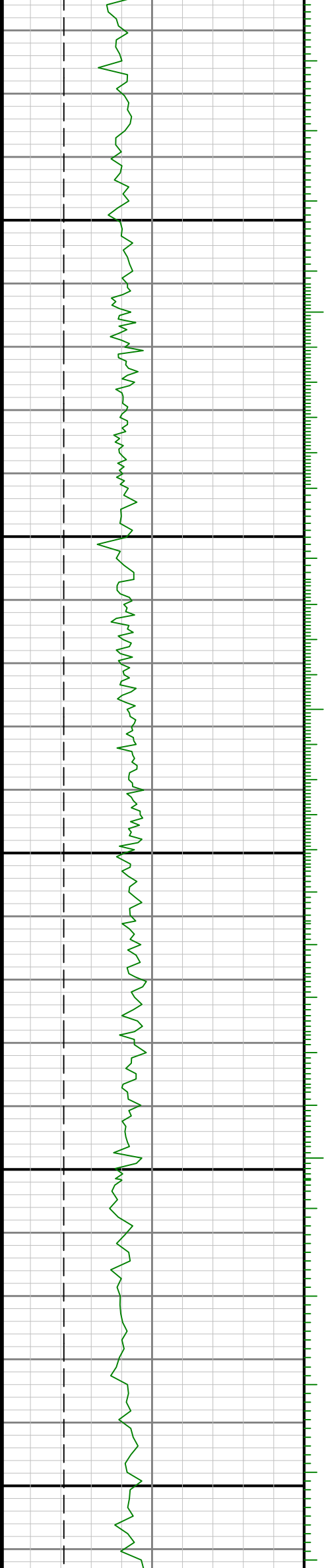


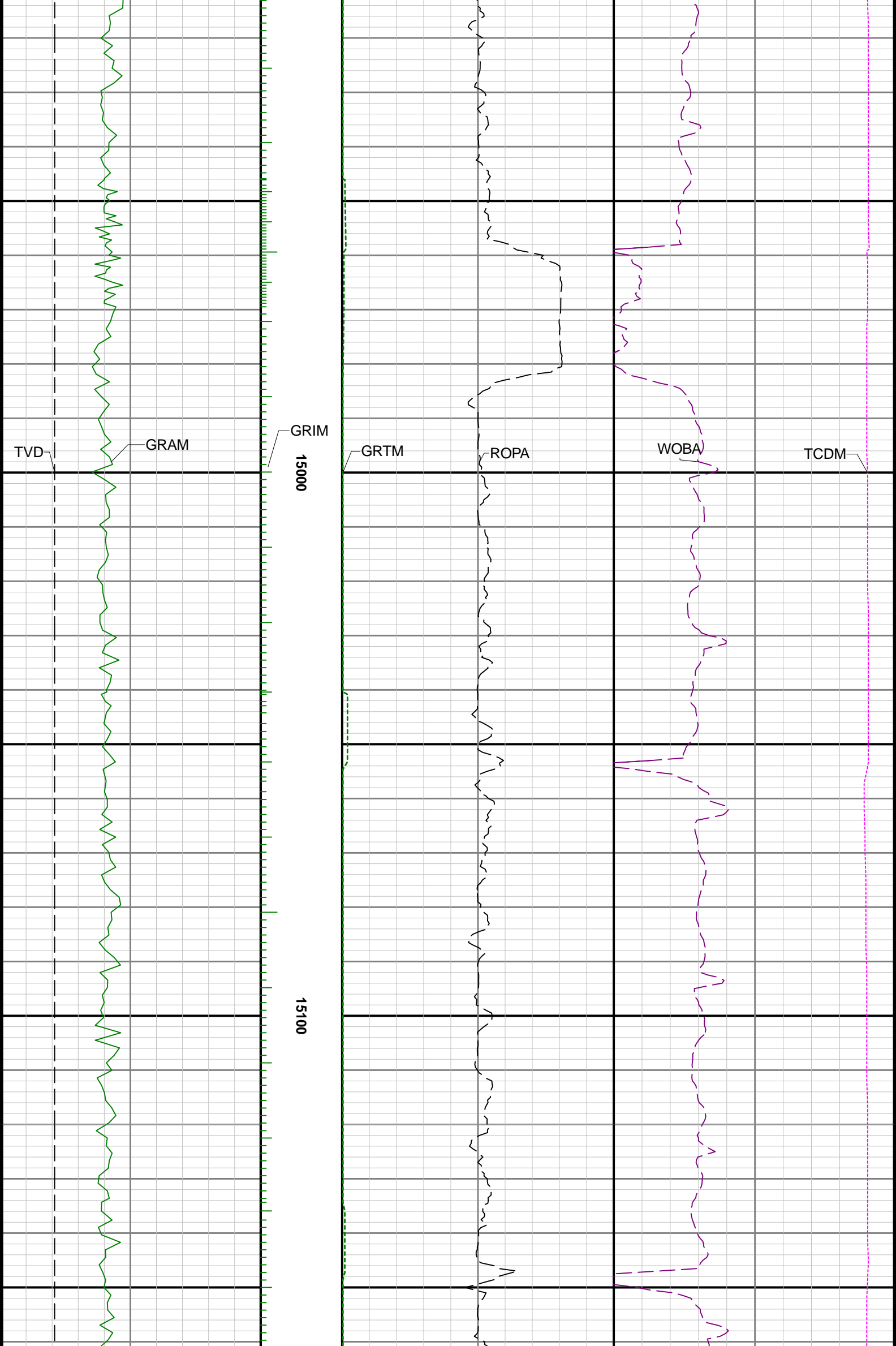


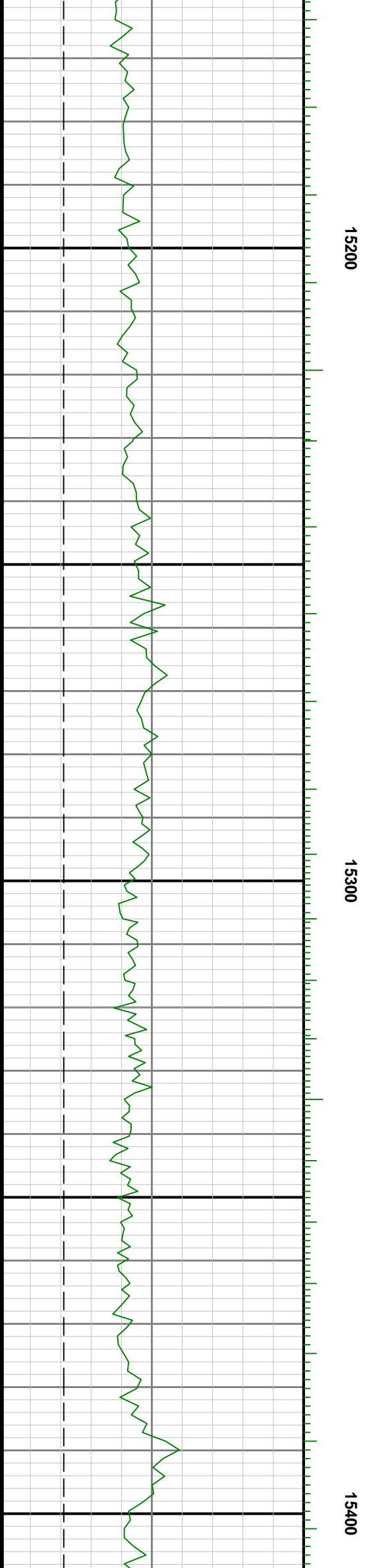
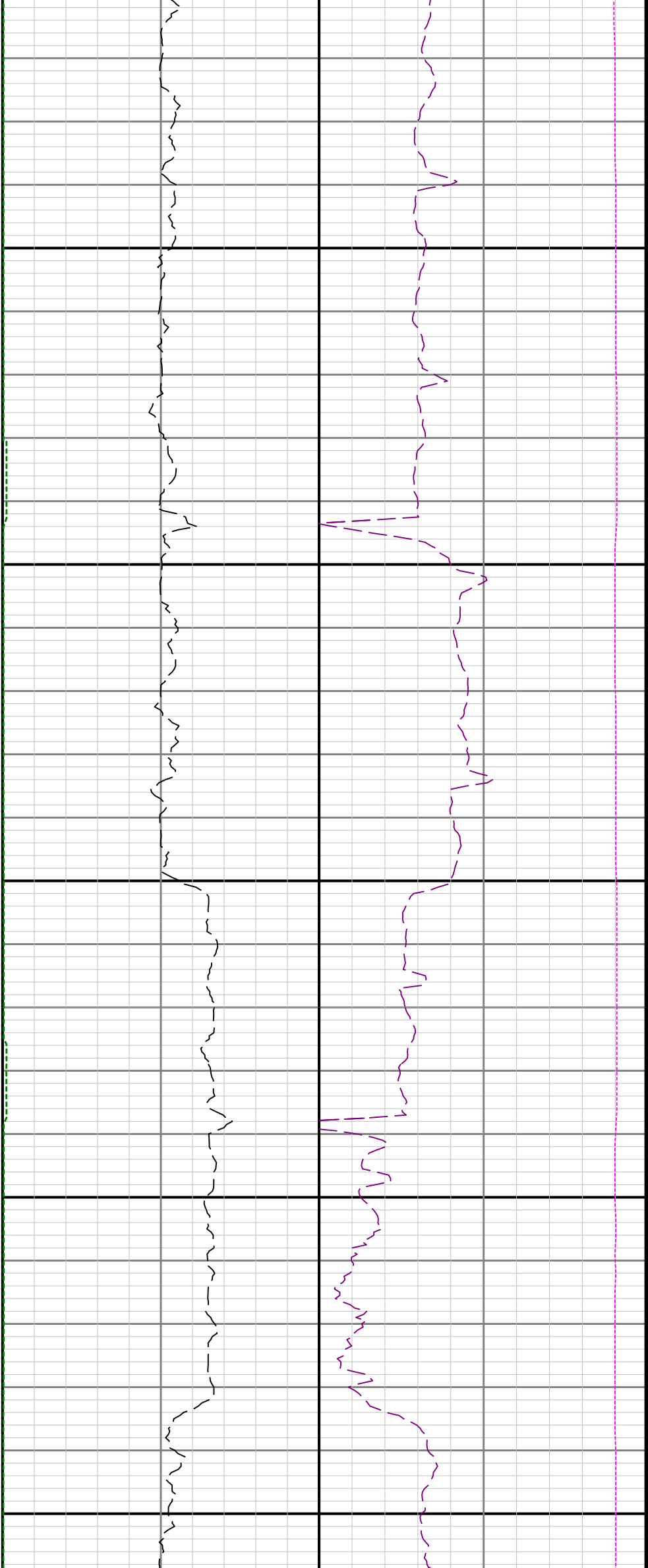
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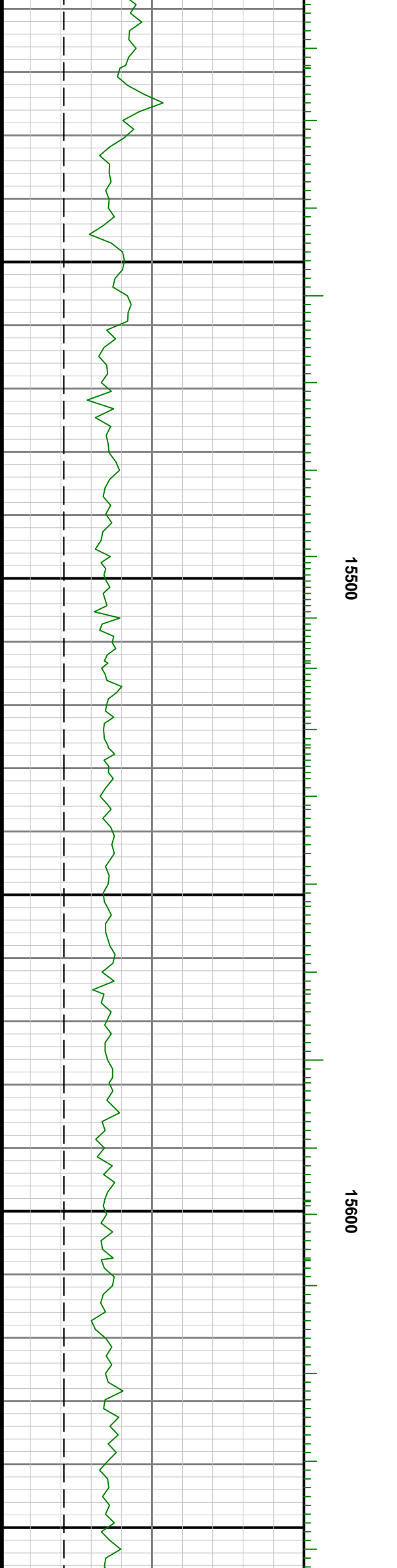
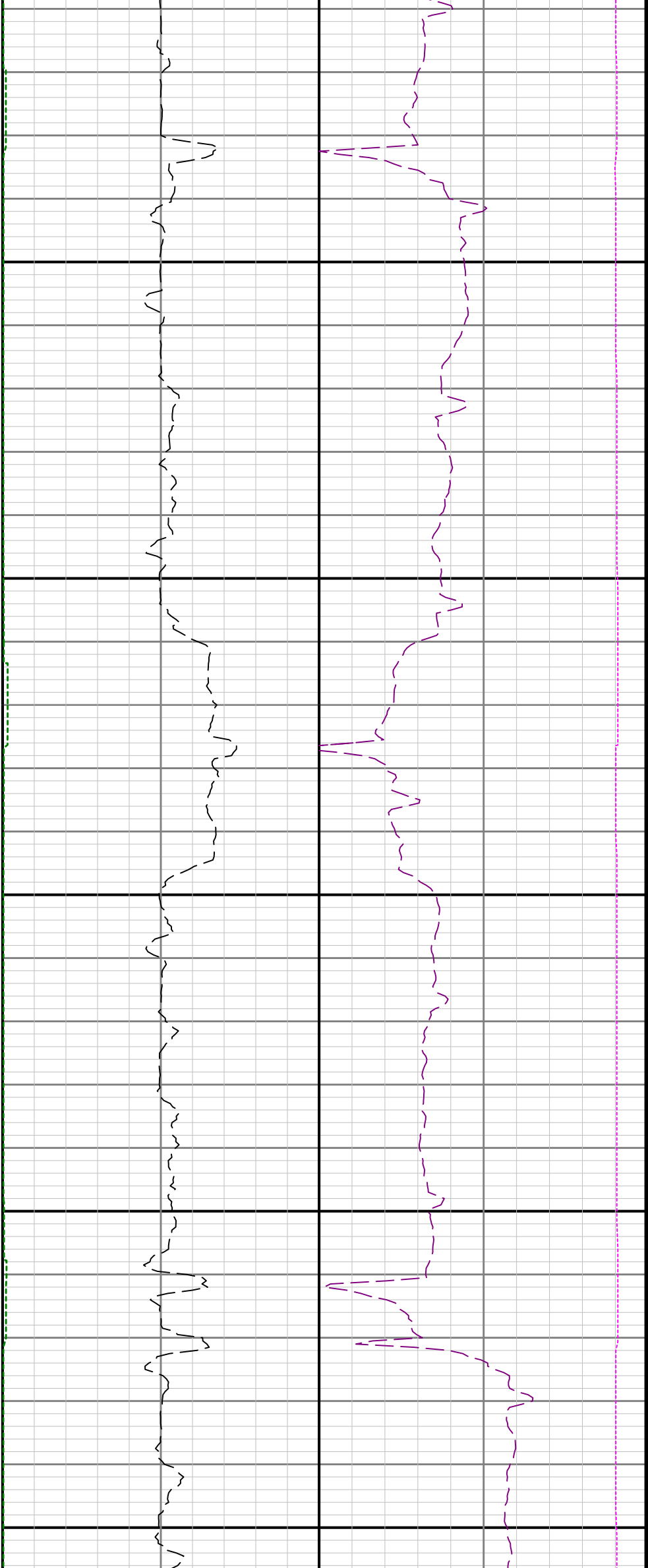
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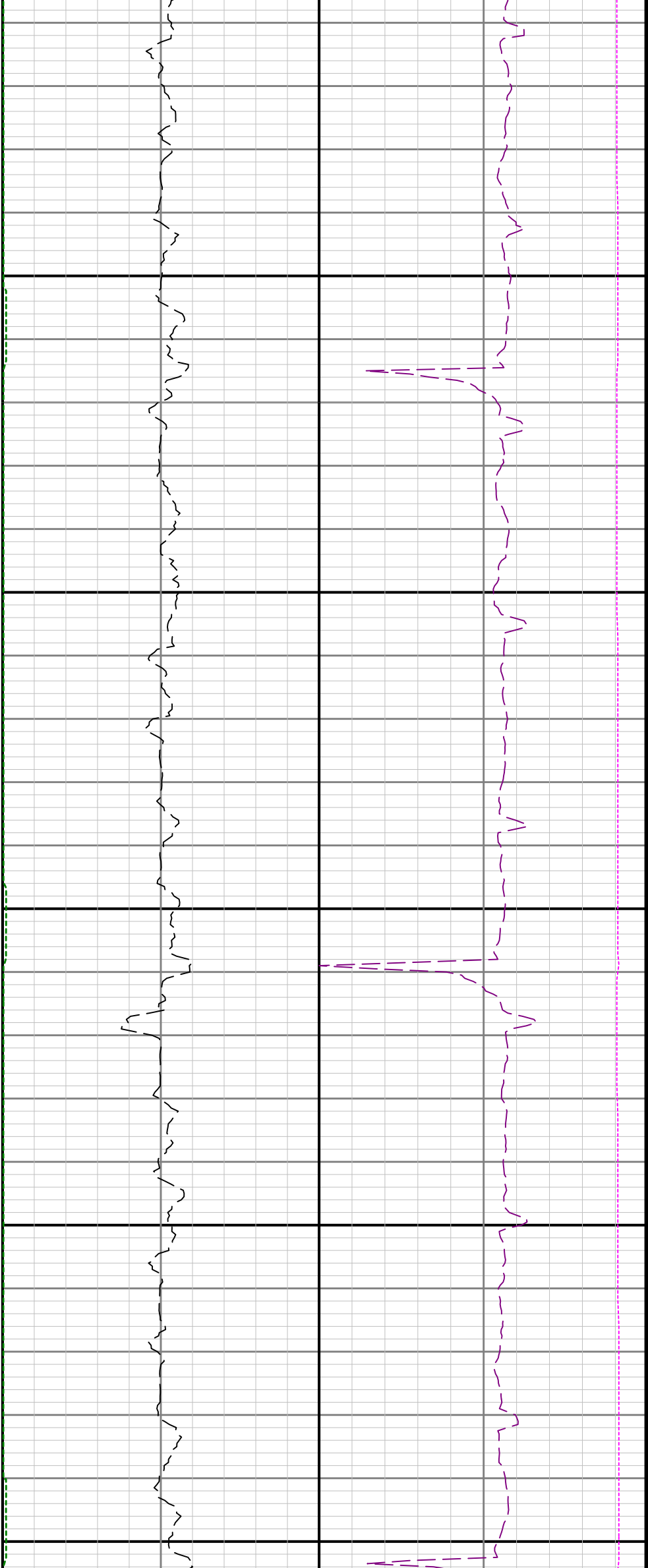
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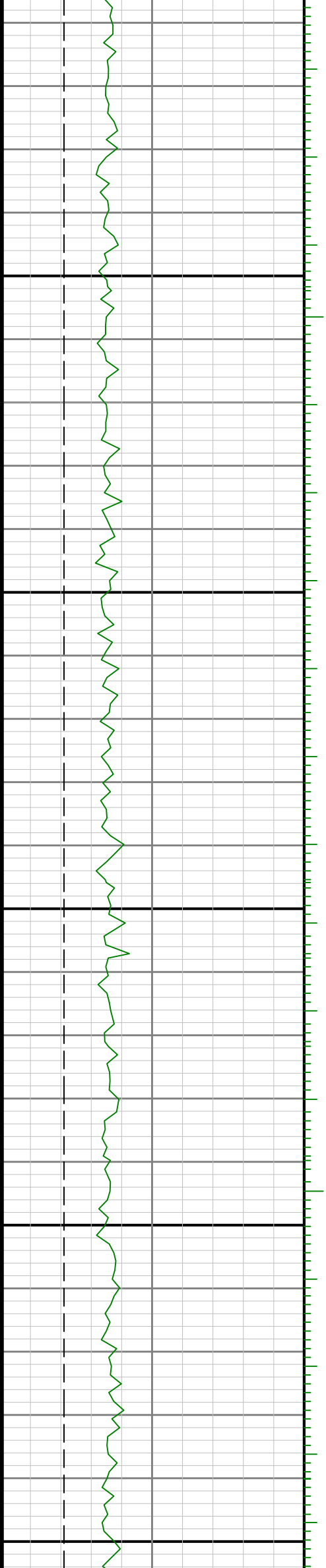


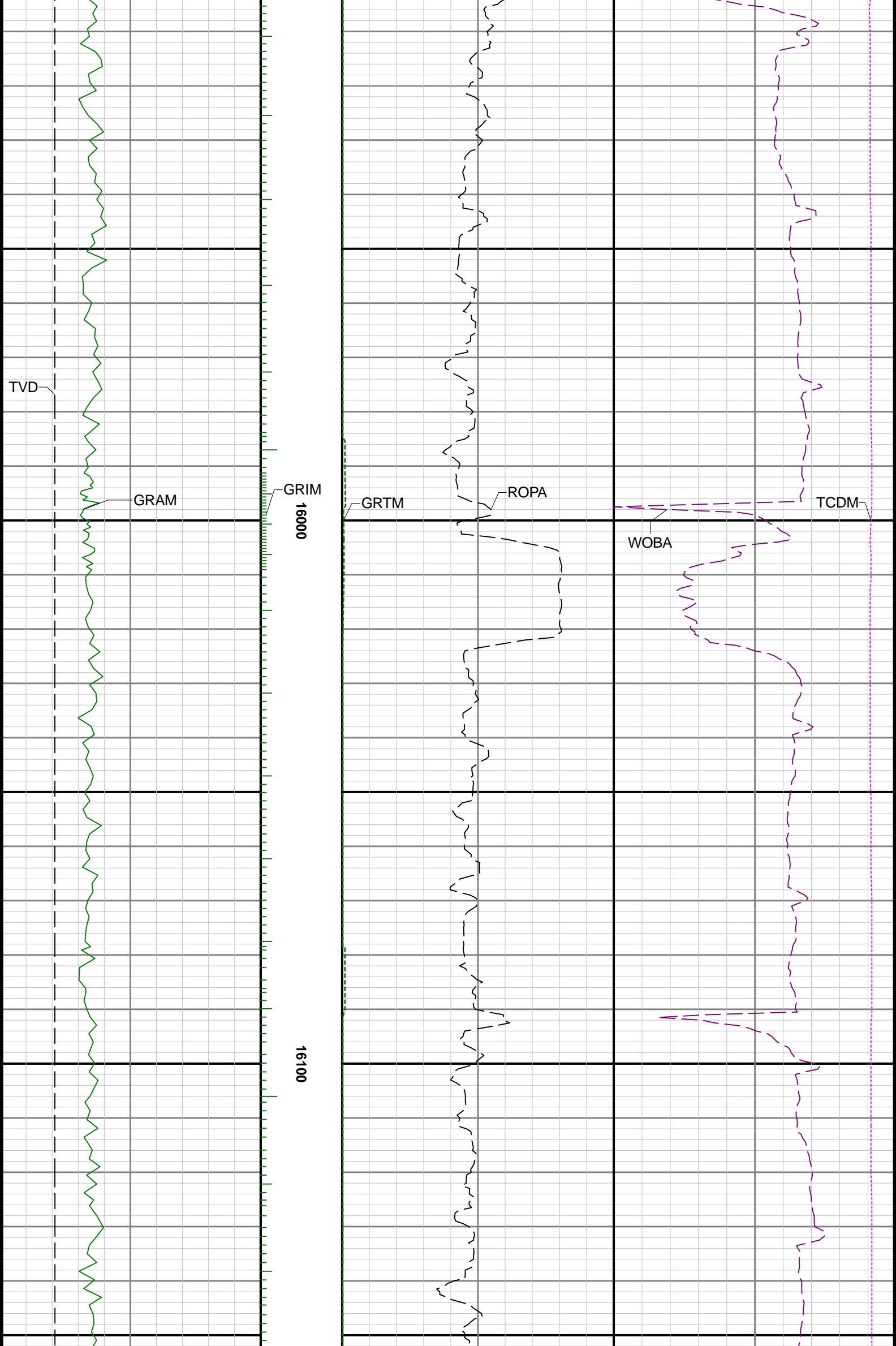


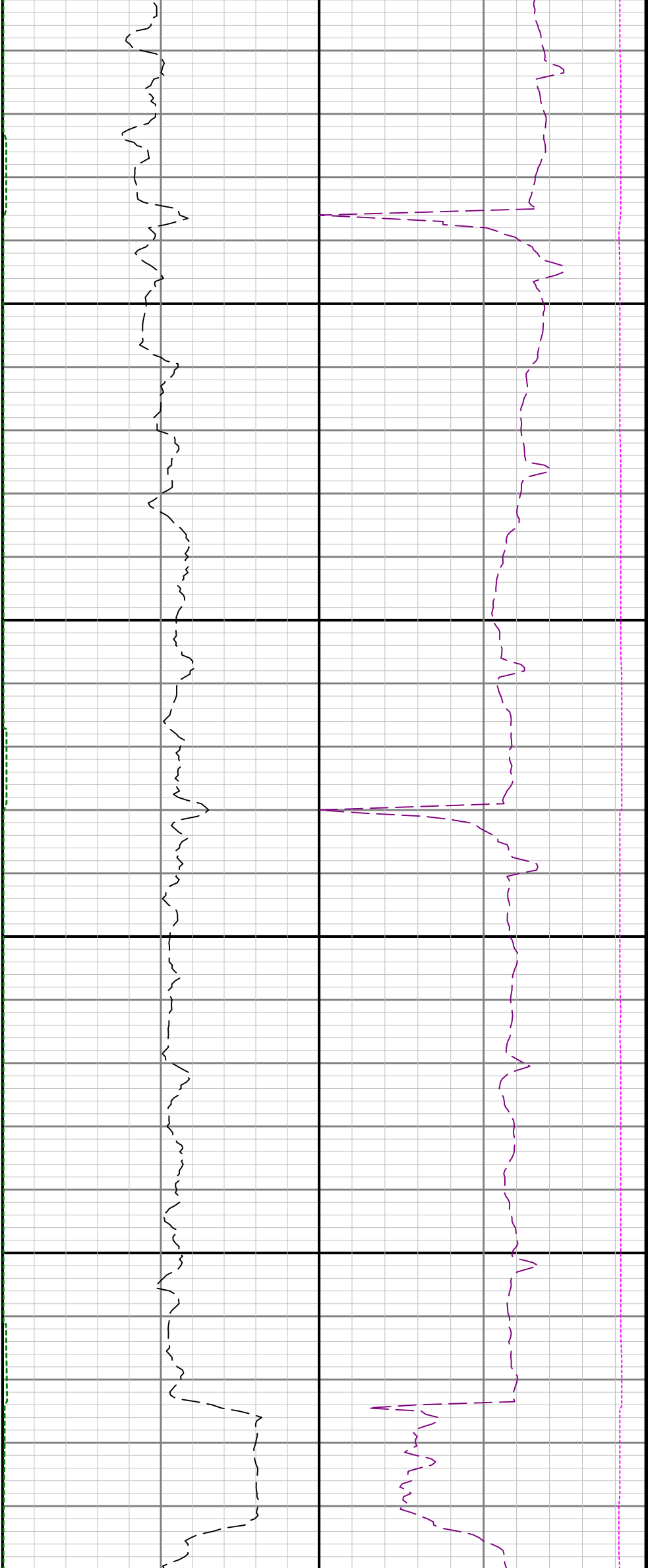
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15800

15900



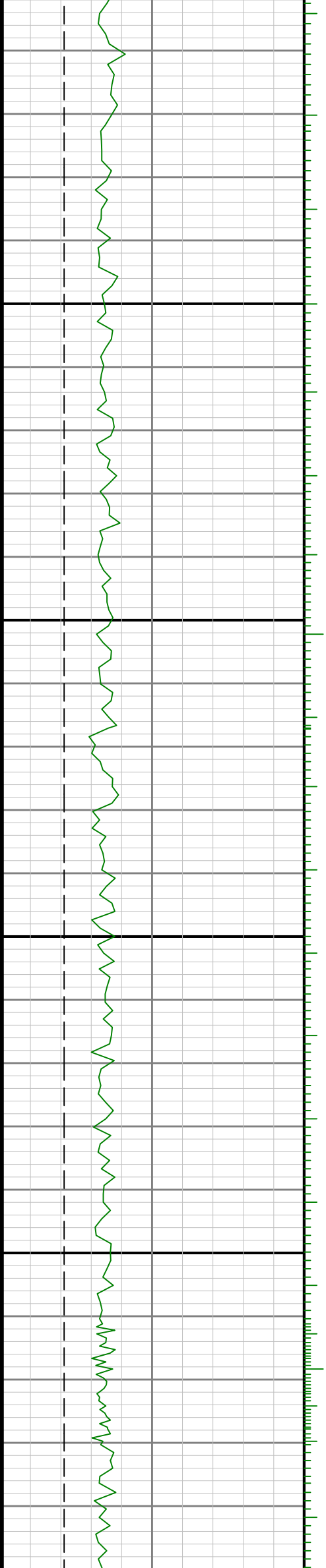


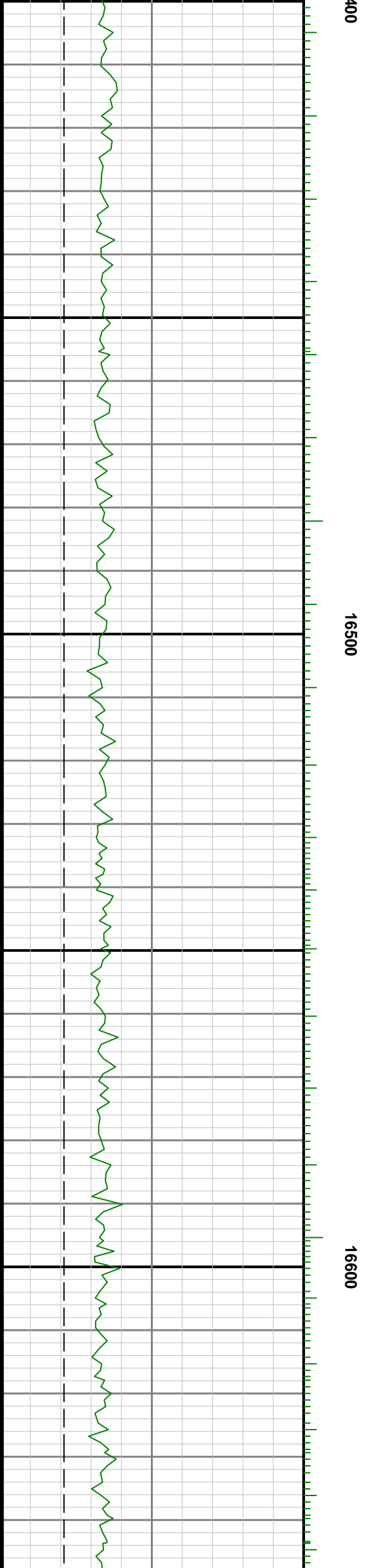
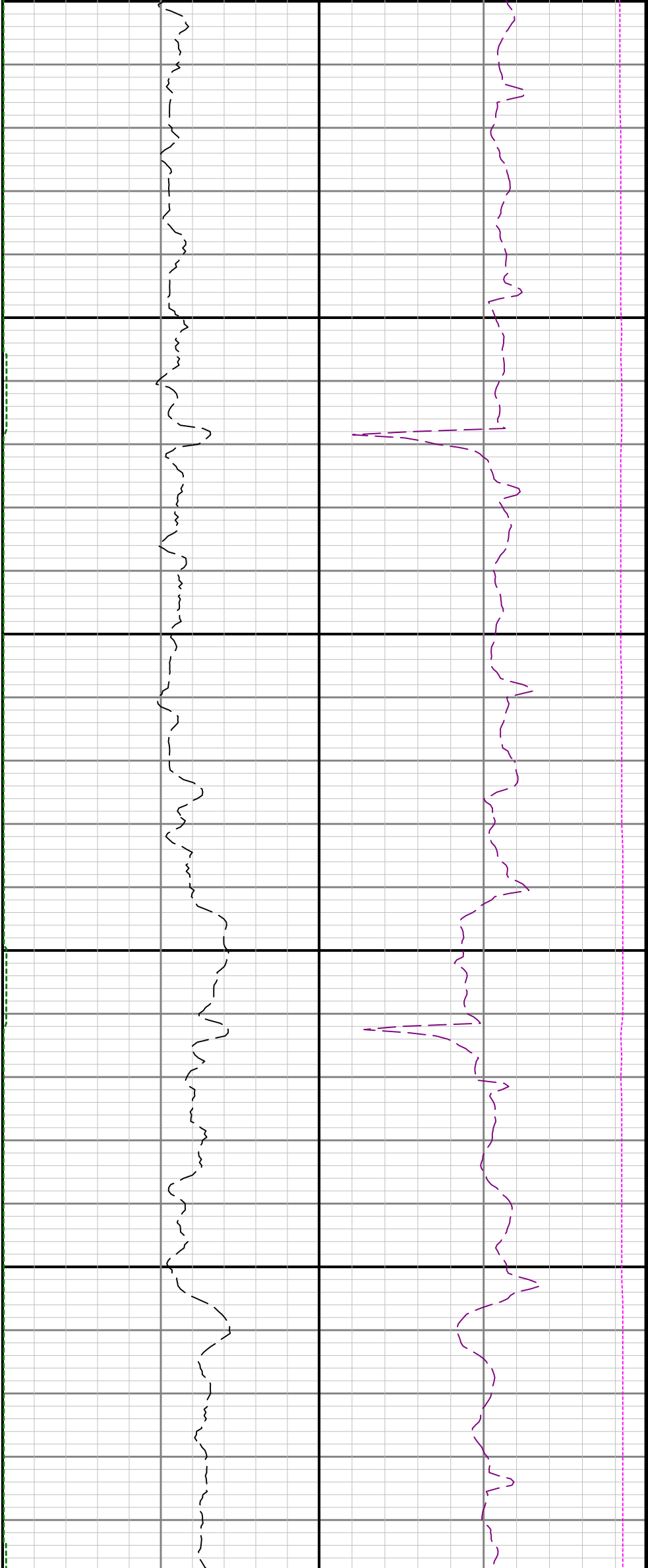


16200

16300

16

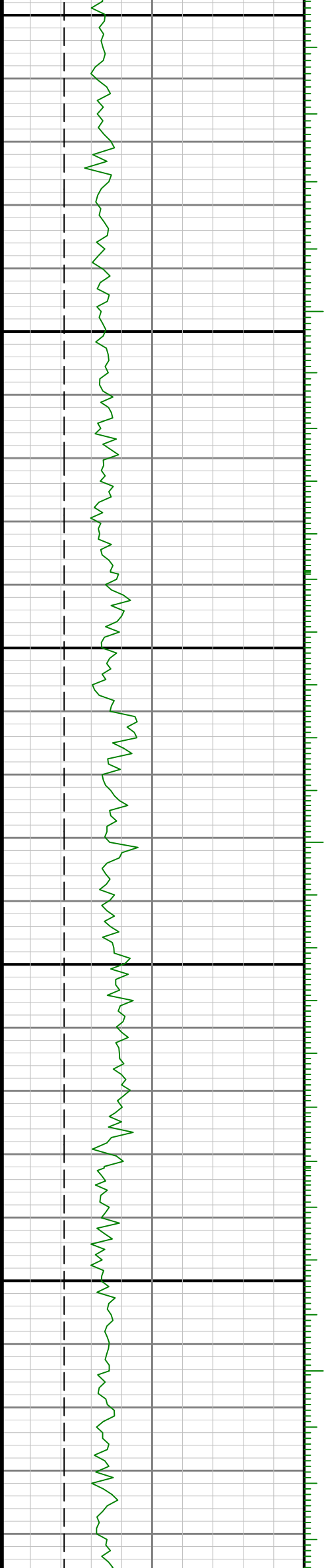


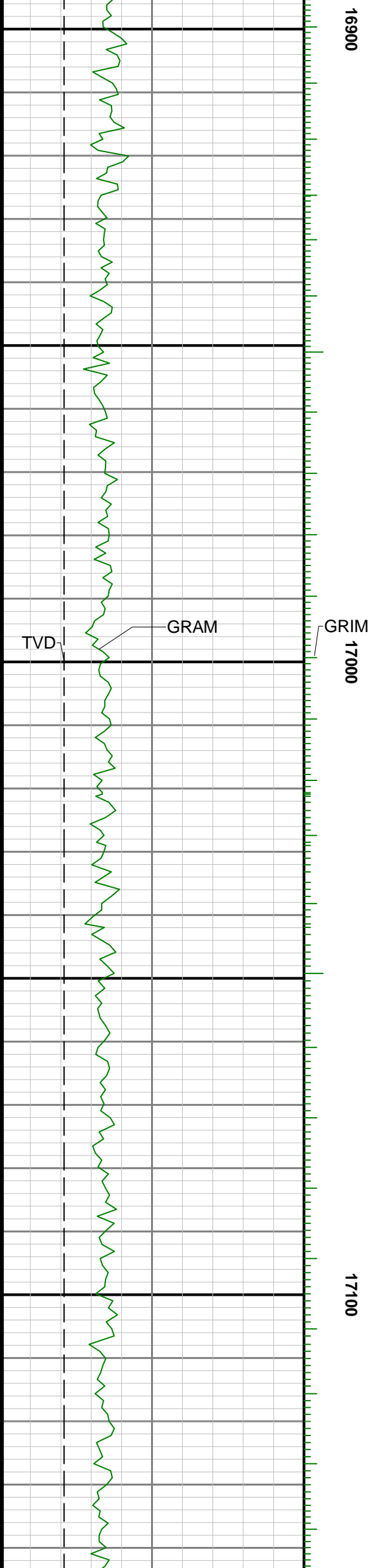
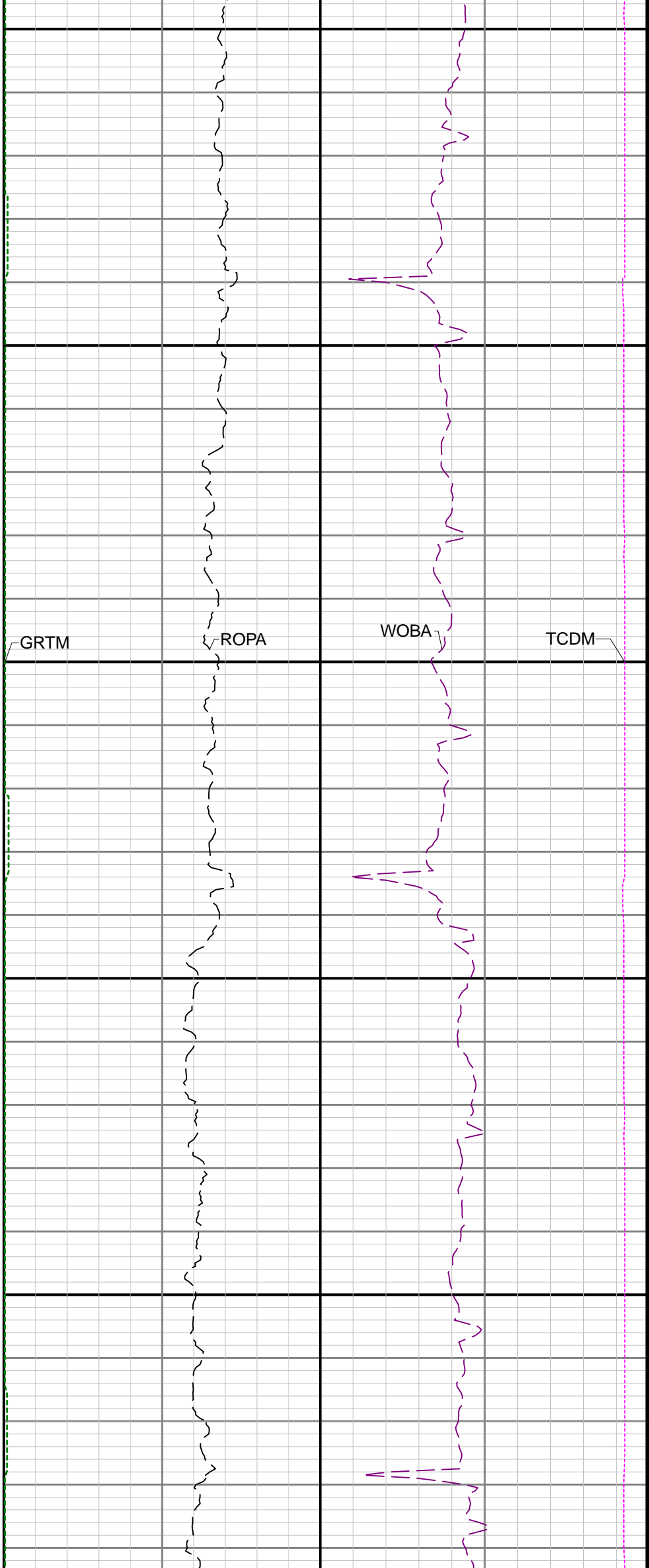


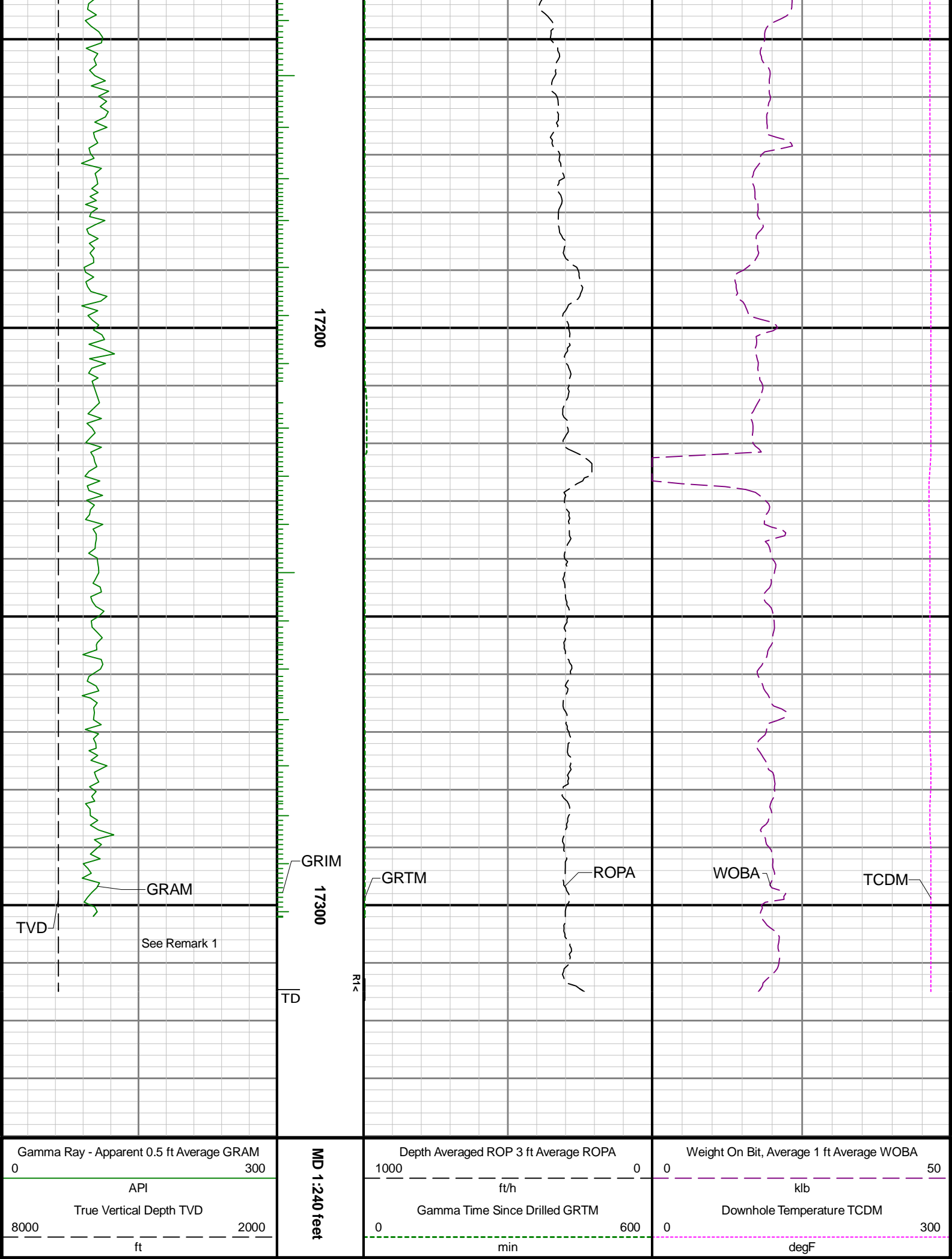


16700

16800







See Remark 1

17200

17300

MD 1:240 feet

TD

R1<